

WEST YORKSHIRE LOCAL TRANSPORT PLAN

2001-2006

West Yorkshire Passenger Transport Executive
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VISION FOR TRANSPORT IN WEST YORKSHIRE

The West Yorkshire authorities and key partners are working together in order that residents, businesses and visitors will enjoy a high quality integrated local transport system that:

- is efficient, reliable, affordable and safe;
- meets the travel needs of all the people and businesses of West Yorkshire;
- secures a high quality environment, with the environmental impacts of traffic carefully managed in order to improve road safety and avoid compromising standards relating to noise, air quality and severance;
- provides access to a wide range of goods and services without the need for private motorised transport; thus ensuring that car use is seen as a choice rather than a necessity;
- does not have unacceptable effects on the local or global environment.

Achieving this Vision will require the development of high quality integrated public transport. It will also require the development of safe routes to all schools, extensive cycle tracks and other facilities for cyclists, an environment that encourages people to walk more and a more sustainable approach to the movement of freight.

The first West Yorkshire Local Transport Plan is an important step towards the achievement of this Vision.

PLAN CONTENT

The West Yorkshire Local Transport Plan has been prepared in accordance with DETR guidance and:

- considers problems and opportunities within the national, regional and local context;
- sets objectives and targets, with defined indicators that will allow progress to be measured;
- describes a comprehensive, integrated transport strategy to achieve the Plan's objectives;
- sets out a realistic capital investment programme covering a five year period;
- describes the ongoing development of monitoring of both transport indicators and scheme impacts.

The Plan also:

- sets out proposals for West Yorkshire to be recognised as a 'Centre of Excellence' for the full range of integrated transport functions;
- sets out a longer term vision for transport development, with proposals for inclusion in the second Transport Plan and indications of what more could be achieved within a five year period if more funds were available.

PLAN CONTEXT

The Plan reflects the diversity of West Yorkshire and the growing recognition of the important role of Leeds as a regional centre. The strategic background to the Local Transport Plan is provided by national and regional policy frameworks including transport, land use planning and other related guidance.

EXECUTIVE SUMMARY

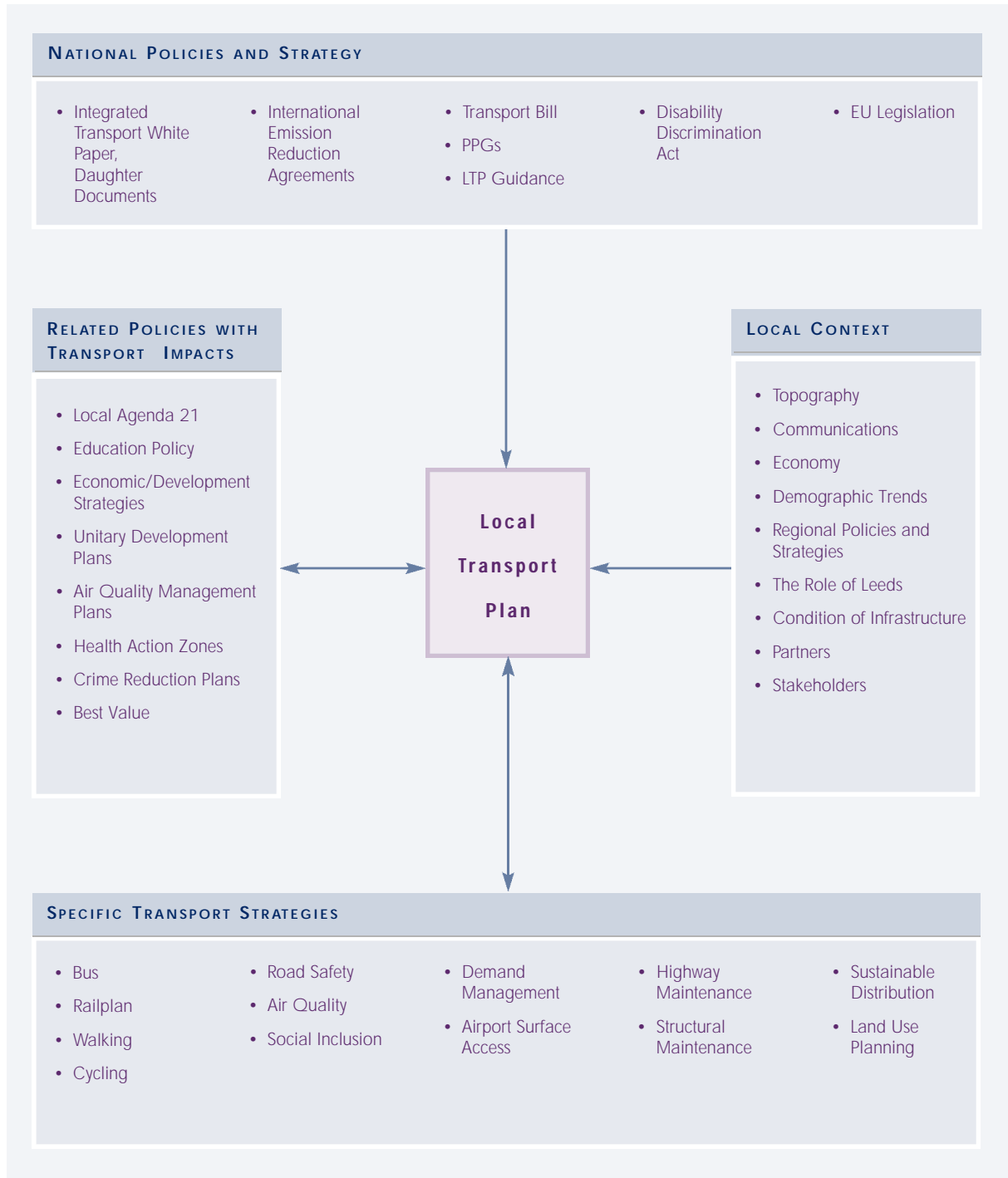


Figure E.1 Local Transport Plan Framework

The regional framework is provided by:

- the Regional Economic Strategy;
- draft Regional Planning Guidance, incorporating the draft Regional Transport Strategy;
- preparation for the 2000-2006 Objective 2 structural funds programme.

The analysis of problems and opportunities indicates that the key issues for the period of the Local Transport Plan are:

- the forecast growth in car ownership, with the associated likelihood of increased demand for car travel unless attractive alternatives are developed and the demand for car travel is effectively managed;
- the role of transport in supporting the sub-regional economy, particularly through public transport serving the main centres and transport infrastructure to support regeneration. The provision of sustainable transport capacity to support the significant forecast employment growth in Leeds is a key challenge for the Plan;
- the opportunity to build upon a relatively strong public transport base (network coverage and patronage) with the priorities being to reverse the decline in bus travel, to cater for the demand for rail travel and develop new modes (light rail and guided bus) where these are the most cost-effective means of meeting demand and achieving mode switch from cars;
- the opportunities for rail development resulting from Railtrack's improvements at Leeds rail station (Leeds 1st);
- the need to make the transport system safer, particularly for vulnerable groups;
- the need to ensure that transport contributes to the achievement of air quality standards in general and to develop transport Action Plans for air quality management areas;

- the need to remedy the poor condition of much of the existing transport infrastructure.

LOCAL TRANSPORT PLAN DEVELOPMENT

The full Local Transport Plan has been developed from the provisional Plan of July 1999. Key activities have been:

- comprehensive consultation and participation, involving 85 meetings, analysis of 2100 responses to a consultation brochure, use of a website, and structured market research involving focus groups as well as over 1500 face-to-face interviews;
- development of a strategic model to allow broad policy options to be tested and inform the definition of targets and indicators;
- review of investment programmes, including major schemes, to ensure consistency with Plan objectives and strategy;
- development, within the overall strategic framework, of a number of strategies for specific modes, including a bus strategy, a 20 year rail plan (RailPlan 5) and an airport access strategy.

The West Yorkshire Integrated Transport Forum, bringing together key stakeholders (transport funders, managers and providers) has made an important contribution to the development of the first West Yorkshire Local Transport Plan. The Plan Framework is shown in Figure E.1.

BEST VALUE

The Plan is an important part of the process by which the West Yorkshire authorities meet the Best Value duty of achieving high standards of service delivery. The Local Transport Plan will feed into Best Value Performance Plans and the delivery of many of the Local Transport Plan strategy elements will be subject to Best Value reviews.

EXECUTIVE SUMMARY

VISION AND OBJECTIVES

Each of the West Yorkshire districts has a clear vision of its future development. Whilst these visions, which reflect the diversity of the county, differ in detail there are strong common themes. These have been incorporated into the Vision Statement set out below in Table E.1:

Economic Development

- economic regeneration and the development of a successful sub-regional economy.

Environment and Quality of life

- improving the quality of life of the whole community, including the promotion of personal health and security, and making a wide variety of facilities accessible to all;
- the development of a sustainable environment.

Democratic Participation

- ensuring that the visions, and policies designed to fulfil them, are supported by the community as a whole.

Table E.1 West Yorkshire Vision Statement

Primary Objectives		
<p>ECONOMIC</p> <ul style="list-style-type: none"> • to provide opportunities for fostering a strong, competitive economy and sustainable economic growth; • to improve operational efficiency within the transport system; • to maintain the transport infrastructure to standards which allow the safe and efficient movement of people and goods. 	<p>SOCIAL</p> <ul style="list-style-type: none"> • to improve safety, security and health, in particular to reduce the number and severity of road casualties; • to promote social inclusion and equal opportunities for access to transport. 	<p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> • to improve environmental quality and reduce the impacts of transport on air quality and noise; • to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.
Subsidiary Objectives		
<ul style="list-style-type: none"> • to reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels; • to encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car; • to encourage more use of rail and waterways as alternatives to lorries; • to improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations. 		

Table E.2 Transport Strategy Objectives

The primary transport strategy objectives shown in Table E.2 have been set to ensure that the transport strategy supports this overall vision. They have been developed through consultation and have been reviewed to ensure consistency with national and regional objectives. This table also includes subsidiary objectives, which are not considered to be ends in themselves but are important contributors to the achievement of the primary objectives.

ROAD TRAFFIC REDUCTION ACT

The West Yorkshire authorities have examined historic traffic trend data and considered the need for traffic reduction targets, as required by the Road Traffic Reduction Act 1997. DETR forecasts for West Yorkshire suggest that traffic would grow by between 8.5% and 15.2 % between 1999 (the base year) and 2006 (the end of the Plan period).

This is considered to be incompatible with the Plan’s environmental and social objectives and for this reason is considered to be an unacceptable outcome. There is evidence that the strategy pursued through the TPP package and provisional Local Transport Plan has had some success in constraining the rate of traffic growth. The Local Transport Plan sets the targets shown in Table E3 for traffic growth by the end of the Plan period (2006) as a pre-condition for traffic reduction in the longer term.

Area	Time Period	Traffic Growth Target for 2006
All roads	16 hour count	5% (or less)
Cordons around Bradford, Halifax, Huddersfield and Wakefield)	AM peak inbound	3% (or less)
Leeds cordon	AM peak inbound	0% (or less)

Table E.3 Local Transport Plan Road Traffic Targets
(compared to 1999 base year)

Strategy Theme	Base Year	Target (year)
Bus Patronage - total journeys in West Yorkshire	1999	Growth of 3% (2006)
Rail Patronage - total journeys in West Yorkshire	1999	Growth of 40% (2006)
Cycle Journeys	1996	The national target of doubling the overall number of trips by cycle by 2002 and double again by 2012 from a base of 1996 levels.
Walking	1998	To halt the overall long term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people (2006).
Road Safety	Average 1994-98	To reduce fatal and serious casualties by 40% (2010) To reduce the number of children killed or seriously injured by 50% (2010). To reduce the rate of slight injury accidents (slight injuries per 100 million vehicle km.) by 10% (2010).
Air Quality		To contribute to the achievement of emission targets by meeting traffic reduction targets (2005).

Table E.4 Other Local Transport Plan Headline Targets

INDICATORS AND HEADLINE TARGETS

In addition to road traffic targets, the Local Transport Plan also sets the following headline targets, as set out in Table E.4. These headline targets are complemented by subsidiary targets, relating to other indicators, with progress being monitored on an annual basis.

TRANSPORT PLAN STRATEGY

The strategy, summarised in Table E.5, that has been developed to achieve the Plan objectives is based upon four key, inter-related themes of:

- improving the quality and availability of alternative modes to the car and lorry;
- managing the use and condition of the highway;
- managing the demand for travel;
- promoting social inclusion.

The implementation of the Strategy places emphasis on targeted investment through:

- the development of integrated programmes that bring together a number of projects to achieve greater impact through synergy;
- town and city centre initiatives, to improve the environment and promote economic viability and the use of public transport;
- corridor initiatives, where there are the greatest opportunities for encouraging mode shift.

Improving the quality and availability of alternative modes to the car and lorry:

- improving public transport provision, including high quality bus and rail services, introduction of light rail, development of the role of taxis, interchange facilities, integrated

ticketing, information systems and safety and security improvements;

- improving facilities for cyclists and pedestrians to encourage these modes as an alternative to the car for shorter journeys;
- improving the safety of motorcycling, which can in some circumstances be a less polluting mode than the car;
- facilitating greater use of rail and waterway for freight movements.

Managing the use and condition of the highway:

- highway network management, primarily the use of traffic management measures and UTMC, together with limited improvements to the road network, to complement other strategy measures, to facilitate environmental improvements to city and town centres and to improve accessibility to regeneration areas;
- implementing and promoting best practice for the distribution of freight by road;
- reducing road injuries and addressing perceptions that walking and cycling are unsafe by implementing a comprehensive road safety strategy that includes the role of danger reduction as well as specific safety improvements to the road network;
- implementing road and bridge maintenance strategies that take account of the role of different roads within the overall transport strategy and technical assessments of their condition in determining priorities for action.

Managing the demand for travel:

- discouraging inappropriate car use through managing the supply and price of parking, the allocation of road space and (possibly) the use of new powers to introduce charges for the use of roads;

- reducing the need to travel through the land use planning system;
- implementing TravelWise initiatives to influence attitudes and travel habits, including encouraging firms to introduce green travel plans;
- safer routes to school initiatives to reduce car use for travel to and from school.

Promoting social inclusion:

- a comprehensive concessionary public transport fares scheme for elderly and disabled people;
- improved facilities for people with impaired mobility in order to remove barriers and make transport facilities and services accessible;
- public transport provision to assist access to work and facilities from deprived communities;
- development of a strategy for securing personal safety for transport users;
- development of a consultation and partnership approach with the relevant excluded communities;
- integration with other themes of the strategy.

INVESTMENT PROGRAMME

The principles underpinning the preparation of the five-year investment programme are:

- realism - with a bid profile that reflects the Government’s comprehensive spending review;
- maximising other funding sources through partnership schemes with the private sector including regeneration schemes and other programmes.

The total resources required to implement the five-year programme are summarised below in Table E.6.

PARTNERS’ INVESTMENT AND ACTIONS

The Plan envisages that the local authorities’ investment will be complemented by significant, ongoing investment by rail and bus operators, Railtrack and the Highways Agency. Partnership working, including the overview provided by the West Yorkshire Integrated Transport Forum, ensures that programmes are being developed in ways that maximise the synergy of investment.

Table E.5 Transport Plan Strategy

Strategy Theme (000’s)	2001/02	2002/03	2003/04	2004/05	2005/06	Total
INTEGRATED TRANSPORT						
Major Schemes	43,455	51,309	106,486	123,065	121,173	572,875
Minor Transport Schemes	25,703	24,452	23,500	23,092	22,531	119,278
Local Safety Schemes	3,331	3,456	3,533	3,609	3,687	17,616
Sub Total	72,489	79,217	133,519	149,766	147,391	709,769
MAINTENANCE						
Bridges and Structures	11,052	11,359	11,547	12,002	12,885	58,845
Carriageway Structural Maint.	14,518	14,958	15,407	15,869	16,340	77,092
Street Lighting	6,000	6,000	6,000	6,000	6,000	30,000
Sub Total	31,570	32,317	32,954	33,871	35,225	165,937
TOTAL	104,059	111,534	166,473	183,637	182,616	875,706

Table E.6 Local Transport Plan Resource Requirements

EXECUTIVE SUMMARY

Strategy Theme	Key Outputs
PUBLIC TRANSPORT	<ul style="list-style-type: none"> • Leeds Supertram * • A65 Kirkstall Road Quality Bus Initiative * • Quality bus partnership schemes on corridors with daytime frequencies of 6 buses per hour • Five new rail stations completed, with the construction of further stations committed • All bus stations upgraded to modern standards
CYCLING, WALKING AND MOTORCYCLING	<ul style="list-style-type: none"> • Completion of the West Yorkshire elements of the National Cycle Network.
HIGHWAY MANAGEMENT	<ul style="list-style-type: none"> • Completion of East Leeds Link Road *, Central Bradford Improvement Scheme *, Hemsworth-A1 Link *, South Bradford Integrated Transport Scheme *, Leeds Inner Ring Road Stage 7 * and Glasshoughton-Coalfields Link Road *
HIGHWAY SAFETY	<ul style="list-style-type: none"> • 30 local area traffic calming schemes, including 20mph zones and home zones.
DEMAND MANAGEMENT	<ul style="list-style-type: none"> • Road User Charging in the centre of Leeds • 100 company travel plans • 75 school travel plans
SOCIAL INCLUSION	<ul style="list-style-type: none"> • All bus stations to meet DDA standards • Facilitating achievement of DDA standards at rail stations • Accessibility measures at bus stops an integral part of bus quality partnership schemes • Improved transport links between disadvantaged communities and jobs and training
FREIGHT AND SUSTAINABLE DISTRIBUTION	<ul style="list-style-type: none"> • Implement the sustainable distribution strategy, including the development of Freight Quality Partnerships
AIRPORT ACCESS	<ul style="list-style-type: none"> • Phase 1 of airport surface access strategy
HIGHWAY NETWORK MAINTENANCE	<ul style="list-style-type: none"> • Less than 10% of carriageway length to have a negative residual life • All bridge structures assessed by 2002. Output of strengthening programme to be evaluated once assessments are completed

Table E.7 Local Transport Plan Key Outputs

(* - major scheme proposal)

The following investments form an essential part of the Local Transport Plan:

- typical annual investment of £15m by bus operators on the purchase of new vehicles which will deliver a higher standard of customer service and features enabling network wide improvements. There is a range of liaison mechanisms in place to ensure that programmes and projects are jointly developed. This process will be strengthened by the implementation of corridor specific quality partnership agreements, which will include the possibility of private sector investment in infrastructure;
 - investment by Railtrack on the local rail network including £165m on the Leeds 1st project to increase route capacity and improve facilities at Leeds station. This investment is the key to the further development of the local rail network, including the infrastructure proposals set out in this Plan;
 - construction of the Bingley Relief Road by the Highways Agency and expenditure in the order of £10m per year on the management and operation of Trunk Road and Motorway networks, and funding for District Council works on roads identified for future de-trunking;
 - investment by Leeds-Bradford airport in passenger facilities;
 - investment by Train Operating Companies in new rolling stock and in passenger facilities, including contributions towards the costs of new stations.
- enforcement of Traffic Regulation Orders by the Police and, subject to adopting powers through decriminalisation provisions, District Councils. Adequate enforcement is crucial to ensuring the success of bus priority measures and we consider that hypothecation of fines to be means of funding the necessary enforcement activities;
 - project management and advice, including securing funding, from Sustrans.

PLAN OUTPUTS

Overview of 5 Year Programme

An overview of the key outputs of the Plan 5 year programme for each of the strategy elements is set out in Table E.7

The financial realism underpinning the development of the Plan programme that the desire for the rapid development of a more integrated transport system in West Yorkshire is constrained by funding assumptions. This constraint is of most concern in relation to the threat that congestion poses to the continued economic success of Leeds. The Plan therefore includes proposals for Road User Charging in Leeds as both a means of managing demand and of securing the necessary funding to achieve the quality public transport (and other alternatives to the car) that is a pre-requisite of a sustainable and successful economy.

EXECUTIVE SUMMARY

In capital investment terms the measures which are regarded as a prerequisite to the successful introduction of a charging scheme were outlined in the Provisional LTP and are:

- Leeds Supertram network;
- Completion of Leeds Inner Ring Road Stage 7;
- Additional capacity on the local rail network - rolling stock and new stations;
- Accelerated implementation of traffic calming, cycling and pedestrian schemes.

REVENUE EXPENDITURE

The Local Transport Plan investment programme will be supported and complemented by revenue expenditure on public transport (including rail franchising, tendered bus services, promotion and information) and highway maintenance.

The plan proposes important additions to the transport infrastructure of West Yorkshire and it is essential that local authorities have sufficient revenue funds to maintain the basic condition of the highway network and public transport facilities such as bus stations and shelters.

VISION FOR TRANSPORT IN WEST YORKSHIRE

1.1 The West Yorkshire authorities and key partners are working together in order that residents, businesses and visitors will enjoy a high quality integrated local transport system that:

- is efficient, reliable, affordable and safe;
- meets the travel needs of all of the people and businesses of West Yorkshire;
- secures a high quality environment, with the environmental impacts of traffic carefully managed in order to improve road safety and avoid compromising standards relating to noise, air quality and severance;
- provides access to a wide range of goods and services without the need for private motorised transport - thus ensuring that car use is seen as a choice rather than a necessity;
- does not have unacceptable effects on the local or global environment.

CONTENT OF THE LOCAL TRANSPORT PLAN

1.2 This Local Transport Plan sets out a strategy for the development of the West Yorkshire transport system over the next five years and shows what resources we need to implement this strategy. The Plan builds on the provisional Local Transport Plan that was published in July 1999. The Local Transport Plan process is illustrated in Figure 1.1.

“the plan should start with a broad, long term aim to make West Yorkshire beautiful, with a high quality of life for its inhabitants”

1.3 Local **problems and opportunities** have been analysed, and this analysis has been used to help develop **objectives** and a **strategy** designed to fulfil those objectives.

A **programme** has been developed to implement that strategy over the Plan period.

1.4 A number of **indicators and targets** have been developed in order to check progress in meeting our objectives. These will be used to measure the results of implementing the strategy and this information will be used to see whether we need to adjust the Plan and to help in the review of the Plan in five years time.

1.5 It is important to ensure that there is broad based support for the Plan and public **consultation** and participation has helped to develop the Plan. (We have included illustrative quotes throughout the Plan, as in the adjacent column.)

1.6 Figure 1.1 is used throughout this document to help show how different sections relate to each other, with highlighted blocks showing the reader’s position.

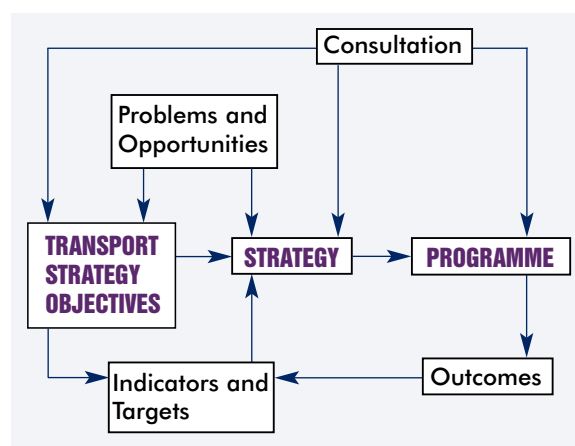


Figure 1.1 The Local Transport Plan Process

INTRODUCTION

1.7 The following appendices, giving greater detail than is contained within this document, are contained in a separate volume:

- Report on the LTP Consultation
- West Yorkshire Bus Strategy
- West Yorkshire RailPlan 5
- West Yorkshire Walking Strategy
- West Yorkshire Cycling Strategy
- West Yorkshire Road Safety Strategy
- West Yorkshire Demand Management Strategy
- West Yorkshire Highway Maintenance Strategy
- West Yorkshire Structural Maintenance Strategy
- West Yorkshire Sustainable Distribution Strategy
- Leeds Bradford International Airport Surface Access Strategy
- Land Use Planning Issues
- Transport and Social Inclusion
- Large Minor Schemes
- Major Schemes
- West Yorkshire Road Traffic Reduction Report
- Transport and Health
- Policy Linkages

1.8 In addition, the accompanying Annual Progress Report includes the monitoring of performance indicators against targets, monitoring individual schemes that have already been implemented and progress already made in implementing the Plan. Similar reports will be published on an annual basis.

INTRODUCTION

2.1 The West Yorkshire Local Transport Plan has been produced within the framework set by:

- EU and national policies;
- related strategies, including draft Regional Planning Guidance;
- the local context.

2.2 The Plan also shapes, and is shaped by, local strategies, including those of key partners such as providers of transport infrastructure and services.

2.3 The local context, reflecting the distinctiveness of West Yorkshire, is described below. The linkages to related strategies are described in Chapter 6.

GEOGRAPHY

2.4 West Yorkshire, shown in Figure 2.1, has an area of 2,000 sq. km and a population of 2.1 million. The topography varies from flat, quality agricultural land to the east to steep sided valleys and exposed Pennine moorland to the west.

2.5 There is a highly urbanised central core within a cordon around Leeds, Wakefield, Huddersfield, Halifax and Bradford. Other heavily populated areas include the Aire Valley (ShIPLEY, Bingley, Keighley) and the Five Towns (Castleford, Pontefract, Normanton, Featherstone, Knottingley). The urban areas of Huddersfield, Bradford, Halifax and communities to the west are all in hilly terrain where flat development land is at a premium. The overall population density is 10 persons per hectare, reflecting a significant proportion of rural areas outside of the central urbanised core.

2.6 The draft Regional Planning Guidance has defined three types of area within West Yorkshire, as set out in Table 2.1 and shown on Figure 2.1. This approach to area type is reflected in the West Yorkshire Local Transport Plan.

- Leeds
- Urban areas (Bradford, Halifax, Huddersfield, Wakefield, Heavy Woollen Area)
- Rural areas and market towns.

Table 2.1 Regional Planning Guidance Area Types in West Yorkshire

2.7 The draft Regional Planning Guidance recognises that *'Leeds is overwhelmingly the dominant regional centre in economic terms (competing in this respect more with other major cities than with other centres in Yorkshire and the Humber)'*. The strength of the Leeds economy is vital to the sub-region, with transport being of vital importance in the functioning of the labour market. Traffic congestion in key cities such as Leeds was one of the threats identified in the Regional Economic Strategy SWOT analysis of the region's economy.

"Planners have never looked far enough ahead - ever"

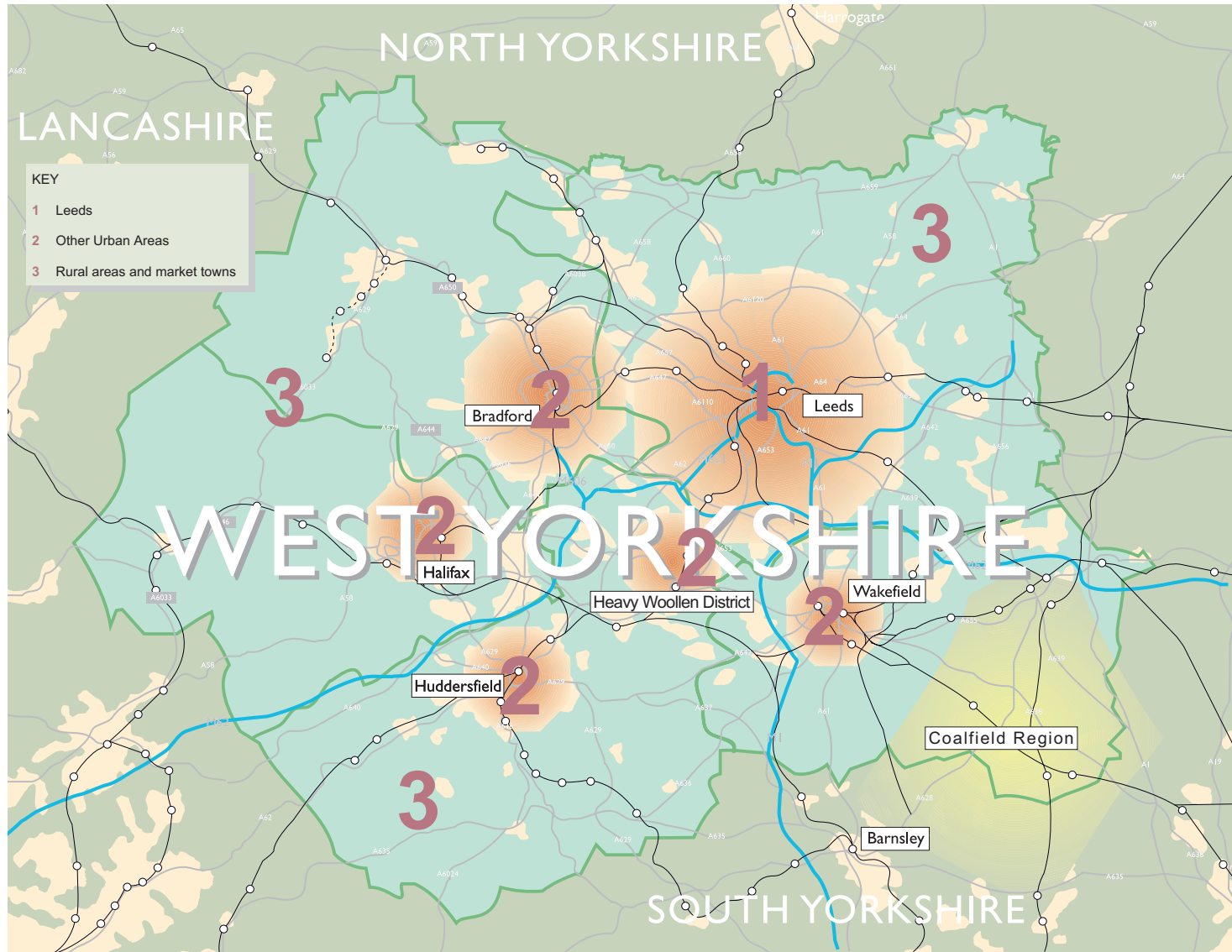


Figure 2.1 Regional Planning Guidance Area Types in West Yorkshire

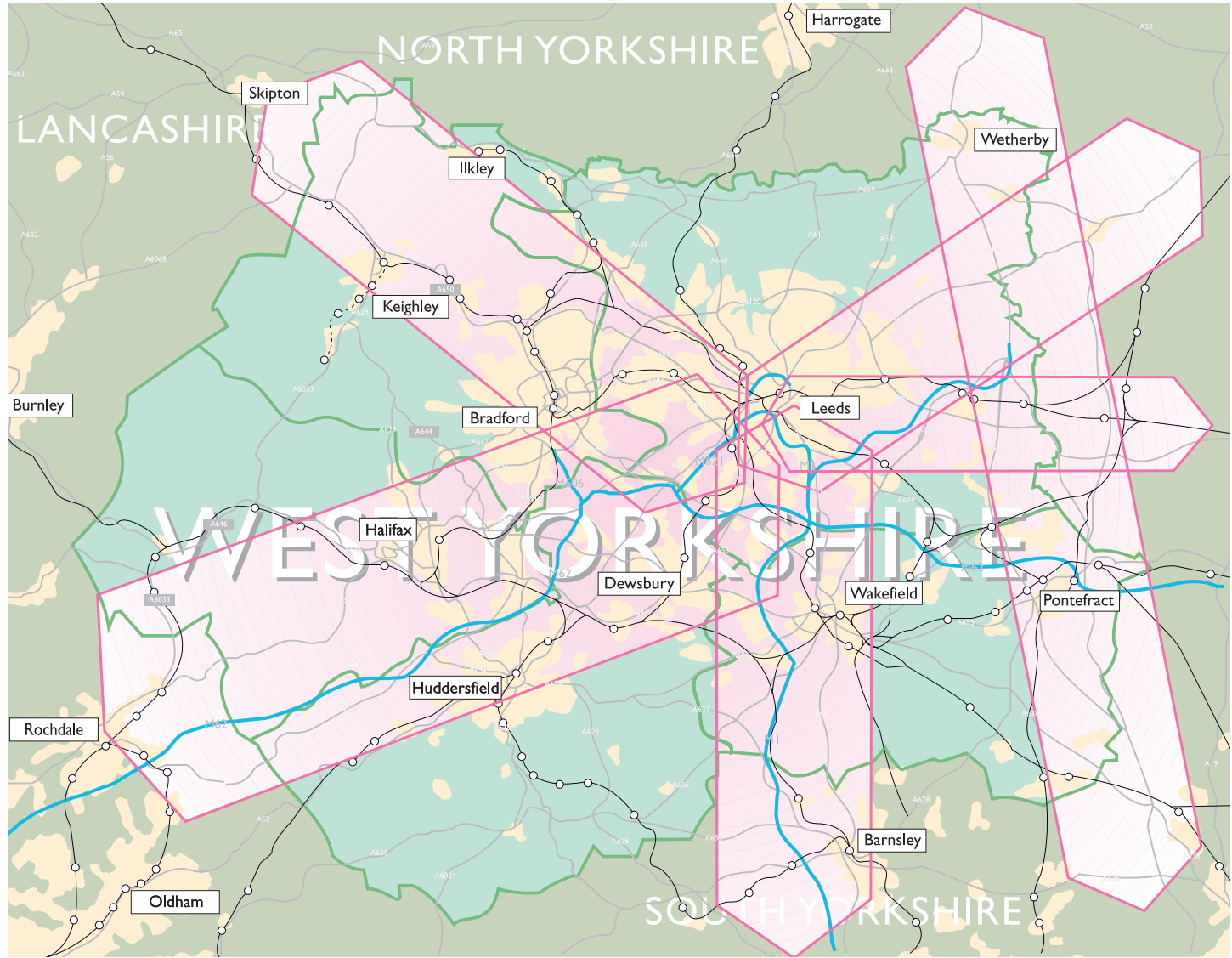


Figure 2.2 Regional Planning Guidance Strategic Transport Corridors

Sector	Numbers in Employment 1997 (000s)			% Change 1997-2005	
	WY	Y&H	UK	Y&H	UK
AGRICULTURE	1	42	522	4.8	-5.1
MINING AND QUARRYING	1	8	84	-25.0	-14.3
MANUFACTURING	197	433	4350	-9.9	-11.6
ELECTRICITY, GAS AND WATER	7	13	152	-46.2	-19.7
CONSTRUCTION	36	128	1626	-10.2	-0.3
DISTRIBUTION, HOTELS AND CATERING	188	472	5895	10.6	9.6
TRANSPORT AND COMMUNICATIONS	40	118	1548	9.3	3.1
FINANCIAL AND BUSINESS SERVICES	147	295	4516	18.6	19.2
GOVERNMENT SERVICES	209	505	6323	1.0	0.9
OTHER SERVICES	37	100	1342	35.0	15.5
TOTAL	864	2115	26365	4.4	4.5

Table 2.2 Key Employment Sectors

COMMUNICATIONS

2.8 Strategic transport links (as defined in the draft Regional Transport Strategy) to/from West Yorkshire are provided by:

- the M1 and M62 motorways, and A1 and A64 trunk roads;
- East Coast Main Line, Trans-pennine and Leeds-Sheffield (forming part of a north-east-south-west link) rail services;
- Leeds-Bradford International Airport;
- the Leeds-Liverpool, Calder and Hebble and Aire and Calder waterways.

These strategic transport links are shown in Figure 2.2.

2.9 The draft Regional Transport Strategy identifies priorities for strategic transport links, including upgrading of the East Coast Main Line, improved rail links between Leeds and Sheffield and links to the Humber ports. The draft strategy's policy for airport development will be influenced by the outcome of the Northern Air Services Study. A number of other studies of strategic links are underway or planned, including the South and West Yorkshire Multi-Modal study.

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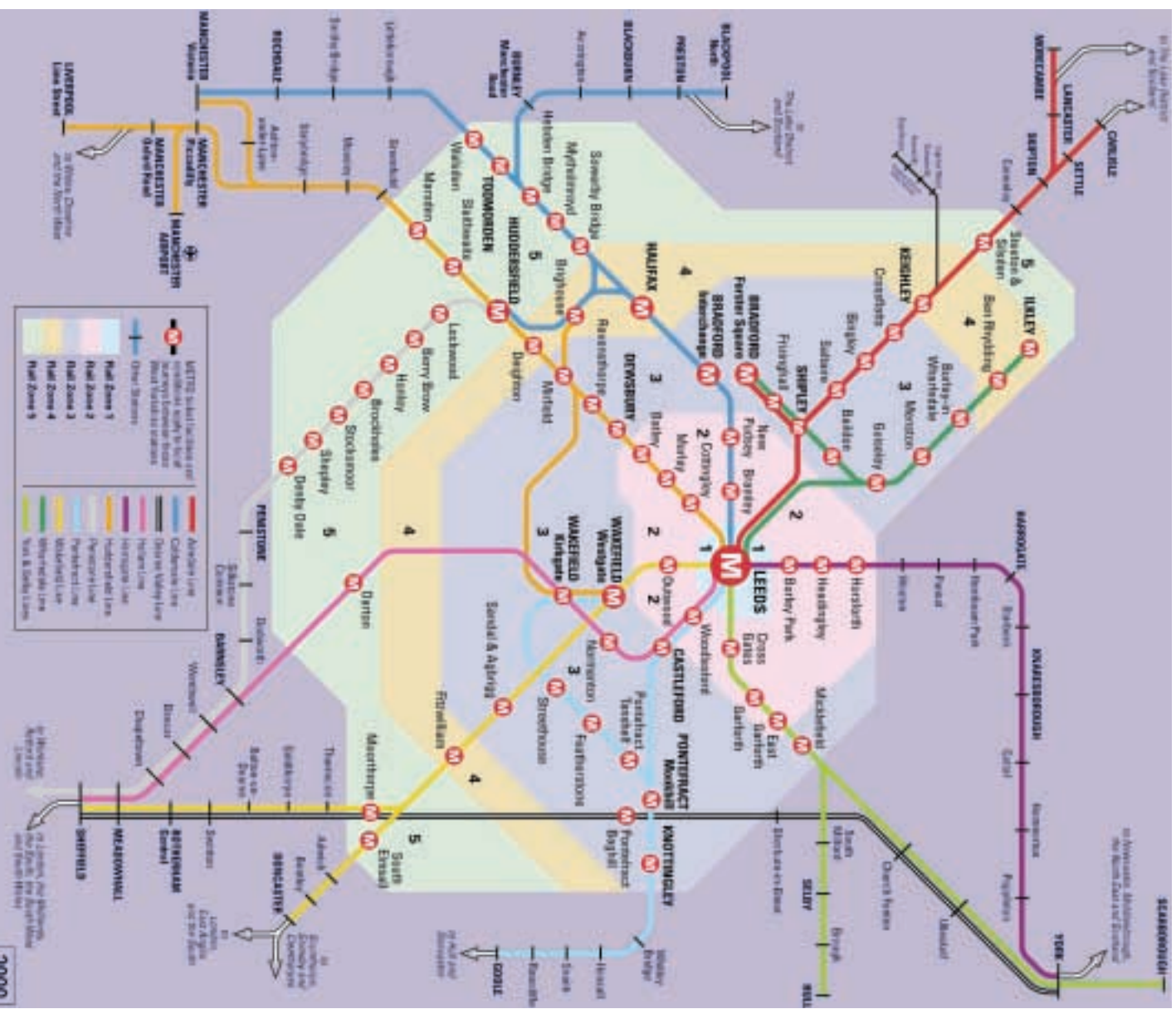


Figure 2.3 West Yorkshire Rail Network

WEST YORKSHIRE CONTEXT

2.10 The local transport system is based upon road links, extensive bus services and a rail network with 65 stations in West Yorkshire.

ECONOMY

2.11 Employment in West Yorkshire grew by 8% between 1988 and 1997. West Yorkshire, with 42% of the region's population, now contributes 44% of the region's economic output. The main employment sectors are shown in Table 2.2.



2.12 Economic strength varies considerably across the sub region, with the employment growth in some areas, particularly Leeds, contrasting with the difficulties of economic adjustment elsewhere. The traditional textile industries (mainly in the west of the county) have been in decline for 30 to 40 years and have been replaced by newer industries such as mechanical engineering, chemicals, clothing, food and drink in many areas. Coal mining, which was a major employer in the east of the county, has almost disappeared, with severe economic and social consequence for the affected communities. The key growth sectors for the next five years will be financial and business services, distribution, hotels and catering.

2.13 Economic development is a priority for West Yorkshire, with the Regional Economic Strategy, prepared by Yorkshire Forward, providing the context for district strategies and the new Objective 2 structural funds programme.

DEMOGRAPHIC TRENDS

2.14 West Yorkshire was the only metropolitan area to experience population growth (of 2%) between 1981 and 1997. Further growth is forecast and this, together with trends in housing demand, has implications for the allocation of land for new housing development. The draft Regional Planning Guidance includes a target of 96,800 new houses in West Yorkshire by 2016, with 63% being provided on brownfield sites.

2.15 Demographic trends include both an ageing population, with implications for the provision of accessible transport and concessionary travel, and an increase in the numbers of young people in some urban areas.

REGIONAL STRATEGIC FRAMEWORK

2.16 A regional strategic framework has been developed, with the support of a wide range of stakeholders, by the Yorkshire and Humber Regional Assembly. The framework, set out in the document 'Yorkshire and Humberside - Advancing Together into the Millennium', defines the shared vision for the region as:

'A world class region, where the economic, environmental and social well-being of all our people is advancing more rapidly and sustainably than our competitors'.

2.17 The strategic framework document identifies five broad strands of policy:

- an advanced economy;
- robust infrastructure;
- sustainable environment;
- a skilled and flexible workforce;
- enhanced quality of life.

Regional Economic Strategy

2.18 Yorkshire Forward (the Regional Development Agency for Yorkshire and the Humber) has developed an economic development strategy for the region. This strategy sets a ten-year framework, based upon three strategic aims, to transform the region's economy. The strategic aims relate to:

- releasing and enhancing the potential of people;
- growing existing and new businesses;
- make full use of the region's physical and cultural assets and enhancing the environment.

Draft Regional Planning Guidance

2.19 The draft Regional Planning Guidance, 'Advancing Together: Towards A Spatial Strategy', including the draft Regional Transport Strategy, was published in October 1999. The guidance envisages that, as far as possible, development that is needed will be concentrated in upgraded urban areas, near good public transport and in market towns and larger villages. This will allow more travel needs to be met by public transport, walking and cycling, and hence reduce congestion on the roads.

2.20 The draft guidance continues the current strategy for West Yorkshire by maintaining the emphasis on the existing towns and cities as the main areas for development and the strategic role of the

green belt. The guidance, however, gives greater emphasis to the re-use of previously used land.

2.21 The guidance also advises that, where development needs cannot be met within existing urban areas, there may be the potential for linking new and existing provision of housing, employment and transport in 'development corridors'. These corridors should start within the urban area and have spare or potential public transport capacity, especially rail. The guidance expects that established city, town and local centres will remain the main focus of retailing and leisure activities, and population related services such as health care should be well served by public transport.

"Public Transport, especially in and to cities and large towns, needs to be significantly improved"

2.22 The spatial strategy aims to achieve a reduction in the reliance on cars and the provision of improved public transport.

Draft Objective 2 Programme

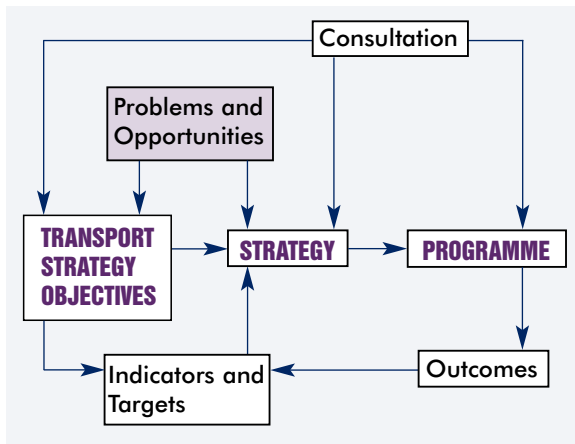
2.23 The draft Yorkshire and Humber Objective 2 Single Programming Document was submitted to the European Commission in April 2000. The Single Programming Document sets out a targeted, seven year programme to address problems of economic structural adjustment. Parts of Bradford, Kirklees, Leeds and Wakefield will be eligible for assistance during the Plan period. The adjacency of Wakefield to the Objective 1 sub-region of South Yorkshire is an issue to consider as part of the ongoing development of cross-boundary joint working.

CONCLUSIONS

2.24 The most important implications for West Yorkshire are summarised below:

- West Yorkshire is a diverse sub-region within a diverse region;
- there is a growing recognition of the important role of Leeds as a regional centre;
- the population of West Yorkshire is expected to increase, with implications for housing demand, for employment and for transport provision of elderly persons;
- the forward planning framework is provided by the draft Regional Planning Guidance (which includes the draft Regional Transport Strategy) and Regional Economic Strategy. Sustainability is a key theme within these documents;
- the draft Regional Planning Guidance identifies priorities for improvement to strategic links, including rail links between Leeds and Sheffield. The Regional Economic Strategy also identifies this link as a key priority;
- economic development is a priority, with the economy of Leeds being important to the sub-region as a whole. Objective 2 funds and other regeneration initiatives will complement the regional Economic Development Strategy;
- manufacturing will continue to decline, the key growth sector in the sub-regional economy will be financial and business services, with a significant increase in employment located in the central area of Leeds.

TRANSPORT ISSUES - PROBLEMS AND OPPORTUNITIES



DETR projections for growth in car ownership forecast that the proportion of households without a car will decrease from the current 38% to between 30 and 35% by the end of the Plan period (2006). This has implications for both assumptions regarding future traffic growth and the social inclusion requirements of public transport provision.

“our love affair with the car needs directly and boldly to be challenged”

INTRODUCTION

3.1 The development of the Local Transport Plan objectives and strategy is based upon an analysis of problems and opportunities.

3.2 Transport data for West Yorkshire are available from a number of sources, including the specific monitoring arrangements that have been developed by the West Yorkshire authorities. Key data and trends are analysed below. More detailed information relating to transport trends is contained in the Annual Progress Report.

CAR OWNERSHIP

3.3 In 1991 car ownership in West Yorkshire was 0.316 cars per person, 13% less than the national average of 0.363. The growth in car ownership between 1988 and 1998 is shown on Figure 3.1.

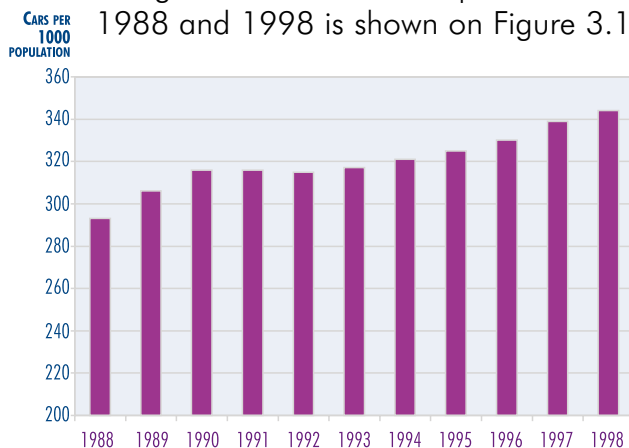


Figure 3.1 Growth in Car Ownership

(cars registered) between 1988 and 1998 (source DETR)

MODE OF TRAVEL

3.4 Recent years have seen modest traffic growth, significant increases in rail travel and a decline in the use of bus services, as shown on Figure 3.2.

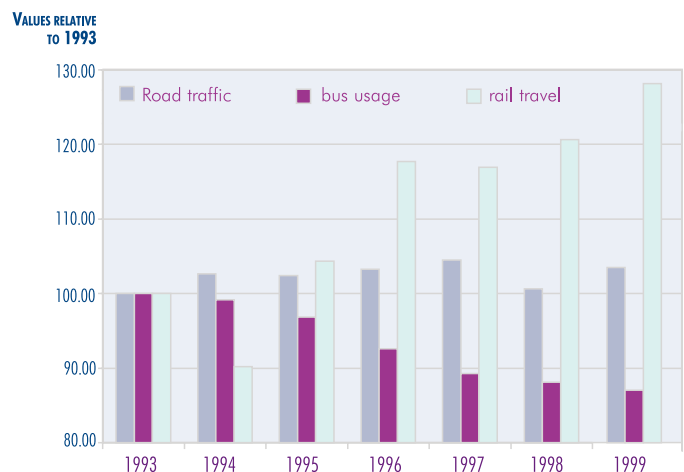


Figure 3.2 Trends in Transport Usage

There is clear evidence of an increasing duration of peak traffic conditions on major routes in West Yorkshire, indicating that saturation conditions have been reached with no spare capacity. The growth in rail travel has resulted in problems of overcrowding at peak times, particularly on commuter trains to/from Leeds. The decline in bus travel, the dominant public transport mode, has been a major cause for concern for some years though this trend now appears to be reversing in some areas.

3.5 There has been a decline in walking and cycling, in part due to concerns regarding safety and personal security.

JOURNEY TO WORK

3.6 Data regarding the main mode for travel to work is available from the Autumn 1998 Labour Force Survey. Use of public transport (14%) was higher than in any other metropolitan area except Tyne and Wear. Research carried out in 1998 confirmed the importance of public transport for travel to work in the main centres. Significant employment growth has taken place in the centre of Leeds, with further growth forecast. Draft Regional Planning Guidance seeks to direct significant trip generators to locations accessible by public transport, which will have a key role in supporting sustainable economic development.

3.7 Data from the 1991 census (Special Workplace Statistics) revealed that the average length of the journey to work in West Yorkshire was 7.2 km, journey lengths being longest for work locations in Leeds District (8.7 km) and shortest in Kirklees (6.0 km).

3.8 Analysis of census data from 1971, 1981 and 1991 reveals a trend of increasing commuter journey distances. These data also show important cross-boundary journey patterns, with the most significant being flows into Leeds and, to a lesser extent, Bradford from North Yorkshire. There is also a net commuter flow from South Yorkshire to West Yorkshire.

HEALTH AND SAFETY

3.9 Transport is one of the important underlying factors affecting health and safety. The key transport impacts on health are summarised below:

- physical health is affected by road injuries and air quality;
- mental health, in terms of stress, anxiety and fear of injury and crime, is affected by reliability, security, lighting, physical environment and noise;
- social health, in terms of social contact and social exclusion, is affected by disability, mobility and access to work, schools, services and facilities.

There is growing awareness of these transport impacts on health and some evidence that the increase in traffic and decline in bus use, cycling and walking has had adverse impacts on health.

3.10 Exercise is fundamentally important to our health. In childhood it is essential for the development of healthy bodies and it lays down good habits for the rest of our lives. Adults who are physically active have only half the risk of heart disease compared with inactive people and heart disease kills more people in West Yorkshire than any other disease. Exercise also helps prevent much of the ill health caused by such common conditions as stroke, high blood pressure, obesity and many other diseases associated with a sedentary life style. Yet research shows that the majority of the population does not get the recommended minimum of 30 minutes moderate exercise most days of the week. The Health Authorities in West Yorkshire have suggested the best way to achieve the recommended minimum is to integrate exercise into everyday life, for example walking and cycling for all or part of the journey to work or school. Currently the volume and the speed of traffic are two of the factors that discourage some people from walking and cycling.

3.11 Road casualty trends are shown in Figure 3.3. By 1998 the number of fatalities has been reduced by 52% from the baseline of 1981-85 average. Over the same period there has been an increase of 40% in the number of slight casualties.

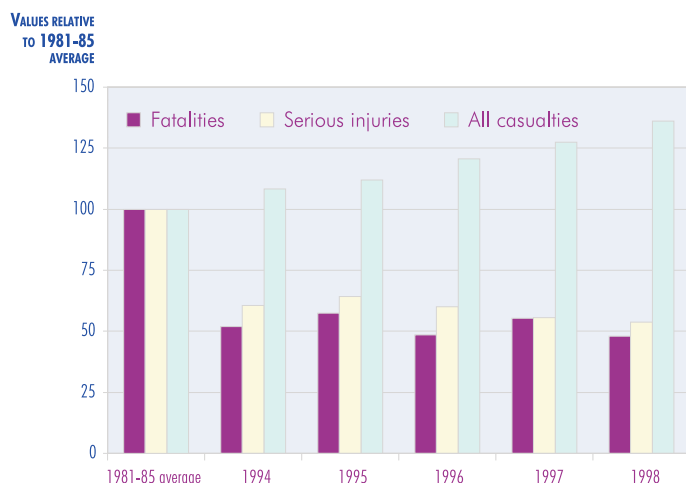


Figure 3.3 Road Casualty Trends

The overall casualty rate per 1000 population in 1998 was 6.87, worse than all of the metropolitan areas except Merseyside.

AIR QUALITY

“recognise that climatic change (especially storms) will soon be a big problem”

3.12 Transport is a major source of air pollution in West Yorkshire. The National Air Quality Strategy 2000 requires the District Councils to review and assess their local air quality. This review process requires compliance of 7 air quality standards/ objectives. For transport there are 2 pollutants (nitrogen dioxide and PM₁₀ - fine particles) of concern where relevant standards may be breached. Any areas where standards are breached will be designated ‘Air Quality Management Areas’.

3.13 District Councils are working closely together on issues of air quality. The work to identify problem areas has yet to be completed. It is expected that there will be locations within West Yorkshire where air quality standards are breached because of traffic related pollutants. Once these locations are identified appropriate transport Action Plans will need to be developed with the aim of reducing traffic emissions and achieving acceptable local air quality.

FREIGHT

3.14 The weight of road freight transported with an origin or destination in West Yorkshire increased by 25% between 1988 and 1998, to a total of 142 million tonnes, the largest increase in any of the metropolitan areas, with only Greater Manchester experiencing a similar increase (+20%). The growth in West Yorkshire has implications for the maintenance of the highway network and requires measures to ameliorate the environmental impact of heavy goods vehicles.

3.15 Road hauliers experience delays and unreliability from congestion and difficulties in being able to park for loading and unloading. Residents, workers, shoppers and other visitors suffer the noise and visual intrusion, obstruction and intimidation caused by the presence of lorries.

3.16 Although the rail freight market share has declined, the licensed freight operating companies are all seeking new business. Growth in rail freight will add to the competition for use of the rail network. Capacity, the speed differentials between freight and passenger trains and the loading gauge are particular problems.

3.17 Waterway transport is a very environmentally friendly mode. Whilst transit times may be relatively long, they are very reliable and for certain products waterways can form an efficient part of the logistics supply chain. There are important lengths of commercial waterway within West Yorkshire which offer potential for increasing the proportion of freight moved in this way.

HIGHWAY NETWORK

Local Network

3.18 Local highways form the greatest proportion of the highway network, including most town and city centre and residential streets. Most bus services make extensive use of the local highway network. Almost all the traffic on the strategic network starts or finishes on the local network.

Strategic Network

3.19 The strategic highway network includes both local and national roads (trunk roads and motorways). Local 'Principal Roads' are the focus for the management of strategic and longer distance local traffic as well as forming part of the bus network.

3.20 Trunk roads and motorways perform a key role within the county road network. The Highways Agency (who are responsible for these roads) have a limited number of significant proposals:

- A650 Bingley Relief Road, scheduled for completion in 2004;
- M62 (east) to M606 link;
- A1 upgrade to motorway standard from Ferrybridge to Hook Moor and Wetherby to Walshford;
- M62 Route Management Strategy.

3.21 Significant transfer of control from the Highways Agency to local authorities (de-trunking) of non-core trunk routes is proposed within the Plan period. However, there are some issues to be addressed:

- a route management strategy for the Aire Valley corridor to maximise the benefits of the Bingley Relief Road;
- a long-term route management strategy for the A6120 Leeds Outer Ring Road;
- strategies for the future management of the A58 and A646 routes within Calderdale.

CONDITION OF TRANSPORT INFRASTRUCTURE

"Roads throughout the UK are in a terrible state of disrepair"

3.22 The generally poor condition of the highway network was recognised in the December 1999 Local Transport Plan settlement. Whilst the additional funding permits an accelerated programme of carriageway reconstruction, it will take sustained investment in maintenance to bring the condition of West Yorkshire roads up to the national average.

3.23 Other problems associated with the condition of the infrastructure are:

- the need to address the deterioration of many bridges, lighting columns and structural highway walling;
- the damage resulting from utility company street work openings (and failures).



Funding from the provisional LTP will assist with the construction of a new bus station for Wakefield.

3.24 There is also a need to improve the quality of public transport infrastructure. Whilst Metro has invested in its larger bus stations, there is a need for accessibility and other works at many of the smaller facilities. The four privately owned bus stations are in poor condition and require investment as a matter of urgency. Whilst the busier rail stations have benefited from investment in recent years, many are not yet fully accessible.

3.25 The maintenance of rail infrastructure (including track and signalling) is the responsibility of Railtrack, who set out proposals for sustaining and updating the rail network in their annual Network Management Statement. This Local Transport Plan, and RailPlan 5, seek to build upon the 2000 Network Management Statement by promoting additional development of the rail network serving West Yorkshire.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT) ANALYSIS

3.26 The West Yorkshire Integrated Transport Forum has endorsed the SWOT analysis of transport in West Yorkshire shown in Table 3.1.

Strengths;

- road, rail, bus and waterway networks;
- Leeds Bradford International Airport;
- integrated public transport information and ticketing;
- partnership working;
- Regional Planning Guidance/Regional Transport Strategy;
- relatively high levels of public transport use;
- integration with land-use planning, regeneration, education and health programmes.

Weaknesses

- poor condition of transport infrastructure;
- lack of fully accessible transport infrastructure and services;
- key corridors not served by rail or rapid transit;
- unattractive conditions for walking and cycling in many locations;
- rail capacity constraints (track and train capacity) preventing further growth;
- past dispersal of land-use activities;
- inefficient resource utilisation through competition.

Opportunities

- Leeds Station Improvement Works (Leeds 1st);
- Local Transport Plan ;
- Transport Act;
- better integration of public transport services;
- road user charging in Leeds;

Table 3.1 SWOT Analysis

- TravelWise initiatives;
- Rural Bus Grant and Rural Bus Challenge funding;
- re-franchising of rail services;
- South and West Yorkshire Multi-Modal Studies.

Threats

- accelerated traffic growth as a result of increased car ownership;
- insufficient capital and/or revenue funding;
- lack of adequate rail rolling stock to meet passenger demand;
- lack of funding mechanism to allow investment prior to introduction of road user charging;
- continued dispersal of land use activities.

Table 3.1 SWOT Analysis (cont.)



CONCLUSIONS

3.27 The key issues for the period of the Local Transport Plan are:

- the forecast growth in car ownership, with the associated likelihood of increased demand for car travel unless attractive alternatives are developed and the demand for car travel is effectively managed;
- the opportunity to build upon a relatively strong public transport base (network coverage and patronage) with the priorities being to reverse the decline in bus travel, to cater for the demand for rail travel and develop new modes (light rail and guided bus) where these are the most cost-effective means of meeting demand and achieving mode switch from cars;
- the need to make the transport system safer (including personal security), particularly for vulnerable groups;
- the need to ensure that transport strategy contributes to the achievement of air quality standards in general and to develop transport Action Plans for air quality management areas;
- the need to remedy the poor condition of much of the existing transport infrastructure.



The comprehensive redevelopment of Leeds City Station including the restoration of the north concourse and the Leeds 1st project designed to increase capacity and accessibility. The station has remained open throughout construction, minimising delays for passengers.

PROVISIONAL PLAN AND CENTRE OF EXCELLENCE

4.1 The provisional West Yorkshire Local Transport Plan has formed the basis of the further Plan development undertaken since July 1999. We were encouraged by DETR comments regarding the provisional Plan and have sought to build upon its strengths and address those areas where further development was required.



The West Yorkshire authority have already attained Centre of Excellence status for developing integrated public transport. They are now seeking the same status for the full range of integrated transport functions

4.2 The development of the full Plan has also reflected the Deputy Prime Minister's endorsement of West Yorkshire as 'an early centre of excellence for integrated transport'. A range of centre of excellence initiatives have been developed through joint working between the six authorities and a strong partnership with other agencies and with bus and rail operators, with the aim of providing practical examples of the development of integrated transport.

4.3 The West Yorkshire Centre of Excellence proposals have three main complementary themes of:

Integrating Public Transport: projects to improve the quality of bus services, develop user friendly ticketing, improve

personal security, develop taxi provision, provide new interchange opportunities and to make public transport travel information more widely available.

Changing Travel Habits: projects to reduce car use for the journey to school, develop innovative approaches to reducing car dependency, develop the use of road user charging technology as a tool for demand management and control of traffic speeds.

Breaking Down Barriers: initiatives on the M1 corridor between Leeds and Sheffield and multi-agency partnership working in a former coalfield area. Progress in implementing Centre of Excellence initiatives is described in the Annual Progress Report.

PARTICIPATION AND CONSULTATION

Provisional Plan

4.4 Consultation and public participation prior to July 1999, described in the provisional Plan, included meetings with interest groups and business organisations, market research and consultation on mode specific strategies, such as walking and cycling.

Development of Full Plan

4.5 We used the provisional West Yorkshire Local Transport Plan as the basis for comprehensive consultation and participation between September 1999 and June 2000. This included the following activities:

- 85 meetings with community and interest groups at both local and sub-regional level;
- consultation with business organisations through discussion at meetings organised by Chambers of Commerce;

PLAN DEVELOPMENT

- distribution of a consultation brochure and questionnaire, which resulted in 2,100 detailed responses;
- discussion at the WYPTA's Passenger Consultative Committees, with membership representing users of public transport services;



The use of the internet for accessing information on both public transport services and the Local Transport Plan is well established in West Yorkshire. The plan website includes facilities for commenting.

- structured market research which involved focus groups to inform the interviewing of 1500 people across the county. This work was supplemented by additional research amongst south Asian origin minority ethnic groups;
- developing a Local Transport Plan website, with facilities for responding to the brochure questionnaire or making other comments;
- submissions from the general public on a range of transport issues, including the development of the local rail network;
- Best Value Performance Plan consultations;
- partnership working with groups across West Yorkshire to develop local solutions to local problems. Examples of this approach are the Aire Valley Integrated Transport Commission and the Keighley Transport Partnership.

4.6 The consultation findings, detailed in a separate report, showed general support for the transport plan objectives and a high degree of consensus on the importance of:

- improving the quality of alternatives to the car;
- reducing traffic speed;
- improving road safety;
- improving the accessibility of the transport system.

4.7 Whilst there was less support for measures to actively discourage car use, a significant proportion (42%) of respondents thought charges to enter town or city centres by car to be acceptable.

4.8 There were a number of areas where consensus did not exist. These included attitudes towards road building and the importance of some major investment proposals. Car users in the structured market research thought that 'people had a right to choose how they travel' whilst also believing that traffic was harming the environment and that traffic congestion was becoming a serious problem.

4.9 The consultation feedback is detailed in a separate report. Key specific messages relating to objectives and overall strategic approach, and the actions taken in response, are summarised in Table 4.1.

4.10 We recognise the importance of public consultation and participation in scheme development and implementation and are developing models to ensure good practice throughout the Plan period.

Objectives		
COMMENT	RESPONDENT(S)	ACTION TAKEN
Environmental and social objectives should be given more priority	Interest and Community Group Seminar	Objectives have been revised and presentation amended to clarify equal status of objectives.
Road traffic reduction should be a fundamental objective of the Plan	Friends of the Earth and other environmental groups	The objective has been amended, but not to the extent sought by respondents (see para. 5.3). A key target is to prevent traffic growth across the Leeds cordon.
Strategic Approach		
COMMENT	RESPONDENT(S)	ACTION TAKEN
The West Yorkshire Authorities should adopt a road user hierarchy.	Friends of the Earth and other environmental groups	An order of consideration is proposed for formal adoption (see para. 9.2)
The plan should include proposals for a West Yorkshire cycle network.	Cycling groups	The development of cycle networks is proposed (see para. 8.8)
Transport infrastructure should be well maintained	Brochure questionnaire respondents	Maintenance is given a high priority within the Plan programme.
Some charging measures (eg charging for workplace parking or motorway use) would be unacceptable	Brochure questionnaire respondents Market research	Such charges are not proposed.
There should be better facilities for disabled people	Brochure questionnaire respondents	The Plan places considerable emphasis on improving the accessibility of the transport system.
More priority should be given to enforcement	Interest and Community Group Seminar	Ongoing discussions are being held with the Police regarding enforcement. The Plan includes provision for investment in camera technology to aid enforcement.
Greater priority should be given to measures to encourage walking	Interest and Community Group Seminar	Pedestrians are placed at the top of the hierarchy of consideration. Greater expenditure is proposed on measures to assist pedestrians.

Table 4.1 Summary of Consultation Responses and Actions

PLAN REVIEW AND DEVELOPMENT

Review of Objectives

4.11 The objectives set out in the Provisional Local Transport Plan have been reviewed against:

- the objectives of national transport policy set out in DETR guidance;
- the draft regional transport strategy;
- regional economic strategy;
- the broad visions of the West Yorkshire Authorities;
- consultation and participation feedback.

4.12 The provisional Plan objectives have been found to show a good fit against national and regional policies and the broad visions of the West Yorkshire authorities. The consultation and participation feedback suggested that greater emphasis should be placed upon environmental and social objectives. This view has to be considered alongside the regional and sub-regional emphasis on economic development. As a result of these consultation responses the objective on 'equality of access to transport' has been developed to clarify its relationship to a broad social inclusion agenda and to state explicitly that environmental objectives include the issue of noise pollution.

4.13 Consultation and participation has revealed a key divergence of views relating to future traffic levels. Friends of the Earth and other environmental groups have submitted that traffic reduction should be an over-riding objective of the plan and that the Plan should seek to reduce absolute traffic levels within a 5 year period.

"the proposals for cutting car use are a great idea but first public transport should be greatly improved"

4.14 The Integrated Transport Forum and District Council/PTA Steering Group have considered carefully this view and have concluded that:

- the Plan primary objectives should relate to 'high level' strategy outcomes (such as environmental quality or transport efficiency) rather than the means of achieving them. Traffic reduction is an important consideration and should be included as a subsidiary objectives as it is a key means of achieving other objectives;
- a target of reducing absolute traffic levels across West Yorkshire should be supported in principle but, it is considered that this would not be achievable within the five year period because there would be insufficient resources to fully develop high quality alternatives to the car, the associated demand management measures would not be acceptable to the general public and the expected, and much needed, economic growth would generate some additional demand for car travel. The Forum and Steering Group consider that reducing the historic rate of growth in car traffic is achievable and that the overall level of traffic should be stabilised as a pre-condition for reduction in absolute levels. This aspiration is incorporated into the partners' longer term vision for transport in West Yorkshire;
- it would be possible to reduce absolute traffic levels at some local areas, such as city or town centres. This approach is strongly supported by the questionnaire respondents.

Strategy Evaluation and Alternatives Considered.

4.15 DETR guidance relating to full Local Transport Plans requires a fundamental review of transport strategy to ensure consistency with guidance and integrated transport policies more generally. The Guidance also states that,

'In many ways, LTPs are a wider application of the key principles behind the 'package' approach (capital bids under the TPP system based upon multi-modal strategies for defined geographic areas). Authorities should look to develop successful packages and adopt the same basic approach in other areas, where this makes sense.'

4.16 The West Yorkshire Local Transport Plan strategy has evolved from the successful West Yorkshire Transport Package through a five-stage process involving consultation, review, development and evaluation. This process is described below and is summarised in Table 4.2.

4.17 The first stage, undertaken in 1999, was a broad-brush evaluation of the package strategy and revisions and developments required in the light of the Government's Integrated Transport White Paper, associated daughter documents and provisional Local Transport Plan guidance. This review indicated that there was a very high level of consistency between the West Yorkshire strategic approach and Government guidance and that the priority was not to unravel the core strategy elements but rather to ensure that the strategy was developed to reflect the growing emphasis on integration, the new opportunities arising from Government policy and proposed legislation and the emerging regional context. This first stage, completed by July

1999, incorporated the following initiatives:

- the development of Centre of Excellence initiatives, endorsed by the Deputy Prime Minister in June 1999, placing greater priority on integration, including the development of solutions to cross-boundary issues;
- consideration of the role of workplace or road-user charges, resulting in the proposal to (subject to certain conditions) introduce such charges in the centre of Leeds in the provisional Local Transport Plan;
- the further development of a number of topic strategies, with specific strategies relating to cycling and walking being included in the provisional Local Transport Plan;
- the integration of strategies for road safety, highway maintenance and bridge assessment and strengthening within the overall strategic approach;
- the development of a strategic partnership with other key transport providers through the establishment of the West Yorkshire Integrated Transport Forum;
- review of public transport options for south Leeds. This work was completed in June 1999 and confirmed Supertram as the most effective public transport system for this key sector of Leeds;
- the development of a comprehensive approach to consultation and participation.

4.18 This work was reflected in the provisional Plan submitted in July 1999. The award of Centre of Excellence status and the generally complimentary comments in the provisional Plan settlement letter demonstrated DETR support for this approach.

PLAN DEVELOPMENT

4.19 The second stage, undertaken between September 1999 and March 2000, involved the review of provisional Local Transport Plan objectives to ensure:

- that transport objectives reflected the vision of the West Yorkshire authorities and the aspirations of the people living and working in West Yorkshire. The extensive consultation and participation described in paragraphs 4.4 to 4.10 was a key input to this process;
- consistency with key new European, national and regional policy documents;
- ownership by key stakeholders, including providers of transport infrastructure and services.

4.20 This process, described in paragraphs 4.11 to 4.14, resulted in amendments to the wording of the key objectives and a change to the presentation to clarify that environmental objectives were not subsidiary to economic objectives.

4.21 The third stage, undertaken in parallel with the review of objectives and informed by the same consultation and participation exercises, involved the development of the remaining topic strategies relating to:

- rail development (RailPlan 5);
- bus strategy, including rural areas and the role of community and voluntary transport;
- highway maintenance strategy;
- sustainable freight movement;
- airport surface access;
- social inclusion;
- personal safety.

4.22 In addition, the role of Land Use Plans and their inter-action with transport strategy, was revisited in the light of draft Regional Planning Guidance and draft PPG 13.

4.23 This process of topic strategy development involved numerous considerations of alternative approaches with performance against objectives, value-for-money and consistency with the wider policy framework being key guiding principles. Examples of the amendments made to previous strategies include a greater emphasis on the development of interchange facilities, a recognition of the need for a more flexible range of pre-paid tickets to support the development of Travel Plans, an adoption of a road user 'hierarchy of consideration' (see paragraph 9.2) and greater integration of bus stop accessibility measures as part of highway maintenance programmes.

4.24 The fourth stage involved a thorough re-appraisal of the relationship of all major scheme proposals in relation to the revised Plan objectives and the overall strategic approach. This work was assisted by the appointment of independent consultants.

4.25 The fifth stage, which of necessity is inter-active with stage four, involved an assessment of the overall performance of the provisional Plan strategy in achieving the Plan objectives. This process was informed by the development, by independent consultants, of a strategic transport model producing forecasts of key indicators (such as travel by mode and carbon dioxide emissions).

4.26 The model confirmed the important interaction, central to the Plan strategy, of both improving alternatives to the car as well as implementing a range of measures to discourage car use. The strategic model indicated that the preferred strategy would be successful in reducing the rate of traffic growth and in stabilising traffic in some areas but would not reduce countywide 2006 traffic levels to 1999 levels.

4.27 It is recognised that overall traffic reduction would be a more desirable outcome in terms of achieving the Plan’s environmental objectives. Further strategy tests were carried out in view of the requirements of the Road Traffic Reduction Act and the importance some consultation respondents placed upon the importance of reducing absolute traffic levels. These tests indicated that a trebling of town centre car parking charges would not reduce traffic overall because of trip displacement. In order to reduce the absolute level of road traffic a strategy would need to include (for example):

- a 50% increase in the real cost of fuel (greater than the cumulative effect of the 6% fuel duty escalator dropped in the March 2000 budget);

or

- a 50% reduction of public transport fares;
- a 50% increase in the frequency of public transport services;
- a 50% increase in public transport capacity (in addition to the frequency increase).

Strategic Partnership Development

4.28 The Plan sets out a strategic approach to transport in West Yorkshire. It has been developed in partnership with the key stakeholders through the establishment, in autumn 1998 of the West Yorkshire Integrated Transport Forum, consisting of representatives of:

- other infrastructure providers (Railtrack, Highways Agency, British Waterways Board, Sustrans, Leeds Bradford International Airport);
- service providers (bus, train and taxi companies);
- regional and sub-regional bodies (Government Office, Regional Assembly, West Yorkshire Police, Health Authorities).

4.29 The Forum has played an important role in shaping the development of the full Plan and ensuring commitment to both the strategic approach and the need for synergy between the investment programmes for the key stakeholders.

Best Value

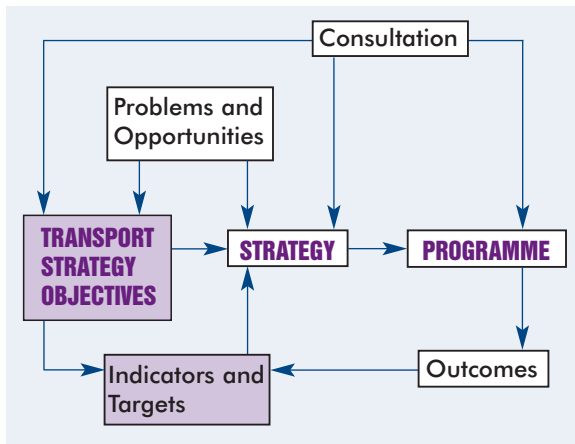
4.30 The Local Government Act, 1999, established principles and procedures to ensure that Best Value is obtained in the delivery of services provided by local authorities. Over a five year period, all services provided by WYPTA and the District Councils will be subject to fundamental Best Value reviews to ensure that high standards are achieved and they provide good value for money. The authorities also have to prepare annual Best Value Performance Plans, which include reports on the review process and Best Value Indicators. The indicators help to measure the performance of the authorities in comparison with similar organisations and, over time, will measure progress in improving performance.

4.31 The Local Transport Plan will form an important policy input to relevant service reviews and is an important means through which performance as measured by relevant indicators will be improved. Proposals set out in the Plan may be modified if the review process establishes better ways of achieving our objectives. Relevant Best Value Indicators and the review timetable are included in the Annual Progress Report. Future Reports will include the conclusions from reviews that have been completed and discuss the implications for the Plan.

PLAN DEVELOPMENT

Provisional Plan		Full Plan	
INPUTS	REVIEWS	INPUTS	REVIEWS
TPP Package Strategy	Integration of road safety, highway maintenance and bridge assessment / strengthening within an overall strategic approach	DETR guidance Draft Regional Planning Guidance	Strategy review to ensure consistency with DETR guidance and regional planning documents
DETR guidance Advice relating to the development of Regional Planning Guidance and Regional Transport Strategies	Strategy review to ensure consistency with DETR guidance and regional planning documents	Strategic model developed by TRL	Review of alternative strategic options
West Yorkshire Integrated Transport Forum	Development of strategic partnerships	Studies undertaken by Oscar Faber and SDG for schemes in Leeds and Wakefield.	Review of all major scheme proposals to ensure value for money and consistency with Plan objectives
Study undertaken by MVA	Initial development of a strategy for rail development	Study undertaken by MVA Input from interest groups Consultation with Rail Industry and local authorities	Development of RailPlan 5
Studies undertaken by MVA and Price Waterhouse Cooper	The development of proposals for road user charging in Leeds	LTP and Best Value consultations	Development of a Bus Strategy
Study undertaken by SDG	Review of public transport options in South Leeds	Liaison with freight operators	Development of a freight strategy
Inputs from all partners	West Yorkshire Centre of Excellence proposals	Airport Access Forum Study undertaken by Babtis Strategic model developed by TRL Monitoring results Attitudinal surveys and other feedback	Development of strategies relating to interchange, social inclusion and personal safety Development of a surface access strategy to Leeds Bradford International Airport Development of targets, including those required by the Road Traffic Reduction Act Development of good practice Development of a cycling network Development of an 'Order of Consideration'

Table 4.2 Strategy Review



OVERALL VISION

5.1 Each of the West Yorkshire districts has a clear vision of its future development. Whilst these visions, which reflect the diversity of the county, differ in detail there are strong common themes. These have been incorporated into the Vision Statement, set out in Table 5.1, which emphasises the authorities' commitment to:

- regenerating communities;
- sustainable development (addressing social and environmental issues as well as economic development);
- social inclusion;
- democratic accountability.

Economic Development

- economic regeneration and the development of a successful sub-regional economy.

Environment and Quality of life

- improving the quality of life of the whole community, including the promotion of personal health and security, and making a wide variety of facilities accessible to all;
- the development of a sustainable environment.

Democratic Participation

- ensuring that the visions, and policies designed to fulfil them, are supported by the community as a whole.

Table 5.1 West Yorkshire Vision Statement

“planners have never looked far enough ahead - ever”

5.2 In support of this, we have developed a vision for the transport system. We recognise that fulfilling this vision will require sustained long term action and have set clearer, more measurable objectives and shorter term targets for the Plan period.

The West Yorkshire authorities and key partners are working together in order that residents, businesses and visitors will enjoy a high quality integrated local transport system that:

- is efficient, reliable, affordable and safe;
- meets the travel needs of all of the people and businesses of West Yorkshire;
- secures a high quality environment, with the environmental impacts of traffic carefully managed in order to improve road safety and avoid compromising standards relating to noise, air quality and severance;
- provides access to a wide range of goods and services without the need for private motorised transport, thus ensuring that car use is seen as a choice rather than a necessity;
- does not have unacceptable effects on the local or global environment.

Table 5.2 A Vision for Transport in West Yorkshire

VISION AND OBJECTIVES

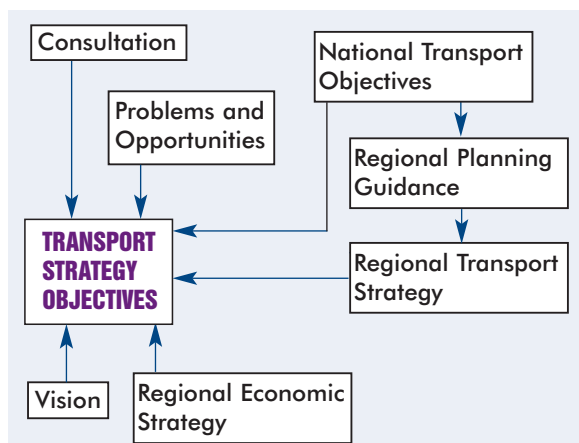


Figure 5.1 Deriving Transport Strategy Objectives

5.3 The **primary transport strategy objectives** shown in Table 5.3 have been set to ensure that the transport strategy supports this overall vision. They have been developed through consultation and have been reviewed to ensure consistency with national and regional objectives. This process is illustrated in Figure 5.1.

Table 5.3 also includes **subsidiary objectives**, which are not considered to be ends in themselves but are important in achieving the primary objectives.

Objectives

5.4 These objectives have been used as the basis for strategy development, including the assessment of alternative strategic approaches, and for the appraisal of individual schemes, including major schemes.

INDICATORS AND TARGETS

5.5 Monitoring progress in meeting our objectives using measurable indicators and targets will be an important part of the continuing review of the Local Transport Plan, in particular through Annual Progress Reports measuring

Primary Objectives		
<p>ECONOMIC</p> <ul style="list-style-type: none"> to provide opportunities for fostering a strong, competitive economy and sustainable economic growth; to improve operational efficiency within the transport system; to maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods. 	<p>SOCIAL</p> <ul style="list-style-type: none"> to improve safety, security and health, in particular to reduce the number and severity of road casualties; to promote social inclusion and equal opportunities for access to transport. 	<p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> to improve environmental quality and reduce the impacts of transport on air quality and noise; to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.
Subsidiary Objectives		
<ul style="list-style-type: none"> to reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels; to encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car; to encourage more use of rail and waterways as alternatives to lorries; to improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations. 		

Table 5.3 Transport Strategy Objectives

Transport Objective	Key Indicator
To provide opportunities for fostering a strong, competitive economy and sustainable economic growth	Unemployment Local trade levels / vacant premises Rental values Pedestrian activity Anecdotal evidence
To improve operational efficiency within the transport system	Journey times by bus and car Generalised cost Travel distance to work Cost per passenger journey of subsidised bus services (BV94)
To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods	Audit Commission performance indicators Principal road maintenance programme Local indicators Completed bridge assessments Bridges Strengthened
To improve safety, security and health, in particular to reduce the number and severity of road casualties	Road casualty trends Casualty Trends for different groups of road user Schoolchildren involved in accidents Town centre car parks with CCTV cameras Rail station car parks with CCTV cameras Bus stations with CCTV cameras Car park spaces with Gold or Silver awards Town and city centre streets covered by CCTV cameras Health
To promote social inclusion and equal opportunities for access to transport	AccessBus patronage Accessibility of bus fleets Accessibility of bus stations Accessibility of rail stations Accessibility of/at bus stops Provision at controlled crossings
To improve environmental quality and reduce the impacts of transport pollution on air quality and noise	Air quality Noise
To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions	Traffic flow

Table 5.4 Objective Monitoring Framework

(Continued on next page)

VISION AND OBJECTIVES

Transport Objective	Key Indicator
To reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels	Traffic flow
To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car	Modal split Bus/car journey times All day commuter parking supply and cost Cycle journeys Attitudinal surveys Local bus services (vehicle kilometres and passenger journeys per year) (BV101/102) Percentage of users satisfied with local provision of public transport information (BV103) Percentage of users satisfied with local bus services (BV104)
To encourage more use of rail and waterway as alternatives to lorries	Modal Split Freight moved through terminals and sidings
To improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations	Not strictly measurable. Annual report to be produced

Table 5.4 Objective Monitoring Framework (cont.)

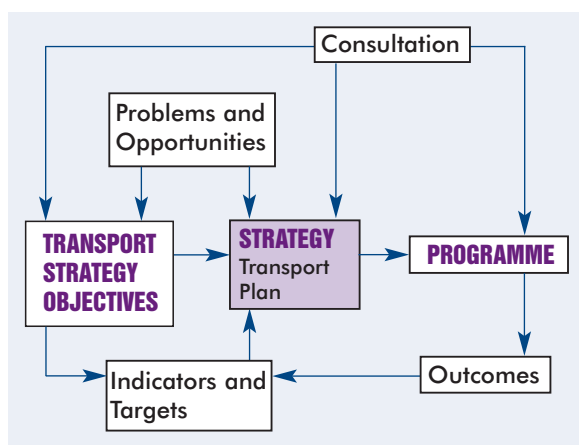
achievement in implementing the strategy and the impact of individual schemes. The performance indicators that have been adopted are listed in Table 5.4. They incorporate relevant indicators that are also being published annually in Best Value Performance Plans.

5.6 We are committed to setting challenging but realistic targets against which progress can be judged. To help in assessing the compatibility between our proposed targets and strategy, use has been made of a strategic forecasting model developed by TRL for the West Yorkshire authorities. We have also consulted with the public on what issues should be the subject of targets. These targets are shown in Table 5.5.

Targets	Start Date	Target Date
ROAD TRAFFIC REDUCTION		
<ul style="list-style-type: none"> • traffic growth not to exceed 5% (16 hour, all roads) 	1999	2006
<ul style="list-style-type: none"> • am peak inbound traffic crossing cordons round Bradford, Halifax, Huddersfield and Wakefield centres not to grow by more than 3% 	1999	2006
<ul style="list-style-type: none"> • am peak inbound traffic crossing cordon round Leeds centre not to increase 	1999	2006
<ul style="list-style-type: none"> • total bus patronage to grow by 3% 	1999	2006
<ul style="list-style-type: none"> • total rail patronage to grow by 40% 	1999	2006
CYCLING STRATEGY TARGETS		
<ul style="list-style-type: none"> • to quadruple the overall number of trips by cycle by 2012 from a base of 1996 levels (National Target). Milestone of double the trips by 2006 	1996	2012
<ul style="list-style-type: none"> • to reduce fatal and serious cyclist casualties by 40% by 2010, with no increase in slight casualties. Milestone reduction of 20% by 2005. 	1994-1998 average	2010
WALKING STRATEGY TARGETS		
<ul style="list-style-type: none"> • to halt the overall long term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people 	1998	2006
<ul style="list-style-type: none"> • to reduce fatal and serious pedestrian casualties by 40% by 2005 and by 50% by 2010, with no increase in slight casualties 	1994-1998 average	2005 and 2010
AIR QUALITY		
<ul style="list-style-type: none"> • to contribute to the achievement of emission targets 		2005
ROAD SAFETY		
<ul style="list-style-type: none"> • reduce fatal and serious casualties by 40%. Milestone reduction of 20% by 2005 	1994-1998 average	2010
<ul style="list-style-type: none"> • reduce the number of children killed or seriously injured by 50%. Milestone reduction of 25% by 2005¹⁾ 		
<ul style="list-style-type: none"> • reduce the rate of slight injury accidents (slight injuries per 100m veh. km.) by 10%. Milestone reduction of 5% by 2005 		

Table 5.5 Strategy Targets

5.7 In setting these targets we also aspire to reducing the rate of traffic growth to zero by the end of the plan period. Where appropriate, these targets are incorporated in the Road Traffic Reduction Act Report.



STRATEGIC APPROACH

“car travel has got easier while pedestrians and bus users have seen things get worse”

6.1 The strategy that has been developed to achieve the Plan objectives is consistent with, and develops, the draft Regional Transport Strategy. The Plan strategy is based upon four key, inter-related themes.

Improving the quality and availability of alternative modes to the car and lorry:

- improving **public transport** provision, including high quality bus and rail services, introduction of light rail, development of the role of taxis, interchange facilities, integrated ticketing, information systems and safety and security improvements;
- improving facilities for **cyclists and pedestrians** to encourage these modes as an alternative to the car for shorter journeys;
- improving the safety of **motorcycling**, which can in some circumstances be a less polluting mode than the car;
- facilitating greater use of **rail and waterway for freight movements**.

Managing the use and condition of the highway:

- **highway network management**, primarily the use of traffic management measures and UTMC, together with limited improvements to the road network, to complement other strategy measures, to facilitate environmental improvements to city and town centres and to improve accessibility to regeneration areas;
- implementing and promoting **best practice for the distribution of freight by road**;
- reducing road injuries and addressing perceptions that walking and cycling are unsafe by implementing a comprehensive **road safety strategy** that includes the role of danger reduction as well as specific safety improvements to the road network;
- implementing **road and bridge maintenance strategies** that take account of the role of different roads within the overall transport strategy and technical assessments of their condition in determining priorities for action.

Managing the demand for travel:

- **discouraging inappropriate car use** through managing the supply and price of parking, the allocation of road space and (possibly) the use of new powers to introduce charges for the use of roads;
- **reducing the need to travel** through the land use planning system;
- implementing **TravelWise initiatives** to influence attitudes and travel habits, including encouraging firms to introduce **travel plans**;
- **safer routes to school** initiatives to reduce car use for travel to and from school.

Table 6.1 Transport Plan Strategy

Promoting social inclusion:

- a comprehensive **concessionary public transport fares** scheme for elderly and disabled people;
- **improved facilities for people with impaired mobility** in order to remove barriers and make transport facilities and services accessible;
- public transport provision to **assist access to work** and facilities from deprived communities;
- development of a strategy for **securing personal safety** for transport users;
- development of a **consultation and partnership approach** with the relevant excluded communities;
- **integration with other themes** of the strategy.

Table 6.1 Transport Plan Strategy (cont)

RELATIONSHIP TO OBJECTIVES

6.2 Each of the themes of the strategy will contribute to the attainment of our objectives in different ways, as illustrated by the 'causal chains' in Figures 6.1-6.4. It is also anticipated that by implementing them in an integrated manner, their combined effects will reinforce each other, achieving an overall effect that is greater than the sum of their parts.

IMPLEMENTATION

6.3 The implementation of the Strategy places emphasis on targeted investment through:

- development of integrated programmes that bring together a number of projects to achieve greater impact through synergy;
- town and city centre initiatives to improve the environment and promote economic viability and the use of public transport;

- corridor initiatives, where there are the greatest opportunities for encouraging mode shift.

6.4 More details of the strategy and how it is to be implemented with respect to specific topics are set out in Chapters 7-15.

LINKS TO NEIGHBOURING AUTHORITIES

6.5 People's transport needs do not recognise administrative boundaries. We are therefore working with neighbouring authorities to ensure that, as far as possible:

- joint proposals are developed for important cross-boundary corridors of travel;
- significant proposals close to administrative boundaries are discussed on a joint basis;
- links are developed to support economic regeneration on a regional and sub-regional level;
- public transport ticketing systems are developed to assist cross-boundary travel;
- transport strategy objectives are not undermined by incompatible policies.

6.6 The following cross-boundary links are considered to be of particular importance:

- the former coalfield area of Wakefield District and the regeneration activity in the Dearne valley in South Yorkshire;
- commuting links to Leeds from medium sized towns such as York and Harrogate and rural hinterland to the north;
- trans-Pennine links to Greater Manchester corridor and east to the Humber ports;
- trans-Pennine links to Lancashire along the Aire and Calder valleys;
- links between Leeds and Sheffield city centres.

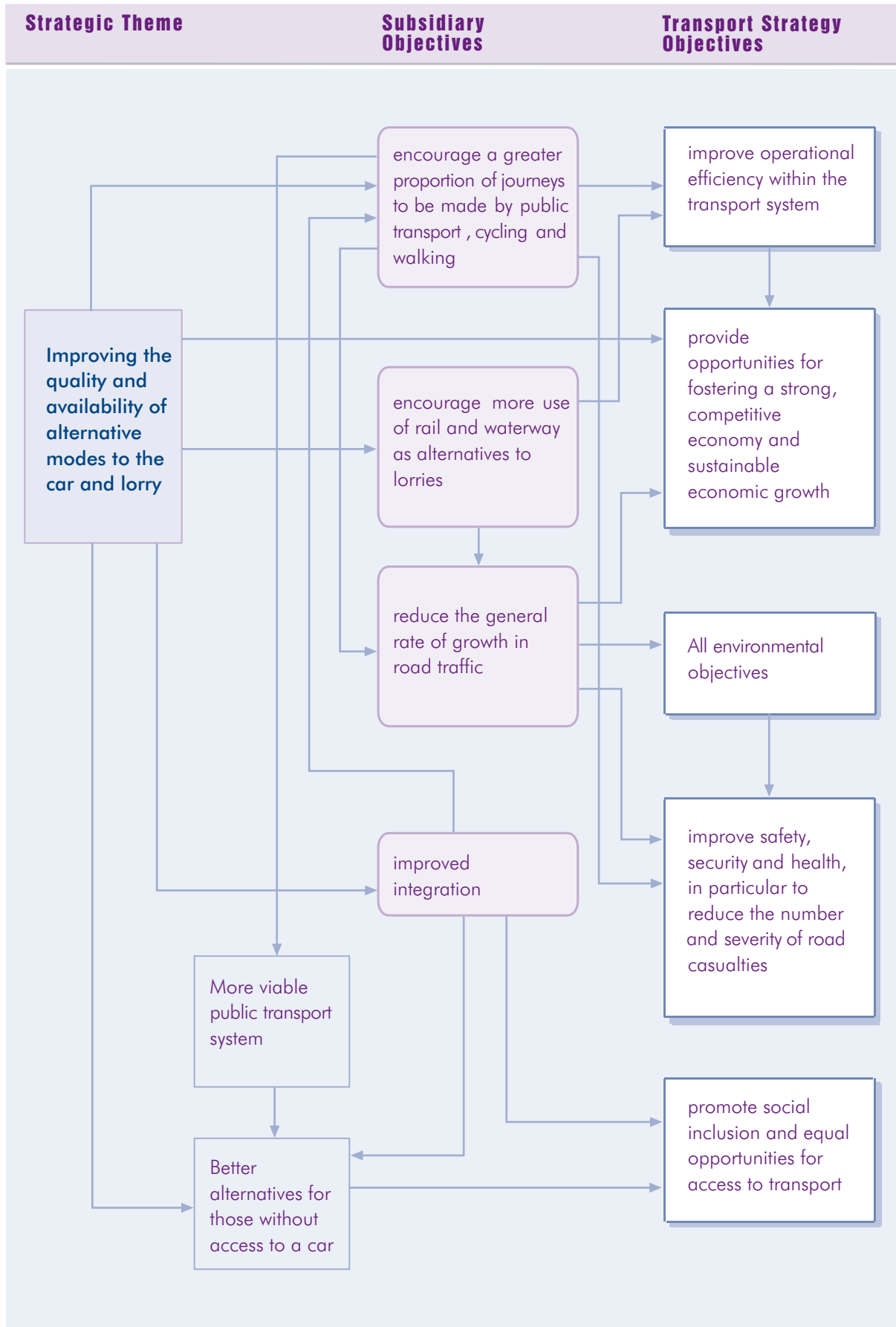


Figure 6.1 Causal Chain - Improving the Quality and Availability of Alternative Modes to the Car and Lorry

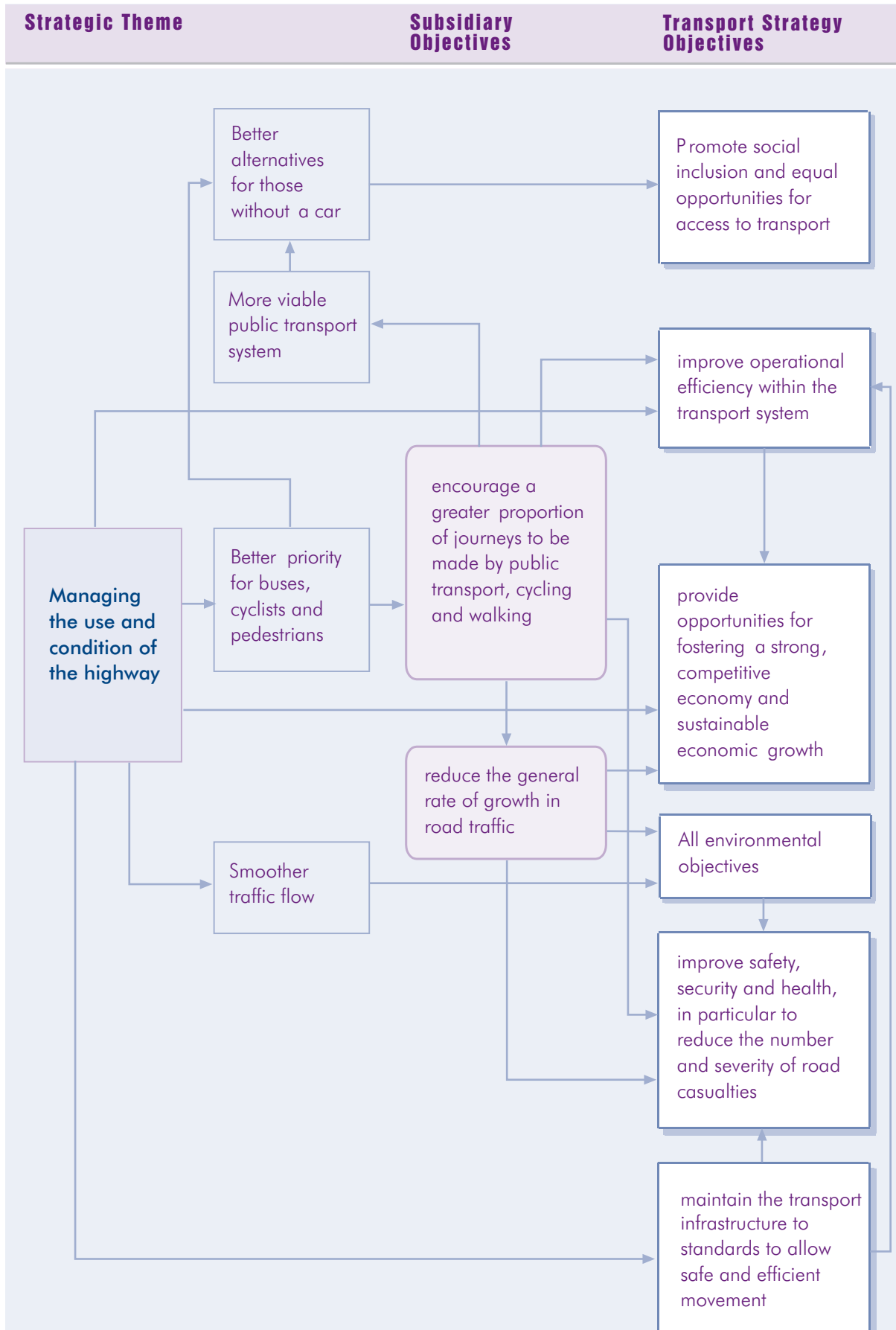


Figure 6.2 Causal Chain - Managing the Use and Condition of the Highway

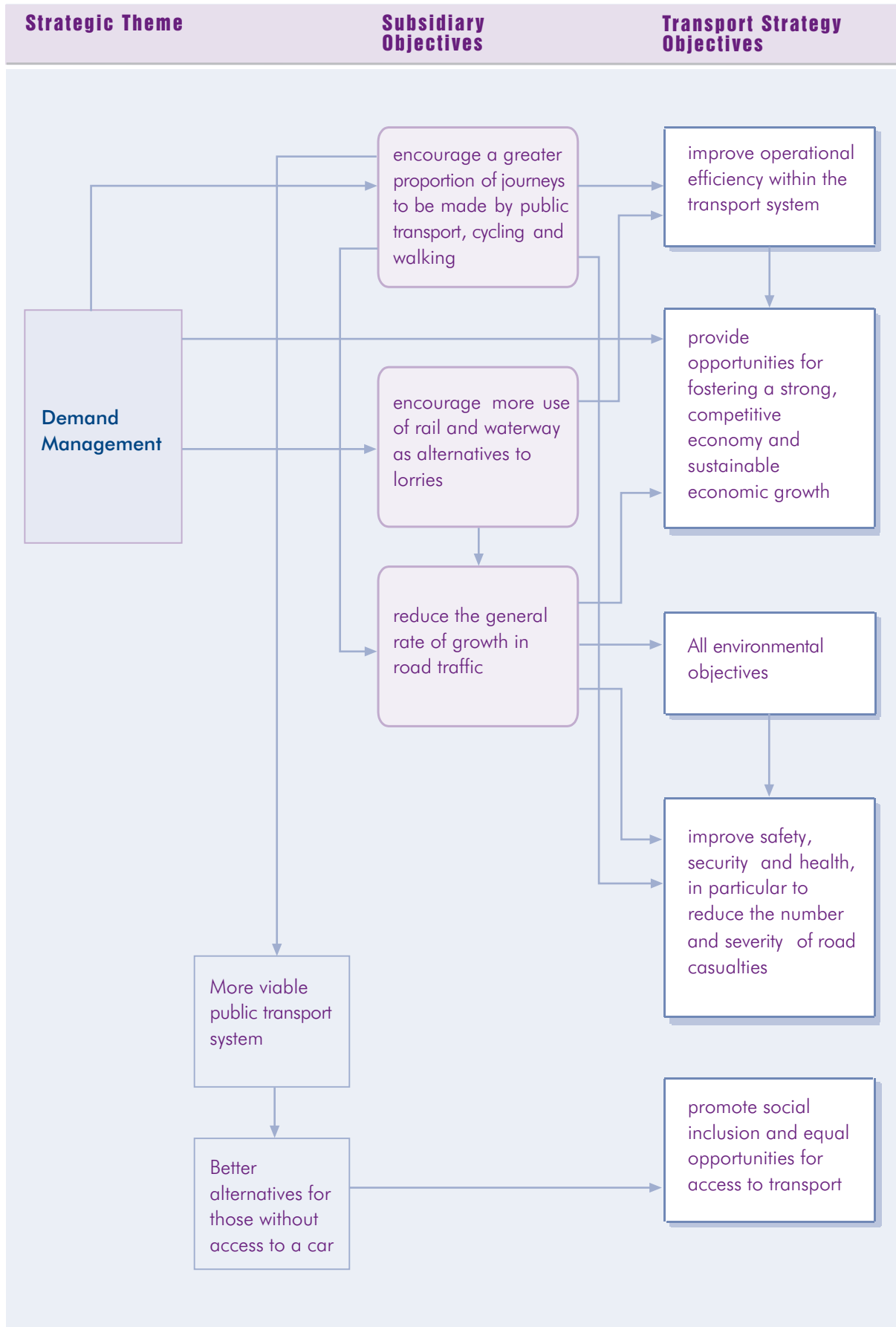


Figure 6.3 Causal Chain - Demand Management

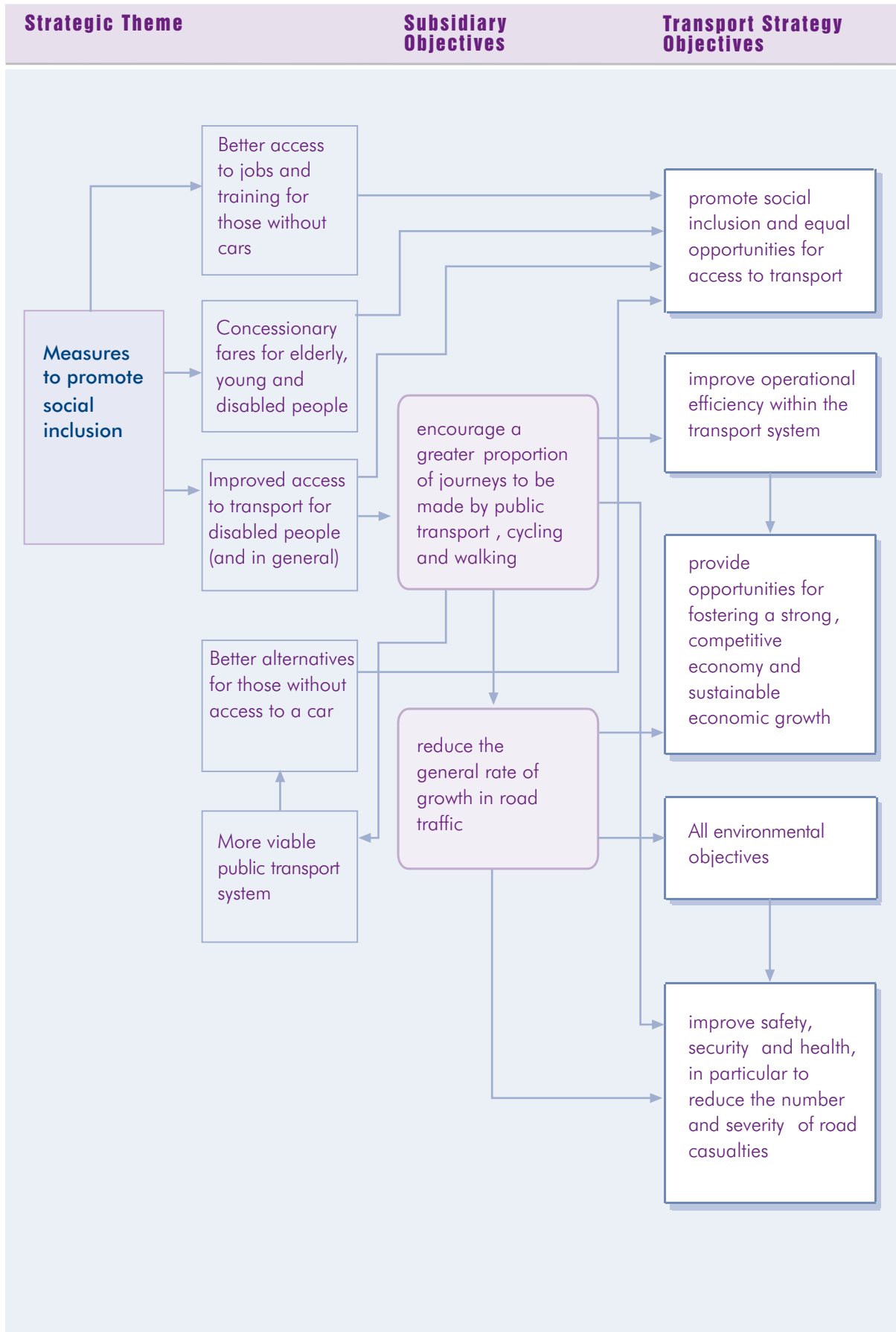


Figure 6.4 Causal Chain - Measures to Promote Social Inclusion

Strategy Theme	Inter-relationships with Other Strategies			
	HEALTH	ENVIRONMENT	LAND USE PLANNING	ECONOMY
Improving the quality and availability of alternative modes to the car and lorry.	<p>Encouraging cycling or walking as alternatives to the car will contribute to establishing healthier lifestyles.</p> <p>Reducing air and noise pollution will improve health.</p>	Encouraging use of alternatives to the car will contribute to reducing air pollution, noise pollution and greenhouse gas emissions.	<p>Transport provision will support land use proposals.</p> <p>Developers will be required to include design features to assist public transport, cycling and walking and contribute to improving public transport, cycle and pedestrian facilities and services.</p>	<p>Transport provision will support sustainable development proposals.</p> <p>High quality transport links will support the developing West Yorkshire 'city region' economy.</p>
Managing the use and condition of the highway.	The road safety strategy will reduce casualties.	Specific highway management measures will be part of Air Quality Action Plans and used to minimise noise.	Transport provision will support land use proposals.	The Plan proposes some limited road construction to facilitate economic development.
Managing the demand for travel.	<p>Encouraging cycling or walking as alternatives to the car will contribute to establishing healthier lifestyles.</p> <p>Reducing air and noise pollution will improve health.</p> <p>Links are being established between health promotion and TravelWise campaigns.</p>	The TravelWise campaign has strong links with Local Agenda 21 activities.	<p>Development will be encouraged to take place in locations that will make it easier to use public transport, cycle or walk to work, education, shops, services and leisure activities.</p> <p>Developers will be required to implement travel plans.</p>	Demand management proposals will take account of their economic impacts.
Measures to promote social inclusion.	There are links between poverty/social exclusion and poor health.	Traffic pollution is often more concentrated in poorer, inner city areas.	Planning guidelines can be used to ensure that facilities are accessible to people without cars.	Transport proposals will contribute to and benefit from SRB and EU Objective 2 strategies.

Table 6.2 Inter-Relationships with other Strategies

6.7 Specific cross-boundary initiatives are set out in appropriate chapters and in a separate appendix to this document.

INTER-RELATIONSHIPS WITH OTHER STRATEGIES

6.8 Transport strategy has strong links with other strategies for:

- health;
- the environment;
- land use;
- the economy;
- social inclusion.

6.9 These links are reflected in the Local Transport Plan objectives, set out earlier. Specific measures to promote social inclusion form one of the transport strategy themes and are set out in Chapter 12. The inter-relationships with the other strategies are summarised in Table 6.2. More detailed descriptions are set out in separate Appendices to this strategy.

STRATEGY APPRAISAL

6.10 It is anticipated that the Local transport Plan will have strong, positive impacts with respect to national transport policy objectives. These impacts are summarised in Table 6.3.

6.11 An assessment of the impacts of the Strategy in respect of the Local Transport Plan objectives is summarised in Table 6.4.

WEST YORKSHIRE LOCAL TRANSPORT PLAN				
(Overall Strategy including Major Schemes)		Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure	1) Total Cost of the Plan £749m 2) Cost to Government £654m	
OBJECTIVE	SUB OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Reduction in traffic as compared with do-nothing will lead to reductions in noise levels.		Slightly beneficial
	Local air quality	Reduction in traffic as compared with do-nothing will lead to improved air quality.		Beneficial
	Greenhouse Gases	Reduction in traffic as compared with do-nothing will lead to reduced greenhouse gas emissions.	Decrease of 75,000 tonnes CO ₂ equivalent per annum	Beneficial
	Landscape	(Any impacts from major schemes to be assessed in their individual appraisals)		Neutral
	Townscape	City and Town centre proposals will facilitate significant improvements.		Beneficial
	Heritage of Historic Resources	(Any impacts from major schemes to be assessed in their individual appraisals)		Neutral
	Biodiversity	(Any impacts from major schemes to be assessed in their individual appraisals)		Neutral
	Water	(Any impacts from major schemes to be assessed in their individual appraisals)		Neutral
	Physical Fitness	Pedestrian, cycling and travel awareness strategies encourage a healthier lifestyle, with more walking and cycling.		Beneficial
	Journey Ambience	Better public transport through bus and rail station improvements, real time information, new low floor buses, new rail rolling stock, new shelters, customer care training for bus drivers. Improved cycle and walking through development of cycling and pedestrian routes.		Beneficial
SAFETY	Accidents	Reduced accidents through reduction in traffic as compared with do nothing, road safety engineering measures and road safety education, training and publicity.	£54m NPV (killed and serious injuries saved)	Beneficial

Table 6.3 Appraisal Summary Table - Central Government Objectives

TRANSPORT PLAN STRATEGY

WEST YORKSHIRE LOCAL TRANSPORT PLAN				
(Overall Strategy including Major Schemes)		Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure	1) Total Cost of the Proposal £749m 2) Cost to Government £654m	
OBJECTIVE	SUB OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ECONOMY	Transport Economic Efficiency	Significant improvements to bus journey times along quality corridors. Improvements to journey times along cycle and pedestrian routes. Reduction in vehicle operating costs through bus priorities and reduced congestion. Increases in car costs for some journeys from demand management measures.	Average Bus journey times reduced by 3.5 minutes Average Train journey times reduced by 3 minutes	Beneficial
	Reliability	Improved reliability of bus journey times along quality corridors. Improved journey time reliability for rail journeys to and from Leeds because of capacity improvements in Leeds. Reduced congestion compared with do nothing will provide more reliable car journey times.		Very Beneficial
	Wider Economic Impacts	The strategy supports general regeneration initiatives and in particular the areas of in East Leeds, Central Bradford and the former Coalfields area. City and Town centre proposals will assist the local economy.		Beneficial
ACCESSIBILITY	Option Values	Improvements to the available transport options for many areas and sections of the population.		Beneficial
	Severance	Overall, reduced traffic as compared with do-nothing will tend to reduce severance. The pedestrian strategy includes measures aimed at reducing severance. (Specific local impacts of major schemes to be assessed in their individual appraisals.)		Beneficial
	Access to the Transport System	The strategy includes significant initiatives to address social inclusion issues including an access strategy.		Beneficial
INTEGRATION	Transport Interchange	The strategy includes significant initiatives to improve passenger interchange between all modes. Strategy includes proposals to encourage interchange between road and rail or waterway		Beneficial
	Land-use policy	The strategy supports and is supported by land use policies, in particular through adoption of objectives and strategy in line with PPG13 and draft Regional Planning Guidance, parking standards and travel plans. Specific measures to support development proposals in UDPs		Beneficial
	Other Government Policies	Welfare to Work and New Deal for Communities. Health Improvement.		Beneficial

Table 6.3 Appraisal Summary Table - Central Government Objectives (cont)

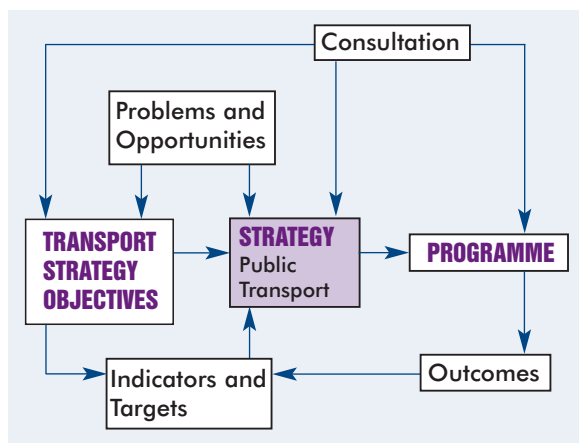
WEST YORKSHIRE LOCAL TRANSPORT PLAN				
(Overall Strategy including Major Schemes)		Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure	1) Total Cost of the Proposal £749m 2) Cost to Government £654m	
PLAN OBJECTIVES		QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ECONOMIC	To provide opportunities for fostering a strong, competitive economy and sustainable economic growth	The strategy supports general regeneration initiatives and in particular the areas of in East Leeds, Central Bradford and the former Coalfields area. City and Town centre proposals will assist the local economy.		Beneficial
	To improve operational efficiency within the transport system	Significant improvements to bus journey times and reliability along quality corridors and other bus priority measures. Reduction in vehicle operating costs through bus priorities and reduced congestion. Improved journey time reliability for rail journeys to and from Leeds because of capacity improvements in Leeds. Improvements to journey times along cycle and pedestrian routes. Increases in car costs for some journeys from demand management measures. Reduced congestion compared with do nothing will provide more reliable car journey times.	Average Bus journey times reduced by 3.5 minutes. Average Train journey times reduced by 3 minutes.	Beneficial
	To maintain the transport infrastructure standards to allow safe and efficient movement of people and goods	Significant improvements to principal road carriageways and highway structures strength. Strategy for maintenance of other highways (revenue). Maintenance and improvement of public transport infrastructure.		Beneficial
SOCIAL	To improve safety, security and health, in particular to reduce the number and severity of road casualties	Reduced accidents through reduction in traffic as compared with do nothing, road safety engineering measures and road safety education, training and publicity. Improvements through a personal safety strategy, including CCTV in town centres, bus and rail stations, lighting, infrastructure design, security staff at larger bus and rail stations, education and publicity. Pedestrian, cycling and travel awareness strategies encourage a healthier lifestyle, with more walking and cycling.	£54m NPV (killed and serious injuries saved)	Beneficial
	To promote social inclusion and equal opportunities for access to transport	The strategy includes significant initiatives to address social inclusion issues including an access strategy.		Beneficial

Table 6.4 Appraisal Summary Table - Local Transport Plan Objectives

TRANSPORT PLAN STRATEGY

WEST YORKSHIRE LOCAL TRANSPORT PLAN				
(Overall Strategy including Major Schemes)		Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure		1) Total Cost of the Proposal £749m 2) Cost to Government £654m
PLAN OBJECTIVES		QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENTAL	To improve environmental quality and reduce the impacts of transport on air quality and noise	Reduction in traffic as compared with do nothing will lead to reductions in noise levels and improved air quality. City/ Town centre proposals will also improve the visual environment.	Decrease of 75,000 tonnes CO ₂ equivalent per annum	Beneficial
	To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions	Reduction in traffic as compared with do nothing will lead to reduced greenhouse gas emissions.		Beneficial
SUBSIDIARY OBJECTIVES	To reduce the rate of growth in road traffic and, where feasible, to reduce absolute traffic levels	The strategy is expected to reduce the rate of growth in road traffic. Limited or zero growth expected in some town and city centres.	Growth less than 5% (all roads)	Beneficial
	To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car	Better public transport through bus and rail station improvements, real time information, new low floor buses, new rail rolling stock, new shelters, customer care training for bus drivers. Improved cycle and walking through development of cycling and pedestrian routes.		Beneficial
	To encourage more use of rail and waterway as alternatives to lorries	Strategy includes proposals to encourage interchange between road and rail or waterway and to control lorry use.		Slightly beneficial
	To improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations	The strategy includes significant initiatives to improve passenger interchange between all modes. The strategy supports and is supported by land use policies, in particular through adoption of objectives and strategy in line with PPG13 and draft Regional Planning Guidance. Specific measures to support development proposals in UDPs. Support for Government Initiatives such as Welfare to Work, New Deal for Communities and Health Improvement.		Beneficial

Table 6.4 Appraisal Summary Table - Local Transport Plan Objectives (cont)



INTRODUCTION

7.1 The strategy seeks to build on existing services to develop high quality public transport, both as an attractive alternative to the private car and to meet social needs. We are committed to the continuing development of strong partnerships to ensure that the different organisations involved act in a co-ordinated way to improve all aspects of the public transport journey. The main responsibilities are outlined in Table 7.1 below. In the following sections, each key stage of a journey is considered in turn, starting with obtaining information about services. Issues that are affected by a number of aspects of the journey for example interchange between services are then discussed.

Metro

Information, promotion, bus stations, shelters and stops, tendered services, rail franchise management, light rail development, administration of pre-paid tickets, concessionary fares, coordination, personal security.

Bus operators

Bus services, some bus stations, vehicles, on-board staff, information, promotion, tickets, personal security.

Rail Operators and Railtrack

Rail services, track and signalling, stations, vehicles, on-board and station staff, information, promotion, tickets, personal security. District Councils Bus priorities, kerb heights, parking restrictions, pedestrian routes, land use policy and development control, environmental policy, personal security.

Police

Enforcement of bus priorities and parking restrictions, personal security.

Table 7.1 Responsibilities for Public Transport Provision

“If I had a suitable, reliable, cheap and clean alternative method of travelling from home to work I would use it”

INFORMATION



The provision of information is vital if public transport is to become more accessible. In West Yorkshire a variety of high quality methods are utilised.

7.2 Easily available and user friendly information helps people to understand the extent of the public transport network and how it can meet their needs. We are committed to making up to date public transport information readily accessible to

all, at all times, in easily understood formats, using a range of high quality products.

Strategy

7.3 We will build on the current comprehensive information service which comprises:

- printed timetables for all bus and train services, distributed through more than 400 outlets;
- a network of travel centres in main bus stations, open from 8am to 6pm, giving information and selling a range of tickets;
- the Metroline telephone information bureau, now open from 8am to 8pm and handling around 540,000 calls a year;
- 13 touch screen information kiosks in prime locations giving 24 hour access to comprehensive bus and rail information;
- electronic display screens at main rail stations and Leeds bus station;
- public announcements at rail stations;
- an internet website (www.metro-wyorks.co.uk) giving access to timetables and journey planning software and other information on public transport in West Yorkshire;
- timetable displays at 85 bus and rail stations and around 5000 bus stops;
- provision for the needs of disabled people, including large print and Braille timetables, minicom facilities, pilot use of electronic audible information at bus stations and bus points and disability awareness training for information staff;
- promotional and pro-active public relations activities;
- promotional material provided by bus and rail operators.

7.4 Developments in information services are taking place within the framework set for the National Public Transport Information System (PTI 2000). Metro received a grant of £70,000 in March 1999 towards developing its enquiry system and has played a lead role in the development of the Yorkshire Regional Transport Information Partnership, "Yorkshire TravelNET", formed by local authorities and some bus operators. This has already made use of the national enquiry number, from November 1999, offering service from Metroline and three other call centres to North Yorkshire county area which previously had no telephone inquiry service, expanding to services throughout Yorkshire from 1 April 2000. A regional website has also been established. Enquiries from West Yorkshire made between 7-8am and 8-10pm are diverted to SYPTE's call centre. A funding award of £150,000 to the partnership should enable a map based enquiry system to be developed for use in the call centres and on the website by September 2000.

7.5 We intend to develop our information and promotional services further by:

- improving the user-friendliness of printed information, for example in the design of information at bus stops and by providing personalised travel information;
- increasing use of electronic displays, including real time information;
- using developments in information and communications technology, such as the internet, mobile phones and digital television, to provide more accessible and comprehensive information;
- providing multi-modal information, with developments towards this being considered within an EU funded research project, TRIDENT, and as part of the EU

funded regional TARGET project (see Chapter 12);

- securing, through partnership, increased operator contributions to fund improvements;
- using the results of a current Best Value review to target resources more effectively in line with user needs.

TICKETING

Objectives

7.6 Pre-paid, multi-modal, multi-company tickets provide an efficient means of using the public transport network and encourage greater public transport use. We wish to expand their use by extending their range and scope to provide a comprehensive, understandable system to meet the needs of different users of public transport.

“Make it easier to buy Metrocards”

Strategy

7.7 We wish to build and improve on current provision, which includes:

- tickets administered by Metro, with weekly, monthly, quarterly and annual MetroCards, off peak DayRovers and MetroRovers (for unemployed people);
- a cross-boundary MetroMaster ticket for bus travel in West and South Yorkshire;
- a variety of tickets provided by individual operators, including First Group’s national pilot of smartcard ticketing in Bradford.

7.8 Future improvements are planned through:

- use of the powers provided by the Transport Act to encourage the development of a broad range of multi-company tickets, with prices bearing a

sensible relationship to single company tickets;

- extension of the scope of cross-boundary tickets with neighbouring authorities;
- increased off-vehicle sales, including purchase via Metroline and the internet;
- the introduction of a comprehensive Smartcard ticketing system, incorporating pre-paid tickets and concessionary travel.

Smartcards

7.9 Smartcard technology offers a number of potential advantages for public transport tickets and service planning, including:

- facilitating through ticketing between different services;
- providing a range of prepaid ticketing options, such as discounted multi-journey tickets for those for whom Metrocards are not an economic option;
- speedy, efficient boarding arrangements for passengers;
- comprehensive journey records for management information and research purposes for both operators and authorities.

7.10 Metro is leading the Integrated Transport Smartcard Organisation (ITSO) in developing national implementation standards for inter-operable smartcard systems for public transport. Metro is also working closely with South Yorkshire Passenger Transport Executive, other authorities within the Yorkshire and Humber region and the bus operators on the early introduction of a smartcard system for the Yorkshire and Humber region. Expressions of interest from consortia of potential suppliers have already been invited by way of an invitation published in the Official Journal of the European Commission and it is intended to select a preferred supplier by

January 2001. Partnerships are also being considered with other regions and with bus and rail operators for national pilots and testing of the ITSO specification.

PASSENGER WAITING FACILITIES

Objectives

7.11 The quality, state of maintenance and general ambience of the facilities where people wait for and board buses and trains contribute significantly to the overall image of public transport.

“Bus stations must have proper facilities, including toilets, and warm waiting rooms with information“

Strategy

7.12 We are working to improve these facilities by:

- upgrading all bus stations to modern standards, with monitored CCTV coverage, electronic departure information and accessible facilities for disabled people;
- providing new shelters, particularly to complement other measures to improve the quality of bus services along corridors and in town and city centres;
- improving standards of maintenance of bus stations and shelters by implementing the results of an early Best Value service review;
- working in partnership with Railtrack and the train operating companies to improve rail stations.

BUS

Objectives

7.13 As the dominant public transport mode, buses are central to our overall objective of developing a high quality, integrated public transport system which provides an attractive alternative to the private car and meets social needs.

Strategy

7.14 A comprehensive West Yorkshire Bus Strategy is included in the appendices to this document. This has been developed in consultation with the bus operators and has been the subject of specific consultation with Passenger Consultative Committees. In addition to other initiatives reported elsewhere in this chapter, we propose to improve the quality of bus services through:

- the ongoing introduction of bus priority measures;
- establishing standards for the reliability of bus services;
- reviewing the bus network with the operators, with the objective of improving its coverage, in particular through a core network of 10 minute frequency services;
- encouraging the introduction of modern low floor buses;
- staff training to improve standards of customer care;
- Quality Partnerships, committing the bus operators, Metro, District Councils and the Police to work together to provide better services;
- Quality Contracts where this is the only practicable means of achieving the required level of service;
- financial support for socially necessary services;
- monitoring punctuality and reliability in comparison with set targets;

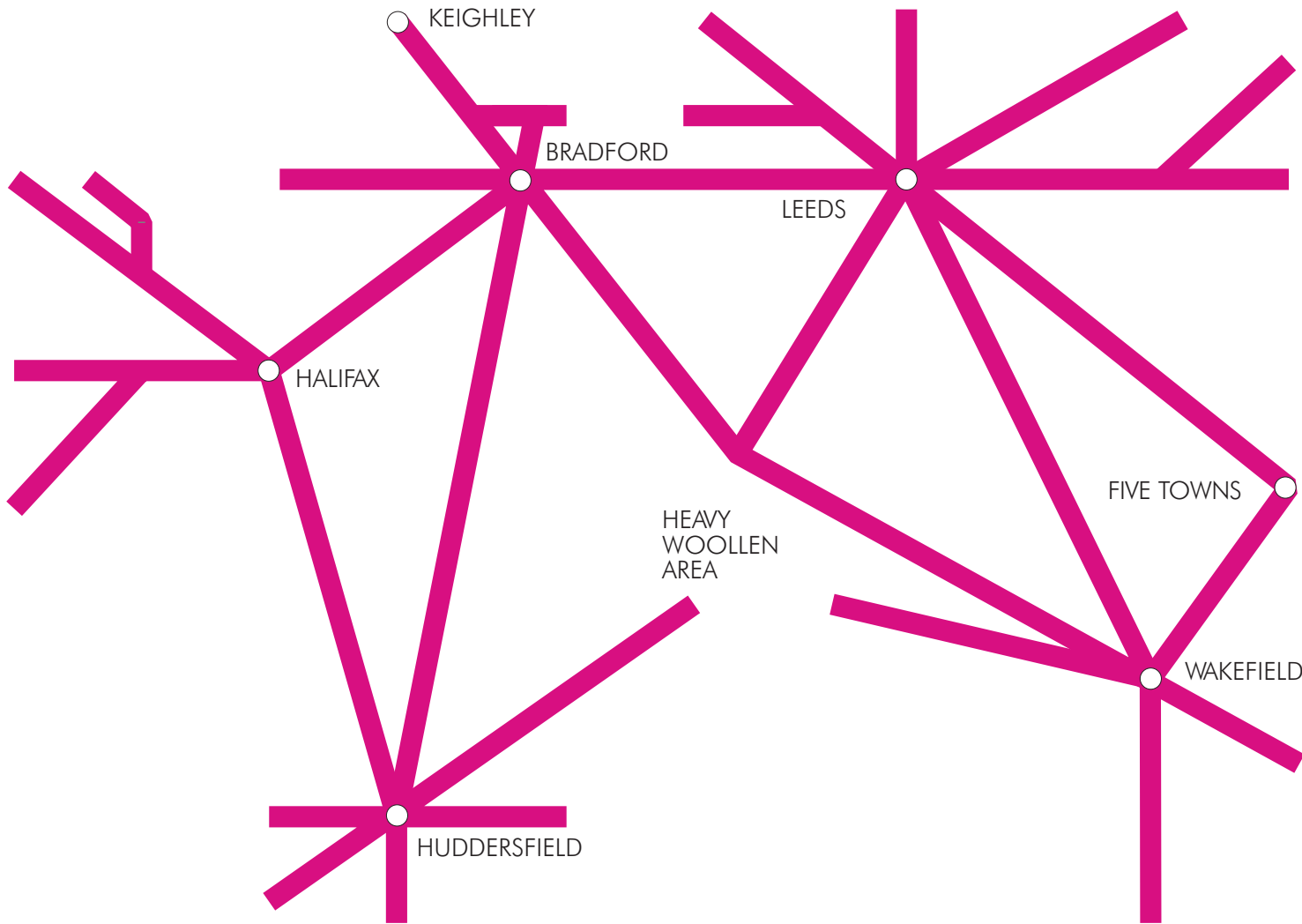


Fig. 7.1 Proposed Quality Bus Network

- improving facilities for people with impaired mobility (see Chapter 10);
- integration with health and community transport services (opportunities expected to be considered by a cross-cutting Best Value review).

7.15 The Bus Strategy includes the development of a comprehensive network of high quality bus routes, reflecting the core high frequency network and the Plan's economic, social and environmental objectives. The network, shown on figure 7.1, will be developed through investment (in bus priority measures, bus stop infrastructure and low floor accessible vehicles) and would be underpinned by Quality Bus Partnership agreements.

Quality Partnerships

7.16 A systematic approach to the formation of Quality Partnerships between the local authorities, the bus operators and the police has been developed. A broad statement of principles was agreed at a West Yorkshire level and developed through more detailed agreements within each of the five districts.



The A61 Guided Bus scheme provides a high level of bus priority which has been matched by investment in new buses and improved bus frequencies.

7.17 We have shown how partnerships can bring better services, most notably through the groundbreaking A61 Scott Hall Road Guided Bus scheme, but also through a number of other corridor improvement schemes across West Yorkshire. The first formal agreement was signed for the Wakefield Road corridor in Huddersfield. We have also secured significant operator contributions to infrastructure costs.

7.18 A framework for the development of Quality Partnership corridors has been developed. It recognises that there are a range of corridor types in West Yorkshire and the types of action appropriate for one corridor may not be appropriate for another. In recognition of this, corridors for a quality partnership approach are classified as follows, with increasing levels of investment and commitment expected from each of the partners.

Standard - significant bus flows but few congestion problems; no priority measures proposed but other infrastructure and service improvements required (e.g. Keighley Road, Halifax).

Priority - significant bus flows and some congestion problems; bus priority and other infrastructure and service improvements proposed (e.g. Lockwood Road, Huddersfield, Manningham Lane, Bradford).

Prestige - important corridors, extensive bus priority measures and wide range of other improvements proposed (e.g. York Road, Leeds and Manchester Road, Bradford).

"I am a Londoner and I think the public transport up here is good and remarkably cheap"

Quality Contracts

7.19 The Transport Act will give authorities the power to introduce Quality Contracts where this is the only practicable means of achieving the required level of service to meet the objectives of their Bus Strategy. Under these contracts, the services for a particular area would be specified and a contract let to franchise these services to a single operator. We intend to implement the Bus Strategy through partnership working. However, in some circumstances, the powers to implement Quality Contracts may need to be used if policies or standards cannot be delivered through effective partnership working. Examples might be where it did not prove possible to secure improvements to bus services in line with our framework or where this was the only practicable way to ensure integration with heavy or light rail services.

Subsidised services

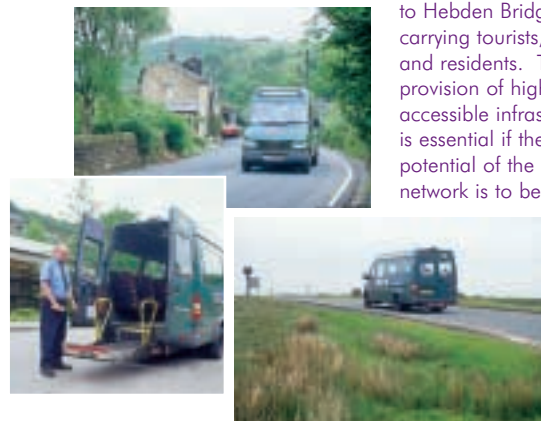
7.20 Over 60 per cent of bus routes have some element of subsidy, usually to extend the period of service into early mornings, evenings and at weekends in order to improve the attractiveness and usefulness of the commercial element of the service. Routes with no element of commercial operation are also funded where a need has been identified which meets current policies. Tendered services are provided within value for money criteria set by WYPTA.

RURAL TRANSPORT

Objectives

7.21 West Yorkshire has extensive rural areas where the level of service (reflecting relatively low demand) does not necessarily provide attractive alternatives to the car or fully meet social needs. Specific actions are required to address these issues.

This is a subsidised service from Huddersfield to Hebden Bridge carrying tourists, visitors and residents. The provision of high quality, accessible infrastructure is essential if the potential of the rail network is to be realised.



Strategy

7.22 Metro has established a Rural Bus team who review and develop the rural bus network in partnership with the local community. They are addressing rural issues by:

- improving interchange between different bus and train services;
- utilising accessible taxis, people carriers etc. to meet local needs;
- designing services in consultation with local communities to meet local needs;
- providing accessible public transport information to all members of the community;
- securing vehicles which portray a quality image of public transport;
- providing cycle lockers at rural interchanges and schools;
- considering the role that can be played by community transport resources.

7.23 Rural Bus Grant has facilitated the provision of 19 additional or modified bus services that have so far resulted in over 160,000 additional bus journeys. Their success is confirmed by user surveys, which show that they are used by a broad range of residents for a variety of journey purposes and passengers are having increasing confidence that buses can help to meet their travel needs. Services generally have:

- wheelchair accessibility;
- parcel and message handling facilities;
- communication with the driver for pre-booking and travel enquiry services;
- specially liveried, easily identifiable vehicles;
- local drivers who have received disability awareness training;
- demand responsive routing and boarding and alighting points.

7.24 Rural Challenge has enabled comprehensive bus/rail interchange facilities to be provided at Denby Dale, with real time information to be implemented shortly. The scope for developing similar facilities elsewhere will be considered.

7.25 Kirklees and Calderdale Councils have appointed Rural Transport Development Officers as part of three-year projects with funding from the Rural Transport Partnership Fund administered by the Countryside Agency. They are liaising with local communities to identify unmet needs and set up community transport and other initiatives with 75% funding from the project. Liaison with local bus companies and Metro to ensure that proposals are integrated with more mainstream services is an important aspect of the projects.

RAIL

Objectives

7.26 Rail has an important contribution to make to meeting our overall objective of developing a high quality, integrated public transport system which provides an attractive alternative to the private car and meets social needs. Rail can be particularly successful in attracting those with access to a car for journeys where it provides an alternative.



The opening of Brighouse station shows investment in rail infrastructure, this is a key part of the Plan proposals.

Strategy

7.27 In addition to the other initiatives reported elsewhere in this chapter, we propose to maintain and develop rail services by:

- carefully monitoring the performance of franchisees to ensure that contracts are fully delivered, particularly in terms of providing peak capacity;
- securing additional rolling stock to meet immediate and forecast passenger demand;
- expanding the rail network by opening new stations;
- developing new services and improving the frequency of existing services, in particular taking advantage of the opportunities to expand services opened up by the Railtrack 'Leeds 1st' major improvements;
- improving station facilities in partnership

with the rail industry with a particular emphasis on accessibility, security and information provision;

- improving pedestrian routes to/from stations;
- maintaining and improving the standard and quality of service;
- continuing to offer fares which represent good value for money.

7.28 A comprehensive plan to implement this approach on a line-by-line basis has been developed in RailPlan 5. We intend to implement this plan in partnership with the Strategic Rail Authority, Railtrack and the train operating companies, with appropriate sharing of costs between the public and private sectors. Application of this approach has already secured the jointly financed upgrading of many passenger facilities in West Yorkshire.

LIGHT RAIL

“The Tram running on dedicated lines is the only solution to the problem”



Leeds Supertram is a fundamental part of the transport strategy.

Objectives

7.29 Light rail systems can provide efficient, high capacity public transport along corridors of travel with high demand for travel. Given the importance of the economy of Leeds to the sub-region as a whole (see Chapter 2), a key challenge for

the Local Transport Plan is to support economic growth in Leeds and provide access to employment opportunities in a sustainable manner. As part of our overall strategy for developing high quality public transport, consideration has therefore been given to a light rail (Supertram) network, in order to:

- help sustain continued economic growth in the city centre without adding to radial capacity or allowing traffic congestion to continue to increase;
- provide a high quality, high capacity public transport system linked with park and ride sites on radial routes into the city centre.

Strategy

7.30 Initially, a three line network has been examined, covering routes that could not be served by the heavy rail network. This is described in more detail in Chapter 17. Independent consultants have confirmed that Supertram is the only mode that can effectively and efficiently add to the capacity of the transport system in a sustainable way. It would also be an essential element of the enhanced public transport system that would be necessary if Leeds City Council were to pursue proposals for Road User Charging, as set out in Chapter 11.

7.31 In the longer term, we would seek to expand this network, subject to feasibility studies to be carried out early in the Plan period.

TAXIS AND PRIVATE HIRE VEHICLES

Objectives

7.32 The flexibility of taxis (Hackney Carriages) and Private Hire Vehicles means that they can fulfil an important role within an integrated public transport

service by, for example, providing local links between bus or rail services and at the end of long distance bus or rail services which service town centres. They can, in some circumstances, provide tendering authorities with a good value method of providing rural area services, schools transport, door-to-door services for disabled people and services to destinations that would be inaccessible to larger vehicles.

Strategy

7.33 We will work to further integrate taxis and private hire vehicles into the overall public transport system by:

- using the licensing system to ensure the provision of safe, reliable taxis and private hire vehicles and a supply of taxis, operating throughout each licensing authority area, that continues to closely match the demand;
- working towards providing taxi ranks at all important interchanges and at key locations within town and city centres, including provision of taxi rank shelters where appropriate;
- providing specific, signed hailing points where demand is sufficient but kerb space cannot be provided for a taxi rank;
- encouraging greater provision of accessible taxis and providing accessible taxi ranks;
- encouraging formal arrangements for the shared use of taxis
- considering the requirements for taxi access within town and city centres as part of traffic management proposals;
- ensuring that rail passengers have access to information about taxi and private hire services at the end of their journeys;
- encouraging taxi operators to tender for low demand public transport services;
- exploring ways by which taxi and private

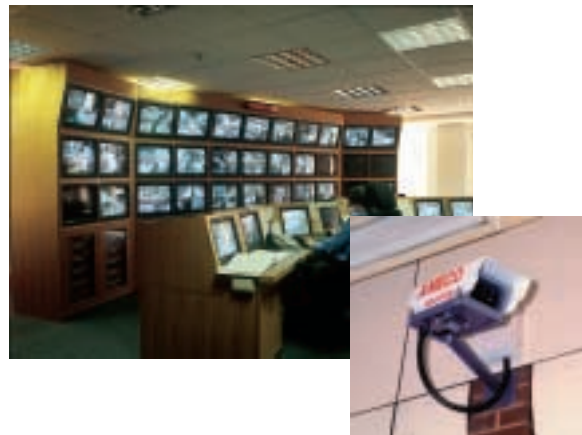
hire vehicle operators could be encouraged to make use of alternative fuels, such as LPG, to reduce exhaust emissions in sensitive areas.

SAFETY AND SECURITY

Objectives

7.34 Concerns about personal security deter many people from travelling by public transport especially after dark. We wish to ensure that people feel safe and are safe when they travel by public transport.

Strategy



The CCTV control room at Metro provides monitored coverage at Metro bus stations.

7.35 Existing achievements to improve safety will be consolidated and developed through a strategy for securing personal safety for transport users. As well as covering the needs of the general public it will identify and cater for the particular needs of vulnerable groups, including women, elderly and disabled people and members of ethnic minority communities.

7.36 We are working to improve safety and security by:

- taking account of safety and security in the design and provision of new facilities;
- providing security staff on duty at larger bus and rail stations;
- monitored CCTV coverage at Metro bus stations and many rail stations;
- publicity and educational campaigns;
- piloting a safety audit approach on a number of public transport corridors and investigating means of improving safety throughout the door-to-door journey.

7.37 A more comprehensive, longer-term strategy will be developed in consultation with operators and the public. A half-day consultation conference has already been held. Metro is an active participant in each of the West Yorkshire Districts' Crime and Disorder Partnerships and through them the exchange of information with the railway systems of Railtrack, the train operating companies and British Transport Police shared expertise and resources will be developed and maximised.

“There should be better facilities for leaving bikes at train stations and in town centres, with security guards”

INTERCHANGE

Objectives

7.38 Easy interchange is essential if people are to make full use of the public transport network. We wish to reduce barriers to interchange caused by:

- poorly connecting services;
- lack of information about connecting services;
- uncertainty about the reliability of connecting (particularly less frequent) services;

- high costs caused by the need to buy separate tickets for each journey stage;
- concerns about safety and the quality of the environment at stops and stations;
- the availability and security of facilities for parking cars, motorcycles or bicycles;
- uncertainty about whether permission will be given to carry cycles on trains.

Strategy

7.39 We will address these issues in a number of ways:

- using the guidance and checklist produced by the Institute of Logistics and Transport to identify potential interchange opportunities and to audit and improve interchange facilities;
- examining service patterns in partnership with the operators and promoting specific connecting services, within the framework set by the Competition Act;



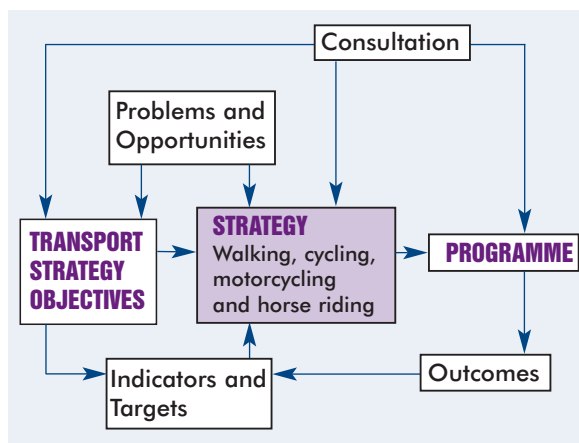
The Otley to Menston Railway station service has been enhanced with a Rural Quality Partnership.

- improving the quality and availability of information, and considering promoting a network of frequent services;
- tackling lack of reliability issues through quality partnerships and service monitoring;
- developing the availability of single journey through ticketing on all services which will be particularly facilitated by ITSO standard smartcards;

PUBLIC TRANSPORT

- developing new bus/rail and bus interchanges at the busiest on-street locations, with passenger shelters and information provision, and addressing personal safety through a comprehensive strategy;
- taking cost-effective opportunities to expand provision of park and ride at rail stations and developing the role of bus based park and ride;
- providing secure cycle lockers at bus and rail stations, working with the train operators for cycles to be able to be carried free of charge on as many services as possible and considering the potential for carrying cycles on buses.

“All trains should be able to carry bikes”



INTRODUCTION

8.1 Our aim is to have more people walking, cycling, motorcycling and horse riding to improve health and to reduce adverse effects on the environment.

8.2 Walking and cycling are healthy, environmentally friendly alternatives to the car for short journeys. For longer journeys they provide the potential for transfer of trips to public transport, with cycling in particular widening the catchment of rail stations.

8.3 Motorcycling can be a quick, economical alternative to the car, particularly in congested situations. When energy efficient machines are used, motorcycling can play a role in reducing pollution levels.

8.4 Horse riding is primarily a leisure activity and riders use roads to reach bridleways and other off-road routes.

WALKING

8.5 A Walking Strategy has been developed to ensure a comprehensive approach to the promotion of walking as a sustainable mode of travel.

Objectives

8.6 The objectives of the Walking Strategy are to:

- increase the proportion of journeys undertaken on foot;
- emphasise the role of walking as part of journeys by public transport;
- improve the walking environment;
- promote walking;
- make it possible for more journeys to be made on foot by people with impaired or reduced mobility;
- ensure that actions to encourage walking and cycling complement one another.

Strategy

8.7 The main emphasis is on the improvement of the physical environment to make walking journeys more convenient and attractive.



PUFFIN crossings give longer crossing times when needed and are used at many locations in West Yorkshire.

The key measures are:

- providing safe, convenient links between homes, educational establishments, workplaces, shops and leisure activities;
- improving pedestrian links to public transport to encourage the choice of public transport in preference to the car;
- continued development and improvement of pedestrian crossing facilities, particularly at busy junctions and on busy road links;
- emphasis on pedestrian priority areas as part of town centre strategies;
- highway and planning standards that ensure that developments are accessible on foot and by public transport.

CYCLING

8.8 A Cycling Strategy has been developed to encourage cycling and to ensure a comprehensive approach to the promotion of cycling as a sustainable mode of travel.

“cycling should be a delightful means of transport not a terrifying one”

Objectives

8.9 The Cycling Strategy objectives are:

- to encourage more people to cycle more often for both utility and leisure journeys, and so help to reduce the dependency on private cars;
- to develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates cycling;
- to reduce the casualty rate of cyclists;
- to ensure that policies to increase cycling and meet the needs of cyclists are integrated into all appropriate Policies, Plans, Strategies and resources bids.

Strategy

8.10 The strategy is divided into three main areas.



Cycling is being encouraged by a variety of measures such as secure parking facilities and dedicated cycle paths.

Providing a cycle friendly infrastructure which enables cyclists to reach all destinations safely and conveniently by:

- the development of high quality cycle route networks including cycle lanes, cycle tracks, cycle/ bus lanes and widened near-side lanes;
- constructing lengths of the National Cycle Network to link the 5 main centres in West Yorkshire;
- traffic management including advance stop lines, changes in priority at junctions, traffic calming and speed reduction;
- the provision of secure cycle parking;
- protection of potential cycle routes from severance by development;
- giving consideration to the specific needs of cyclists in highway maintenance programmes;
- providing a road network which cyclists are able to use safely, conveniently and without fear of other vehicles.

Encouraging cycle use by:

- working with schools particularly as part of safer routes to school initiatives;
- developing cycle friendly employment practices as part of travel plans;
- publicising cycling in a way that emphasises the health, social, financial and environmental benefits of cycling.

Improving education by:

- training for both children and adults;
- making other road users more aware of the needs of cyclists.

POWERED TWO WHEELERS

Objectives

8.11 The objectives for motorcycling are:

- to encourage the greater use of environmentally friendly motorcycles;
- ensure greater safety for motorcyclists.

Strategy

8.12 We will seek to implement the objectives by:

- increasing the provision of secure parking facilities in town centres, at interchange points such as park and ride and at railway stations;
- promoting motorcycling as part of travel plans by encouraging the provision of appropriate parking facilities and lockers for storage of equipment and clothing;
- encouragement of effective training for novice and returning riders, plus support for rider improvement programmes;
- giving consideration to the needs of motorcyclists in highway maintenance programmes.

8.13 The strategy recognises that the speed and relative vulnerability of motorcyclists is likely to continue to be reflected in high casualty rates. It is important that rider safety is addressed both by riders and potential riders in the selection of appropriate machines and correct behaviour and by the motorcycle industry and local authorities in ensuring that access to good training is available.

HORSE RIDING

“Horse riders should be able to use the roads in safety”

Objectives

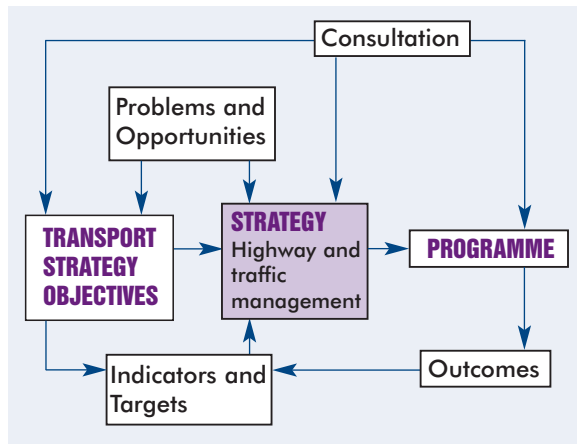
8.14 The objectives for horse riding and driving are:

- to reduce the casualty rate for riders and horses;
- to develop safe routes which help riders to gain access to more rural areas.

Strategy

8.15 We will seek to implement the objectives by:

- improving and extending the ‘rights of way’ network and publicising its availability;
- providing safe crossing places and facilities alongside roads, where appropriate;
- encouraging all riders to take their Riding and Road Safety Tests;
- making other road users aware of the needs of horse riders.



- 1 pedestrians, emergency services and people with disabilities
- 2 cyclists and horse riders
- 3 public transport users
- 4 taxis and motorcyclists
- 5 deliveries to local areas
- 6 shoppers travelling by car
- 7 other freight movements
- 8 other high occupancy vehicles
- 9 other private cars

Table 9.1 Hierarchy of Consideration

INTRODUCTION

9.1 Our aim is to have a highway network that is effectively managed through a strategic approach that conforms with the Plan objectives. This will be achieved by following a balanced policy to utilise this major asset to best effect through:

- developing integrated schemes which address the needs of all road users;
- introducing traffic management measures;
- limited further development of the highway network.

HIERARCHY OF CONSIDERATION

9.2 A ‘hierarchy of consideration’ has been adopted as part of the design process for all highway schemes. This will be used to ensure that the needs and safety of each group of road users are sequentially considered when a scheme is being prepared, that each group of users is given proper consideration and that schemes will not make existing conditions worse for the more vulnerable transport users. The adopted order is shown in Table 9.1.

9.3 The actual priorities and facilities provided for different road users will depend on the location, particular circumstances and local demands. It is not always possible to provide adequate facilities for all road users. However, wherever possible, facilities will be provided for people with disabilities, pedestrians, cyclists and bus users.

“more and more people are rejecting the car for more sustainable means. Please take more account of us and not merely the middle aged BMW owners who never think about the world outside their front door”

HIGHWAY NETWORK DEVELOPMENT

9.4 Management of the highway network is essential in meeting the objectives of the Plan. Development of the network will allow improvements in town centres, complement integrated measures elsewhere on the network and is essential to achieve development of key sites.

9.5 The heaviest traffic flows in West Yorkshire are carried on the strategic highway network, which comprises both local and national roads (trunk roads and motorways) and includes the Primary Route Network of routes which form part of the national road network.

During the Plan period we expect to gain responsibility for the 'non-core' trunk roads as the Government's trunk road review is implemented and these routes are de-trunked and transferred to local highway authority control.

Local Roads

9.6 Local highways form the greatest proportion of the highway network including most town and city centre and residential streets. Much of the traffic on the strategic network starts or finishes on the local network and it is essential to the movement of most bus services. The local road network includes the 868km of Principal Roads in West Yorkshire under local authority control and of which over a third are Primary Routes.

Objectives

9.7 The objectives for highway network development are:

- to assist in the economic regeneration of an area;
- to facilitate access to major new developments consistent with Regional Planning Guidance and Unitary Development Plans;
- to allow for the redevelopment of 'brownfield' land;
- to relieve local communities of through traffic, where appropriate;
- to facilitate the introduction of measures required for other elements of the Plan strategy.

Strategy

9.8 We intend to meet the objectives by:

- widening existing roads to provide adequate space for pedestrians, cyclists, buses and for all motor vehicles where extra capacity is required for new developments;
- limited building of new roads as an integral part of regeneration and environmental strategies and in particular to access key development sites.

9.9 These measures will only be used when other possible alternatives have been tested and found not to provide satisfactory solutions. The measures will be implemented as part of wider ranging traffic management strategies for the areas within the underlying principle of seeking to achieve greater sustainability of the transport system.

Trunk Roads and Motorways

9.10 Trunk roads and motorways, which are the major part of the national Primary Route Network, perform a key role within the total road network. These roads which are managed for the Government by the Highways Agency, need to be considered within the framework of the Transport Plan Strategy. A co-ordinated approach to strategic route management is being followed by the Highways Agency, which is closely involving the local highway authorities in the strategy development process. Several important studies are currently ongoing and are expected to have a major influence on future policy.

The studies, in which the local authorities are playing a full participatory role, are:

- South and West Yorkshire Multi-Modal Study commissioned by the DETR to develop a strategy and proposals for future interventions to address strategic transport issues;
- M62 Route Management Strategy currently under preparation by the Highways Agency which will set out a ten year route development programme;
- M1/M621 Integrated Transport Study commissioned by the Highways Agency to examine issues associated with the Centre of Excellence in Integrated Transport initiatives in West and South Yorkshire.

9.11 The key national road proposals of significance to West Yorkshire are:

- A1 route upgrade to motorway standard with priority being given to the Ferrybridge-Hook Moor and Wetherby-Walshford sections;
- A650 Bingley Relief Road, a PFI scheme scheduled for completion in 2004;
- local route management and safety measures, including measures as part of virtual de-trunking arrangements (and local safety schemes on the non-core network until de-trunking takes place).

De-trunking

9.12 The trunk road network has been divided into two categories: the "core" network of major national routes which will remain under Highways Agency control and the "non-core" network of routes which it is considered may be best managed locally. Transferring responsibility for these routes to the local authorities is supported since it is considered that it will provide a more coherent approach to the management of the local road network. This approach

will also enable the Highways Agency to concentrate on managing the remaining core network of motorways and the most strategic trunk roads which are of truly national significance.

9.13 'Virtual' de-trunking arrangements are in place for the West Yorkshire non-core network and, subject to appropriate financial provision and the resolution of any outstanding problems, the routes involved are expected to become local roads within the Plan period. The main issues arising from the de-trunking proposals are as follows:

- the need for route management strategy for the A650 Aire Valley Corridor to complement and maximise the benefits of the A650 Bingley Relief Road for the rest of the route. This will need to embrace current proposals and study work together with future work which will be informed through the work of the Aire Valley Integrated Transport Commission;
- the need for a long term route management strategy for the A6120 Leeds Outer Ring Road to bring together a combined approach for the entire route including the existing local road section of the route;
- strategies for the future management of the A58 and A646 routes within the Calderdale District to complement the local safety and traffic management measures to be undertaken by the Highways Agency prior to de-trunking;
- issues associated with other sections of the non-core network where the need for measures has been identified in the past, for example on the A65 route at Manor Park Bends.

TRAFFIC MANAGEMENT AND CONTROL

Traffic Management

9.14 Control of road traffic is essential in meeting the objectives of the Plan as:

- management of traffic is a significant element of most measures to assist buses (Chapter 7), pedestrians and cyclists (Chapter 8) and road safety (Chapter 10) and is an essential component of the Leeds Supertram system;
- traffic management, especially parking control, is one of the main demand management tools (Chapter 11) and will be important in achieving environmental objectives (Chapter 6);

Objectives

9.15 The traffic management objectives are:

- to ensure the safe and efficient use of the available road space to benefit all road users;
- to allocate road space to priority users with emphasis on buses and on meeting the needs of vulnerable road users;
- to assist people with impaired mobility;
- to facilitate access to major new industrial, commercial and residential developments and to off-street car parks;
- to concentrate traffic onto the strategic road network and ensure appropriate use of the road hierarchy;
- to control the volumes and speed of traffic in any Air Quality Management Areas that are declared under the Air Quality Regulations.

Strategy

9.16 The objectives are being implemented by:

- reducing speeds, especially near schools, in residential and other sensitive areas through measures such as traffic calming and home zones;
- modifying roads and junctions to give priorities or facilities to different road users;
- introducing bus priority measures;
- providing facilities for cyclists, pedestrians and horse riders;
- providing various restraint measures to reduce car travel;
- management of moving traffic and on-street parking through introduction of Traffic Regulation Orders;
- effective route and destination signing helping to reduce excess travel;
- traffic calming and route management to concentrate through traffic on major routes where it can be managed with least impact on local communities.

Urban Traffic Management and Control (UTMC)

9.17 Traffic signal control systems are an essential tool for the management of traffic in town and city centres and along highway corridors. The effective linking and co-ordination of traffic signals aids the access and movement of vehicular traffic, including bus services.

Objectives

9.18 Our objectives for Urban Traffic Control are to provide traffic control systems which:

- are flexible enough to cope with variable flows of vehicles and pedestrians;
- take a balanced approach to control and attach greater precedence to the improvement of safety and the provision of facilities for pedestrians and cyclists;
- give priority to groups of road users such as buses and pedestrians;
- interface with the rapidly evolving Urban Traffic Management and Control applications;
- are sophisticated enough to provide control mechanisms for Air Quality Management Areas.



UTC Systems are being improved throughout the county.

9.19 The UTC systems are being expanded and updated to:

- provide the most appropriate control strategies using either fixed-time plans or SCOOT where traffic conditions are varied;
- meet the latest control specifications for UTMC which allow for the development and integration of systems to provide, for example, the potential to give buses greater priority;

- modernise pedestrian crossings through the progressive replacement of Pelican crossings with the more user-friendly PUFFIN crossings;
- provide similar benefits at junctions to those provided by PUFFIN crossings;
- give priority to buses by using selective vehicle detection through transponders fitted to buses or through satellite based automatic vehicle detection systems.

ENFORCEMENT



Enforcement cameras are currently being introduced on some bus services, such as the "Airedale Shuttle". These have the potential to provide evidence which may assist in the prosecution of drivers who violate bus priorities.

9.20 The effectiveness of many traffic management, bus priority, speed reduction and road safety schemes is severely reduced by the lack of consistent and regular enforcement of traffic regulations. Effective enforcement is also essential in improving driver behaviour. Driver behaviour has contributed to the decline in walking and cycling and an improvement is necessary to allow these modes to grow.

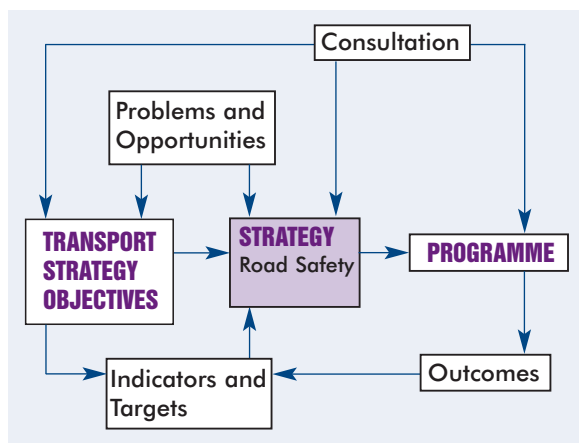
9.21 Decriminalisation of parking offences offers potential opportunities for addressing some of the issues. A study into the potential of decriminalisation has been completed in Leeds and the options for further progress are being evaluated.

Other districts are also considering the potential of decriminalisation.

9.22 Proposals to transfer appropriate duties to traffic wardens or police civilians and for the wider use of cameras are welcomed. However, experience of the use of cameras shows that the police will have difficulties in resourcing the prosecution of offenders.

9.23 It is essential that either a proportion of the income from fines is hypothecated to finance enforcement or a specific administrative charge is levied on offenders to cover costs. Experience in Leeds, where the funding of an additional £10,000 worth of policing of bus priorities in the city centre, leading to the Treasury receiving over £50,000 additional revenue in fines demonstrates how unsatisfactory the current situation is.

9.24 The government's current attention to the hypothecation issue is strongly supported. In particular we would like to discuss the possibility of establishing a pilot project for new methods of enforcing traffic regulation orders especially bus priorities and support lobbying for legislation to allow this possibility.



INTRODUCTION

10.1 The aim of the Road Safety Strategy is to make a significant and sustained reduction in the fatal and serious casualties brought about by road injuries.

10.2 The local authorities, the Police and other agencies in West Yorkshire have been working with local people in recent years to reduce injuries. The West Yorkshire Road Safety Strategy is supported by action plans from the five Districts, the Police and Health Authorities and through community safety initiatives.

OBJECTIVES

10.3 Our road safety objectives are:

- change the road environment in such a way that it is both seen to be, and is, a safer place for all road users particularly those most vulnerable - pedestrians, cyclists, motorcyclists, horse riders and ridden horses;
- equip all road users with the skills and information needed to travel safely in regard to their own and other road users' safety;
- involve a wide range of people and organisations in the process of developing an appropriate road environment and a responsible culture to improve safety and the quality of life.

STRATEGY

10.4 The achievement of our objectives will be progressed through:

- analysis of trends in road injuries, and detailed investigation of locations where casualties have occurred to direct and inform remedial action;
- community safety audits to identify road safety needs and priorities;
- introduction of casualty reduction schemes;
- provision of suitable facilities to promote the safety of all users, for example adequate crossing facilities for pedestrians, cyclists, and ridden horses;
- progression and development of training schemes for all road users with particular attention to vulnerable road user groups;
- consultation and involvement with Community Groups and individuals both before and during the implementation of road safety initiatives;



Speed management is an essential tool in improving road safety.

- joint initiatives with the Police including introducing speed and red light cameras;
- joint initiatives with the Health Authority through Health Action Zones;
- development of a speed management strategy;

- regular liaison with the Police and Health Authorities to monitor progress;
- appropriate publicity to inform and to educate all road user groups;
- promote road safety and the reduction of casualties in all areas of the Local Transport Plan.

Local Safety Schemes

10.5 Cost-effective casualty reduction programmes are being implemented, targeted at sites where the casualty record is a cause for concern. The schemes alter the road environment to reduce conflict and to control speeds. Schemes are co-ordinated with education, training and publicity and with Police action. Programmes will include integrating safety measures with other improvements to maximise the benefits that can be achieved.

Speed Management

“Speeds are a major problem - provide more traffic calming and better enforcement”

10.6 Excess speed is a factor in a significant percentage of all crashes causing injury. The adoption of speed management is essential to address rising casualties and the fears caused by inappropriate driving behaviour. The main measures for controlling road speeds are traffic calming features and the introduction of speed cameras to support police enforcement.

10.7 A road hierarchy will be developed throughout the County to allow a co-ordinated application of suitable speed limits according to location.

Skills Training

10.8 Pedestrian, cyclist and pre-driver training are undertaken to provide the skills necessary for individuals to be competent and safe. These will be developed further in response to the commitments in the National Road Safety Strategy.

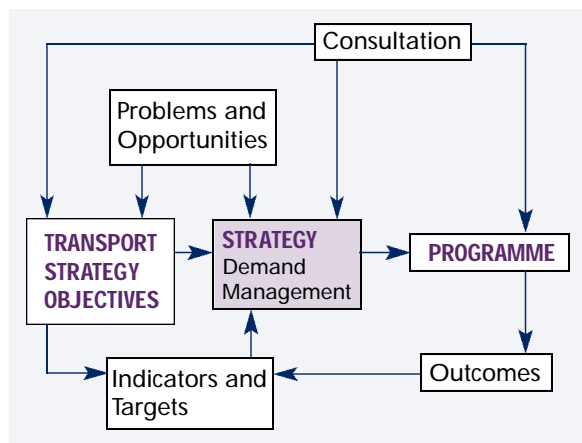
10.9 The training schemes involve schoolchildren, parents and guardians, young adults, schoolteachers and governors and volunteer workers. A driver improvement scheme is operated and support is given to all agencies with an interest in promoting road safety education and training.

Strategy Development

10.10 The Road Safety Strategy will be further developed to address concerns in road injuries and to sustain reductions that have been made.

10.11 A child road safety audit is being progressed to include the numbers, circumstances and location of injuries to children by all forms of travel. It will consider the journeys that are made by children, the differences between particular age groups and whether or not, as pedestrians, responsible persons accompany them.

10.12 Other issues to be addressed are speed management and motorcycle casualties.



INTRODUCTION

11.1 Our strategy aims to reduce the demand for travel by private vehicles through measures to reduce the overall need to travel and to encourage the use of more sustainable alternatives. To achieve this it is necessary to implement demand management measures that deter car use, particularly for commuting journeys, alongside other measures that provide quality alternatives to the car.

OBJECTIVES

11.2 Our Demand Management objectives are:

- to encourage people to use the most appropriate method of travel for their journey;
- to persuade car users to be less dependent on their cars;
- to raise awareness of the environmental and social impact of car use.

STRATEGY

11.3 A joint West Yorkshire Demand Management Strategy has been adopted. This is summarised as:

- where desirable, road space will be re-allocated to give priority to public transport, cyclists and pedestrians over general traffic;



The City Square works will improve the environment for all and the pedestrian access between the railway station and Leeds city centre.

- the price of parking within the control of local authorities, particularly long stay parking, will be raised in real terms on a co-ordinated basis;
- on street parking in the larger urban centres will be subject to charging, and the extent of the charged areas will be reviewed as centres develop and expand;
- residents' parking zones will be implemented on the fringes of controlled and charged parking areas to prevent parking being displaced to these areas;
- support for de-criminalisation of parking offences and take on responsibility for enforcing on-street parking restrictions;



Solar powered pay and display machines have now been installed in Bradford city centre.

- in centres, preference will be given to short stay (less than 4 hours) over long stay parking, with conversion of spaces being actively pursued where possible;
- in general, as part of the development control process maximum guidelines will be applied for the number of parking spaces at new developments, particularly in centres, in line with the draft Regional Planning Guidance;
- we will consider working towards overall reductions in parking provision in city and main town centres, converting any space released to more productive uses or environmental enhancements;
- the authorities will consider the implementation of a pilot demand management project using income from new charges to pay for transport improvements;
- the authorities will encourage the development of travel plans by employers through promotion, persuasion, and application of the development control process and set an example of good practice themselves;
- travel plans developed by the authorities will consider restrictions on the supply and the charging of staff and member parking;
- as members of TravelWise, we will develop travel plans and other projects to change attitudes to the use of the car and promote the use of alternatives;
- the authorities will promote school travel initiatives to encourage the use of alternatives to the car for travel to and from school and encourage positive attitudes towards the use of alternatives amongst children as they grow up;
- we will use the land use planning system to help reduce the need to travel and make the use of alternatives to the car more convenient.

“town car parking is expensive but I reluctantly recognise that it must go up”

Road User Charging

11.4 In the provisional Plan, Leeds City Council, in conjunction with Metro, put forward outline proposals for the introduction of Road User Charging in the city centre. In the Local Transport Plan settlement, Leeds was invited by the Government to join the ‘Charging Development Partnership’ and allocated an additional £2.5 million for further development of measures and proposals.

11.5 Leeds City Council has advised the Government that significant improvements to the city’s transport system are a key pre-requisite to the introduction of road user charging. These will help to secure the city’s continued prosperity and sustainable development. Three conditions must be met before Road User Charging is introduced in Leeds:

- Supertram, East Leeds Link and Inner Ring Road Stage 7 are committed and substantially built, and improvements to the outer ring road approved with funding identified;
- any revenues raised are truly additional;
- all proceeds from Road User Charging are invested in local transport.

11.6 Leeds’ position is anti-congestion, not anti-car, in order to help achieve sustainable economic development and environmental improvements.

11.7 Leeds has also been selected as the urban trial site for the demonstration of Road User Charging technology and this trial should start in late 2000.

Sustainable Travel Initiatives

11.8 The West Yorkshire authorities are committed to a strategic approach that enables people to develop life-styles that are less dependent on private car use. We also believe that sustainable travel initiatives can add value to capital schemes through the provision of alternatives and the encouragement to use them.



Publicity picture and logo used by the TravelWise initiative which helps to deliver sustainable alternatives to the private car.

11.9 Our approach to sustainable travel initiatives is being developed through the National TravelWise Association (including the regional grouping chaired by Metro) and dialogue with partners, including health professionals. Metro is lead partner for the European TARGET project, on behalf of the Yorkshire and Humber TravelWise Group. TARGET is testing the effectiveness of different interventions to promote sustainable travel activity. The work is delivered through seven 'work packages', namely: Mobility Management, Flexible Working, Shopping and Leisure, Pollution Reduction, Green Travel Plans, School Travel Plans, and Cycling and Walking. Three of these work packages are being led by West Yorkshire authorities. In addition, Leeds is part of an EU project developing a CD-ROM/ Internet based 'Toolbox' which is a guide for businesses to help them develop travel plans.

11.10 We are moving towards focused initiatives targeted at specific groups or communities, rather than a 'blanket' promotional approach. Our strategy for travel plans is being implemented with a key feature being to encourage the recipient to resource the development and maintenance of the plans. This applies to travel plans for businesses and the introduction of school travel plans.

Business Travel Plans

11.11 Business Travel Plans are being developed by local employers in liaison with the Local Authorities and transport operators. The Annual Progress Report details the status of Travel Plan development, including progress made by the local authorities in developing their own plans. The strategy seeks to encourage the further development of travel plans, with the overall approach being dependent on the motivation of organisations seeking to develop a travel plan. We believe such organisations can be characterised as:

- those who actively want to develop a travel plan;
- those who have to develop a travel plan, usually as a condition of the Development Control process;
- those who 'should' develop a travel plan, on the basis that we have targeted them as the organisations most likely to deliver greatest impact.

“actively lobby car commuters within their workplaces - provide clear information in liaison with employers about the effects of pollution, potential time saved by reducing congestion etc.”

11.12 The latter organisations are being targeted on one or more of the following criteria:

- they are one of a number of neighbouring employers either in a cluster (e.g. a business park) or on a corridor;
- they have strategic importance (e.g. a Health Authority that can influence travel plan development in other parts of the Health sector);
- they are a large employer;
- they are situated near existing or planned high quality transport facilities.

11.13 Discussions are taking place regarding the possibility of developing a joint travel plan implementation unit as a means of providing cost-effective support to employers developing travel plans.

“workplaces should be encouraged to provide facilities for cyclists”

School Travel Plans

11.14 School journeys have a significant impact on levels of peak-time traffic and the school environment is an obvious target for developing travel plans which demonstrate real alternatives to dependence on the private car. Car dominated school travel has disadvantages for the health and independence of young people and encourages the assumption that all journeys should be made by car.

11.15 The development of Safer Routes to School programmes has placed the West Yorkshire authorities in a strong position to start implementing school travel plans.

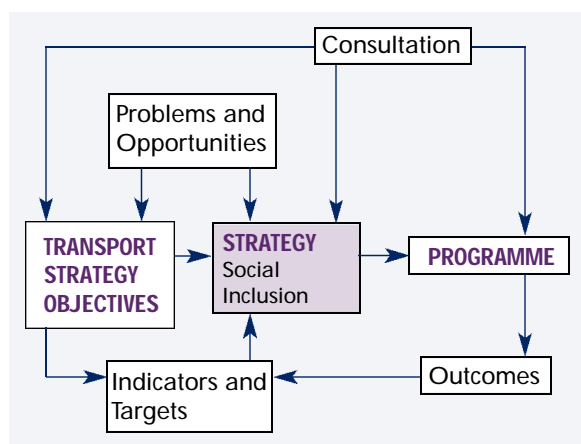
“would like to see ‘walking to school buses’ trialled for children in local areas - perhaps linked with after/pre-school clubs”

11.16 Our aim is to develop these so that they:

- approach the issue of school journeys in an holistic manner;
- meet the aspirations of children for safe, independent travel to and from school;
- address the concerns of parents and teachers about children’s safety;
- reduce the need for parental escort and car based journeys;
- provide the right conditions for more sustainable patterns of school travel;
- establish baseline data and set realistic targets for modal shift.

11.17 Measures being used include: survey packages that give a clear indication of the modal split of journeys to school:

- assessing current travel patterns through projects to improve the school journey, particularly for those walking, and to improve safety around schools;
- develop partnerships with schools, parents and pupils in developing initiatives and in planning new or changing existing bus services and school start/finish times;
- programmes to deliver cycle and pedestrian skills training, linking the learning of travel skills with child development leading to the capability for fully independent travel by age 11;
- participation in national campaigns such as ‘Walk to School Week’;
- highlighting and extending examples of good practice;
- promotion of school bus use;
- a common School Travel Pass and Boarding Card system administered by Metro on behalf of the LEAs and Transport Operators;
- developing safe methods of operation of public transport at school sites and updating the ‘Code of Conduct’ leaflets issued to schools, parents and operators in respect of bus travel.



INTRODUCTION

12.1 The term “social exclusion”, applies to those individuals, groups or communities that are, through poverty or discrimination, excluded from mainstream opportunities, activities and access to services available to the wider community. A strategy for transport and social inclusion, including details of a number of pilot projects, is included in the appendices to this Plan and is summarised in this Chapter.

12.2 The impact of social exclusion is intensified by complicated, time consuming or expensive transport access to jobs, training, health facilities, shops, sports facilities or community facilities. Socially excluded groups are more dependent on public transport than socially included groups who in general have a greater access to the private car.

OBJECTIVES

12.3 We aim to ensure that nobody is excluded from using the transport system and that transport policies complement broader social inclusion strategies. More specifically, our objectives in tackling social inclusion are:

Accessibility:

- to promote equal opportunities for access to transport.

Access to jobs and training:

- to promote better access to jobs and training opportunities from disadvantaged communities.

Transport impacts:

- to ensure that disadvantaged communities benefit from transport investment;
- to ensure that investment is targeted to reduce adverse safety and environmental effects of transport use on disadvantaged communities.

Planning Issues:

- to ensure that the planning system takes proper account of connections between transport and social inclusion.

STRATEGY

12.4 Tackling social exclusion is a cross cutting theme that affects all other strategies throughout the Plan. Measures to improve social inclusion will be an integral part of most public transport and highway based projects. A number of the strategies and measures to achieve the social inclusion objectives are detailed in other chapters, in particular, Public Transport (Chapter 7), Walking (Chapter 8) and Road Safety (Chapter 10). Strategies for other issues are given below.

ACCESSIBILITY

12.5 We will tackle issues of accessibility by:

- promoting the development of high quality public transport, as set out in Chapter 7;
- providing concessionary fares for eligible groups, as set out below;
- increasing the use and benefits of pre-paid and concessionary, ticketing within targeted groups and extended to 'New Deal' participants;
- implementing a comprehensive strategy for access for disabled people, as set out below;
- ensuring that no social groups feel restricted in their use of the transport system because of concerns about personal safety and security;
- improving rural transport options for all, through co-ordination of rural services;
- carrying out an audit of our transport strategy to ensure that issues relating to women and transport are identified and addressed;
- ensuring that actions to reduce car dependency do not unreasonably compromise the mobility of disabled people, some of whom may always have to rely on a car.

Concessionary Fares

12.6 Concessionary Fares are a lifeline for many people, providing enhanced travel opportunities for elderly, disabled, blind and young people. Almost 40% of bus journeys within West Yorkshire are made under the Concessionary Travel Scheme. Operator reimbursement is a major area of expenditure for Metro and a significant source of income for operators.

12.7 The provision of affordable travel for those with limited financial resources because of age, disability or family

circumstances is a prime commitment. We have ensured that all those eligible are able to receive concessions. A partnership approach has also made it possible to retain free travel for blind persons and eligible companions as a result of operators agreeing to commercially fund elements of the fare.

12.8 Two strands of Government policy are the establishment of a minimum national standard for concessionary fares for elderly people and also the encouragement of children to travel to and from school by public transport. Whilst the West Yorkshire scheme supports and actively promotes these objectives we will shortly be undertaking an extensive review of current policy.

Pre-paid Tickets

12.9 Cheaper travel is made possible by MetroRover tickets for unemployed people funded on a commercial basis by the operators. The partnership approach taken by Metro, the operators and the Department for Education and Employment has resulted in the scheme being extended to include certain people participating in the Government's Welfare to Work Initiative - New Deal for 18 to 24 year olds.

Access to Public Transport for Disabled People

12.10 Our goal is to ensure that the transport system (vehicles, infrastructure and information) is fully accessible. A strategy for access to public transport (Table 12.1) has been developed and agreed by all the Districts and bus operators.

We will work together to create a public transport system which provides the highest achievable standards of access for disabled people.

We will take account of the needs of:

- people who have difficulty walking or who use a wheelchair;
- sight and hearing impaired people;
- people with communication difficulties;
- people with learning disabilities;
- people who have difficulty with stretching, reaching or dexterity.

It is important that every aspect of a journey should be accessible for a disabled person. In designing bus and rail services we will address each of the following stages of a journey:

- pedestrian access to bus stops and bus and rail stations;
- the waiting environment at stops or stations;
- boarding and alighting buses and trains;
- vehicle design and fleet renewals;
- information availability before and during a journey;

We will support the preparation of funding bids and seek financial support from other sources to fund public transport access improvements. In addition, we will endeavour to improve access by developing, implementing and reviewing good practice

Table 12.1 Summary of the West Yorkshire Public Transport Access Strategy

12.11 In order to ensure that this strategy is implemented, we have adopted an Accessibility Checklist, which is being used in the design of all new facilities to ensure that the needs of disabled people are fully considered.

Bus Stops and Services

12.12 Testing by local access groups has shown that a high degree of accessibility can be achieved through a combination of raised kerbs and low floor buses, providing the bus can stop adjacent to the kerb. Bus stops, including approaches and exits will be made accessible, in some cases with police assistance, by:

- preventing obstruction by parked vehicles to allow buses to pull up adjacent to the kerb edge by using bus stop clearway, other markings and bus boarders;
- designing the bus stop environment to remove obstructions that impede movement by pedestrians;
- reducing the vertical gap between the kerb and the bus by ensuring a minimum kerb height of 125mm where practicable;
- preventing excessive gradients when ramps are used.



Easier access for pushchairs and other users is afforded by modern low floor buses.

12.13 We will work together, through quality partnerships and other means, with operators to further improve access to vehicles and conditions on the vehicle itself, taking into account the views of users and using appropriate technology.



Rail stations are becoming more accessible by various means eg, via the provision of lifts such as at Halifax Station.

Bus and Rail Stations

12.14 Existing guidance has been used together with the outcome of consultation with local access groups to make access improvements at all Metro owned bus stations.

12.15 We will continue to work with rail operators and Railtrack as they continue to develop their strategies for further rail access measures across the county.

Information

12.16 Access to information is a key element in the provision of a public transport system that provides the highest achievable standards of access for disabled people. A recent 'Mystery Traveller' project was commissioned to assess and advise Metro of the availability of public transport information and additional services in accordance with the Disability Discrimination Act.

12.17 The findings indicated the standards of information service provision are generally high. Disabled travellers did suggest certain small improvements that would enrich the information service. Some of these recommendations have already been implemented with others still being considered.

Access to Roads and Footways for Disabled People

12.18 Using the highway can present a number of difficulties for people with visual and mobility impairment. To address these difficulties, we are currently developing a West Yorkshire Access Strategy which will aim to make services accessible and particularly to ensure provision for disabled people is made within the mainstream environment. Our strategy will ensure that the relevant steps are taken to comply with the Disability Discrimination Act and that disabled people are fully consulted on issues.

12.19 The strategy will include:

- adopting an inclusive approach to design by ensuring that access issues are considered early in the design of schemes, as required by the "hierarchy of consideration" (Chapter 9);
- working towards all footways and crossings being of adequate width, evenly surfaced and free of obstructions;
- developing continuous networks of footways and pedestrian facilities which provide accessible crossing points across busy roads, particularly at junctions, including audible and tactile information at traffic signals;
- providing convenient parking spaces for disabled people both in car parks and on-street;
- supporting 'Shopmobility' schemes which provide independent mobility within the central areas.

Personal Safety and Security

12.20 We will develop links with Crime and Disorder Partnerships across the County to establish integration of transport policies in local strategies to tackle crime.

12.21 Community consultation has played an essential role in the development of the Safety and Security Strategy (see Chapter 7) and in taking into account the needs of socially excluded individuals, often living within otherwise socially included neighbourhoods. We will develop a long-term strategy for community consultation and involvement in scheme prioritisation within the Plan period.

Access to Jobs and Training

12.22 This issue is being tackled in a number of ways:

- the review of the bus network being undertaken as part of the Bus Strategy (see Chapter 7) will consider issues of access to work and training;
- a project officer has been appointed to liaise and consult with targeted disadvantaged communities in West Yorkshire and develop pilot public transport schemes aimed at improving access to training and employment opportunities for residents of target communities;
- major highway schemes linked to regeneration proposals include measures to improve public transport access.

Transport Impacts

12.23 This impact of transport on socially disadvantaged communities is being tackled in a number of ways:

- development of the use of GIS social mapping to identify and target transport initiatives aimed at promoting social inclusion in disadvantaged areas;
- measures to reduce casualties, reduce speeds through area-wide traffic calming schemes (Chapters 9 and 10) and implement Air Quality Action Plans to reduce pollution will be targeted at areas with the most severe problems.

Planning Issues

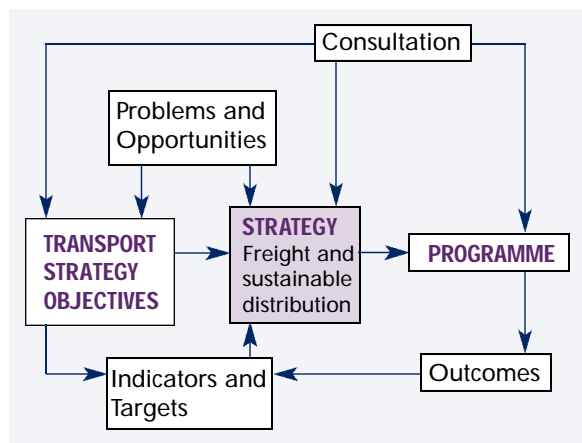
12.24 In order to help to take account of the connection between social inclusion and transport we will:

- pilot social inclusion strategies within all aspects of district community planning, including transport planning;
- include and family friendly working patterns within local authority travel plans;
- seek leverage of new funds for transport improvements benefiting socially deprived neighbourhoods;
- publish guidelines for developers to improving public transport access to new developments, particularly those which offer new jobs to deprived communities.

COMMUNITY INVOLVEMENT AND PARTNERSHIP

12.25 In taking this strategy forward, we will:

- work in partnership with all relevant agencies to ensure the procurement and provision of a truly inclusive transport system;
- develop community involvement of all key socially excluded groups in the process of implementing the Transport Plan strategies.



INTRODUCTION

13.1 Our aim is to have an efficient and sustainable freight distribution system that minimises environmental impacts. Being able to transport goods efficiently is essential to economic vitality. As West Yorkshire is strategically located in relation to the motorway, rail and waterway networks there is both locally generated and through freight traffic.

13.2 Road freight is the most flexible means of distributing goods. The majority of destinations lie within built-up areas for which road based delivery is the only option.

13.3 The licensed rail freight operating companies are seeking new business. The Europort rail freight terminal in Normanton provides a direct link to the continent. The Freightliner terminal in Stourton, Leeds, provides a transfer facility for containerised goods bound for the ports. There are also a large number of private sidings with significant usage.

13.4 Waterway transport is a very environmentally friendly mode. Whilst transit times may be relatively long, they are very reliable and for certain products waterways can form an efficient part of the logistics supply chain.

OBJECTIVES

13.5 Our objectives for sustainable distribution are:

- to reduce the impact of road freight on the environment and local communities in both urban and rural locations;
- to encourage the transfer of freight from road to rail and waterway.

STRATEGY

13.6 A sustainable freight distribution strategy is being developed and progressed through a West Yorkshire Freight Working Group. The strategy is based on three themes.

Making better use of existing infrastructure and providing new infrastructure:

13.7 Measures include:

- traffic management measures to restrict lorry movements or encourage use of alternative routes;
- limited building of new roads to provide access to and from key development sites in regeneration areas;
- managing the routing of lorries in the strengthening and maintenance programme for highway structures;
- working with the Highways Agency on strategies for motorways and trunk roads;
- identifying and signing a 24 hour lorry network;
- producing maps and an Internet site with information on facilities;
- adoption of measures for improving access to Leeds Bradford International Airport.

Freight transfer from road to rail and waterway:

“Take heavy lorries off motorways - put freight on rail or canal”

13.8 This will be encouraged by:

- assessment of rail freight facilities to determine the scope for expanding the use of operating sites and the re-opening of disused sites;
- safeguarding land for future rail and water freight initiatives;
- identifying the commercial waterways and related infrastructure that could form the basis for developing intermodal facilities and Inland Ports;
- considering with the industries the role of urban distribution centres;
- developing the major freight transport interchanges and investigating the potential for new intermodal facilities;
- producing a handbook to clarify the process for obtaining information and guidance to transfer from road to rail or waterway;
- promoting the development of travel plans by business and industry;
- promoting the use of existing freight transfer facilities.

The transfer of freight from road to rail is an important element of a sustainable distribution system.

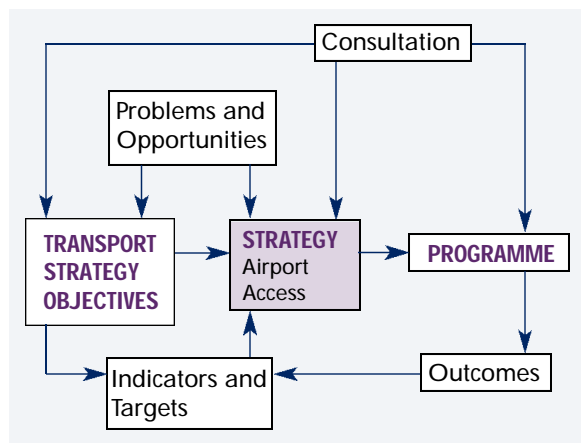


Improving deliveries in urban centres through Freight Quality Partnerships:

13.9 This is a process that will be increasingly used as a means of identifying the problems, issues and solutions that are specific to a particular location. The types of measures to be included are:

- address public perceptions about lorries in urban areas;
- review the controls such as Traffic Regulation Orders;
- ensure adequate protection for loading and unloading from the kerbside;
- consider how lorries can be given greater priority access to town centres;
- ensure there are adequate, properly located lorry parking and servicing facilities;
- develop travel plans, including an encouragement to use alternative fuels.





Improved public transport access is being developed as part of the Airport Surface Access Strategy.



INTRODUCTION

14.1 The Leeds Bradford International Airport (LBIA) Transport Forum was formed in January 2000 to consider and oversee the implementation of a surface access strategy for the airport. This has been developed in the context of a projected increase in annual passenger numbers from current levels of 1.4m to 2.5m by 2006 and 4.5m by 2016.

14.2 A strategy has been agreed by the Forum and endorsed by the Airport Development Committee as the basis for more detailed consideration. This includes a provisional target of increasing the modal share of public transport (excluding taxis) for passenger arrivals from the current level of 2% to 10% by 2009. Short, medium and long-term proposals have been developed to meet this target and address other surface access issues. The strategy is summarised below.

STRATEGY

14.3 A rolling programme of measures is being developed. For the short term (2000-2003) these include:

- improve public transport information systems at transport interchanges and the airport, including real time information;

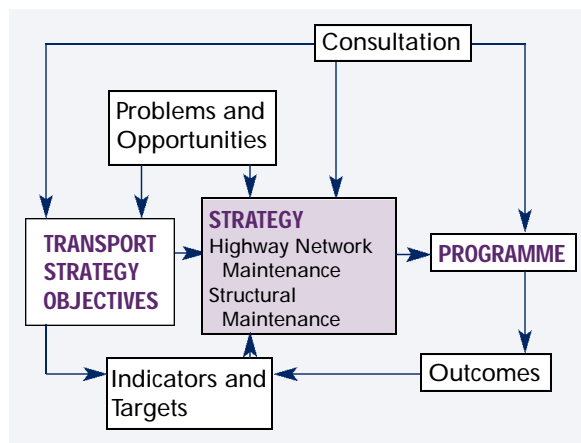
- introduce through ticketing, with fares incorporated into airline tickets;
- improve promotion of public transport;
- improve bus services;
- establish better facilities for airport buses at local interchanges;
- use proposed bus priorities on Kirkstall Road to improve bus times from Leeds;
- consider dedicating Horsforth or Guiseley as the LBIA rail station, with connecting bus services;
- improve signing on strategic and local roads;
- local junction improvements and traffic management proposals;
- review parking policies and provision;
- develop and implement staff travel plan;
- review current marketing initiatives;
- develop an access strategy for disabled people.

AIRPORT ACCESS

14.4 In the medium term (2003-2009) we will consider:

- a new bus link into the airport from the Strategic Route Network;
- a new LBIA station on the existing rail line, with a shuttle bus to/from the airport.

14.5 For the long term (2009-2016) we will investigate the provision of either a direct heavy or light rail link to the airport, or a fixed link between the LBIA station and the airport.



CARRIAGEWAY MAINTENANCE

15.1 The condition of the network in West Yorkshire has generally been deteriorating over many years. Our vision is to reverse this trend, improving the riding quality and safety of the highway surface and increasing its structural strength to a level which compares with the top 25% of highway authorities, while co-ordinating schemes with other highway initiatives to achieve the maximum benefit from the investment.

Objectives

15.2 The objectives for carriageway maintenance have been agreed as:

- to improve safety;
- to improve the strength of the carriageway;
- to promote accessibility;
- to contribute to an efficient economy;
- to promote integration;
- to protect the environment.

Strategy

15.3 The strategy to achieve each of our objectives is:

Improving safety by:

- implementing pro-active policies to identify defects and carry out resulting safety and routine maintenance repairs;
- implementing responsive policies to repair roads and pavements when stakeholders raise concerns, including repairing pavement trips and filling in potholes within 24 hours;
- reducing the percentage of the network failing SCRIM investigatory levels over a period of five years;
- collecting UKPMS condition data for all of the network over a period of five years and carry out maintenance to all sites with a condition index in excess of 70;
- the creation of a safer and more inviting environment for pedestrians and pedal and motor cyclists (and to provide specific facilities and features in schemes) by promoting the maintenance of pavements and the strip at the edge of the road.

Improving the strength of the carriageway by:

- monitoring the structural condition of the network and carry out maintenance to arrest deterioration and ensure, where applicable, that the network will continue to be able to carry heavy traffic flows;
- managing the network asset to ensure that strengthening work is carried out at the right time to minimise the whole life cost of maintaining the infrastructure;
- reducing the percentage of the network with negative residual life to 10% over a period of five years.

HIGHWAY NETWORK MAINTENANCE

Improving accessibility:

- improving access for disabled people, for example by the inclusion of dropped kerbs at main crossing points and raised kerbs at bus stops whenever maintenance work is carried out.

Contributing to an efficient economy by:

- creating an attractive, well maintained highway environment through the promotion of good maintenance policy, contributing to urban renewal and to help attract new businesses to industrial and commercial areas which are increasingly showing signs of dereliction;
- implementing maintenance designs which are appropriate to the style of the area and which will help to promote tourism by the enhancement of the street scene.

Improving integration by:

- co-ordination with road safety schemes, bridge and wall maintenance and public transport initiatives;
- giving significant bus routes priority in the allocation of funds for structural maintenance and integrating maintenance with schemes for the provision of bus lanes, gateways and guideways.

Protecting the environment by:

- using appropriate materials to complement the appearance of West Yorkshire Conservation Areas when works are carried out;
- using maintenance treatments which reduce the long-term reliance on quarrying new materials, disposing of existing materials to landfill sites and minimise the use of road transport of construction materials.

15.4 To ensure the effectiveness of all aspects of the Plan, the objectives and strategy apply not only to the Principal Road Network where maintenance is funded through the settlement, but also to the District roads maintained from revenue funding.

15.5 The challenge is to keep the network safe, responding to the public's expectation that minor defects will be repaired quickly, while preserving the strength of the network by carrying out reconstruction schemes.

15.6 The overall condition of the network is now so poor that a large proportion of funding needs to be spent on short-term solutions. The strategy has however been developed to balance all objectives within the available budget.

Condition Assessment

15.7 Consistent, reliable, comparable condition data is an essential foundation for the strategy. Preparations are well advanced for implementation of the UK Pavement Management System (UKPMS). This is a welcomed major development and close joint working between authorities is now part of the regular routine. Each Authority is collecting condition data in accordance with the UKPMS rules and parameters.

Network Condition

15.8 Assessment results indicate that the West Yorkshire network is well below the national average condition. It is therefore considered appropriate that the backlog of strengthening work should be reduced to less than 10% of the network length.

15.9 In addressing the need for a safe highway surface, and recognising that the public are concerned about visual defects

rather than network strength, carriageway defects over 40mm deep and footway defects over 20mm are dealt with within 24 hours of being identified.

15.10 Test results show that some 20% of the network is below skid resistance standard. On the bends, the approach to junctions and other similar locations, where a greater skid resistance is required, some 80% of the network fails to meet standards.

Priorities and Scheme Selection

15.11 The programme needs to balance expenditure between surface treatment, resurfacing and reconstruction to produce a long-term improvement in the strength of the network while still addressing preventative maintenance and routine safety work. Maintenance works are planned to minimise cost over time. Areas with minimal residual life, but otherwise showing no signs of distress, are given a lower priority in an economic best value approach.

15.12 The proposals for each site are primarily considered in terms of their priority, based on condition assessment. Sections are linked together, wherever appropriate, to create a holistic approach to each route. The proposals are co-ordinated with other works identified in the Plan to fully tackle the problems and deliver the objectives.

Principal Road Maintenance Requirements

15.13 All the Districts share a common problem concerning the condition of their A class roads (Principal Roads). The surveys carried out by Highway Authorities in England show that an average 15% have no residual life. However, in West Yorkshire the best is only 27% and the worst is 51%

15.14 If adequate funding does not continue to be made available the network condition will continue to deteriorate. To reduce the proportion of the network with zero residual life to approximately 10% over a 5-year period will require strengthening of more than 35% of the network or 60 km per year. The estimated cost is £18m per year.

15.15 Given the results from skid resistance assessments and a budget, which reflects needs, an expanded programme to restore skid resistance could be implemented. This could be addressed with a 5-year surface dressing programme costing over £2m. However, nearly 30% of the network fails to meet the higher skid resistance standards required for the approaches to crossings and roundabouts. A programme of high skid resistant surfacing to treat half of these sites over a period of 5 years would cost an estimated £6m.

Highway Maintenance Revenue Programme

15.16 Local Transport Plan settlement monies cover only the structural maintenance of carriageways on Principal Roads. The effect of ring fencing this finance, and the reduction in the Government's revenue allocations, has increased the pressure on funding of maintenance on the district roads.

15.17 Highway maintenance has a significant contribution to make towards the implementation and subsequent maintenance of features introduced to the highway in support of the Plan strategies. However, the cost of maintaining this greater part of the network is funded from revenue, including:

- the proper maintenance of pavements and road edges as an essential element of the strategy to encourage more walking and cycling;
- addressing the structural damage caused by local bus services on local roads, particularly on housing estates;
- maintaining the environment with the increasing pressure to include high specification materials and casualty/speed reduction features;
- regular and expensive renewal of carriageway markings and coloured and anti-skid surfacings;
- the regular replacement and repair of features such as refuges, kerb build outs and bollards which are often located in particularly vulnerable locations;
- addressing repairs on streets with road humps and cushions - features which increase the requirement for carriageway resurfacing by concentrating damage in very concentrated narrow wheel tracks and then requiring more expensive repairs due to the need to hand lay around them.

15.18 The role of these features in casualty reduction, encouraging the use of other modes of transport and in improving the environment is vital. However, the resulting pressure on revenue maintenance does need to be recognised in Government calculations.

Structural Maintenance of Pavements and Roads

15.19 The increase in the highway network length resulting from new developments and highway improvement schemes has most impact on the Districts' road lengths. While network length is reflected in the Government's calculations, this is of little consequence when the increase is not reflected in budget growth.

15.20 The Government's calculations fail to properly account for the increase in the use of maintenance intensive features and high cost materials. This results in an overall reduction in the area of maintenance work that can be completed for the same money and reduces the effectiveness of other initiatives.

15.21 Revenue budgets also need to address the increase in level of damage the road network suffers both from a lack of strength and a lack of carriageway width, particularly on the older parts of the network and where there is no off-street provision for parking. This is resulting in considerable damage as vehicles over-ride the pavements, breaking flags and damaging verges.

15.22 The National Road Maintenance Condition Survey has indicated that the gap between maintenance requirements and available funding on the non-principal road network has again widened with many roads in critical need of major maintenance work.

15.23 While the recommendations of the Code of Good Practice have been adopted, the resources available are insufficient to ensure that the defined standards are achieved and systematic prioritisation is an essential element to work programming.

Highways Act and NRASWA Functions

15.24 There is an increasing expectation by the public that the Highway Authorities will take a pro-active role in managing the work of the Utilities. This is compounded by the Utilities reducing their costs by outsourcing more and more of their work and some apparent unwillingness to programme mains renewals in advance of maintenance works.

Reducing Third Party Claims

15.25 The public is increasingly aware of their recourse to litigation whenever an accident occurs on highway land. The Authorities want the introduction of the Woolf protocol in the handling of claims to become a positive tool that will assist them in dealing quickly with valid claims and to repudiate those claims where the Authority has acted in a fully responsible manner.

STREET LIGHTING

15.26 The provision of effective street lighting is an essential element of the Highway Maintenance Strategy.

Objectives

15.27 The objectives for the maintenance and enhancement of our street lighting installations are:

Maintain the lighting installation:

- to maximise the number of lighting units which are working as planned;
- to ensure the structural stability of existing units;
- to achieve a level of lighting consistent with current standards;
- to ensure the electrical integrity and safety of existing units.

Contribute to a safe and secure night time environment:

- as a crime prevention measure, and in particular to reduce the risk and the perception of risk of personal assault and harassment;
- to reduce the risk of collision between road users (to see and be seen);
- to reduce the risk of collision or accidents from road users' inability to clearly see potential hazards on the

highway (e.g. footway trips, potholes, etc.);

- to manage the use of energy;
- to ensure that all new highway schemes have street lighting that meets the relevant standards.

Strategy

15.28 All the Districts carry out a programme to change lamps on a two or three year cycle, on an area basis, for units where the occurrence of random failure is likely to increase beyond this period. The transparent outer cover and the optical reflective surface are cleaned at the same time to maximise the effectiveness of the light output. In some Districts, lamps with a longer burning life are permitted to 'burn to extinction' or have a longer block change cycle of up to 6 years. The block change strategy is supported by systems for the identification and repair of random failures.

15.29 Revenue monies also fund:

- maintenance and replacement of obsolete / end of life equipment;
- ad hoc replacement on an individual basis of vandalised and impact damaged equipment;
- minor community safety / enhanced lighting schemes and road safety schemes;
- energy costs and repair to street lighting energy supply equipment.

15.30 Maintenance strategies are evolving using the benefits of new technology. Systems are being developed to manage the asset and to deliver improved service delivery. New types of lamps and energy efficient control gear are currently being evaluated. They are more expensive, but could be suitable for use on new installations.

Implications

15.31 Street lighting improvements form an integral part of the delivery of the Plan objectives as part of:

- safer routes to schools;
- road safety, casualty reduction schemes;
- community safety / enhanced lighting schemes;
- highway improvement and capital maintenance schemes;
- transport initiatives to encourage modal change.

15.32 The public concern about the need for good lighting is potentially a major factor in choice of travel mode when making journeys in the hours of darkness. Personal safety considerations affect the decisions people make. Adequate street lighting is an essential part of safety and transport schemes.

15.33 The current level of funding of street lighting is inadequate to meet the identified need to maintain, replace and improve the network and to satisfy public aspirations. Hence alternative sources of funding are being investigated. There is an immediate need for an increase in street lighting funding to enable the most urgent problems to be tackled.

15.34 There is a serious safety risk if a column in critical condition collapses. However, the level of funding for maintenance replacements and renewals, including those that occur as a result of other schemes, is not enough to even keep pace with the current rate of deterioration of the lighting stock. With many columns now reaching the end of their safe working life, despite maintenance strategies such as steel oversleeving of concrete columns, there is a current liability of about £56 million with a continuing liability of £6 million per

annum to ensure the existing situation does not deteriorate.

15.35 This is not a bidding issue according to Local Transport Plan guidance, however, revenue funding cannot support the sums involved. Neither PFI, nor revenue streams generated by advertising on lamp columns, are yielding sufficient revenue. To address this national problem the Street Lighting Parliamentary Working Group recently indicated the need for street lighting replacements to be funded from capital. For this reason a bid has been included for lighting column replacement.

BRIDGES AND HIGHWAY STRUCTURES

15.36 Our aim is to provide a bridge and highway structure stock of suitable standard to allow the safe and efficient movement of people and goods with minimum adverse effect on the environment.

Objectives

15.37 In line with achieving our primary objective of maintaining a safe and efficient transport infrastructure for all users, the specific objectives for bridges and highway structures maintenance and strengthening are:

- all highway structures must be able to safely carry appropriate traffic including pedestrians and cyclists and where required, abnormal loads;
- all highway structures must be visually acceptable to the community;
- user disruption should be kept to the minimum;
- preventative maintenance should be carried out adequately and rigorously so that backlogs of sub-standard bridges and structures will not build up;
- materials used should be chosen so that

they minimise the depletion of natural resources, maximise the use of waste materials, and minimise the emission of harmful gases and their by-products to the environment;

- structures and their components should be designed in such a way that they may be easily maintained and provide flexibility for future generations to modify them for modes of use that cannot yet be envisaged;
- to plan and manage available resources to ensure their economic, efficient, and effective use.

Strategy

15.38 The achievement of the objectives will be progressed through:

- completion of the Bridge Assessment Programme;
- assessment of the risks associated with undertaking monitoring of a structure prior to the introduction of other interim measures;
- provision, where possible, of interim measures to permit the passage of 40 tonne vehicles across Principal road bridges;
- assessment of the risks associated with diverting traffic elsewhere when weight restrictions are under consideration;
- prioritising the strengthening of highway structures with emphasis on Primary Route Network bridges which carry the heaviest flows of HGV traffic;
- liaison with other disciplines to ensure co-ordinated approach to route management;
- giving appropriate consideration in prioritisation of strengthening to important public transport routes which if closed or restricted would cause serious disruption to passengers and operators;
- ensuring that bridges on other routes that provide essential access routes to industrial and commercial premises,

which without HGV access could not function, are given appropriate priority;

- liaison and co-ordination of strengthening programmes locally and regionally with other bridge owners to ensure a consistent approach to the assessment and strengthening of Primary Route Network and key secondary route bridges.

Assessments



Bridge maintenance and the associated traffic management measures.

15.39 All districts have programmed to complete the assessments of Council owned, Railtrack, British Rail Property Board and British Waterways bridges by the end of 2000/01. The assessment of private structures is programmed for completion in 2001/02, except in Leeds where completion is programmed for 2002/03.

15.40 Following completion of the assessment programme for 40 tonne vehicles, a steady state programme of assessments is proposed on the basis that all of the highway structures stock will be assessed or have previous assessments reviewed on a 15 year cycle.

Monitoring and Interim Measures

15.41 Following an assessment failure of a highway structure, one or more of the following measures is implemented:

- the implementation of a structural monitoring regime to ensure the safety of highway and other users;
- the introduction of appropriate traffic management measures;
- temporary propping of the structure;
- where appropriate, further more rigorous assessment of the structure.

Strengthening

15.42 Up to May 2000, 148 bridges had been strengthened in West Yorkshire. The focus of this has been to ensure that the Primary Route Network and the Principal roads are capable of carrying 40 tonne vehicles. However, there are many weak structures which are neither on the Primary Route Network nor on Principal roads but which have a very low assessed load carrying capacity and which require strengthening.

15.43 Problems are experienced when load carrying capacities of less than 17 tonnes are identified; as this precludes use by most fire engines, buses, refuse vehicles etc. In the majority of cases the imposition of permanent or even temporary weight restrictions would prevent reasonable access and delivery of essential services to sections of the community and to local industry.

15.44 It is recognised that it may not be economically viable, environmentally acceptable or necessary for all structures to be capable of carrying 40 tonne vehicles. Each structure is therefore critically examined in accordance with the strategy to ascertain:

- whether it is essential to carry out strengthening;
- if suitable interim measures can be applied;
- if a weight limit can be applied either short term or long term;
- if necessary, the bridge can be closed and a suitable alternative route found either short term or long term;
- the load carrying capacity to which the bridge is required to be strengthened.

15.45 Burr walls and retaining walls form a major part of the County's highway structures stock and run to several hundred kilometres across the county. Identification and assessment of these walls has identified the need for significant expenditure over the coming years.

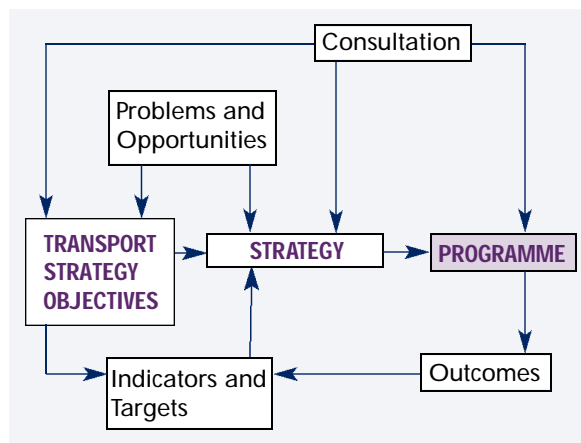
Maintenance of Structures

15.46 In addition to the programme for strengthening highway structures there is also an increasing need for structural maintenance works in order to sustain the structures stock. The importance of structural maintenance work has been highlighted in both the Highways Agency paper 'Performance Objectives, Indicators and Targets for the Maintenance of Highway Structures' and the CSS Bridges Group report 'Funding for Bridge Maintenance'. In particular the latent problems associated with under-funding of structural maintenance work are stressed.

15.47 Broadly in line with the recommendations of the above documents, the estimated required annual expenditure on structural maintenance is 0.85% of the Gross Replacement Cost of the structures stock. This is split into 0.35% spent on preventative work and the remaining 0.5% spent on essential work.

15.48 Preventative work is seen as the most effective way of keeping the costs of replacement and rehabilitation of the structures stock at a manageable and steady level. General Inspections are carried out at least every two years in order that routine and preventative maintenance can be identified before the problem develops to require more costly essential maintenance.

15.49 Principal Inspections, which involve a detailed examination of all surfaces of the structure, are being carried every six years. These often recommend further Special Inspections to look at specific areas of concern, which in turn lead to preventative or essential maintenance. Funding for this activity is included in the programme.



16.1 The bid set out in Chapter 17 has been developed to reflect DETR guidance about the future availability of resources and the advice provided by the Government Office for Yorkshire and the Humber. The Plan has been produced in advance of the 2000 Comprehensive Spending Review and the publication of the Deputy Prime Minister's 10-year plan for transport. It is hoped that this plan will allocate additional resources for Local Transport within the 5-year Plan period.

16.2 The key assumptions about the future resource availability are set out below.

DETR FUNDING FOR MAJOR SCHEMES

16.3 The major scheme proposals have been subject to review to ensure consistency with Plan objectives and performance, including value for money, when compared to 'do minimum' scenarios and alternative options.

DETR FUNDING FOR INTEGRATED TRANSPORT AND MAINTENANCE

16.4 DETR guidance states that funding through the block allocation will increase by 35% in 2001/2002 and will remain constant thereafter.

16.5 The Plan takes the block allocation settlement for 2000/2001 (£33.6 million) as the starting point considering resource availability over the Plan period. The core programme for integrated transport and maintenance is based upon the following assumptions:

- the work undertaken in developing the full submission, the needs of the West Yorkshire area and the Centre of Excellence status previously awarded will result in an increase of 44% in block allocation for integrated transport in 2001/2002;
- the need for additional expenditure on maintenance will be reflected in an increase of 40% in 2001/2002;
- there will be an inflationary 3% p.a. increase in the following four years of the Plan.

16.6 The assumptions are reflected in Table 16.1 below.

RAIL PASSENGER PARTNERSHIP

16.7 In general we propose to fund, in partnership with the relevant train operating companies, minor improvement works (such as park and ride extensions or improvement to passenger waiting areas) from block allocation.

16.8 The Plan assumes the availability of Rail Passenger Partnership funding for certain proposals and facilities where a fully commercial case cannot be made.

RESOURCE ASSUMPTIONS

	2000/01	2001/02	2002/03	2003/04	2004/05	2006/07
INTEGRATED TRANSPORT (£m)	15.40	22.18	22.84	23.53	24.23	24.96
Increase from 2000/01	N/A	44%	48%	53%	57%	62%
HIGHWAY MAINTENANCE	18.23	25.57	26.31	26.96	27.80	29.16
Increase from 2000/01	N/A	40%	44%	48%	52%	60%
TOTAL BLOCK ALLOCATION	33.63	47.75	49.15	50.49	52.03	54.12
Increase from 2000/01	N/A	42%	46%	50%	55%	61%

Table 16.1 Assumed DETR Funding through Block Allocation

16.9 We consider that there is a commercial case for some proposed new stations. There may be a funding shortfall associated with other proposed new stations, which could be met from block allocations. In some cases, additional rolling stock is required in order to sensibly serve new stations or to maximise their contribution towards the achievement of Plan objectives, in which case Rail Passenger Partnership funding would be appropriate. It has been assumed that new stations proposed during the Plan period will be funded by Railtrack, who would recover costs (via train operating companies) from the generated revenue, with any shortfall being addressed through Rail Passenger Partnership funding. If this proves not to be appropriate, then an additional block allocation would be required to help fund new stations.

EU STRUCTURAL FUNDS

16.10 Parts of four of the West Yorkshire Districts are eligible for funding from the Yorkshire and Humber Objective 2 Programme 2000-2006. The draft Single Programme Document, submitted to the European Commission in April 2000, proposes a programme which includes

transport initiatives. It is expected that the activity funded through EU structural funds will primarily focus upon relatively local actions developed through partnership with communities and other agencies.

SINGLE REGENERATION BUDGET

16.11 It is expected that, over the life of the Plan, Single Regeneration Budget programmes will contribute some funding towards transport infrastructure schemes. Whilst such funding will facilitate the implementation of specific projects, such as Keighley bus station, it is not expected that SRB funding will add significantly to the funding assumptions set out in Table 16.1.

FUNDING FOR RURAL AREAS

16.12 The Plan programme assumes ongoing Rural Bus Grant (currently £556,000 per annum) and Rural Bus Challenge funding for eligible rural areas. In addition, Rural Transport Partnership funding of £0.5 million has already been secured for the early part of the Plan period which will be mostly utilised to support community transport services. It is anticipated that additional funding in the

order of £2 million - £3 million will be secured to support implementation of the Plan strategy in rural areas.

PRIVATE SECTOR PARTNERS

16.13 It is expected that the private sector will make very significant contributions to the development of transport infrastructure and services over the life of the Plan. The most important are likely to be:

- the completion of the Railtrack £165 million Leeds 1st project, providing additional track and platform capacity at Leeds station. This project is of great strategic significance as it unlocks the future development of the rail network serving West Yorkshire;
- proposed investment by Railtrack in West Yorkshire as part of the 2000 Network Management Statement. Whilst such investment is welcomed, the Network Management Statement is not fully funded and does not meet local aspirations in some respects, including improvements to journey speed between Leeds and Sheffield;
- investment by train operating companies in new rolling stock and station facilities, including the continuation of partnership projects. New Class 333 trains, as required by the franchise agreement, will be entering service on the Airedale and Wharfedale lines during the year 2000. Further investment will be defined as part of the process of re-franchising of rail services serving West Yorkshire. The Plan is not able to reflect some possibilities, such as Virgin’s proposals relating to the East Coast Main Line franchise. The WYPTA’s input to the re-franchising process is set out in RailPlan5;
- ongoing investment by bus operators in new vehicles, with a total value in excess of £75 million over the life of the Plan;

- contributions from bus operators towards the cost of infrastructure works, including bus stations and bus priority measures. The role of operators commissioning studies to assist the development of bus priority measures and facilitating programme delivery through funding contributions as well as investment in vehicles is an important part of the Plan.
- investment by taxi and private hire companies in new vehicles.

OTHER PARTNERS’ INVESTMENT

16.14 Investment by other partners will also be of great significance over the Plan period. Key investment is expected to be made by:

- the Highways Agency on Bingley Relief Road (£50 million), and in funding safety and maintenance on trunk roads (around £10 million), and for works of a non-safety nature on non-core trunk routes (a bid of £4.87 million is included in Chapter 17, Table 17.26);
- Leeds Bradford International Airport in partnership in implementing their Air Surface Access Strategy;
- Sustrans who will be contributing project expertise and assistance in bidding for funding from other sources such as Landfill Tax;
- British Waterways Board in maintaining and upgrading canals and towpaths.

ROAD USER CHARGING

16.15 The provisional Local Transport Plan included an annex detailing consideration of the role of local transport charges and the background to Leeds City Council’s decision to pursue the introduction of Road User Charging, subject to detailed discussions with DETR to agree a workable scheme that meets the needs of the city and is in the best interest of the people of Leeds. This annex

RESOURCE ASSUMPTIONS

considered the technology required for Road User Charging within the centre of Leeds and estimates of costs, revenues and impacts on travel, patterns, the economy and wider social issues. The work undertaken by consultants indicated that the introduction of Road User Charges could produce an annual net revenue in the order of £25 million.

16.16 Leeds City Council have contributed to the further development of charging initiatives through:

- membership of the Charging Partnership chaired by Lord MacDonal;
- providing sites for the DETR trial of Road User Charging technology.

16.17 DETR have recognised this interest in Road User Charging through the award of additional funding of £2.5 million as part of the provisional Plan settlement. The government have included enabling legislation within the Transport Bill currently before Parliament and have also recognised the need for investment in alternatives to the car before the introduction of charging schemes.

16.18 The Plan recognises the procedures to be followed in developing Road User Charging regimes, the start up costs and the need to implement the necessary improvements in advance of charging. The Plan therefore assumes that significant net revenue from road user charging will not occur until the end of the Plan period or early in the period of the second Local Transport Plan. A number of schemes are considered to be essential pre-requisites for the introduction of charging and this submission assumes funding for these within the Plan period.

DEVELOPER CONTRIBUTIONS

16.19 It is expected that developer contributions will form an important component of the funding package for implementing the investment programme. Developer contributions have already been secured/identified for the majority of the major scheme proposals, including very significant contributions towards the cost of Leeds Supertram.

REVENUE

16.20 The Plan is, in part, a bid for capital resources to enable the local authorities to implement their part of the 5-year investment strategy. The Plan does not constitute a bid for revenue funding.

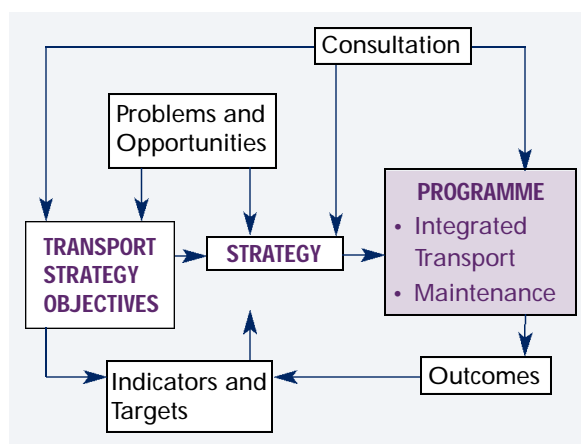
16.21 Revenue resources are required to fund the debt charges arising from capital investment. We also recognise the need for revenue resources to:

- maintain existing assets;
- support capital investment through high standards of maintenance;
- support public transport provision through rail franchising, tendered bus services, information and promotion and concessionary travel;
- undertake associated activities, including TravelWise initiatives, road safety education, training and publicity.

16.22 With the exception of new rail services, the revenue implications of individual proposals within the Plan programme are not significant. Nevertheless, the implementation of the Plan strategy will require additional revenue resources to maintain new assets and undertake supporting activities. The Local Transport Plan process does not include an explicit link between capital and revenue expenditure. We consider that the needs of the West Yorkshire

authorities to support the Local Plan strategy with revenue expenditure should be reflected in future Revenue Support Grant determination.

RESOURCE ASSUMPTIONS



INTRODUCTION

17.1 The Local Transport Plan 5-year investment and maintenance programme has been developed in accordance with the resource assumptions set out in Chapter 16. The programme consists of inter-related schemes, in many cases integrated with other measures, that implement the transport strategy set out in Chapters 7-15.

17.2 The implementation of the programme over the five-year Plan period will be:

- dynamic and flexible - reflecting the development of good practice and the inputs from consultation and participation and seizing opportunities as they arise;
- appropriate - reflecting the diversity of West Yorkshire and addressing local issues with cost-effective and appropriate solutions.

INTEGRATED TRANSPORT

17.3 The term ‘integrated transport’ is used by the DETR in relation to investment in new or upgraded facilities rather than the maintenance of existing assets. Our programme for integrated transport is prioritised to ensure that it achieves a well-balanced approach to the delivery of the Plan’s objectives, with spending targets as indicated below:

Benefit bus passengers	30-35%
Benefit rail passengers	10-15% **
Benefit pedestrians	10%
Benefit cyclists	5-10%
Benefit mobility impaired people	5-10%
Traffic management	15-20%
Local safety schemes	15-20%

** This will need to be higher if Rail Passenger Partnership funding towards the cost of new stations is not secured.

17.4 The Plan programme includes a wide range of schemes, costing from £5,000 to £400 million, including eight major schemes (i.e. costs exceeding £5 million). The partnership between the West Yorkshire authorities allows a mature approach to the use of resources, with agreement to a ‘pool’ arrangement to facilitate the implementation of large ‘minor’ projects costing over £0.5 million.

Area Type	Location	Paragraph Reference
COUNTYWIDE		17.6
LARGE URBAN AREAS	Leeds	17.9
OTHER URBAN AREAS	Bradford, including Shipley and South Bradford sector	17.31
	Halifax, including Elland and Brighouse	17.39
	Heavy Woollen, including Leeds -Huddersfield and Bradford-Wakefield corridors	17.42
	Huddersfield	17.44
	Wakefield	17.49
OTHER AREAS	Aire Valley and Wharfedale	17.57
	Coalfields, including the ‘five towns’	17.62
	Rural	17.70

Table 17.1 Programme Location Categories

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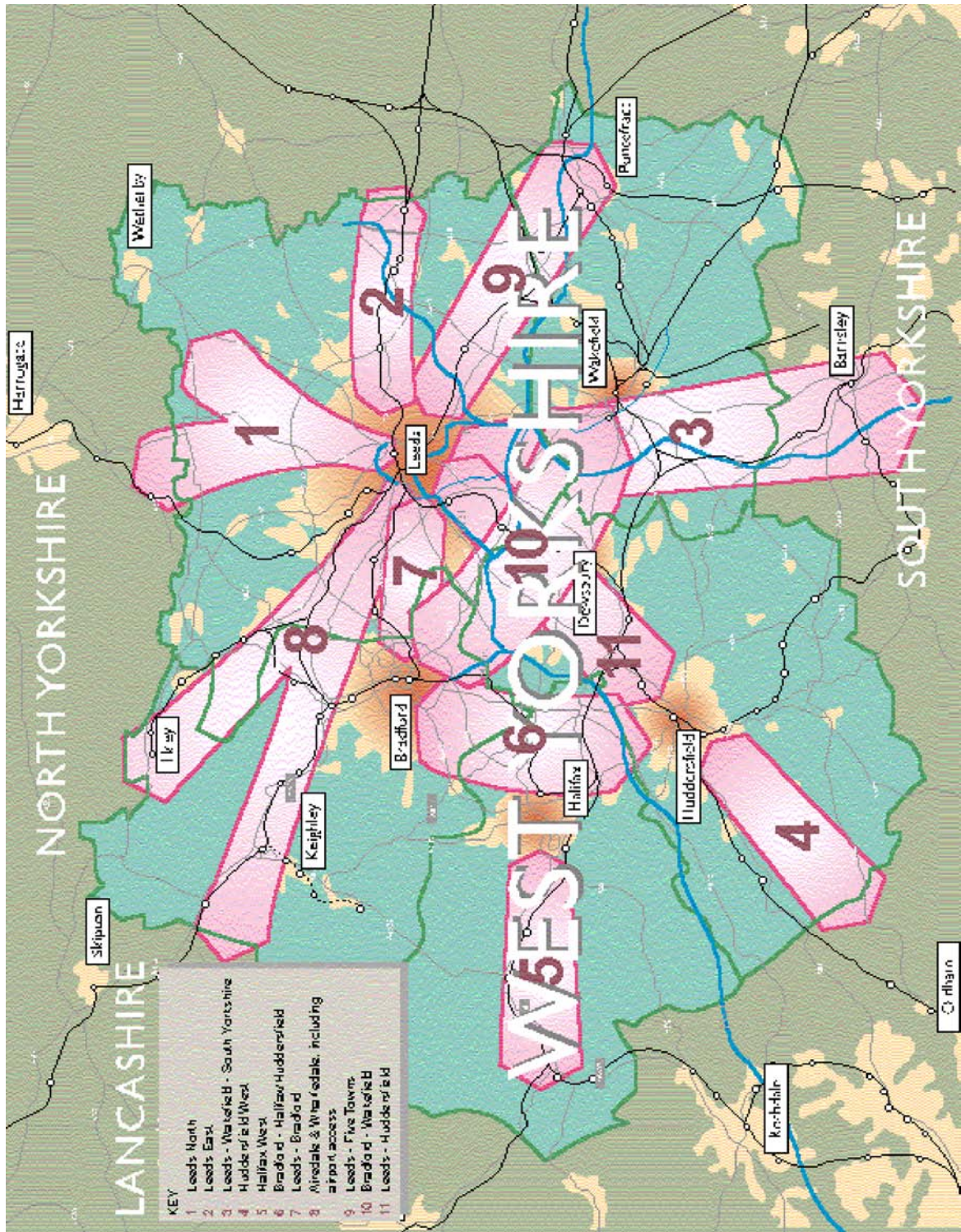


FIGURE 17.1 Strategic Transport Corridors

17.5 The programme is summarised by the areas shown in Figure 17.1 and using the categories set out in Table 17.1, which reflect the types of area defined in the draft Regional Planning Guidance. In some cases, such as the Bradford to Wakefield corridor, Figure 17.1 breaks down longer strategic corridors into separate sections. However, programmes are being developed for the whole length of these strategic corridors in a coherent and comprehensive manner, as set out in Paragraphs 17.73 - 17.75 and Table 17.21.

Integrated Measures - Countywide

17.6 The five year programme includes a number of proposals that either:

- will be implemented across all parts of West Yorkshire, or
- are not as yet linked to specific locations.

17.7 A key countywide issue is the further **Development of the Rail Network**, including:

- station improvements, incorporating, for example, new waiting facilities, park and ride, access improvements, passenger information screens and monitored CCTV coverage;
- five new stations (by 2002) at Low Moor, Apperley Bridge, Kirkstall Bridge, Leeds Outer Ring Road (Horsforth) and Glasshoughton;
- commitment to further new stations, with the sites to be determined following further investigation of sites protected in Unitary Development Plans. Priority will be determined on the basis of meeting Plan objectives, forecast passenger demand and revenue, and ease of implementation;

- provision of additional rolling stock to prevent overcrowding.

17.8 Other countywide measures include:

- a strategic cycling network, including completion of the West Yorkshire elements of the **National Cycle Network**, as shown on Figure 17.2;
- the introduction of **Smartcard Ticketing**;
- provision of **Air Quality Traffic Management Measures**, to be developed and implemented at locations where air quality assessments and monitoring indicate that standards will not be met;
- **Local Area Traffic Calming Schemes**, including the introduction of 20 mph speed limits, village traffic calming, speed management and the creation of 'home zones';
- the ongoing replacement of the fully accessible vehicles used to provide **AccessBus** services to people unable to use conventional public transport;
- **Accessibility Measures**, to provide easier boarding for disabled people and others with mobility difficulties to better access bus services, both at stops and within bus stations;
- **Electronic Information** at main bus stations;
- the replacement of **Life Expired Passenger Shelters**;
- the introduction of **Real Time Passenger Information Systems** at bus stops and at rail stations;
- **Local Pedestrian and Cycle Facilities**, including on and off-road cycleways and pedestrian right of way signing;
- implementation of **Safer Routes to Schools**;
- the replacement and upgrading of **UTMC equipment**;
- the introduction of **Enforcement Cameras**, to assist the enforcement of

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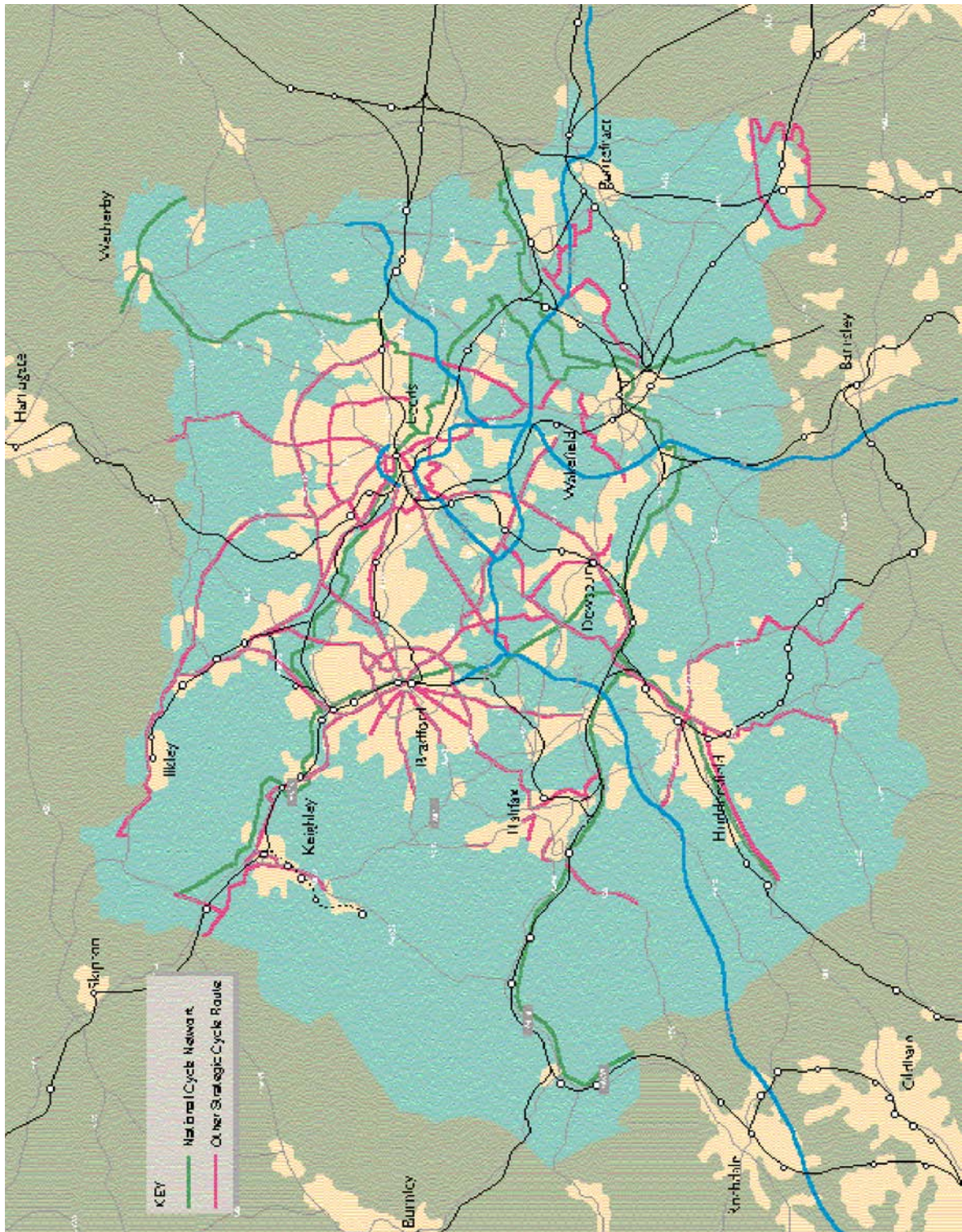


FIGURE 17.2 Cycle Network

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
AccessBus	1,700					
Bus Priority and other improvements *	3,600					
Bus Stations/ Bus Points Minor improvements *	400					
Bus Stops Safety and Security Measures	1,200					
Developing Bus/Rail Interchange *	200					
Minor Rail Station Improvements *	8,400					
New Rail Stations *	6,000					
Passenger Shelters	8,000					
Real Time Passenger Information	1,200					
Smartcard Ticketing	5,800					
Cycling Measures (Excluding National Cycle Network) *	2,600					
National Cycle Network *	1,300					
Walking Improvements *	5,400					
Motorcycling Measures	700					
Local Traffic Calming, 20 Mph Zones and Home Zones	9,100					
Safer Routes to School	4,800					
Local Safety Schemes	17,600					
Air Quality Traffic Management Measures	2,100					
Town Centre Enhancements *	1,700					
Traffic Management and Enforcement *	1,700					
UTMC Systems	3,300					

* This expenditure is in addition to the specific named schemes in the centre/area descriptions

Table 17.2 Countywide Proposals

- speed limits, bus priority measures and other traffic management measures;
- the provision of secure **Motorcycle Parking Facilities**;
- a programme of **Local Safety Schemes** to reduce the number and severity of road user injuries.

Expenditure not yet linked to specific locations is summarised in Table 17.2.

Integrated Measures - Leeds

17.9 Achievements to date in implementing transport strategy measures in Leeds include:

- the City Centre Loop and the Public Transport Box, providing good access for bus services and allowing the extension of the pedestrianised core. Bus points have been provided at Infirmary Street and Corn Exchange;
- extension of the Leeds Inner Ring Road, with only one section (Stage 7) remaining in order to complete the route for traffic having no business in the city centre;
- the construction of a new bus station in the east of the city centre;
- good progress with Railtrack’s Leeds 1st project, involving regeneration works

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		£ 000s	1	2	3	4
Inner Ring Road Stage 7	35,576					
Road User Charging						
Bus Access and Electronic Information	600					
Leeds 1st (Railtrack)	165,000					
New Station Street	350					
Public Transport Box Enhancement	1,000					
Armley Gyratory	850					
City Centre Loop	810					
City Square Improvement	507					
Park Lane/Westgate Improvement	150					

Table 17.3 Leeds City Centre Proposals

and the provision of additional track, signalling and platform capacity;

- the innovative A61 Scott Hall Road Guided Bus scheme;
- the innovative High Occupancy Vehicle Lane on the A647 Stanningley Road;
- a start of infrastructure works associated with the East Leeds Quality Bus Initiative, with completion programmed for early 2001.

Leeds City Centre

17.10 The priority given to improving the city centre environment has meant that measures reducing capacity for general traffic have been introduced in advance of the completion of the Inner Ring Road.

Leeds Inner Ring Road Stage 7 provides the final link, connecting Stage 6 (completed in 2000) to the M621 and the wider motorway network. A review of the scheme, completed by consultants for Leeds City Council, has confirmed the scheme's value in completing this strategic traffic route and reinforcing the traffic reduction and public transport benefits achieved in the city centre by previous transport measures. It also indicates the

beneficial effects on the inner Cross Green part of the Aire Valley Employment Area.

17.11 The strategy for the city centre, based on the City Centre Loop Road, the Public Transport Box and an extended pedestrianised area was based on the full Inner Ring Road being completed. Since completion of these schemes, there is evidence that at certain times the central road network becomes unstable, with a tendency to gridlock, which has very serious implications for public transport reliability and access to the city centre. It has not so far been possible to implement the remaining two of seven city centre bus gateways, namely Neville Street and Meadow Lane, south of the river. The traffic transfers possible with the introduction of Stage 7 would permit these long overdue gateway measures to be completed. The introduction of a viaduct over the Hunslet Road route would also allow for the introduction of significant public transport priority measures on Hunslet Road, which would also greatly assist the proposed Supertram.

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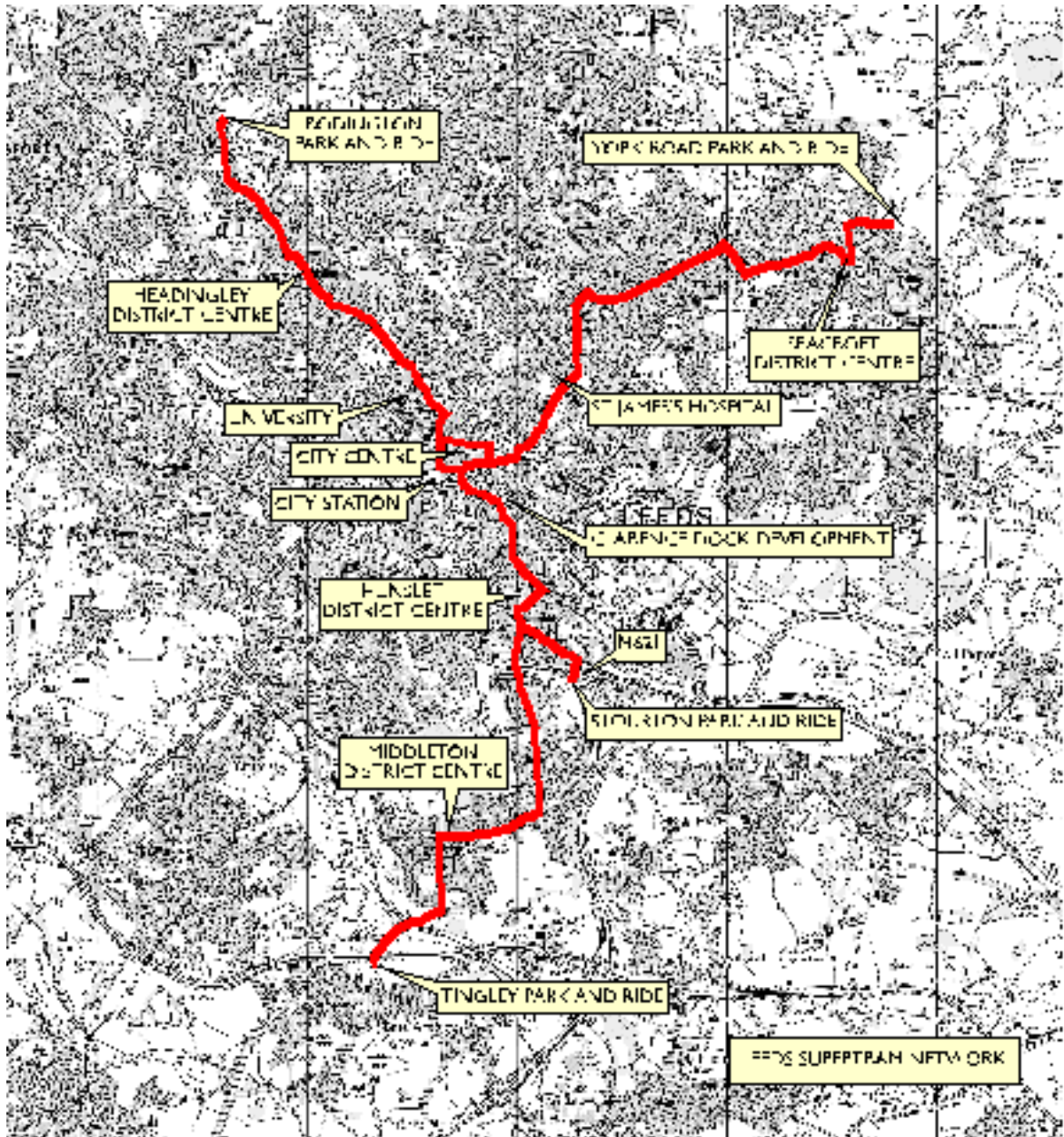


FIGURE 17.3 Proposed Leeds Supertram Network

17.12 A completed Inner Ring Road is also a key element of Leeds City Council's proposals for the introduction of road user charging. Completion of the route is regarded as being necessary to ensure the efficient operation of any city centre charging system and securing the required greater reliability of public transport both within the centre and along the key intersecting radial routes.

17.13 The Plan programme also includes vitally important improvements to public transport, including Leeds Supertram, additional rail capacity and improvements to bus services. Completion of Railtrack's Leeds 1st station works are programmed for 2002 and will allow enhancement to rail services to/from Leeds, including the opening of new stations across West Yorkshire.

17.14 The **New Station Street** scheme will provide a six stand bus interchange outside the main entrance to Leeds railway station and the alternative route for buses required as a result of the City Square improvement and the closure of Boar Lane to westbound traffic.

17.15 Other Plan proposals for Leeds city centre include the:

- **City Square Improvement**, providing better pedestrian links between the city centre and the rail station and improved environment in City Square;
- improvements to routes around the core area, including enhancements to the **Public Transport Box**, completion of the **City Centre Loop**, **Armley Gyrotory Improvements** and the **Park Lane/Westgate improvement**.

17.16 The Plan also includes proposals for **Road User Charging** in the centre of Leeds. As was set out in Chapter 12, significant improvements to the transport

system are regarded as a prerequisite to the successful introduction of a charging scheme.

Leeds Urban Area

17.17 Proposals for **Leeds Supertram** comprise a three line, 28km, network serving south, north west and north east Leeds with major park and ride provision at the terminus of each line. The network would involve operation on both reserved track and on the public highway, with the UTMC system providing priority at junctions. The proposed network is shown on Figure 17.3.

17.18 The Supertram proposals have been developed in order to:

- help sustain continued economic growth in the city centre without adding to radial highway capacity or allowing traffic congestion to continue to increase;
- provide a high quality, high capacity public transport system linked with park and ride sites on radial routes into the city centre.

17.19 The chosen network covers routes that could not be served by the heavy rail network. Supertram would also play a major role as an alternative to the car under any road user charging scenario. The phasing of construction would depend upon the availability of funds and the views of the consortium selected to build and operate the network. Current information suggests that Stourton to the city centre would be a priority, followed by an extension northwards to Lawnswood via the Universities and Headingley.

17.20 The proposals have been reviewed by independent consultants, who have concluded that:

- the proposals are consistent with each of the primary Local Transport Plan objectives and the draft Regional Planning Guidance;
- Supertram is the only mode that can effectively and efficiently add to the capacity of the transport system in a sustainable way. Bus based alternatives are economically less efficient than light rail (many more vehicles would be required to carry the same number of people) and are intrinsically less attractive to car users. Over 21 million passengers are predicted to use the system in a full year;
- Supertram revenues would comfortably exceed operating costs so that no ongoing subsidy would be required. The proposals have a very robust benefit:cost ratio (2.0:1), which is better than the benefit:cost ratio for lower cost alternatives.

17.21 The proposed **A65 Kirkstall Road Quality Bus Initiative** has been developed to provide a high standard of bus service along a highly congested route into the city centre. Morning peak services experience delays of as much as 20 minutes on a 40 minute journey.

17.22 The scheme consists of a series of bus lanes targeted at the areas of worst congestion. While some bus lanes will be within the existing highway width, others will require widening and substantial property acquisition is required (most, though not all, of the land required for the scheme is protected by Highway Improvement Lines). Significant measures for the benefit of pedestrians and cyclists are included in the proposals. It is expected that the bus operators will make a substantial contribution to the cost. The

scheme would be complemented by measures to control traffic 'rat-running' through residential areas and **Bus Priority Measures** on the parallel **Burley Road**.

17.23 The proposed **East Leeds Link Road** has been developed to provide traffic relief to large densely populated areas of east Leeds, currently subjected to traffic related environmental problems, and to enable access to key economic development sites within the Aire Valley Employment Area (AVEA). The route proposed links together the Leeds Inner Ring Road with the M1 motorway to the east of Leeds by means of 3.9km dual carriageway road passing directly through the existing large Cross Green industrial estate and key brownfield development sites identified in the Leeds Revised Draft Unitary Development Plan. Leeds City Council has recently submitted its bid under SRB round 6 which has the aim of promoting the regeneration of this area as a key economic priority for the city. Full opportunity is being taken to downgrade and reclassify the existing A63 Selby Road route by the inclusion of traffic calming and other measures to change the character of the route in keeping with reduced secondary local road status.

17.24 Following the submission of the provisional Plan last year, Leeds City Council has commissioned consultants to reassess the case for the scheme against the Plan objectives. This work has shown that a dual carriageway is the most appropriate configuration for providing for both development related traffic and through traffic attracted from the existing A64/A63 and adjacent 'rat-runs.' A package of measures including the new link road and investment in bus, cycling and walking facilities, together with measures to exploit the opportunities offered by the potential for access to rail and waterways for the movement of freight

is proposed in conjunction with the SRB Round 6 proposals.

17.25 Consideration will be given to allocating priority in one of the lanes of the dual carriageway to HGVs, PSVs and possibly HOVs in the short term, to be reviewed over the longer term. This approach would have a number of benefits:

- it would cater for public transport access into this development area in the short term and potentially encourage new employees travelling into the east Leeds area to travel by public transport or car share. It would also encourage employers in the area to develop effective travel plans;
- it would ensure that additional road capacity not required for the development sites is not underused in the short term, but provides the opportunity to have additional capacity, if required, in the long term as employment opportunities are developed;
- it ensures that building costs are not effectively doubled, as would be the case if a single carriageway road was constructed and required widening as employment sites became developed in this area.

17.26 Previous funding has enabled significant progress to be made with the development of this scheme with advance works completed, including completion in 1998 of the Link's intersection with the M1. The scheme will attract substantial contributions from the private sector and these are reflected in the proposed funding package.

17.27 In the later years of the Plan, a **New Link Between Stourton and Cross Green** is proposed, thus further contributing to the regeneration of the Aire Valley Employment Area and providing a more direct link for local communities, including cycling and pedestrian facilities.

17.28 The Plan also proposes two **New Rail Stations** within the Leeds urban area. **Kirkstall Bridge** is located in the A65 Kirkstall Road corridor to the west of Leeds on the Airedale/Wharfedale Lines. The **Leeds Outer Ring Road** station would be located where the Harrogate Line crosses the A6120 Leeds Outer Ring Road.

17.29 Two new **Cycle Routes** are proposed in east Leeds, together with completion of the National Cycle Network in Leeds and other more localised improvements for cyclists.

17.30 At the busy **Oakwood Clock Junction** in north Leeds, an integrated improvement will provide better facilities for all users, including public transport, as well as enhancing the environment of the busy shopping location.

Integrated Measures - Bradford

17.31 Achievements to date in implementing transport strategy measures in Bradford include:

- extensive bus priority measures on A650 Manningham Lane/Keighley Road and B6145 Thornton Road;
- works at Bradford Interchange, with a new bus station now under construction;
- removal of traffic from the centre of Bradford and the creation of a new civic square;
- the creation of a pedestrianised area and on-street bus station at Shipley Market Square.

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
Leeds Supertram	434,000					
A61 Guided Busway Phase 4	500					
A61 North Quality Bus Park and Ride	850					
A6120/Selby Road Bus Priority *	170					
A660 Lawnswood Bus Priority *	200					
Burley Road Bus Priority	1,080					
Dewsbury Road Quality Bus	1,575					
East Leeds Quality Bus Supporting Works	590					
Horsforth Outer Ring Road New Station	1,000					
Hunslet Road Corridor Phase 2 Bus Priority	800					
Kirkstall Bridge New Rail Station	990					
A65 Kirkstall Road Quality Bus Initiative	21,550					
Leeds-Bradford Quality Bus	1,800					
Pudsey Bus Station Improvements	400					
Roundhay Road Corridor Bus Priority	1,230					

* Non-safety scheme on non-core trunk road with funding sought from the Highways Agency

Table 17.4 Leeds Urban Area Public Transport Measures

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
East Leeds Link Road	20,736					
AVEA Stourton-Cross Green Route	1,800					

Table 17.5 Leeds Urban Area Aire Valley Employment Area Regeneration Measures

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		1	2	3	4	5
	£000s					
A6120/A660 Cycle Measures Package *	190					
A660 Otley Pedestrian Barriers *	110					
Colton-Rothwell Cycle Link	350					
Non-core Trunk Road Cycle Measures *	90					
Pedestrian and Bus Access Measures *	150					
Richmond Hill-Hunslet Cycle Link	400					
Roundhay Road Junction Improvements	320					
Whitkirk/Garforth Pedestrian Measures *	100					
Safer Routes to School Support Measures *	100					
A6120/Cross Gates Road Junction Improvement	320					
Oakwood Clock Integrated Improvement	375					

* Non-safety scheme on non-core trunk road with funding sought from the Highways Agency

Table 17.6 Leeds Urban Area Walking, Cycling and Traffic Management Measures

Bradford City Centre

17.32 The major proposal affecting the city centre is the planned Broadway Centre retail and office development to the east of the city centre. The **Bradford City Centre Integrated Transport Scheme** has been developed to facilitate this vitally important development project through the removal of through traffic, road closures to achieve site assembly and associated measures to accommodate revised traffic flows and provide priority for public transport, pedestrians (including improved links between the important regeneration area of Little Germany and the city centre) and cyclists.

17.33 The aim of other proposals within the Plan period is the implementation of **Traffic Management and Environmental Measures** that will remove remaining unnecessary traffic whilst retaining good public transport and servicing access. The design and implementation of detailed proposals will continue to give a high priority to

pedestrians and cyclists. These measures will also include new bus shelters, improvements to bus stops (clearways and raised kerbs), conveniently located taxi ranks and to the general streetscape, including pedestrian signing. The Plan also proposes the ongoing management of car parking within the city centre, with the introduction of **Dynamic Car Park Signage** proposed for the early years of the Plan period.

17.34 The current development of the bus deck at Bradford Interchange, including monitored CCTV coverage and electronic departure information completes the modernisation programme. A mid-life (10 year) refurbishment of the Bradford Interchange concourse area is programmed for the end of the Plan period.

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
Bradford City Centre Integrated Transport Scheme	17,500					
Bradford Interchange Mid Life Refurbishment	370					
Dynamic Car Park Signing	260					
Traffic Management and Environmental Measures	2,225					

Table 17.7 Bradford City Centre Proposals

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
A6036 Halifax Road Bus Promotion	300					
A647 Great Horton Road/Little Horton Lane Bus Promotion	250					
B6144 Toller Lane Corridor Bus Promotion	150					
North East Bradford Quality Bus Initiative	1,300					
Shipley Market Square Bus Point Improvements	175					
Shipley Town Centre Improvements	150					
Local Cycle Network-A6177 Ring Road	150					
Local Cycle Network-A647 Leeds Road and Dick Lane	200					
Local Cycle Network-A658 Harrogate Road	100					
Local Cycle Network-Thornton Road and Toller Lane	200					
National Cycle Network Bradford-Shipley	385					
Shipley Gateway Corridor Schemes	1,425					

Table 17.8 Bradford Urban Area Proposals

Bradford Urban Area

17.35 Corridor bus promotion and cycling schemes include:

- the completion of the **North East Bradford Quality Bus Initiative**, providing a high level of access through bus stop works in conjunction with the introduction of new low-floor vehicles. The scheme has been developed in partnership with the Newlands SRB partnership;
- the **Shipley Gateway Corridor Schemes**, involving a range of measures on the A657 Leeds Road and A6038 Otley Road aimed at reducing delays to bus services, improving the accessibility of bus stops and providing improved facilities for pedestrians and cyclists. These schemes will be complemented by improvements to the **Shipley Market Square Bus Point**, involving electronic information and access improvements; and **Shipley Town Centre Improvements**, which comprise pedestrian and lighting improvements between the town centre and the rail station;

- **Bus Quality Partnership Schemes** on the B6145 Thornton Road (completion of the integrated corridor measures) and B6144 Toller Lane;
- quality bus proposals, between Bradford and Halifax, along the **A647 Great Horton Road/Little Horton Lane Corridors and the A6036 Halifax Road**;
- **Cycle Network Development** including sections of the **National Cycle Network** (Route 66). The route between Bradford and Shipley links to other sections utilising the Leeds and Liverpool Canal corridor in the Aire Valley. There are also proposals for developing the local cycle network towards the end of the Plan period.

South Bradford Sector

17.36 The Plan includes the completion of the **A641 Manchester Road Quality Bus Initiative**. Plans are progressing for the extension of the scheme into a future park and ride site as part of Odsal Stadium redevelopment. Further bus priority measures and other quality improvements are programmed for remaining sections of the corridor. The planned re-opening of the **Low Moor Rail Station** will complement these works.

17.37 The Plan strategy is to downgrade the other major radial route in this sector (A650 Wakefield Road/Tong Street) as a strategic route and introduce further bus priority and environmental measures. The **A650 Wakefield Road Integrated Corridor Scheme**, will cover the entire Bradford to Wakefield corridor, including bus priorities at traffic signals, new shelters, improved bus stops and new facilities for cyclists and pedestrians.

17.38 The Plan also proposes the **South Bradford Integrated Transport Improvements** as a major scheme, comprising a package of measures to address a wide range of strategic and local issues in support of economic development initiatives and environmental improvements. The principal objectives of the scheme are:

- regeneration of a number of strategic sites known as the South Bradford Cluster originally proposed under the Yorkshire and Humberside Objective 2 Programme;
- public transport access improvements integrating the employment sites and the proposed new park and ride facilities at Odsal Stadium with the A641 Manchester Road Quality Bus Scheme;

	Total Cost	Year				
		1	2	3	4	5
	£ 000s					
A641 Manchester Road Quality Bus Initiative	6,752					
South Bradford Integrated Transport Improvements	18,685					
Low Moor Rail Station	1,000					
Local Cycle Network - A650 Bradford to Wakefield	100					
National Cycle Network, City Centre - Spen Valley	185					
A650 Wakefield Road Integrated Corridor Scheme	250					

Table 17.9 South Bradford Sector Proposals

- environmental and safety improvements to Cleckheaton Road and Mill Carr Hill/Rockhill Lane/Bierley Lane (currently used as 'rat-runs' to avoid congestion conditions on the M606/Staygate and Manchester Road / Mayo Avenue junctions). Included within this package element will be traffic calming and management measures aimed at inducing traffic back onto the strategic network;
- highway access improvements at the Staygate and Mayo Avenue junctions to complement the Highways Agency's proposals for Chain Bar. This element of the package will provide an incentive for traffic to transfer from the more environmentally sensitive A650 (Tong Street/Westgate Hill Street) to the M62/M606.

Integrated Measures - Halifax

17.39 Achievements to date and measures already committed include:

- bus promotion measures on the A629 Huddersfield Road corridor, the A646 Calder Valley corridor and the A629 Keighley Road corridor;

- the Halifax-Huddersfield rail link, with a new station at Brighouse. The construction of a new station at Elland (on the same link) remains a high priority for Calderdale Council;
- enhanced passenger facilities at Halifax rail station;
- the planned introduction of electronic departure information at Halifax bus station in 2000/2001.

Halifax Town Centre

17.40 The priority for the early part of the Plan period is the completion of **Halifax Town Centre Improvements**, comprising an integrated package of measures aimed at removing extraneous traffic from the town centre, improving the environment (including air quality), retaining bus access, improving bus stops and shelters and assisting pedestrian and cycle movement. Expenditure on this scheme includes a contribution of £660,000 from the National Lottery Heritage Fund. The scheme has been underway for two years and has another five years to run. The future package includes the **Zones and Loops System** and improvements to **Southgate, George Square and Crown Street**. The Plan also proposes a mid-life (10 year) **Refurbishment of Halifax Bus Station**.

	Total Cost	Year				
		1	2	3	4	5
	£ 000s					
Halifax Bus Station Refurbishment and Access Improvements	235					
Zones and Loops system	1,060					
Southgate	1,020					
George Square	500					
Crown Street	410					

Table 17.10 Halifax Town Centre Proposals

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
A58 Stump Cross-Hipperholme Bus Priority Measures	200					
A629 North and South Bus Accessibility Measures	190					
A641 and Bus Station Bus Priority Measures, Brighouse	80					
A646 and A58 Bus, Cycling and Walking Improvements *	290					
Brighouse Bus Station and Electronic Information	875					
Elland Bus Station and Electronic Information	500					
Ovenden Road Bus Lane	100					
National Cycle Network, Friendly – Cooper Bridge. (Contributions to be sought)	900					
Ovenden Cycle Route	75					
A6036 Integrated Measures	100					
Hipperholme Junction Improvement *	1,500					

Table 17.11 Halifax Urban Area Proposals * Non-safety scheme on non-core trunk road with funding sought from the Highways Agency

Halifax Urban Area, including Brighouse and Elland

17.41 Proposals include:

- a programme of **District Centre Schemes**, co-ordinated with the corridor programme;
- **Bus Priority and Cycling Measures**;
- A6036 Integrated Measures to assist buses, cyclists and pedestrians;
- refurbishment of **Brighouse Bus Station**, including monitored CCTV coverage and electronic departure information.

Integrated Measures - Heavy Woollen Area

17.42 Achievements to date and measures already committed include:

- electronic information at Dewsbury Bus Station (programmed for 2000/2001);
- introduction of low floor buses throughout the area;
- streetscape improvements in Dewsbury town centre (funded by SRB);
- Thornhill industrial access improvements (funded by SRB);

- construction, in conjunction with Sustrans, of the Spen Valley Greenway (forming part of the National Cycle Network) started in 2000;
- new passenger lifts at Dewsbury rail station to assist access for disabled people.

17.43 The proposals include:

- access improvements at **Dewsbury Bus Station**, complemented by the upgrading of **Pedestrian and Cycle Links** between the bus and rail stations;
- **Traffic Management and Parking Controls** in Dewsbury aimed at reducing through traffic and aiding bus movements;
- **New Bus Stations** in both Batley and Cleckheaton, in conjunction with Arriva;
- **Bus Promotion Measures**, including bus priority measures to reduce congestion delays along the A62, A638, A644, A650 and A653 corridors;
- **Completion of the Spen Valley Greenway** together with further cycle tracks along the Calder Valley to complete the section of the **National Cycle Network** between the Aire and Calder valleys.

	Total Cost	Year				
	£ 000 s	1	2	3	4	5
Batley Bus Station and Electronic Information	600					
Cleckheaton Bus Station and Electronic Information	625					
Dewsbury Bus Station Improvements	220					
Dewsbury Bus-Rail Station Links	100					
Dewsbury Road Quality Bus	1,575					
Mirfield Rail Station Park and Ride	200					
Wakefield – Bradford Bus Promotion Measures	460					
Cooper Bridge to Ravensthorpe Cycle Route	330					
Spenn Valley Greenway Extension to Low Moor	270					
Dewsbury Traffic Management	270					

Table 17.12 Heavy Woollen Area Proposals

Integrated Measures - Huddersfield

17.44 Key achievements to date have included the introduction of successful bus priority measures on the A629 Wakefield Road corridor, supported by a formal Quality Partnership agreement, and the A6024 Lockwood Road corridor.

Huddersfield Town Centre

17.45 The Plan proposes a series of projects to improve public transport, pedestrian and environmental facilities, contributing to the vitality and environmental quality of the town centre. The short-term priorities are to complete

the refurbishment of **Huddersfield Bus Station** (including CCTV and electronic bus departure information), improvements to **Park and Ride** at the rail station and completion of the **Stations Link** scheme, comprising enhanced pedestrian links between the bus and rail stations and the town centre.

17.46 The Plan also proposes further **Pedestrianisation and Streetscape** schemes to improve the pedestrian environment and the **Ring Road Pedestrian and Cycle Accessibility** scheme that provides new or enhanced crossing facilities over the very busy Ring Road.

	Total Cost	Year				
	£ 000 s	1	2	3	4	5
Bus Promotion Measures	625					
Rail Park and Ride	200					
Stations Link	335					
Pedestrianisation and Streetscape	350					
Ring Road Pedestrian and Cycle Accessibility	500					

Table 17.13 Huddersfield Town Centre Proposals

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		1	2	3	4	5
	£ 000s					
A62 Leeds Road Bus Promotion Measures, including Bradley Mills Link	300					
A62 Manchester Road Corridor Scheme	280					
A629 Halifax Road Corridor Improvements	150					
A640/A642 Rawthorpe-Lindley Accessibility Measures and Trinity Street Bus priority	430					
A641 Bradford Road Corridor Improvements	450					
Waterloo to Kirkburton Cycle Route	250					

Table 17.14 Huddersfield Urban Area and Corridor Proposals

Huddersfield Urban Area

17.47 The development of bus priority measures has been assisted by a study funded by First Huddersfield and Arriva.

17.48 The Plan proposes bus promotion measures, incorporating bus priorities, new shelters and accessibility improvements to bus stops, on corridors within the Huddersfield urban area. These corridor measures are:

- **A640/A642 Rawthorpe-Lindley Accessibility measures and A640 Trinity Street Improvement**, which is linked to a Local Safety Scheme and highway capital maintenance proposals;
- **A62 Manchester Road (Longroyd Bridge)**, which is also linked to highway capital maintenance proposals;
- **A62 Leeds Road** including a new bus link from Leeds Road to Rawthorpe via Bradley Mills Road.

Integrated Measures - Wakefield

17.49 Achievements to date include:

- bus priority measures on three corridors;
- pilot bus accessibility works on the A61 Leeds Road corridor;
- introduction of CCTV at stations on the Leeds-Doncaster line.

Wakefield City Centre

17.50 The planned investment and supporting measures are aimed at:

- improving pedestrian and bus links to the two rail stations, retail parks and the Waterfront;
- removing through traffic and creating alternative access routes;
- extending pedestrianisation into the Wood Street conservation area.

17.51 The key project within the early part of the Plan period is the completion of the new **Wakefield Bus Station**, providing modern facilities, including a new passenger concourse with monitored CCTV coverage and electronic information departure information.

17.52 Contributing to the regeneration of derelict and under-utilised areas of land adjacent to Wakefield Westgate station is also an important priority for the Plan. A recent study has identified a need for new office space in this part of the city centre, and the areas of land provide the opportunity for a comprehensive redevelopment package. The potential development provides the possibility for a fundamental review of parking provision in Wakefield. **Traffic Management**

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
Wakefield Bus Station and Electronic Information	3,973					
Marygate/ Wood Street/ Bull Ring	350					
Traffic Management Measures	80					

Table 17.15 Wakefield City Centre Proposals

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
A61 Bus Priority Measures	200					
A638 Bus Priority Measures	300					
A638/A642 Bus Priority Measures	280					
Ossett Bus Station and Electronic Information	350					
Horbury and Ossett Environmental and Traffic Measures	480					

Table 17.16 Wakefield Urban Area Proposals

Measures will help to remove through traffic and address severance problems in the city centre, whilst giving priority to pedestrians, cyclists, buses and taxis.

17.53 A key issue during the Plan period will be to improve bus and pedestrian links to the Wakefield Waterfront development area, which will provide a mix of leisure, residential and employment uses on the fringe of the city centre.

17.54 Other major retail and leisure developments have recently been completed on the southern fringe of the city centre. The Plan programme also includes measures to address bus accessibility, pedestrian linkages and commuter car parking.

Wakefield Urban Area, including Horbury and Ossett

17.55 Bus promotion measures to address congestion delays will be developed through a number of studies covering:

- **The A61 Leeds Road**, and Wentworth Street which runs parallel to it, which are major radial routes into Wakefield city centre from Leeds and the communities in North Wakefield. Two large city centre high schools are located on these routes and contribute significantly to traffic problems in this area;
- **The A638 Doncaster Road** is a major radial route into Wakefield from the south of the district and the Five Towns area. Proposals will be linked to the Wakefield Waterfront scheme and a possible redevelopment of the former power station, where a bus park and ride site will be investigated;

LOCAL TRANSPORT PLAN PROGRAMME

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
Bingley Relief Road (Highways Agency)	50,000					
Apperley Bridge New Rail Station	1,000					
Bus/Rail interchange	170					
Keighley Area Bus Priority Measures	450					
Keighley Bus Station and Electronic Information	2,733					
Rail Park and Ride	700					
Aire Valley Integrated Transport Measures *	1,650					
Local Cycle Network - Routes to Steeton Station	100					
Local Cycle Network - A650 Cross Hills	100					
National Cycle Network Shipley - Apperley Bridge	150					
National Cycle Network Shipley - Silsden	275					
Bingley Town Centre Environmental Measures	1,350					
Keighley Town Centre Traffic Management	250					

Table 17.17 Aire Valley Proposals

* Non-safety scheme on non-core trunk road with funding sought from the Highways Agency

- The **A638 Dewsbury Road** and **A642 Horbury Road**, which converge to form a major radial route into Wakefield (Westgate). Part of the Bradford - Wakefield strategic corridor works will include the development of bus priority measures or Westgate, linked to city centre traffic management measures.

17.56 Ossett Bus Station is poorly sited with respect to the pedestrianised town centre and has very basic facilities. The precinct has suffered decline and presents problems of accessibility for buses and certain other essential traffic. It is therefore planned to provide a new bus station and remodel and refurbish the precinct.

Integrated Measures - Aire Valley and Wharfedale

17.57 Previous achievements include electrification of the Airedale and Wharfedale lines, with associated improvements to station facilities, and bus priority measures between Shipley and

Bradford. Rail travel will receive a major boost with the introduction of new Class 333 electric trains for service on the Airedale and Wharfedale lines in Autumn 2000. Capacity will be further enhanced with the introduction of 8 additional centre-cars in 2001.

Aire Valley

17.58 Improvements are proposed in Bingley town centre to maximise the opportunities provided by the **Bingley Relief Road**. The development of the **Bingley Town Centre Environmental Measures** including better access to public transport, pedestrian priority and cycling facilities, is being informed by the work of the Aire Valley Public Transport Commission, chaired by Chris Leslie MP, and through public participation. The Commission are also discussing other improvements to public transport along the corridor, as set out in the Table 17.17 above. It is also proposed to introduce, through funds held by the Highways

	Total Cost	Year				
		1	2	3	4	5
	£ 000 s					
Ben Rhydding Rail Park and Ride	200					
Horsforth Outer Ring Road Rail Station	1,000					
Ilkley Bus Station Electronic Information	100					
Kirkstall Bridge Rail Station	990					
Otley Bus Station Improvements, Including Electronic Information	500					
Ilkley Town Centre Improvements	300					
Leeds Bradford International Airport Surface Access (see Chapter 14)	230					

Table 17.18 Wharfedale Proposals

Agency for works of a non safety nature on the non core trunk road network, **Aire Valley Integrated Transport Measures** incorporating bus priorities and cycling/pedestrian facilities between Frizinghall (Bradford) and Bingley. These measures will complement Bingley Relief Road and will address traffic problems through Shipley/Saltaire, particularly at Saltaire Roundabout, Gordon Terrace and the Branch junction.

17.59 In Keighley, proposals are being initially developed through the Keighley Transport Partnership, bringing together transport suppliers and interest groups. The new **Keighley Bus Station** will be completed in 2001. **Keighley Town Centre Traffic Management** proposals will improve conditions for pedestrians and cyclists whilst reducing the impact of traffic in the town centre and will complement the bus station redevelopment. **Keighley Area Bus Priority Measures** will reduce delays to buses accessing and leaving the town centre.

17.60 Other proposals for this important corridor include **Cycle Network Development**, including part of the **National Cycle Network** being

developed along the Leeds and Liverpool Canal corridor in partnership with British Waterways. Local cycle network enhancements are also proposed. Corridor proposals are set out in Table 17.17.

Wharfedale

17.61 Proposals are set out in Table 17.18.

Integrated Measures - Coalfields Area

17.62 This area spans the districts of Wakefield in West Yorkshire and Barnsley in South Yorkshire. In the Wakefield District it covers the Five Towns in the north and, in the south-east, the communities of South Elmsall, South Kirkby and Upton (SESKU), and the larger villages of Hemsworth and Ackworth.

17.63 This area suffers high levels of unemployment, particularly the south-east, due to the decline of the coal mining industry together with certain other traditional industries such as glass making. The priority objective for the coalfields is therefore economic regeneration.

17.64 In recent years there has been significant development of employment sites within the Five Towns, especially Europort and Freeport located around junctions 31 and 32 respectively of the M62. Access to these areas is therefore very reliant on private cars and the Plan programme includes improvements for public transport, cycling and walking. A **New Station at Glasshoughton** will serve Freeport and the other proposed major employment, residential and leisure developments (including a Snow Dome).

17.65 The south east of the district suffers from poor highway accessibility as the coal mining industry was geared to the local labour force and the transportation of coal by rail. Major development of employment sites is also progressing in this area but these will not be sufficient to provide the levels of new employment required. Providing links to the Five Towns area and to the Dearne Towns area in the Barnsley District will be essential. Whilst the emphasis will be on sustainable regeneration, through better provision for local journeys to be made by public transport, cycling and walking, the Plan recognises that there are missing links in the highway network. In particular there is a need to connect the new infrastructure in the Dearne Towns with the A1 and M62, and to create a highway access to the South Kirkby Colliery site to enable its redevelopment.

17.66 The communities of Ackworth, Pontefract, Featherstone, South Kirkby and South Elmsall suffer from environmental and safety problems associated with large volumes of through traffic, especially heavy lorries. This is partly due to the current absence of alternative strategic routes. The inclusion of a new highway link will facilitate the implementation of complementary measures to reduce traffic speeds and deter through traffic.

17.67 Plan proposals for the south east area of Wakefield District include:

- construction of the **Hemsworth – A1 Link** to address the above issues. A new single carriageway road is proposed connecting the Hemsworth bypass to Upton roundabout on the A638. The route to the A1 follows Wrangbrook Lane which will require improvements to the alignment at certain locations;
- improvements of facilities at rail stations, including bus/rail interchange and park and ride provision.

17.68 Plan proposals for the five towns area include:

- construction of the **Glasshoughton – Coalfields Link Road**. A new single carriageway road is proposed connecting the northern end of Normanton Bypass to Aketon Road, providing access to new development sites, and connecting Aketon Road to the A639 Leeds Road / Glasshoughton development spine road;
- a **New Rail station at Glasshoughton**;
- the refurbishment of **Castleford Bus Station**.

17.69 The Plan also includes a significant programme of sections of the National Cycle Network and other cycle facilities, safer routes to school initiatives, and bus stop accessibility measures. Table 17.19 lists specific proposals in the Coalfields areas, which are in addition to a proportion of the more general proposals previously listed in Table 17.2.

Integrated Measures - Rural Areas

17.70 There are many parts of West Yorkshire that can be considered as rural and the Plan includes a number of proposals for these areas. Rural Bus Grant has allowed the introduction of new

	Total Cost	Year				
	£ 000 s	1	2	3	4	5
Hemsworth – A1 Link Road	11,261					
Glasshoughton – Coalfields Link Road	6,815					
Castleford Bus Station and Electronic Information	1,020					
Glasshoughton Rail Station	1,000					

Table 17.19 Coalfields Area Proposals

	Total Cost	Year				
	£ 000 s	1	2	3	4	5
Basic Bus Stop Infrastructure	200					
Bus Stations Electronic Information and Other Improvements	300					
Bus/Rail Interchange Development	120					
Hebden Bridge Rail Access Improvements	250					
Rail Park and Ride	500					
National Cycle Network Harrogate-York (Wetherby area)	184					

Table 17.20 Rural Area Proposals

services into these areas and Rural Bus Challenge has allowed a number of other projects, such as the Denby Dale Bus/Rail Interchange and village service, to be developed and implemented. Funding from Rural Bus Grant, Rural Transport Partnership and Rural Transport Development Fund has facilitated the development of improved consultation procedures, which assist efforts to tailor services to meet local needs.

17.71 The Plan proposals for rural areas are based upon improvements to basic **Bus Infrastructure, Cycling Initiatives** and improvements to the **Pedestrian Environment** in market towns and other rural centres.

17.72 The Plan includes proposals for **Electronic Bus Information** systems at Todmorden, Holmfirth and Wetherby and **Rail Park and Ride** in the Calder Valley

and at Slaithwaite. Table 17.20 lists specific proposals within rural areas, which are in addition to a proportion of the more general proposals previously listed in Table 17.2.

Strategic Transport Corridors

17.73 Significant movements take place along corridors of travel between the main centres, both to access their centres and as parts of journeys between other locations. It is important to ensure that proposals along these corridors are progressed in a comprehensive and co-ordinated way, with particular attention being required where the corridors cross administrative boundaries. This includes ongoing discussions with authorities in the areas adjoining West Yorkshire. The strategic investment on these corridors is shown in Figure 17.4.

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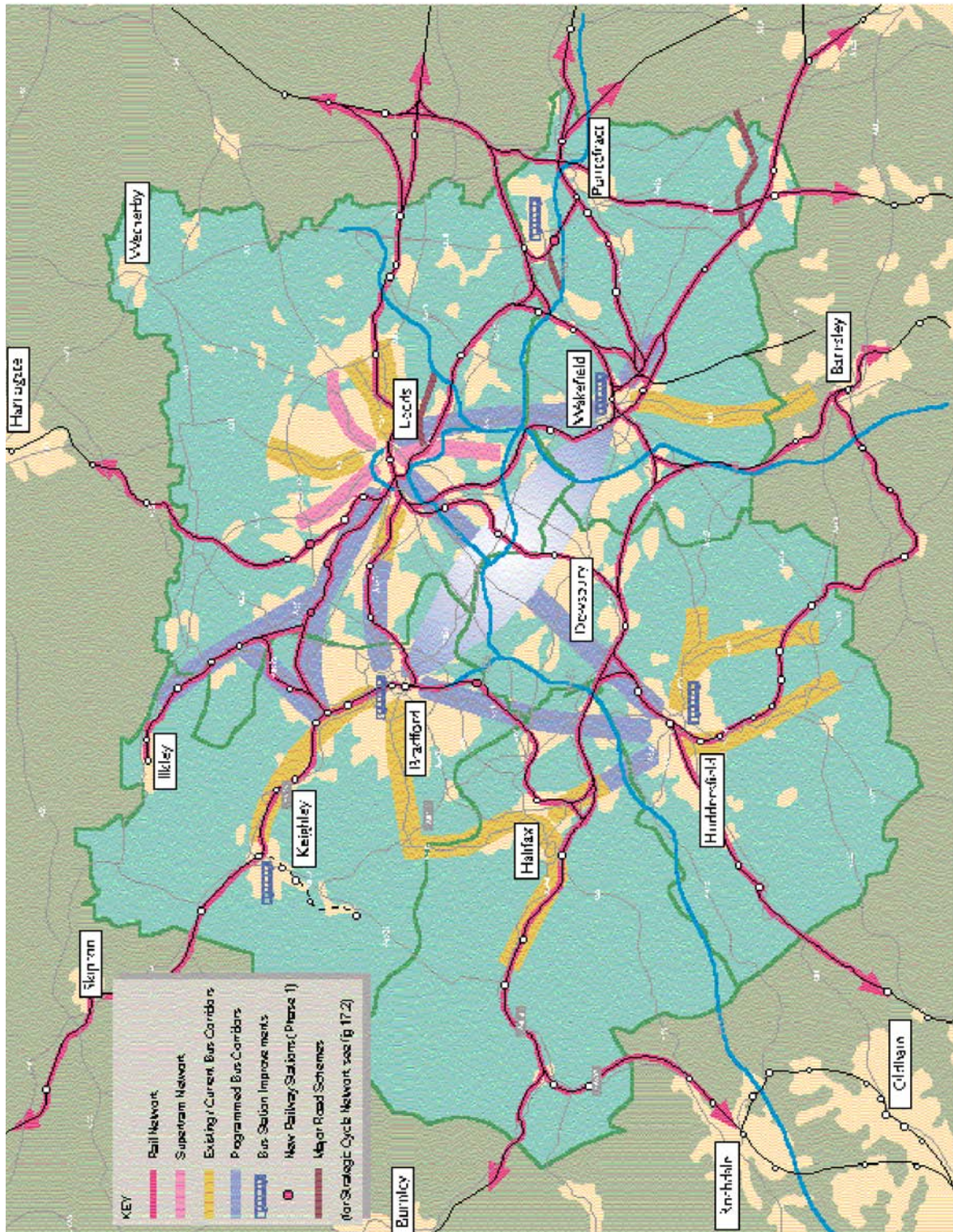


FIGURE 17.4 Strategic Investment Plan

17.74 In general, we intend to ensure that the following measures are implemented along these corridors:

- bus priority measures to tackle problems of congestion, with associated upgraded shelters along the length of the corridor, access improvements for disabled people and Quality Partnership agreements to improve all aspects of bus services, as described in Chapter 7 and the Bus Strategy;
- new or upgraded bus stations, with electronic departure information and access improvements for disabled people;
- bus interchange points at appropriate on-street locations;
- improvements at rail stations, including bus/rail interchange points, expanded park and ride provision (car and cycle) and better passenger facilities, in line with RailPlan 5, which is an appendix to this document;
- improved rail services, in line with RailPlan 5, which sets out our aspirations in respect of the re-franchising of rail services affecting West Yorkshire;
- cycle routes as part of the West Yorkshire strategic cycle network shown in Figure 17.2.

17.75 Table 17.21 summarises the main strategic issues and proposals for these corridors. In addition, significant strategic proposals are being developed as part of the Highways Agency's M62 Route Management Strategy and, in the longer term, the DETR South and West Yorkshire Multi-Modal Study (SWYMMS).

LOCAL TRANSPORT PLAN PROGRAMME

Corridor	Strategic Issues	Significant Recent or Currently Programmed measures	Significant Proposals
LEEDS - HUDDERSFIELD	Relationship between Trans Pennine and local rail services.	Need to retain integration and multi-operator ticketing when services are re-franchised.	A653 Dewsbury Road Quality Bus, Leeds; A62 Cooper Bridge Bus Lane, A62 Corridor Bus Accessibility Measures.
BRADFORD- WAKEFIELD	Lack of a direct rail service.		South Bradford Integrated Transport Improvements; A650 and A638 Integrated Corridor Schemes; National Cycle Network, Spen Valley.
AIRE VALLEY AND WHARFEDALE	Increasing rail capacity and reliability. Providing significant improvements to bus priority. Bus/rail integration. Access to Leeds Bradford International Airport (LBIA). Commuting from North Yorkshire. Leisure travel between the West Yorkshire conurbation and the Dales.	Existing - Electrified rail lines; Local stations with park and ride provision; Bus priority, Shipley-Bradford Centre. Programmed - Bingley Relief Road; Keighley Bus Station.	Bus priorities in Keighley and Bingley; Bingley Town Centre Environment Improvements; Aire Valley Integrated Transport Measures (Frizinghall-Bingley); A65 Kirkstall Road Quality Bus; Burley Road Bus Initiatives; Horsforth Outer Ring Rd and Kirkstall Bridge rail stations; Rail park and ride expansion; LBIA Access Strategy; National Cycle Network, Leeds/Shipley/Silsden; Crosshills rail station (North Yorkshire).
LEEDS NORTH	Commuting from North Yorkshire. Leisure travel to North Yorkshire.	Existing - A61 Guided Busway, including King Lane Park and Ride.	Leeds Supertram; Roundhay Road Corridor Bus Priority; A61 North Quality Bus Park and Ride.
LEEDS EAST	Commuting from North Yorkshire. Regeneration of the Lower Aire Valley.	Existing – M1-A1 Link Road A64 Quality Bus (under construction).	East Leeds Link Road; A64 Quality Bus Complementary Measures; Cross Gates/ Micklefield multi-modal interchange.
LEEDS- WAKEFIELD- SOUTH YORKSHIRE	Improving rail links between Sheffield and Leeds (joint study being commissioned with SYPTE).	Existing – bus accessibility measures, A61 N of Wakefield. Programmed – Quality Bus Corridor, Wakefield-Barnsley; Hunslet Road Bus Priority, Phase 1.	Leeds Supertram; Hunslet Road (Leeds) Bus Priority, Phase 2; A61 North (Wakefield) bus priority; A638 bus priority; National Cycle Network links.
HUDDERSFIELD WEST (COLNE VALLEY)	Trans-Pennine links.		A62 Manchester Road Quality Bus; National Cycle Network, Colne Valley.
HALIFAX WEST (CALDER VALLEY)	Trans-Pennine links.	Todmorden Bus Station; Sowerby Bridge Rail Station, car park extension.	Rail park and ride development; explore re-instatement of Hallroyd rail curve at Todmorden in conjunction with Railtrack and Greater Manchester PTE; Calder Valley Cycleway.

Table 17.21 Strategic Corridor Proposals

Corridor	Strategic Issues	Significant Recent or Currently Programmed measures	Significant Proposals
BRADFORD - HALIFAX / HUDDERSFIELD		Existing - Halifax-Huddersfield rail re-opening including new Brighouse Station. Programmed - A641 Manchester Road (Bradford) Quality Bus Initiative.	South Bradford Integrated Transport Improvements; A641 Huddersfield Road (Bradford) Bus Priority Scheme; Brighouse bus priorities; A641 Bradford Road (Huddersfield) Corridor Improvements; A629 Halifax Road (Huddersfield) Corridor Improvements; Ainley Top and Stainland Road Bus Lanes; Little Horton Lane/ Great Horton Road Bus Priority; A6036 Halifax Road (Bradford) Bus Priority; Low Moor Rail Station.
LEEDS - BRADFORD	Links to Leeds are a very high priority within Bradford's '2020' development vision. During the Plan period, longer term proposals will be developed for a high quality public transport link between the cities. Links with Bradford's REGEN 2000 SRB bid (covering Leeds Road and Barkerend Road area).	Existing - Electrification of the Leeds-Bradford Forster Square rail line; A647 (Leeds) High Occupancy Vehicle Lane. Programmed - New Pudsey Station car park extension.	Leeds-Bradford Quality Bus; A647/B6381 Leeds-Bradford Integrated Improvements; Kirkstall Road Quality Bus; Kirkstall Bridge and Apperley Bridge rail stations.
LEEDS - FIVE TOWNS - S YORKSHIRE	Improving rail services, Pontefract/Castleford/Leeds and Pontefract/Wakefield/Leeds. Access to employment opportunities along the M62 Corridor and in Leeds from the 5 Towns/Coalfields Area. Links between the 5 Towns/ Coalfields Area and the Deame Valley in South Yorkshire.	Mini interchange at Swinton Rail Station (South Yorkshire), with employer-funded bus service to Wath/Manvers regeneration area.	Hemsworth-A1 Link Road; Glasshoughton-Coalfields Link Road; Hunslet Road (Leeds) Bus Priority; Castleford Bus Station refurbishment; Glasshoughton Rail Station; National Cycle Network routes.

Table 17.21 Strategic Corridor Proposals (cont.)

LOCAL TRANSPORT PLAN PROGRAMME

	Expenditure (£000s)					
	2001/2	2002/3	2003/4	2004/5	2005/6	TOTAL
Local Safety Schemes	3,331	3,456	3,533	3,609	3,687	17,616

Table 17.22 Local Safety Schemes

	Expenditure (£000s)					
	2001/2	2002/3	2003/4	2004/5	2005/6	TOTAL
Assessments	592	278	172	175	178	1,395
Interim Measures & Monitoring	190	180	180	172	173	895
Weight Restrictions	50	45	40	35	25	195
Principal Inspections	282	274	275	282	290	1,403
Strengthening & Maintenance	9,938	10,582	10,880	11,338	12,219	54,957
TOTAL	11,052	11,359	11,547	12,002	12,885	58,845

Table 17.23 Bridges and Other Highway Structures

	Expenditure (£000s)					
	2001/2	2002/3	2003/4	2004/5	2005/6	TOTAL
Principal Road Carriageways	14,518	14,958	15,407	15,869	16,340	77,092

Table 17.24 Principal Road Carriageways

	Expenditure (£000s)					
	2001/2	2002/3	2003/4	2004/5	2005/6	TOTAL
Street Lighting Columns	6,000	6,000	6,000	6,000	6,000	30,000

Table 17.25 Street Lighting Column Replacement

Local Safety Schemes

17.76 The capital bid for local safety schemes in accordance with the strategy set out in Chapter 10 is given in Table 17.22.

HIGHWAY MAINTENANCE

Bridges and Highway Structures

17.77 The capital bid for bridges and other highway structures in accordance with the strategy set out in paragraphs 15.38-15.49 of Chapter 15 is given in Table 17.23.

Carriageway Maintenance

17.78 The capital bid for the maintenance of Principal Road Carriageways in accordance with the strategy set out in paragraphs 15.3-15.15 of Chapter 15 is given in Table 17.24

Street Lighting

17.79 The capital bid for replacement of street lighting columns, as discussed in paragraphs 15.31-15.35 of Chapter 15 is given in Table 17.25.

OVERALL CAPITAL PROGRAMME AND PRIORITIES

17.80 The 5-year programme summary including major scheme priorities is set out in Table 17.26.

	Expenditure (£000s)					
	2001/2	2002/3	2003/4	2004/5	2005/6	TOTAL
MAJOR SCHEMES (PRIORITY)						
A641 Manchester Road Quality Bus Initiative (Committed)	2,983	374				6,752
Leeds Supertram (1) ***	20,000	20,000	74,000	100,000	100,000	434,000
East Leeds Link (3) ***	9,013	7,630	2,981	612		20,736
A65 Kirkstall Road Quality Bus Initiative (4)		1,500	6,500	6,500	6,150	21,550
Leeds Inner Ring Road Stage 7 (8) ***	1,168	5,244	9,230	9,507	10,085	35,576
Central Bradford Integrated Improvement Scheme (2)	7,300	7,300	1,700	100		17,500
South Bradford Integrated Transport Scheme (5=)	2,744	7,823	6,944	559	12	18,685
Hemsworth-A1 Link (5=)	147	72	452	5,247	4,926	11,261
Glasshoughton Link Road (5=)	100	1,366	4,679	540		6,815
TOTAL MAJOR SCHEMES	43,455	51,309	106,486	123,065	121,173	572,875
Minor Transport Schemes	25,703	24,452	23,500	23,092	22,531	119, 278
Local Safety Schemes	3,331	3,456	3,533	3,609	3,687	17,616
Structures	11,052	11,359	11,547	12,002	12,885	58,845
Carriageway Maintenance	14,518	14,958	15,407	15,869	16,340	77,092
Street Lighting Columns	6,000	6,000	6,000	6,000	6,000	30,000
TOTAL MINOR SCHEMES	60,604	60,225	59,987	60,572	61,443	302,831
TOTAL BID	104,059	111,534	166,473	183,637	182,616	875,706
Non Core Trunk Road Schemes (Highways Agency Funding)	940	1050	2000	400	400	4970
Other contributions Minor Schemes	6,931	4,540	2,460	2,860	2,860	19,651
Other contributions Major Schemes	17,013	19,630	8,381	15,612	20,000	82,236
NET TOTAL LTP BID	79,175	86,314	153,632	164,765	159,356	768,849

Table 17.26 Capital Programme Bid Summary

*** Pre-requisite for introducing Road User Charging in Leeds

LOCAL TRANSPORT PLAN PROGRAMME

17.81 The prioritisation of the major schemes reflects a judgement of their overall contribution to the Plan objectives, taking account of their cost. In general, there were only marginal differences in the assessment of overall benefits for schemes close together in priority. All schemes are fully supported by the Plan partners.

17.82 The prioritisation does not take account of the relationship of Leeds major schemes to the possible introduction of Road User Charging. This would require substantial improvements to public transport, a good alternative to driving through the centre for through traffic and a clearly identified package of additional schemes over and above those that would be implemented in any event. Certain schemes have therefore been specified as being a pre-requisite for introducing Road User Charging in Leeds.

REVENUE PROGRAMME

17.83 Details of the current programmes and where available forecasts of future revenue expenditure and transport subsidy are given in the following sections. However, it should be noted that details of future programmes have not been established in every case.

Highway Maintenance (2000/01)

17.84 The West Yorkshire budgets for Highway Maintenance Revenue Works for 2000/01 are summarised in Table 17.27. It should be noted that these budgets are for works costs only and do not include staff costs which are considerable.

Operation	Works Budget Totals (£000s)				
	BRADFORD	CALDERDALE	KIRKLEES	LEEDS	WAKEFIELD
Reconstruction, Resurfacing and Overlay	430	634	1,617	3,000	354
Surface Dressing	273	208	167	344	250
General Highway Maintenance	2,717	1,070	2,457	4,266	2,042
Maintenance of Structures	210	334	174	164	64
Horticultural Maintenance	615	68	245	794	403
Gully Emptying	403	213	338	560	267
Winter Maintenance	1,379	800	1,493	1,246	541
Traffic Signs & Traffic Signals Maintenance	155	210	273	608	219
Road Markings	60	43	61	102	83
Street Lighting Maintenance	1,477	572	998	1,818	1,010
Energy (Traffic Signs, Signals and Lighting)	1,044	523	1,064	1,938	722
Footpaths and Bridleways	29	44	143	200	53
Insurance	865	247	767	2,644	583
TOTAL	9,657	4,966	9,797	17,684	6,591

Table 17.27 Highway Maintenance Revenue Works - District Summary (2000/01)

Year	Works Budget Totals (£000s)				
	BRADFORD	CALDERDALE	KIRKLEES	LEEDS	WAKEFIELD
2001/02	9,657	5,115	9,839	18,214	6,975
2002/03	9,657	5,268	10,134	18,761	7,149
2003/04	9,657	5,426	10,438	19,761	7,328
2004/05	9,947	5,589	10,751	19,324	7,511
2005/06	10,245	5,757	11,073	19,903	7,699

Table 17.28 Highway Maintenance Revenue Works - 5-Year Programme

Highway Maintenance (2001/02 – 2005/06)

17.85 A highway maintenance programme for revenue funded work is determined on a year by year basis by each of the Local Authority Councils. Current indications suggest budgets will follow the trends indicated below. However these could be subject to considerable variation in accordance with the outcome of fundamental performance reviews and the Government’s own Standard Spending Assessment calculation.

17.86 None the less the separate authorities each have, or are considering, the preparation of a highway maintenance policy statement and plan, and the common aspects of this relating to revenue funding are incorporated into the Local Transport Plan.

17.87 In most cases the programme will generally be developed on the basis of stand still budgets in each authority. The emphasis will therefore be on managing the budget in line with Best Value procurement and achieving improved performance by varying service levels and making savings to fund growth. The anticipated budgets for each Authority are given in Table 17.28.

Road Safety Education Training and Publicity

17.88 Expenditure on road safety, training and publicity including the costs for staff will be £955,000 during 2001/02 with a similar annual figure anticipated during the course of the Plan period.

Travel Awareness

17.89 There is a developing programme of travel awareness measures including the funds committed to the **TARGET** project equivalent to approximately £400,000 annually. Additional resources would be required to support a wider range of activity, including school travel plans. Options for securing additional funding will be explored.

LOCAL TRANSPORT PLAN PROGRAMME

Budget Area	Anticipated Expenditure (£000s at current prices)					
	2000/1	2001/2	2002/3	2003/4	2004/5	2005/6
Concessionary Travel	20,700	21,200	21,700	21,700	21,700	21,700
Tendered Scheduled Bus Services	13,900	1,800	14,600	14,600	14,600	14,600
AccessBus	1,800	2,000	2,050	2,050	2,050	2,050
Total Tendered Bus Services	15,700	16,300	16,650	16,650	16,650	16,650
Local Rail Services	37,000	34,900	34,400	34,400	34,400	34,400
Bus Stations and Street Furniture	3,900	4,000	4,100	4,100	4,100	4,100
Information and Promotion	2,200	2,350	2,500	2,500	2,500	2,500
Scheme Development	1,400	1,400	1,400	1,400	1,400	1,400

Table 17.29 Public Transport 5-Year Revenue Programme

Public Transport

17.90 The public transport proposals in this Plan require a substantial revenue budget, particularly to fund concessionary travel, tendered bus services and local rail services, but also in support of a variety of passenger service initiatives. This last area will require a growing commitment throughout the Plan period on issues of service quality such as passenger information and personal security.

17.91 It is planned that these commitments will be met by inflation increases in the local levy, coupled with a continuation of Government grants for rail and rural bus services and efficiency savings in Metro administration and services. The anticipated budget provision is shown in Table 17.29. This will be kept under review throughout the Plan period.

OVERVIEW OF 5-YEAR PROGRAMME

17.92 An overview of the key outputs of the Plan 5-year programme is set out in Table 17.30.

Strategy Theme	Key Outputs
<p>PUBLIC TRANSPORT</p>	<ul style="list-style-type: none"> • Leeds Supertram * • A65 Kirkstall Road Quality Bus Initiative * • Quality bus partnership schemes on corridors with daytime frequencies of 6 buses per hour • Five new rail stations completed, with the construction of further stations committed • All bus stations upgraded to modern standards
<p>CYCLING, WALKING AND MOTORCYCLING</p>	<ul style="list-style-type: none"> • Completion of the West Yorkshire elements of the National Cycle Network.
<p>HIGHWAY MANAGEMENT</p>	<ul style="list-style-type: none"> • Completion of East Leeds Link Road *, Central Bradford Improvement Scheme *, Hemsworth-A1 Link *, South Bradford Integrated Transport Scheme *, Leeds Inner Ring Road Stage 7 * and Glasshoughton-Coalfields Link Road *
<p>HIGHWAY SAFETY</p>	<ul style="list-style-type: none"> • 30 local area traffic calming schemes, including 20mph zones and home zones.
<p>DEMAND MANAGEMENT</p>	<ul style="list-style-type: none"> • Road User Charging in the centre of Leeds • 100 company travel plans • 75 school travel plans
<p>SOCIAL INCLUSION</p>	<ul style="list-style-type: none"> • All bus stations to meet DDA standards • Facilitating achievement of DDA standards at rail stations • Accessibility measures at bus stops an integral part of bus quality partnership schemes • Improved transport links between disadvantaged communities and jobs and training
<p>FREIGHT AND SUSTAINABLE DISTRIBUTION</p>	<ul style="list-style-type: none"> • Implement the sustainable distribution strategy, including the development of Freight Quality Partnerships
<p>AIRPORT ACCESS</p>	<ul style="list-style-type: none"> • Phase 1 of airport surface access strategy
<p>HIGHWAY NETWORK MAINTENANCE</p>	<ul style="list-style-type: none"> • Less than 10% of carriageway length to have a negative residual life • All bridge structures assessed by 2002. Output of strengthening programme to be evaluated once assessments are completed

Table 17.30 Local Transport Plan Key Outputs

* Major scheme proposal

18.1 The Local Transport Plan is one of a number of opportunities to make a significant impact on transport provision and usage in West Yorkshire. Realism about the availability of resources means that it will not be possible to finish the transformation process within a 5-year period. We have therefore developed a longer term vision that will inform the development of the second Local Transport Plan, covering the period from 2006/7 to 2010/11.

LONGER TERM VISION

18.2 The longer term vision requires the West Yorkshire authorities and key partners to work together in order that residents, businesses and visitors will enjoy a high quality integrated local transport system that:

- is efficient, reliable, affordable and safe;
- meets the travel needs of all of the people and businesses of West Yorkshire;
- secures a high quality environment, with the environmental impacts of traffic carefully managed in order to improve road safety and avoid compromising standards relating to noise, air quality and severance;
- provides access to a wide range of goods and services without the need for private motorised transport, thus ensuring that car use is seen as a choice rather than a necessity;
- does not have unacceptable effects on the local or global environment.

18.3 This Vision is expanded in Table 18.1

Public Transport

West Yorkshire's public transport system comprises an extensive network of public transport services covering the whole county. High frequency bus, rail and light rail services serve the core routes and operate in an integrated manner from early morning to late evening, seven days a week. The system is and, as importantly, is perceived to be reliable. The network covers all the main movement corridors and links all the main communities to key places of work, shopping, hospitals and leisure. Services have co-ordinated timetables and attractive and welcoming interchange facilities. Smartcard tickets, which are widely available, enable journeys to be made in a 'seamless' manner, including journeys to destinations outside West Yorkshire.

All stops, shelters and stations are clearly identified through the Metro brand, which is universally recognised as the entry point to all forms of public transport.

There is an extensive network of reliable, high frequency low floor buses with stop docking facilities on some major bus routes. Buses are protected from traffic congestion through the provision of extensive bus lanes, priority at traffic signals and segregation achieved through guideways and busways. Stops and shelters are well maintained and provide appropriate travel information to guide the user into, and through, the network. Real time information on services is provided for waiting passengers at all rail and major bus stations and in many bus stops along major corridors. Electronic departure information is provided at all bus stations.

Table 18.1 A Vision for Integrated Transport

Comprehensive, high quality bus timetable leaflets are complemented by national timetable and route-planning information, available at home through teletext and internet facilities as well as through mobile phone networks.

Waiting facilities are secure and well lit. All bus and rail stations have CCTV coverage and help and information points. There are well-publicised and attractive strategic and local park and ride facilities for motorists.

The public transport system is fully accessible and meets the needs of those with mobility difficulties.

Children are brought up to have a positive attitude towards public transport and its role in improving the environment.

Using public transport to access thriving town and city centres is regarded as the acceptable norm.

Walking

Walking is a pleasant and safe mode of travel. Convenient and attractive routes are provided which go where people want. The walking network links key destinations and public transport stops, allowing trips to be made on foot easily.

The walking network is accessible for disabled people, ensuring greater mobility. Unnecessary obstructions are controlled and surfaces are well maintained. Personal security is given a high consideration when routes are designed and high quality lighting is provided where appropriate.

Where the walking network has to cross roads, crossing facilities are provided appropriate to the circumstances. Traffic signal controlled crossings are responsive to pedestrian demand and do not impose excessive wait times. All such crossings are fully accessible for disabled people.

Walking is regarded as the acceptable norm for short distance trips.

Cycling

Cycling is an attractive, healthy and convenient mode of travel. Continuous networks of cycle facilities provide convenient routes which people want to use. Cycle routes are properly signed and maintained, and off-highway sections are lit where appropriate to a high standard.

The cycle network allows people to make commuter, shopping and leisure journeys safely, and consists of high standard facilities, which are segregated from other traffic where appropriate. Crossing facilities are provided within the highway network, which take into account the needs of cyclists, assisting them to cross easily, safely and without undue delay.

Secure cycle parking facilities are provided at well used destinations, including main centres and key public transport interchange points. Local trains provide purpose-built facilities to carry cycles.

Cycling is regarded as a convenient and acceptable mode of travel for shorter trips, and particularly as a linking mode to public transport.

Table 18.1 A Vision for Integrated Transport (cont.)

Highway Network

The highway network is well maintained with appropriate and clear signing. A road hierarchy has been developed with longer distance traffic mainly using the strategic routes. This is a network of high-standard routes which provide efficient movement for car users and for freight transport.

Local distributor roads provide links from the strategic network to local destinations.

In residential areas, priority is given to the people who live there and their environment is enhanced through the use of traffic calming and home zones.

In town centres, priority is given to pedestrians with extensive pedestrianised areas that are well served by public transport routes.

The network is safe and convenient for all users. High quality pedestrian and cycle crossing facilities are provided where necessary and highway junctions are designed to reduce conflicts and delays.

The highway network, including structures, is maintained to a high standard, taking account of the different needs of all highway users.

the more extensive provision of real time passenger information and better progress in implementing access improvements, particularly at bus stops on 'feeder' routes. For example, an additional £10 million over the Plan period would enable a further 1,250 bus stops (around 8% of the total stock) to be made fully accessible and equipped with a new, lit passenger shelter;

- the development of park and ride facilities, as further expansion of rail park and ride will be constrained by land availability, increasing the unit cost of provision. An additional £10 million over the Plan period would enable the provision of 2000 park and ride spaces;
- more rapid progress with other key programmes within the Plan period including cycle network development, safer routes to schools, traffic calming and other safety improvements. An additional £10 million over the Plan period would enable the development of Safer Routes to School infrastructure at an additional 80 schools;
- better progress in reducing the proportion of the road network with negative residual life. An additional £27 million over the Plan period would allow the principal road network to be improved so that none had a negative residual life;
- better progress with the programme of bridge strengthening and urgent structural maintenance, reducing the long term disruption resulting from interim traffic management measures and bridge weight restrictions;
- some scope for implementation of proposals being developed for further light rail development, the local rail network and the A6120 Outer Ring Road route around the west and north of the Leeds urban area;
- higher quality school bus services.

Table 18.1 A Vision for Integrated Transport (cont)

OPPORTUNITIES FOR MORE RAPID PROGRESS WITHIN THE PLAN PERIOD

18.4 Additional resources within the Plan period would enable:

- the provision of higher standard passenger infrastructure in as part of quality bus corridor schemes including

EARLY STUDIES

18.5 It is proposed to undertake feasibility studies during the early years of the Plan period to examine options for Supertram extensions and/or other light rail development. One of the first studies will examine how public transport links between Leeds and Bradford should be developed to support the development of a city region economy.

18.6 In addition to enhancement of the local MetroTrain network, RailPlan 5 sets out aspirations for longer distance services, including Trans-Pennine and Leeds-Sheffield services. Metro and SYPTE intend to jointly commission a study of the Leeds-Sheffield route, using a Steering Group to involve other key partners such as the Government Office, Strategic Rail Authority, Railtrack and Yorkshire Forward. Outputs from this study and the re-franchising process will identify possibilities for progress within the Plan period.

18.7 The eastern section of the A6120 Leeds Outer Ring Road is expected to be de-trunked towards the end of the Plan period. In order to examine in detail transport issues affecting the route, a multi-modal transport study is to be commissioned by Leeds City Council later this year. This study will look at the route in the context of the future strategic management of travel in Leeds and in particular its potential role in reducing extraneous through traffic in residential areas and as a strategic orbital public transport corridor. The results of the study will be used to develop a long-term route management strategy and associated investment plan, which is expected to be brought forward for consideration by DETR later in the Plan period.

INDICATIVE PROJECTS FOR THE SECOND LOCAL TRANSPORT PLAN

18.8 Indicative projects for inclusion in the second West Yorkshire Local Transport Plan include:

- extensions to Leeds Supertram, and/or new light rail schemes, identified through the feasibility studies programmed for the early part of the first Plan period;
- higher quality public transport to support the development of the Leeds city region, with priority being given to links between Bradford and Leeds;
- strategic (longer distance) rail park and ride facilities;
- improvements in the provision of public transport information, using existing and developing technologies;
- phase 2 of the Leeds Bradford International Airport surface access strategy;
- further development of bus based park and ride, including segregated alignments identified through feasibility studies;
- sub-regional extensions to the National Cycle Network;
- integrated measures for the Leeds Outer Ring Road (North);
- linking of strategic highway routes to the north and south of Bradford;
- completion of the backlog of highway maintenance and bridge strengthening works;
- further development and implementation of programmes of traffic calming, safer routes to schools, home zones and air quality management zones.

PLAN OVERVIEW

18.9 Table 18.2 sets out an overview of investment in the Plan period, together with key longer term projects. A summary of investment during the last 5 years is also provided as context and to highlight

LONGER TERM PLAN DEVELOPMENT

Investment Project	1996-2000	2001-2005	2006-2010
LIGHT RAIL DEVELOPMENT	Development of proposals.	Leeds Supertram	New light rail routes (subject to feasibility and other studies)
NEW HEAVY RAIL LINES	Halifax-Huddersfield		Leeds/Bradford International Airport rail link (subject to feasibility study)
MAJOR RAIL IMPROVEMENTS	Start of Leeds 1st works	Completion of Leeds 1st works	
NEW RAIL STATIONS	Brighouse	Phase 1 (Apperley Bridge, Kirkstall Bridge, Low Moor, Horsforth Outer Ring Road, Glasshoughton) Phase 2 of rail station programme	Phase 3 of rail station programme
RAIL PARK AND RIDE	Sowerby Bridge, Sandal and Agbrigg, Micklefield, Steeton and Silsden, New Pudsey, Horsforth,	Expansion of local rail park and ride provision, Micklefield/Cross Gates Interchange	M62 corridor strategic park and ride M1 corridor strategic park and ride
RAIL STATION ACCESS IMPROVEMENTS	Saltaire, Halifax, Dewsbury,	All stations to meet DDA standards (TOC/Railtrack responsibility)	
BUS-RAIL INTEGRATION	Menston, Denby Dale, Steeton and Silsden	Leeds station (New Station Street) Keighley, Bingley, Baildon, Huddersfield and other stations set out in Railplan	Further stations to be identified
GUIDED BUS CORRIDORS	A61 Scott Hall Road	East Leeds Quality Bus Initiative South Bradford Quality Bus Initiative	Further corridors to be identified
BUS CORRIDOR	Integrated measures on corridors in all 5 West Yorkshire Districts	Quality Bus initiatives on core routes, including completion of the East Leeds and South Bradford schemes and implementation of the A65 Kirkstall Road Corridor proposals	Completion of Quality Bus initiatives on core routes. Bus stop accessibility and shelter programme on lower frequency routes. Replacement shelter programme on 1995-2000 bus corridors.
BUS STATION REDEVELOPMENT	Leeds, Todmorden	Wakefield, Bradford Interchange, Huddersfield, Keighley, Brighouse, Batley, Cleckheaton, Ossett, Castleford	Bus station refurbishment programme, including Leeds City, Todmorden, Pontefract
BUS POINTS	Leeds Corn Exchange, Infirmary Street, Shipley Market Square, Holmfirth	Development of interchange through bus point programme	Bus point refurbishment programme
SECURITY INITIATIVES	CCTV coverage of bus stations and key bus points CCTV in some town centres	CCTV coverage of rail stations Extension of Town Centre CCTV	
PASSENGER INFORMATION	PIDS on Airedale/Wharfedale lines, PTI 2000 developments Electronic information displays at bus stations (Leeds, Halifax, Dewsbury, Pontefract, Huddersfield)	PIDS at all rail stations PTI 2000 developments Electronic information displays at all bus stations and key bus points, real time information displays	Upgrading of electronic displays at bus stations and bus points. Further implementation of real time information displays
PUBLIC TRANSPORT TICKETING	Smartcard trials Network system introduced by First Bradford	Introduction of multi-modal Smartcard ticketing	Further development of smartcard ticketing through inclusion of other activities

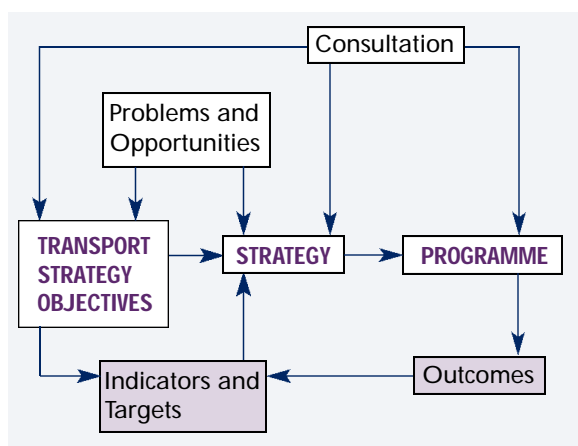
Table 18.2 West Yorkshire Local Transport Plan - Programme Overview

LONGER TERM PLAN DEVELOPMENT

Investment Project	1996-2000	2001-2005	2006-2010
ROAD USER CHARGING		Pilot of technology in Leeds Introduction of charging in Leeds	Investigation of charging in other towns/ cities
HIGHWAY NETWORK DEVELOPMENT	M1-A1 Link Hemsworth By-pass Leeds Inner Ring Road Stage 6	East Leeds Link Road Leeds Inner Ring Road Stage 7 Hemsworth-A1 Link Glasshoughton Link Road Bingley Relief Road South Bradford Integrated Transport Scheme	Leeds Outer Ring Road, Bradford Central Spine Route Wakefield South East Link Road Church Street Widening, Halifax
SAFER ROUTES TO SCHOOLS	Pilot projects	Projects at pyramids of schools	Continued projects to cover most schools
SAFETY AND TRAFFIC MANAGEMENT	Local Safety Schemes First 20 Mph Zones	Further 20 Mph Zones and area traffic calming The Methleys Home Zone Ongoing local safety schemes Development of road hierarchy Enforcement initiatives	Introduction of further home zones. Ongoing local safety schemes and area traffic calming Hypothecation of income from traffic violations
CYCLING	Local cycle routes Spenn Valley Cycle route	A network of strategic cycle routes across the County Local networks linking to the strategic routes National Cycle Network linking the 5 main centres	Expansion of the local cycle networks Regional extensions to the National Cycle Network
TOWN CENTRE TRAFFIC MANAGEMENT	Leeds Loop and Public Transport Box Creation of Centenary Square in Bradford	Halifax Zones and Loops Central Huddersfield Wakefield city centre Bradford city centre Integrated Transport Scheme Bingley Town Centre Measures	Further environmental improvements in town and city centres

Table 18.2 West Yorkshire Local Transport Plan - Programme Overview (cont)

what has already been achieved.



THE IMPORTANCE OF MONITORING

19.1 Monitoring forms a key component of the Local Transport Plan as it provides a measure of achievement against the targets and milestones. Monitoring also allows the effectiveness of individual schemes to be measured, thus providing essential feedback on the Plan strategy, programmes and scheme development.

MONITORING IN WEST YORKSHIRE

19.2 Extensive monitoring arrangements have been developed for the Plan, building on the joint working established for the previous 'package' system.

19.3 An Annual Progress Report has been produced to accompany this Plan. It includes:

- an Impact Report which contains detailed monitoring of a representative sample of Plan schemes, showing how they have contributed to the Plan objectives through the use of "causal chain" diagrams;
- a rolling programme of monitoring of key indicators based on the Plan objectives, indicators including modal split, parking provision and charges, safety and security and Best Value Indicators;

- monitoring the progress towards the new Plan targets developed using the West Yorkshire Strategic Transport Model.

MONITORING TO DATE

Schemes

19.4 Detailed monitoring has been carried out for approximately 50 schemes in West Yorkshire since 1995. These have included major bus priority schemes such as Manningham Lane in Bradford and the A61 Guided Busway in Leeds, town and city centre improvements, traffic calming and safety schemes and cycle routes throughout West Yorkshire. We have also reported on a number of non-infrastructure measures such as TravelWise and the related Leeds Travel Blending. Clearly the level of detail and data monitored has varied with the type and scale of the scheme but the vast majority of schemes monitored have been found to be successful in meeting their objectives. The detailed monitoring also provides essential feedback to the Plan strategy development, and allows the most effective scheme to be chosen for particular circumstances.

KEY FINDINGS FROM THE 2000 ANNUAL PROGRESS REPORT

Schemes Monitored

19.5 The 2000 Impact Report contains detailed monitoring and causal chain information for 17 schemes completed or started in 1999/2000. These include an integrated bus quality corridor in Huddersfield, baseline data associated with the East Leeds Quality Bus Initiative and the Railtrack 'Leeds 1st' major improvements, traffic management schemes in Hemsworth and Pontefract and the major improvement planned for Halifax Town Centre.

19.6 The Impact Report also summarises the effectiveness of schemes introduced in previous years. In 2000, the opportunity has been taken to revisit one of these schemes in detail (Thornton Road Bus Promotion Scheme, Bradford) where more recent monitoring information is now available. This review has revealed that the fine-tuning of the traffic management element of the project has been successful and patronage is growing. Other schemes will be revisited in the future if new data becomes available.

19.7 For the full Plan, the monitoring programme has been expanded to better cover maintenance and safety schemes. Impact reports are included for carriageway maintenance schemes in Cleckheaton and Halifax, and for a major structures scheme, also in Halifax.

19.8 The opportunity has also been taken in the full Plan to extend the monitoring programme to cover other relevant areas. These include school and business travel plans, surface access to Leeds Bradford International Airport and Best Value. This report establishes a baseline position and in the future, changes will be reported.

Indicators

19.9 A number of key indicators are monitored to measure progress towards Plan targets. The key findings for 2000 are shown in Table 19.1 and relate to December 1999 data. These findings are arranged by Plan objectives to show progress towards their achievement.

To provide opportunities for fostering a strong, competitive economy and sustainable economic growth

The key indicators demonstrate a continued improvement to the vitality and viability of centres in West Yorkshire, as follows:

- unemployment has fallen in line with the national trend;
- rental values have risen, particularly for shops in Leeds;
- the previous downward trend in pedestrian activity has been reversed.

To improve operational efficiency within the transport system;

- good progress has been made with the 5-year programme of journey time surveys, 46% of the network has now been surveyed;
- generalised costs for peak period commuting into the main central areas have been established for different modes;
- average cost per passenger journey in 1999 for subsidised bus services was 50p (Best Value Performance Indicator 94).

To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods.

The Local Transport Plan has been the catalyst for the development of strong working relationships between the five Highway Authorities. This has been particularly useful in the evolution of management systems to identify the structural condition of the classified road network.

Table 19.1 Key Findings from the 2000 Annual Progress Report

It is expected that, when fully functional software systems are available, meaningful comparative data can be included in next year's Annual Progress Report.

- the condition Indices for the Principal Road Network show little change from the previous year. Significant improvements can be expected over the 5 years of the plan due to increased funding levels;
- an overall improvement in performance over a 3-year period in lighting maintenance and in response to dangerous highway defects (Best Value Performance Indicators 98 and 105);
- Local Performance Indicators are also being developed by individual authorities with a view to having some common indicators that can be used to compare performance within West Yorkshire. These will be evaluated over time to ensure that they represent a true measure of performance.

To improve safety, security and health, in particular to reduce the number and severity of road casualties

- the national target for reducing deaths and serious injuries has been exceeded, although the total number of casualties has increased;
- the numbers of children killed or seriously injured in West Yorkshire have reduced by 23% and 10% respectively in 1999 compared with the 1994-1998 average;
- 76% of local authority off-street car park spaces have CCTV surveillance;
- 43% of rail station car parks have CCTV surveillance;
- 42% of bus stations in West Yorkshire have CCTV surveillance (now CCTV covers all but one of Metro owned bus stations);
- 32% of local authority off-street car park spaces have a Secured Car Park Award.

To promote social inclusion and equal opportunities for access to transport

Excellent progress has been made in improving accessibility to transport for people travelling within West Yorkshire:

- 19% of buses are now low floor;
- 8 additional rail stations have fully accessible platforms since 1997 and 13 additional stations have a full public address system;
- 76% of controlled crossings are now equipped with dropped kerbs and tactile paving, representing a 30% improvement since 1997;
- since 1995 56% more passenger journeys have been made using the AccessBus services by people unable to use conventional public transport.

To improve environmental quality and reduce the impacts of transport on air quality and noise

- all District authorities have completed the required Stage 1 and Stage 2 Air Quality Review and Assessment reports;
- early indications show a slight trend of improving air quality in central urban areas;
- regional road transport emission maps for NO_x, PM₁₀ and CO₂ have been produced.

To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions

- traffic growth in West Yorkshire was 8.5% between 1989 and 1999. Trends indicate the provisional Plan target of 7.5% growth between 1991 and 2001 is likely to be met;

Table 19.1 Key Findings from the 2000 Annual Progress Report (cont.)

- there has been a 28% increase in rail patronage since 1993/94, as a result of employment growth, particularly in Leeds, and targeted investment.

Subsidiary Objectives

- the impact of the strategy measures has generally helped to constrain peak hour traffic growth to at or below the 1990 level in the main centres, although peak period traffic has grown;
- good progress is being made towards increasing the modal share of public transport in the peak periods with substantial increases in rail passengers recorded in all centres and significant increased bus use in most centres;
- a methodology for monitoring progress towards the national cycling target has been developed;
- Council controlled all day parking charges have been raised above the rate of inflation, on average by 21% between 1997 – 2000.

Future Developments

19.10 The possibility of a West Yorkshire household travel survey is being considered to provide more accurate information on travel behaviour, particularly on walking and cycling which are difficult to monitor by other means.

19.11 Future reports will include the conclusions from completed Best Value Reviews and discuss the implications for the Plan.

Table 19.1 Key Findings from the 2000 Annual Progress Report (cont.)

CURRENT STATUS

20.1 The West Yorkshire Authorities have already attained Centre of Excellence status for their work in developing integrated public transport. We now wish to apply for Centre of Excellence status in Transport Planning to cover the development of a fully integrated transportation system.

KEY AREAS OF EXCELLENCE

20.2 Whilst we believe the West Yorkshire Local Transport Plan meets all the criteria set out in the Guidance as necessary for a good quality Plan, there are certain areas in which we believe we excel. These core areas, all of which have received praise from the Government, are summarised below demonstrating how each area is being addressed. The Local Transport Plan and supporting strategy documents provide further information on the individual targets and proposals that being progressed in each of these areas.

Performance Indicators/Targets and Monitoring

20.3 West Yorkshire has a long standing monitoring strategy that has received praise from the Government for its comprehensive approach to monitoring. Selective detailed monitoring of schemes is used to assist in identifying best practice and ensure the schemes are meeting their objectives. The other key area is the monitoring of trends to ensure targets are being met or to enable further action to be taken as necessary.

Establish a Bus Strategy

20.4 As the dominant mode of public transport, buses are central to objective of creating a high quality integrated public transport system. The Bus Strategy is

central to the Plan strategy. This has been developed in partnership with the operators, including securing private finance for initiatives where possible. The Strategy encompasses both more traditional methods of encouraging bus usage and interchange such as comprehensive bus priorities and passenger information through to more innovative schemes such as Guided Busways. It also covers the possible development of Quality Contracts.

Take Account of the Contribution of Passenger Rail

20.5 This is the second most used form of public transport. A comprehensive plan to improve rail travel has been developed for each line and includes proposals to expand the network by developing new stations and securing new rolling stock to meet immediate and forecast passenger demand.

Public Transport Interchange

20.6 Encouraging interchange between modes and indeed encouraging modal shift from private transport is at the heart of the bus and rail strategy. This is being achieved by reviewing service patterns and promoting specific connecting services, improving the quality and availability of information and providing secure car and cycle parking at stations. Extensive surveys have been undertaken to assess existing interchange facilities and long and short-term improvements are proposed countywide utilising partnerships with bus and rail operators.

Establish a Public Transport Information Strategy

20.7 West Yorkshire has taken a strategic approach to providing information covering all modes of public transport and involving all operators. A full range of media is used to make comprehensive information accessible and easy to use. Transport information is an important element of other areas of the Plan such as travel plans.

Establish an Integrated Strategy for Reducing Car Use and Improving Child Safety on the Journey to School

20.8 School journeys have a significant impact on the levels of peak traffic and School Travel Plans are being developed to promote alternatives to the car, building on the work already done in developing "Safer Routes to School". The strategy to address this issue has been developed in partnership with the education departments, schools, the police and with public transport operators.

Measures to Encourage the Voluntary Adoption of Travel Plans by Major Employers

20.9 The West Yorkshire Authorities are committed to sustainable travel initiatives. Through the regional TravelWise group, as part of the EU Target project, we are developing a series of projects to test and demonstrate the effectiveness of the measures. In addition a CD-ROM/Internet based 'Toolbox' is being produced to provide an electronic guide to developing a business travel plan. In order to target resources on travel plans most effectively we rely on focused initiatives and target those who are motivated to produce a plan offering practical guidance and support networks. In the longer term it is possible that a dedicated group will be set

up to act as a focus for information and support on Travel Plans.

Disability Issues

20.10 Disability issues are a key aspect of many of the Plan strategies and impact on many areas. A public transport access strategy has been adopted by all the operators and District Councils. Bus and rail stations continue to be improved using existing guidance and consultation with affected groups. Access to roads and footways are also crucial as the whole of the journey must be made accessible if disability issues are to be addressed effectively. One inaccessible link makes the whole journey impossible. Disability issues are being addressed through the use of accessibility checklists in the design process and by ensuring accessible crossings and footways are an integral part of all highway improvements.

Measures to Promote Social Inclusion

20.11 Our aim is to ensure that no individuals or groups are excluded from West Yorkshire's transport system. As well as disability issues mentioned above, there are also policies in place to ensure people are not excluded by poverty or discrimination. Key ways in which these issues are being tackled are by improving safety and security on all modes, improving accessibility, offering cheaper travel and concessionary fares, community involvement, development of rural transport services and in land use planning.

Sustainable Distribution

20.12 The Local Transport Plan endeavours to reduce the impact of road freight on the environment and local communities and to encourage the transfer of freight from road to rail and waterway. The lorry is well established as the principal method for moving freight. However, increasing congestion on the motorway and principal road networks is causing increasing delay with a clear time and cost penalty, and therefore other modes are becoming more desirable. It is also essential that better use is made of existing infrastructure and that new infrastructure provided where necessary. Deliveries in urban centres will also be improved through Freight Quality Partnerships.

DISSEMINATION OF INFORMATION

20.13 If good practice is to spread between authorities it is vital that those accepted for Centre of Excellence status effectively disseminate information on best practice and all their initiatives. The West Yorkshire Authorities intend to set up a website, which will be regularly updated, reporting progress on all their key strategies in particular featuring the more innovative proposals such as the development of the Travel Plan CD ROM and extension of guided buses.

We would also endeavour to hold a joint conference with South Yorkshire providing a forum for further developing proposals on integrated and sustainable transport initiatives.

BUS SERVICE RELIABILITY AND PUNCTUALITY

20.14 The Local Transport Plan Guidance requires the inclusion of an indicator for bus service reliability and punctuality. These are included in the Bus Strategy that has been developed for West Yorkshire.

20.15 Our target for reliability is that at least 99.5% of all services will run. Our targets for punctuality are:

- that at least 95% of bus services will run on time or not more than 6 minutes late;
- no more than 4.5% of services will run more than 6 minutes late;
- no services will run early.

We believe that reliable and punctual bus services are essential to delivering our Plan objectives and will work in partnership with operators through our Bus Strategy to deliver this.

ACCESSBUS

A pre-booked door-to-door service for disabled or elderly people who are unable to use public transport for all or certain journeys.

APPRAISAL

It has always been necessary to justify major schemes using strictly economic criteria, but the Package Approach introduced a new requirement to show how measures will contribute towards the stated objectives. Appraisal of different proposals is to be carried out in a consistent manner and must show the impact on factors such as the environment, users and nearby residents.

AVEA

Aire Valley Employment Area.

BRPB

British Rail Property Board.

BUS POINT

Proposal for investment in new shelters and passenger information at important (on street) nodes of the bus network.

BWB

British Waterways Board.

CAPITAL EXPENDITURE

The precise definition is somewhat restricted but essentially this covers improvements and works of a permanent nature. The money is usually borrowed by Local Authorities (using Credit Approvals) but in some instances grant assistance (in the form of TSG for example) is available.

CCTV

Closed Circuit Television. A system of local cameras to enable monitoring of traffic to assist traffic control or systems used to enable security monitoring of particular sites such as car parks and bus/rail stations.

C of Ex

Centre of Excellence. Proposals (mainly short term) developed by the West Yorkshire partners in response to the Government invitation to become a Centre of Excellence for integrated transport.

CORRIDOR

Main travel routes and surrounding alternative routes.

CSS

Organisation of Chief Highways Officers formerly known as County Surveyors' Society.

CULVERT

Underground water course

DBFO

Design, Build, Finance and Operate. A method under the Private Finance Initiative (PFI) launched by the Government with the aim of reducing Government spending intended, which transfers the risk and responsibility for major schemes to the private sector.

DDA

Disability Discrimination Act.

DfEE

Department for Education and Employment.

GLOSSARY OF TERMS AND ABBREVIATIONS

DEFLEC

A method of analysis of Deflectograph data.

DEFLECTOGRAPH

A machine survey method which measures deflection of the carriageway surface under load to enable calculation of residual life and maintenance overlay requirement.

DETR

Department of the Environment, Transport and the Regions.

DISTRICT

One of the five District Councils - Bradford, Calderdale, Kirklees, Leeds and Wakefield - making up West Yorkshire.

DPTAC

Disabled Persons Transport Advisory Committee. The Committee makes recommendations on the transport needs of disabled people. Several recommendations have been made regarding the design of new buses and the Council's policy is to encourage operators to order vehicles meeting these recommendations.

EPOMM

European Platform on Mobility Management. A European forum for the dissemination of best practice in mobility Management/ i.e. promoting real alternatives to car use.

EU

European Union.

ERDF

European Regional Development Fund. A grant is paid by the European Union from its regional development fund to assist projects in certain specified areas. Much of the West Yorkshire area has been accorded Objective 2 Status and hence qualifies for ERDF.

EWS

English, Welsh and Scottish Railway. The main national rail freight operator.

FWD

Falling Weight Deflectometer. A device which measures the strength of the carriageway.

GATEWAY

Usually a short length of road that can only be used by buses.

GDP

Gross Domestic Product.

GIS

Geographical Information System.

GNER

Great North Eastern Railway. The current holder of the East Coast Main Line franchise.

GOYH

Government Office for Yorkshire and the Humber.

GUIDED BUS

A system by which buses fitted with small wheels attached to their front axles are guided within sections of highway created specially for their use to give priority over other traffic.

GUIDEWAY

A section of road constructed purely for Guided Buses.

HCV

Heavy Commercial vehicle (same as HGV)

HGV

Heavy Goods Vehicle

IT

Information Technology

ITSO

Integrated Transport SmartCard Organisation.

LBIA

Leeds Bradford International Airport.

LEEDS 1ST

Railtrack scheme for major improvements at Leeds Station, including new track and signalling, with major improvements to the station itself.

LEEDS PUBLIC TRANSPORT BOX

A key part of the transport strategy for Leeds, providing public transport access around the pedestrian core of the city.

LTP

Local Transport Plan.

MAJOR SCHEME

A scheme whose total cost exceeds £5m and is funded through scheme specific SCAs. Major highway schemes are also eligible for grant through TSG and public transport schemes for Section 56 grant.

MARCH

A computer system which analyses highway visual condition data and generates recommended treatments, budget costs and scheme priorities.

METRO

The trading name used by the West Yorkshire Passenger Transport Executive, which carries out the functions of the WYPTA.

METRO CARD

This is a weekly, monthly, quarterly or annual travel card which permits bus only or bus and rail zonal travel within West Yorkshire.

METRO ROVER

This is a bus and train or train only day ticket valid anywhere within West Yorkshire.

MINOR WORKS

Schemes which individually cost less than £5m and are funded from the package settlement. Development and design work on major schemes are also classified as minor works.

NORTHERN SPIRIT

Rail company which currently holds the franchise to operate local and Trans-Pennine Express Services in West Yorkshire.

NRMCS

National Road Maintenance Condition Survey - carried out for DETR using nationally determined criteria to enable trend analysis of network condition.

GLOSSARY OF TERMS AND ABBREVIATIONS

NRSA

New Roads and Street Works Act.

NTWA

National TravelWise Association. A body of local authorities which oversees the TravelWise campaign.

OBJECTIVE 2 STATUS

These are regions of industrial decline with three main criteria for current programmes - a) the employment rate is greater than the community average, b) there is a higher percentage of industrial employment than the EU average and, c) there is a decline in this employment category.

PACKAGE BID OR PACKAGE

The bid for capital resources to provide for the schemes and policies to be implemented through a programme of activity, initially for the next three to five years.

PANDEF

DETR's approved method for analysing deflectograph data.

PFI

Private Finance Initiative.

PIDS

Passenger Information Display System.

PPG

Planning Policy Guidance. A series of guidance notes issued to local authorities by the DETR offering guidance on planning issues for the improvement of transport integration with land use policies.

PRINCIPAL ROADS

Mainly those roads with an 'A' classification.

PRN

Primary Route Network. A highway network defined by the DETR including all trunk roads and some major local authority roads, chosen using a set of published criteria to provide links between major settlements. Primary Routes have green backed road signs.

PSV

Passenger Service Vehicle.

PTEG

Passenger Transport Executive Group.

PUFFIN CROSSING

Similar to a Pelican Crossing but is capable of detecting when a pedestrian is crossing and can extend the crossing time.

RECHAR

A European Community programme aimed at supporting the regeneration of former coal field communities.

REVENUE EXPENDITURE

This is usually expenditure of a recurring nature such as highway maintenance or support for public transport fares. The money is budgeted on an annual basis and obtained from the Council Tax and Government revenue grants or, in WYPTA's case, from a levy on the District Councils.

RPG

Regional Planning Guidance.

RTS

Regional Transport Strategy.

SAFE HOUSES

An initiative involving a group of volunteers who are vetted and offer a 'safe house' should children be in danger.

SCA

Supplementary Credit Approval. This is a form of credit approval, enabling local authorities to borrow money to carry out works. It can only be spent on the specific scheme or programme for which it is awarded and is therefore referred to as 'ring-fenced'. A programme of minor package works are funded through an SCA.

SCHEME

Individual and separately-costed project which requires capital expenditure to be implemented.

SCOOT

Split Cycle Offset Optimisation Technique. SCOOT is a fully adaptive, traffic responsive UTC system designed to minimise vehicle stops and delays in a signal controlled urban network.

SCRIM

Sideways Coefficient Routine Investigation Machine - this is a vehicle mounted survey method which measures the skid resistance of the carriageway surface.

SESKU

South Elmsall/South Kirkby/ Upton areas.

SMARTCARD

A plastic card containing electronically readable information.

SON

A high pressure sodium bulb used in street lighting which produces a white light.

SOX

A low pressure sodium bulb used in street lighting which produces a yellow light.

SRA

Strategic Rail Authority.

SRB

Single Regeneration Budget. A system of Government grants for urban regeneration, replacing 20 separate programmes run by 5 Government departments.

SSA

Standard Spending Assessment is the Government means of determining the amount of revenue authorities ought to spend in particular activity areas - including highway maintenance.

SUPERTRAM

A fully accessible street-running tram system planned for Leeds. A network of three lines is planned.

SUSTRANS

A charity for the promotion of cycling as a means of transport. It also designs and builds traffic free routes for cyclists, walkers and the disabled.

SWYMMS

South and West Yorkshire Multi-Modal Study. One of a series of DETR studies looking at transport provision and needs.

TARGET

Travel Awareness Regional Groups for Environmental Transport. A project led by Metro and involving the whole Yorkshire and Humber region, together with regions in Germany and Sweden, to provide and develop alternatives to car use. TARGET is part-funded from the EU Interreg IIC North Sea Region Programme.

TAS

A transport consultancy.

TRAFFIC MODEL

A computerised simulation of the traffic patterns in an area. Working from a detailed knowledge of existing traffic patterns and the details of the local network, it is possible to apply expected growth in traffic to predict the future levels of traffic on particular lengths of road and to forecast delays at junctions. This can be used to do "what if" tests to assess the likely future effects of new highway proposals.

TRANSPONDERS

Electronic equipment fitted to a vehicle and the roadside which exchanges information and can give priority to the vehicle thereby changing the traffic lights etc.

TRAVELWISE

This is a transport awareness campaign seeking to promote travel awareness and alternatives to car use. All West Yorkshire authorities are members of TravelWise

TRL

Transport Research Laboratory - transport consultants.

TRUNK ROAD

A road which is the responsibility of central government (Highways Agency) rather than the local highway authority.

TSG

Transport Supplementary Grant. A grant from the DETR in support of Local Authorities' transportation programmes. It is paid at the rate of 50% on a closely-defined range of schemes, including major schemes 'of more than local significance'.

UDP

Unitary Development Plan. A District-wide planning statement of particular relevance to transportation because of its influence on future land uses.

UKPMS

Is a computer management system currently being commercially developed to a national specification which will enable comparison of network condition both within and between maintenance authorities.

UTC

Urban Traffic Control. A computerised method of linking traffic signals, for controlling traffic flows better.

UTILITY COMPANY

A company that provides services such as gas, water, electricity or telephone or a contractor working on their behalf.

UTMC

Urban Traffic Management and Control. A development of UTC technology.

VMS

Variable Message Sign. A road sign which is capable of automatically displaying more than one message.

WAYLEN

Defines the network length by node and link which is required for computer analysis of machine condition data when using certain programs.

WYPTA

The West Yorkshire Passenger Transport Authority. This is a joint authority on which the five District Councils in West Yorkshire are represented pro rata to their population. It has overall responsibility for the co-ordination, promotion and support of public transport in West Yorkshire.

WYPTE

The West Yorkshire Passenger Transport Executive. A professional body which carries out the policies of the West Yorkshire Transport Authority (WYPTA). This body operates under the name 'Metro'.

YORKSHIRE FORWARD

Yorkshire and Humber Regional Development Agency responsible for the development of the Regional Economic Strategy

GLOSSARY OF TERMS AND ABBREVIATIONS

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