

APPENDIX 3: ALTERNATIVE STRATEGY OPTIONS FOR LTP2

The tables show five options that show alternative strategy scenarios for the policy instruments available within LTP2. All five options are not prioritised or weighted in any way and are all considered to be of equal value for the purposes of the SEA. To keep the scenarios as realistic as possible the only policy instruments have been included in the options are those that are considered feasible to implement within the five year LTP period.

Option One: is the existing situation that can be treated as a “do-minimum” or background situation. For the purposes of the hypothetical situations that follow, it can be assumed that the development/investment in the policy instruments here would be effectively frozen and simply maintained without being grown any further.

Option Two: an alternative consisting of Option One (existing) plus policy instruments skewed towards constraining the strong demand for car travel.

Option Three: an alternative consisting of Option One (existing) plus policy instruments skewed towards sustainable transport modes.

Option Four: an alternative consisting of Option One (existing) plus policy instruments skewed towards unconstrained demand for car travel.

Option Five: an alternative consisting of Option One (existing) plus policy instruments skewed towards targeted improvements to roads together with improvements for walking, cycling and public transport.

For ease of understanding all of the policy instruments have been placed into one of four categories within their respective Options. In the order in which they appear in the tables they are:

- Public Transport
- Network
- Road Safety
- Mobility Management

Within these categories three further sub-divisions exist for policy instruments regarded mainly as “services”, “Information” or “Infrastructure”.

This sub-division is also intended for ease of understanding and to make the tables more accessible to the non-transport specialist.

Option 1 should be seen as a “master-list” of policy instruments that the other four alternatives refer back to. For example, even though Option 2 has its own numbering you may notice that there are sometimes numbers in brackets following each instrument. This number refers to the original policy instrument in Option 1 that has been revised. The revision could consist of the same thing but more of it (in which case a “+” sign follows the number). Or the same thing but less of it (minus sign follows the number). Occasionally a word is entered (e.g. “relaxed”) to aid understanding where a plus or minus might cause more confusion. The four options based on Option One have their own unique numbering sequence and bear no relation to the type of policy instrument they are attached to. This means that they do not help in cross-referencing individual policy instruments. This work has been done in the Summary Table that follows after Option Five.

An educated guess, made by an “expert panel”, has been made of the extent to which each policy instrument has been implemented in West Yorkshire. Each instrument should give an indication as to whether it has been/will be implemented in a manner that is (from less to more):

- “Very limited”: Pilot or equivalent only in the planning area
- “Limited” or “Developing”: Being rolled out but still small in number
- “Some”: Exists in a sporadic/patchy way across the area.
- “Comprehensive”: widespread throughout the area.

Option 1 – Existing

	Public Transport	Network (implementations/“improvements” and maintenance)
Services	<ol style="list-style-type: none"> 1. Co-ordination of subsidised passenger transport services. 2. Support of commercially provided basic “core network” services and limited inter-urban quality bus partnership routes. 3. Ticket concessions to make passenger services cheaper to users in W. Yorks. 4. Support for Access Bus, School Transport and other social transport services. 5. Some very limited Demand Responsive Transport services. 6. Some very limited Community Transport services 7. Development of accessible rail, bus and taxi service provision 8. Some improvements in public transport services to all Airports 	<ol style="list-style-type: none"> 9. Real-time traffic monitoring through CCTV implementations 10. Information provision about temporary network closures/diversions 11. Some ongoing optimisation of traffic flows using UTC systems in main urban areas
Information	<ol style="list-style-type: none"> 12. Comprehensive public transport information provision 13. Real-time information on a limited number of radial bus routes in urban areas 	<ol style="list-style-type: none"> 14. Limited Variable Message Sign implementation 15. Limited urban walking/cycling route signing
Infrastructure	<ol style="list-style-type: none"> 16. Limited guided bus implementations together with very limited park and ride provision 17. Limited bus priority implementations including clearways, dedicated lanes and priority at signals 18. Limited extension of car parking provision at outlying rail stations 	<ol style="list-style-type: none"> 24. Limited junction improvements that increase capacity/flow rates targeted at congestion ‘hot-spots’ 25. Limited junction improvements allowing for easier cycle/pedestrian movements. 26. Targeted implementation of new link and relief roads 27. Very limited High Occupancy Vehicle lane implementation

	<ul style="list-style-type: none"> 19. Some development of bus and rail interchange points 20. Some development of bus stops and passenger waiting facilities in urban and rural areas 21. Some provision of raised kerbs at bus stops for easier access to services 22. Some development of CCTV implementations at larger interchange points 23. Limited bus subsidy related to planned development 	<ul style="list-style-type: none"> 28. Some development of Rights of Way network including comprehensive signing improvements 29. Some dropped kerb and tactile implementations at crossing points in urban areas and on a limited number of walking routes 30. Limited development of cycle networks and in main urban areas and targeted improvements in other centres and rural areas. 31. Development of cycle parking provision in urban centres and at p.t. interchange points. 32. Some scheme design to limit visual intrusion and noise impacts. 33. Enhancements to public spaces in urban areas, heritage sites and tourist destinations 34. Some provision for Heavy Goods Vehicles parking and routeing improvements. 35. Some improvement in road access to Airports 36. Limited pedestrianisation of some urban centres 37. Comprehensive programme of targeted maintenance of worn highway surfaces throughout district 38. Comprehensive programme of bridge and structures maintenance and some strengthening of bridges 39. Comprehensive programme of targeted maintenance of street lighting, including renewal/improvement 40. Comprehensive maintenance of public transport related infrastructure 41. Some reduction in level of long stay parking provision in city
--	--	--

		<p>and town centres in favour of short stay.</p> <p>42. Limited application of maximum parking standards</p> <p>43. Some integration of sustainable transport infrastructure improvements with planned developments (walking, cycling, bus priority and demand management)</p>
	Road Safety	Mobility Management Initiatives
Services	<p>44. Limited identification and promotion of Safer Routes to School</p> <p>45. Comprehensive advice service on road safety applications</p> <p>46. Comprehensive cycling and pedestrian skills training services</p>	<p>47. Development of School Travel Plans and workplace Travel Plans</p> <p>48. Limited Car Club implementations</p> <p>49. Some limited publicity for implementations/initiatives that encourage sustainable modes</p> <p>50. Some support for and promotion of walking, cycling and travel awareness initiatives</p> <p>Some increase in real terms in prices of publicly available car parking</p>
Information	<p>51. Comprehensive road safety education programme, including new and experienced driver improvement</p> <p>52. National and local road safety awareness campaigns and initiatives</p>	<p>53. Comprehensive promotion of concessionary travel cards for employees</p>
Infrastructure	<p>54. Comprehensive local safety schemes programme</p> <p>55. Some pedestrian and cycle crossing implementations aimed mainly at casualty reduction</p> <p>56. Limited "Home Zones" development</p> <p>57. Development of speed management programme in urban, rural and semi-rural areas including enforcement partnerships</p> <p>58. Some Safety Camera implementations in urban areas</p>	<p>59. Limited provision of cycle parking facilities at schools</p> <p>60. Limited implementation of infrastructure aimed at reducing barriers to mobility for disabled people</p> <p>61. Some direction of development towards brown-field sites in urban areas before green-field sites on margins</p>

Option 2 – Existing + policy instruments skewed towards constrained car demand

	Public Transport	Network (implementations/“improvements” and maint.)
Services	<ol style="list-style-type: none"> 1. High frequency bus services to/from park & ride sites on urban fringes and urban centres along radial routes 	<ol style="list-style-type: none"> 2. Widespread establishment of residents parking zones in urban areas 3. UTC systems optimised to manage demand during peak times and give pedestrians/cyclists greater priority 4. General reduction in supply of long-stay parking spaces
Information		<ol style="list-style-type: none"> 5. Comprehensive Variable Message Signs implementation encouraging parking in places outside of urban centres (14+)
Infrastructure	<ol style="list-style-type: none"> 6. Provision of limited number of satellite park & ride sites on fringes of some urban areas and at outlying railway stations 	<ol style="list-style-type: none"> 7. Some access to parts of urban areas restricted to through traffic movements 8. Many minor roads in network signed as ‘quiet lanes’ or 20 mph zones to restrict traffic usage 9. Tighter restrictions on car movements through heritage sites and tourist destinations 10. Usual presumption in favour of re-allocation of highway space in favour of cycling, walking and bus users whenever modifications are proposed (24, 25 revised) 11. New road building allowed for new access only or in cases of substantial environmental need (26+) 12. Comprehensive integration of sustainable transport infrastructure improvements with planned developments (walking, cycling, bus priority and demand management) (43+)

	Road Safety	Mobility Management Initiatives
Services		
Information		
Infrastructure	<p>13. Comprehensive speed management programme in urban, rural and semi-rural areas including enforcement partnerships (58+)</p> <p>14. Comprehensive Safety Camera implementations in urban areas and inter-urban routes (59+)</p> <p>15. Comprehensive physical speed restriction measures (traffic calming) in urban residential areas and gateway treatments where feasible at rural locations.</p>	<p>16. Decrease in supply and increase in pricing of public car parking</p> <p>17. General application of <u>maximum</u> parking standards</p> <p>18. Tighter restriction on development to brown-field sites in urban areas before green-field sites on margins (62+)</p>

Option 3 – Existing + policy instruments skewed towards encouraging use of sustainable modes

	Public Transport	Network (implementations/“improvements” and maintenance)
Services	<ol style="list-style-type: none"> 1. Support of commercially provided basic “core network” services and some inter-urban quality bus partnership routes (2+) 2. Some Demand Responsive Transport services (5+) 3. Some Community Transport services (6+) 4. Very accessible rail, bus and taxi service provision (7+) 5. High frequency, reliable, quality public transport services to all Airports (8+) 	
Information	<ol style="list-style-type: none"> 6. Comprehensive real-time information on bus routes (13+) 	<ol style="list-style-type: none"> 7. Comprehensive urban walking/cycling route signing (15+)
Infrastructure	<ol style="list-style-type: none"> 8. Some guided bus implementations together with some park and ride site provision (16+) 9. Some bus priority implementations including clearways, dedicated lanes and priority at signals (17+) 10. Comprehensive development of bus stops and passenger waiting facilities in urban and rural areas (20+) 11. Comprehensive provision of raised kerbs at bus stops for easier access to services (21+) 	<ol style="list-style-type: none"> 12. Very limited junction improvements that increase traffic capacity/flow rates (24-) 13. Comprehensive junction improvements allowing for easier cycle/pedestrian movements (25+) 14. No implementation of relief roads. Number of new link roads limited to those absolutely necessary to serve sustainable developments (26-) 15. Some High Occupancy Vehicle lane implementation (27+)
	Road Safety	Mobility Management Initiatives
Services		<ol style="list-style-type: none"> 16. Establishment of “Mobility Management” drop in facilities in larger urban centres

		<p>17. Some Car Club implementations (48+)</p> <p>18. Widespread publicity for implementations/initiatives that encourage sustainable modes (49+)</p> <p>19. Strong support for and promotion of walking, cycling and travel awareness initiatives (50+)</p> <p>20. High price increases, in real terms, of publicly available car parking (51+)</p>
Information		
Infrastructure	<p>21. Some “Home Zones” development (57+)</p> <p>22. Some pedestrian and cycle crossing implementations aimed at providing for desire lines on walking/cycling routes.</p>	<p>23. Comprehensive provision of cycle parking facilities at schools (60+)</p> <p>24. Comprehensive implementation of infrastructure aimed at reducing barriers to mobility for disabled people (61+)</p> <p>25. Strong direction of development towards brown-field sites in urban areas before green-field sites on margins (62+)</p>

Option 4 – Existing + policy instruments skewed towards unconstrained car demand

	Public Transport	Network (implementations/“improvements” and maintenance)
Services		<ol style="list-style-type: none"> 1. Liberalised parking controls in urban areas 2. UTC systems optimised to maximise flows during peak times and give vehicles greatest priority in urban areas (11+) 3. General increase in supply of long-stay parking spaces (41+)
Information		<ol style="list-style-type: none"> 4. Comprehensive Variable Message Signs implementations notifying availability of alternative routes and parking spaces in urban centres (14 revised)
Infrastructure	<ol style="list-style-type: none"> 5. Very limited bus priority implementations of clearways, dedicated lanes and priority at signals (17-) 	<ol style="list-style-type: none"> 6. Free traffic access to all parts of urban areas 7. Minimal use of speed restrictions below 20 mph on urban and rural roads 8. Liberal car movements through heritage sites and tourist destinations 9. Some limited integration of sustainable transport infrastructure improvements with planned developments (walking, cycling, bus priority and demand management) where absolutely necessary (43-) 10. Usual presumption to be in favour of re-allocation of highway space in favour of vehicle movements whenever junction modifications are proposed (24, 25 revised) 11. New road building allowed for predicted capacity requirements or other benefits as necessary (26 relaxed) 12. Increase in supply and decrease in pricing of public car parking (41 relaxed) 13. General application of <u>minimum</u> parking standards (more parking provision) (42 relaxed)

	Road Safety	Mobility Management Initiatives
Services		<p>14. School and Employer led take up of Travel Plans (47-)</p> <p>15. Very limited support for and promotion of walking, cycling and travel awareness initiatives (50-)</p>
Information		<p>16. Limited promotion of concessionary travel cards for employees (54-)</p>
Infrastructure		<p>17. School/Education led provision of cycle parking facilities (60-)</p> <p>18. More relaxed policy on the location of development (preference for brown-field sites less emphatic) (62-)</p>

Option 5 – Existing + policy instruments skewed towards targeted improvements to roads together with improvements for walking, cycling and public transport

	Public Transport	Network (implementations/“improvements” and maintenance)
Services	<ol style="list-style-type: none"> 1. Some Demand Responsive Transport services (5+). 2. Some Community Transport services (6+). 3. Support of commercially provided basic “core network” services and <u>some development</u> of inter-urban quality bus partnership routes (2+). 	
Information	<ol style="list-style-type: none"> 4. Real-time information on some radial bus routes in urban areas (13+) 	<ol style="list-style-type: none"> 5. Some Variable Message Sign implementation (14+) 6. Some urban walking/cycling route signing (15+)
Infrastructure	<ol style="list-style-type: none"> 7. Some guided bus implementations together with limited park and ride provision (16+) 8. Some bus priority implementations including clearways, dedicated lanes and priority at signals (17+) 9. Comprehensive provision of raised kerbs at bus stops for easier access to services (21+) 10. Comprehensive development of CCTV implementations at larger interchange points (22+) 	<ol style="list-style-type: none"> 11. Some development of ‘Intelligent Transport Systems’ to better manage existing transport networks in urban areas (11+). 12. Limited road improvements in main urban areas (and to a limited extent in other urban areas) targeted at congestion hot spots (24+). 13. Very limited improvements to strategic road network in main urban areas in support of land use plans 14. Moderate demand management measures in Leeds to complement Supertram aspirations 15. Limited High Occupancy Vehicle lane implementation (27+) 16. Some further development of Rights of Way network

		<p>including comprehensive signing improvements and minor improvements to infrastructure (28+)</p> <p>17. Limited increase in parking provision for powered two wheelers and permitted use of bus lanes in some urban areas.</p> <p>18. Comprehensive dropped kerb and tactile implementations at crossing points and on some walking routes (29+)</p> <p>19. Some further development of cycle networks and in main urban areas and targeted improvements in other centres and rural areas (30+)</p> <p>20. Some cycle parking provision in urban centres and at p.t. interchange points (31+)</p>
	Road Safety	Mobility Management Initiatives
Services	21. Some identification and promotion of Safer Routes to School (44+)	22. Sustained publicity campaign to ameliorate public image of public transport
Information		
Infrastructure	<p>23. Comprehensive local safety schemes programme with added emphasis on child casualty reduction (52+)</p> <p>24. Continued development of speed management programme and enforcement partnerships targeted on high accident risk settlements. (58+)</p> <p>25. Some new pedestrian and cycle crossing implementations aimed at providing for desire lines on walking/cycling routes</p>	<p>26. Some provision of cycle parking facilities at schools and other community facilities (60+)</p> <p>27. Some implementation of infrastructure aimed at reducing barriers to mobility for disabled people (61+)</p>