

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.

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 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.

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, Mickfield, Steeton and Silsden, New Pudsey, Horsforth,	Expansion of local rail park and ride provision, Mickfield/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.

