
DELIVERING ACCESSIBILITY

THE CHALLENGE

Delivering accessibility is about tackling the barriers that people, particularly those from disadvantaged groups and areas, face in accessing jobs and key services.

Accessibility planning should ensure that barriers to accessibility are identified and improvements made through better transport, working in partnership with delivery agents and delivering jobs and services where they are most needed.

The SEU's report *Making the Connections: Final Report on Transport and Social Exclusion* emphasised the role of better accessibility as a way of reducing social exclusion. The SEU identified several 'barriers' to accessibility which included the following:

- long travel times;
- remote location of facilities and services;
- poor quality and level of public transport services;
- not having enough confidence to travel (travel horizons);
- lack of physical accessibility; and
- affordability.

The DfT have developed accessibility mapping software, (Accession), and we have used this and our in-house mapping package (PTAM) to measure travel time accessibility in West Yorkshire. Our initial results show generally high levels of public transport accessibility (for example, 95% of pupils of primary school age in receipt of free school meals are within 30 minutes travel time of a primary school by public transport).

We believe that the challenges to be addressed by our accessibility strategy are to:

- maintain the existing high baseline levels of public transport accessibility;
- improve accessibility for those people, services and facilities which have poor accessibility;
- overcome a historical legacy of dispersed land use; and
- better understand local accessibility issues and priorities and through doing so, help to deliver local community strategies.

West Yorkshire is a large and diverse area which makes these challenges more difficult. Potential partners, service providers and stakeholders are numerous and vary within each sector and district authority area.

Accessibility planning takes place against a backdrop of changing economic, social and land use conditions. Although good progress has been made during the period of LTP1 there remains a legacy of aged infrastructure and public transport vehicles. In addition, the increasing cost of service provision presents a challenge to improving physical accessibility and maintaining affordability and network stability.

Our Strategy for delivering accessibility is summarised in this chapter and contained in full in Appendix C.

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WHERE WE ARE NOW

Many initiatives have already delivered better accessibility in LTP1. Specific examples include the following:

- working with Jobcentre Plus in Wakefield to provide free travel to job interviews and new jobs, funded by the Single Regeneration Budget;
- a Community Transport initiative in Wakefield, where regeneration funds were used in supporting the communities in the South East area of the District. This included a bus vehicle funded with LTP capital;
- better lighting and improvements to local neighbourhood paths in urban areas;
- addressing safety and security concerns through the delivery of Closed Circuit Television (CCTV) in bus and rail stations and CCTV-on-buses schemes, and by employing a team of Police Community Support Officers operating in bus stations across West Yorkshire;
- a rural minibus service for patients without transport to healthcare in Honley, Kirklees;

- physical accessibility improvements to rail stations on the Airedale and Wharfedale lines;
- introduction of new MetroConnect bus services to provide access to jobs, health care and other key services in parts of Leeds, Bradford, Wakefield and Calderdale;
- introduction of MyBus to carry children from home to school, along with a package of home to school measures including SAFEMark and School Plus ticketing products; and
- improvements to AccessBus, a dial-a-ride, door-to-door bus service for people who have difficulty using conventional public transport.

At the same time, core LTP1 activities such as expenditure on road maintenance, tendered public transport, schemes funded through Bus Challenge (including the innovative Leeds Buddying Scheme), travel planning initiatives, concessionary fares, information and cycling and walking schemes have helped to safeguard and extend existing accessibility levels.

Our accessibility strategy in LTP2 is an opportunity to apply 'lessons learned' from LTP1 and elsewhere more consistently, and on a wider scale, and to take into account the contribution of other local authority functions.

Accessibility planning is already used to inform and facilitate dialogue between public transport operators, developers and the district authorities when planning applications are submitted. Metro has also worked with the district authorities to produce technical guidance for new development and public transport (Appendix L).

The district authorities, as Planning Authorities, have begun the preparation of LDFs and accessibility planning is influencing the development of these documents (including core strategies and other Local Development Documents, Area Action Plans and Supplementary Planning Documents).

Accessibility planning needs to fit within the context of community strategies and the priorities of LSPs. Community strategies and related documents have been used to identify local issues and clear linkages have been made with accessibility planning. Existing partnership arrangements have been utilised to contribute to the accessibility planning process and identify areas for joint working

Accessibility mapping

Our mapping packages currently provide us with strategic information about travel time accessibility. Our performance against the DfT's national core indicators for accessibility shows that accessibility in

West Yorkshire is relatively high, as follows:

Access to school

- 98.1% and 99.8% of pupils of compulsory (primary) school age are within 15 and 30 minutes respectively of a primary school by bus; and
- 94.1% and 99.8% of pupils of compulsory (secondary) school age are within 20 and 40 minutes respectively of a secondary school by bus.

Access to further education

- 84.6% and 99.8% of 16-19 year olds are within 30 minutes and 60 minutes respectively of a further education establishment by bus.

Access to work

- 98.1% and 99.8% of people of working age (16-74) are within 20 minutes and 40 minutes respectively of a workplace by bus; and
- 99.2% and 99.9% of people in receipt of Jobseekers' allowance are within 20 minutes and 40 minutes respectively of a workplace (workplace is a SOA with more than 499 jobs) by bus.

Access to hospitals

- 85.2% and 99.7% of households are within 30 minutes and 60 minutes respectively of a hospital by bus

- 89.5% and 99.7% of households without a car are within 30 minutes and 60 minutes respectively of a hospital by bus.

Access to General Practitioners (GPs)

- 96.4% and 99.7% of households are within 15 minutes and 30 minutes respectively of a GP by bus; and
- 98.4% and 99.9% of households without a car are within 15 minutes and 30 minutes respectively of a GP by bus.

The accessibility maps that we have produced in relation to the core indicators suggest areas for further investigation. For example Figure 2.3 shows that 33% of the population in Calderdale is not within 30 minutes of a hospital by bus. Figure 2.4 highlights that 28% of the population in Wakefield is not within 30 minutes of a further education establishment by bus; the mapping work has shown that this is a particular problem in south east Wakefield.

Additionally, a number of major employment sites across West Yorkshire have limited accessibility, an example being Aire Valley, Leeds. Here, for example, a Metro Connect Service has already been introduced.

Our mapping capability has been further developed to provide us with indicators and maps that include journey times by other modes of travel e.g. walking and cycling.

We also intend to investigate the feasibility of incorporating journey cost into the mapping process.

The DfT's core indicators relate to travel time accessibility. For some people, public transport travel time may not be the greatest barrier to accessibility, for example:

- punctuality and reliability were identified as a top priority in public consultation;
- market research also identified personal safety and security as a key area for concern;
- people with disabilities may consider the biggest barriers to accessibility to be physical obstacles; and
- the nearest facility may not be the most suitable facility i.e. parents may place educational quality above ease of access.

The mapping process provides a strategic tool to inform our accessibility analysis; it provides an overall picture of accessibility and has been a starting point for discussions with partner organisations.

Developing our Accessibility Strategy

Our Accessibility Strategy has been informed by a process of awareness-raising and collation of local evidence. We have undertaken local accessibility assessments, including further mapping

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work, data gathering and analysis and understanding of local policies, strategies and priorities, and have worked with partners to identify local issues and potential solutions.

Awareness raising

During the preparation of LTP2 we have engaged with a range of stakeholders in order to raise awareness of accessibility planning. Other public sector services have received DfT guidance on accessibility planning and we have sought to involve them in this process. Activities undertaken to date include:

- an information seminar for land use planners within a district authority;
- two initial awareness raising accessibility planning seminars in West Yorkshire, giving examples of 'best practice' and local case studies;
- consultation with stakeholders and public sector partners on accessibility issues which has raised the profile of accessibility planning; and
- organising two national Beacon Conferences on accessibility planning. These conferences were designed to facilitate information sharing between practitioners and were very well received.

Local assessments: accessibility mapping

The accessibility mapping which informed our initial work has also been used to present information to stakeholders and partners. We have also used this information to advise planning officers about the accessibility of new developments.

Local assessments: issue identification with partners

We have consulted with key partners and representatives of service user groups across the districts to identify accessibility issues and priorities. We have identified issues which are specific to certain services and destinations; issues which are relevant to specific groups of people; and issues which affect access to all services.

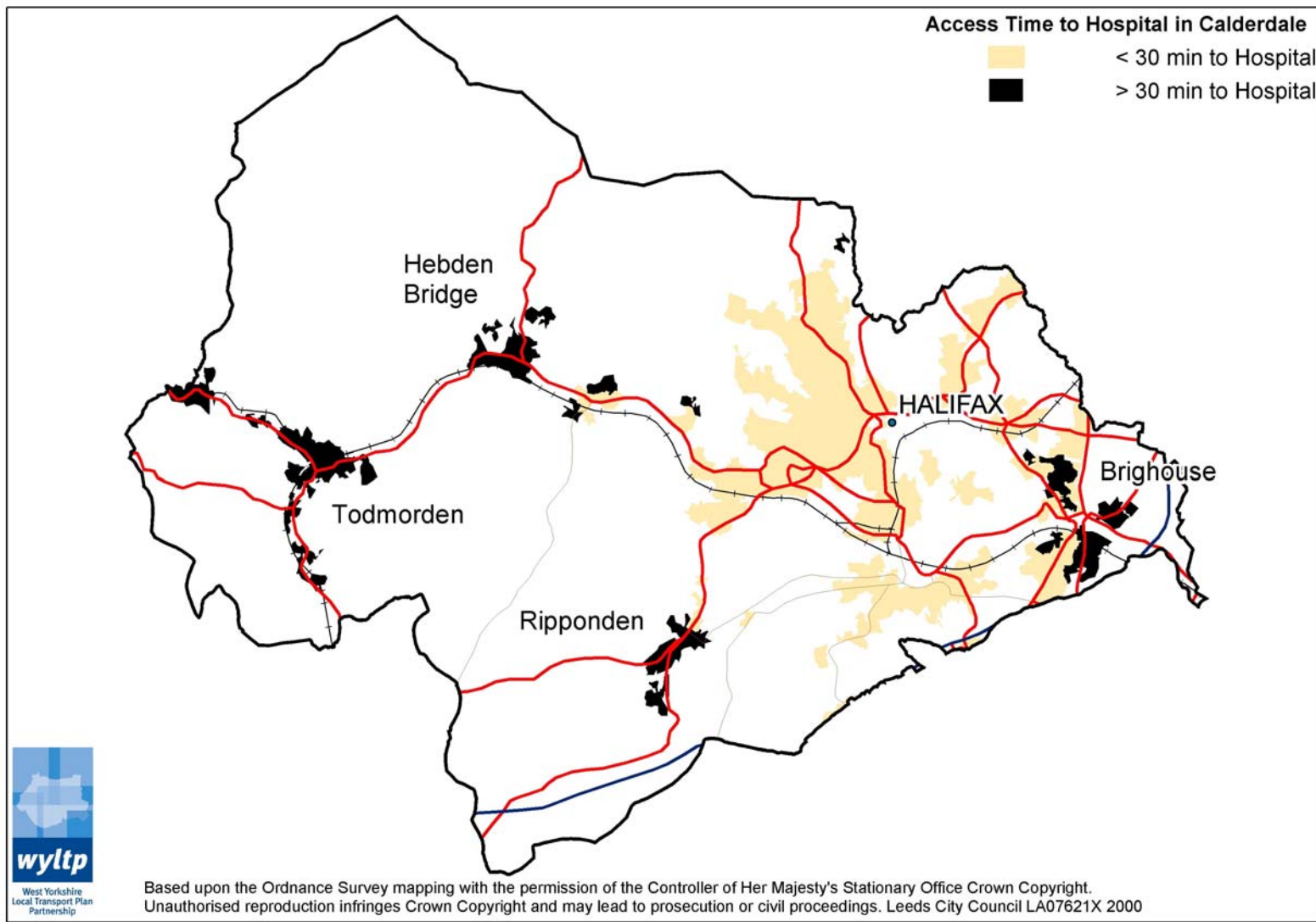
We have used this information to form part of our local accessibility assessments.

Key issues arising from local assessments included:

- changes in the way health services are being delivered across West Yorkshire, and the need to influence and involve stakeholders to ensure accessibility is fully considered in the process;
- limited public transport access to employment sites located near motorways and some new employment development sites;

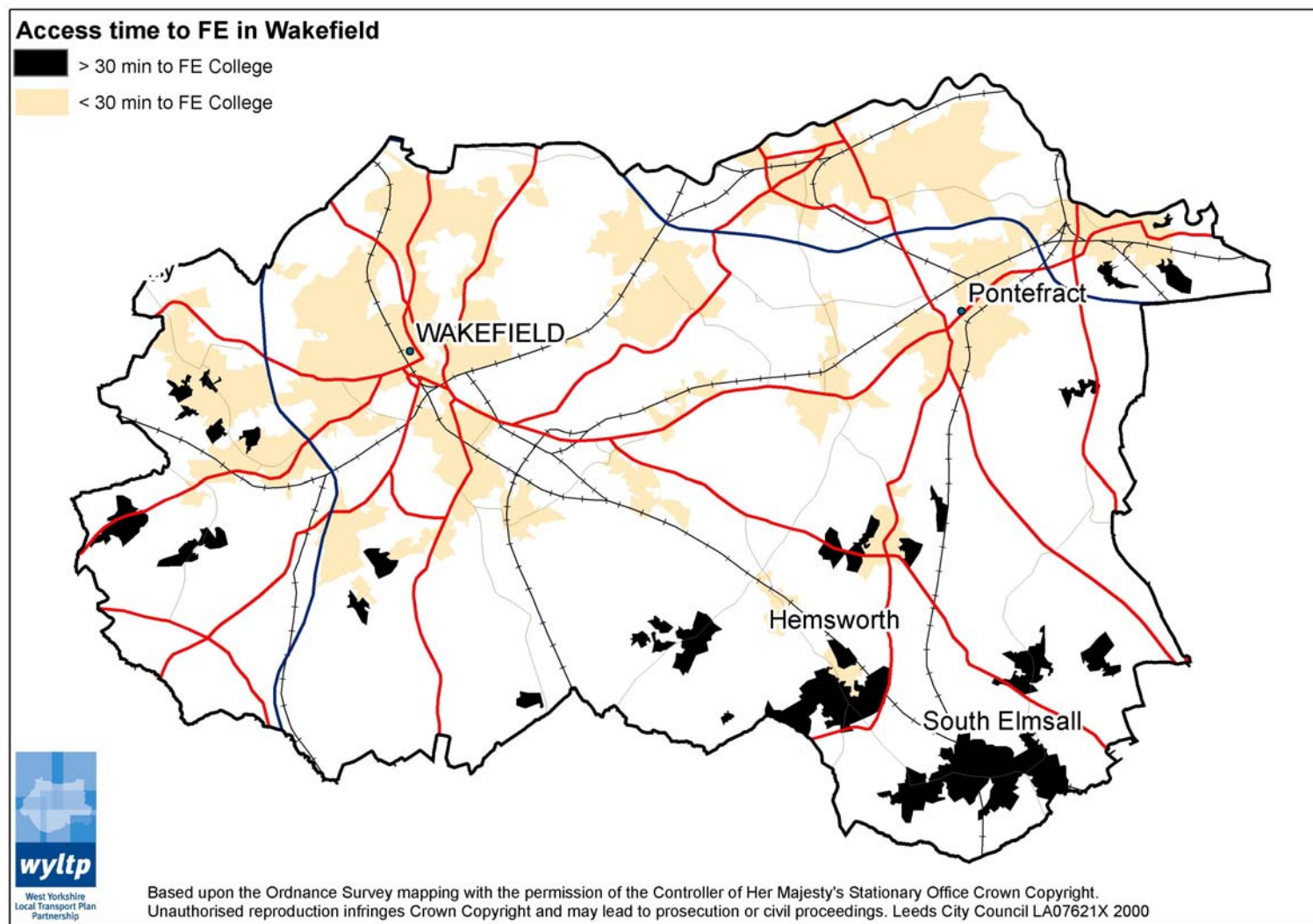
- limited travel horizons for travel to employment and further education, and in some cases, to health services;
- travel cost barriers for job seekers;
- barriers to public transport use for older people, people with disabilities and people with learning difficulties;
- access to local services, largely for rural communities;
- hospital and GP appointments being made for older people at times when concessionary fares are not available;
- excessive public transport travel times to employment and services in certain areas; and
- poor quality pavement and street environments for pedestrians (Figure 2.5 shows some of the concerns local schoolchildren have when asked to take pictures of their journey to school).

Figure 2.3: Access to hospitals by bus, Calderdale



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Figure 2.4: Access to further education by bus, Wakefield



Consultation

During consultation for LTP2 with stakeholders, including LSPs, the three main priorities that emerged were:

- difficulty getting to facilities and services;
- lack of security; and
- congestion.

When asked what the preferred solutions were, the following three items were the most frequent suggestions made by stakeholders and LSPs:

- promotion and awareness of services
- improved security
- dedicated facilities.

These priorities suggest a need for more revenue funded measures, not necessarily LTP2 capital funded measures.

Prioritisation

Issues have been prioritised according to need and opportunity. We have also taken into account partners' policies, objectives and timescales and fit with the broader local context (e.g. community strategy priorities). The availability of partners and resources to deliver within the agreed timescales has also informed the process. The Action Plan in Appendix C contains further details.

Figure 2.5: Children's views of problems on their journey to school



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WHERE WE WANT TO BE

Our objectives for accessibility reflect where we want to be. They are:

- **To maintain and improve access to jobs, education and other key services for everyone; and**
 - To improve accessibility for those people, services and facilities which have poor accessibility.
 - To broaden travel horizons and improve access to information.
 - To encourage planning for accessibility.

We want to address the existing accessibility issues identified in the Action Plan and achieve a greater understanding of the issues we have identified and investigate these in more detail.

We recognise the need to continue to raise awareness of accessibility planning and to continue to engage with others in order to increase our knowledge of local issues.

We want to ensure that accessibility is embedded in policy and decision making processes in order to avoid future accessibility problems. For example ensuring that accessibility criteria and RSS accessibility standards are included in our LDFs and that accessibility criteria are

considered when reviewing public transport tendered services. We also want to influence the location decisions of our partners.

Our mapping packages enable us to plot a visual representation of the accessibility implications of land use and location decisions which will help to encourage partners to consider the accessibility implications of their organisational decisions. It is equally important to identify and promote the benefits to organisations of achieving good accessibility. For example, the Honley Surgery minibus has contributed towards:

- meeting National Health Service (NHS) access targets;
- benefits in doctors' time saved outweighing the running costs of the scheme; and
- financial savings being re-invested in new cardio-vascular facilities.

Our Accessibility Strategy is an opportunity to ensure that our existing and new activities have a sound evidence base and draw upon a more rigorous analysis of problems and priorities. In this way, value for money can be maximised.

WHAT WE ARE GOING TO DO IN LTP2

Action Plan

The full Accessibility Strategy is contained in Appendix C. The Strategy contains a detailed Action Plan, which sets out how we will address issues that have been raised during our work to date.

The Action Plan is not an exhaustive list of accessibility issues in West Yorkshire. Over the period of LTP2 we will continue to engage with stakeholders to identify additional priorities.

Delivery of the actions already identified in the Action Plan will require on-going partnership working. Where appropriate we will consult with service users and community groups to develop solutions.

We will also work with operators in reviewing networks and encourage them to invest in modern, physically accessible vehicles. Communities are able to run small-scale passenger transport operations to support and complement the commercial network. Community Transport will be actively encouraged and supported by the Partnership.

Initial work has identified that there are areas which require more investigation in order to fully understand the nature of the problem. For example low take up of further education in South East Wakefield

is a particular problem; further analysis is required to understand the cause of this.

The Action Plan details activities that will commence in the first year of LTP2. The Plan will be updated annually to reflect progress and emerging priorities.

Applying accessibility analysis

Accessibility mapping is already used for a range of purposes across West Yorkshire. Recent work has highlighted more areas to which it can be applied in order to improve our service delivery and influence the decisions of partners.

Accessibility analysis is regularly used in travel planning work and has been used to provide information to businesses in relation to recruitment catchment areas and the public transport accessibility of specific sites.

Accessibility planning is already influencing the development of LDFs across the district authority areas and will continue to influence this process. Accessibility data is currently used to assist the planning process; maps have been used to highlight issues relating to specific planning applications.

We will be engaging with partners at a strategic level to ensure that accessibility is given full consideration in future policy development and service delivery. For example potential accessibility issues have been highlighted relating to proposed

service reconfiguration within the Kirklees and Calderdale NHS Trust.

The wider availability of accessibility mapping tools will enable accessibility planning to inform other LTP strategies and schemes. For example accessibility mapping and local involvement will be used to inform a rolling programme of bus network review across West Yorkshire, in order to refine the current network and to achieve improved accessibility for socially disadvantaged groups.

Accessibility data is being used to inform the development of a proposal to improve pedestrian access to Leeds city centre.

Strategy elements

The individual elements of our strategy reflect the wider context of accessibility. These are to:

- A1 Improve physical accessibility by making public transport more accessible, and by improving the continuity and signage of cycle and walk routes;
- A2 Maintain and improve road, pavement and Rights Of Way (ROWs) conditions for pedestrians, cyclists, vehicle and freight users;
- A3 Minimise road weight and width restrictions;
- A4 Maintain and develop public transport networks through our bus and rail

strategies (see also our strategy for Tackling Congestion);

- A5 Maintain and enhance concessionary fare schemes and address cost barriers for job-seekers;
- A6 Raise awareness of public transport and improve and target information and marketing;
- A7 Embed accessibility in other strategies such as LDFs, health, education, social services and leisure strategies.

Sources of funding

To support the strategy elements, we will need to use revenue funding as well as LTP2 capital funding. We will also need to continue to use other funding sources (described in Part 3 “Strategy Delivery”).

For example, a project is currently being developed through the Yorkshire Forward Sub-Regional Investment Plan for two projects supporting travel for work purposes and for Community Transport (West Yorkshire Travel for Work and West Yorkshire Community Connect). They will help to deliver the accessibility improvements outlined in the Action Plan.

We will also seek to reduce the cost of delivering better accessibility through procurement savings following on from the the ‘Gershon’ report *Releasing Resources for the Frontline: Independent Review of Public Sector Efficiency* and working with

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the supplier market, for example supporting methods and suppliers that may be able to offer better value for money in the community transport and taxi sectors. We will work with the North West Centre of Excellence in achieving efficiencies during LTP2.

Targets

We recognise the importance of setting outcome based targets to deliver accessibility improvements. The work to date has identified a range of issues which require further investigation before we are able to set meaningful targets. For example in Aire Valley, Leeds we could currently set a journey time based target for travel to employment sites in this area, but this would not reflect fully the work being done to deliver skills and training in the target areas. We anticipate being able to set a target to reduce unemployment in areas adjacent to Aire Valley Leeds in future Annual Progress Reports (APRs).

The Action Plan details the range of issues identified and similarly we expect to be able to set outcome targets for the majority of these during the period of LTP2.

There is a requirement in LTP2 to set at least one accessibility target.

Through consultation and mapping our analysis of accessibility issues has identified that the proposed reconfiguration of health services across West Yorkshire is

a key priority. Currently 85% of households are within 30 minutes of a hospital by public transport. For households without access to a car the figure is 89.5%.

The Action Plan refers to partnership working with the health authorities so that the reorganisation of health services does not have a negative impact on accessibility. We therefore propose a target to ensure that these levels of accessibility do not decline.

A full explanation of the target is contained in Appendix F.

OTHER ACCESSIBILITY ISSUES

The following strategic areas also fall into the category of delivering accessibility in West Yorkshire.

Taxis and Private Hire Vehicles (PHVs)

The flexibility of taxis (Hackney Carriages) and PHVs means that they can fulfil an important role within an integrated public transport service. This is particularly the case where a conventional bus service does not offer a value for money solution and taxis can be used to increase accessibility.

Examples of where taxis can play a role providing rural area services include the recently introduced Pennine Taxibus, some aspects of home-to-schools transport, door-to-door services for disabled people and services to destinations that would be inaccessible to larger vehicles.

We will work to further integrate taxis and PHVs into the overall public transport system by:

- using the licensing system to ensure the provision of safe, reliable taxis and PHVs and a supply of taxis, operating throughout each licensing authority area, that continues to match closely the demand;
- encouraging a higher proportion of accessible taxis;

- through the bus strategy and Yorkshire Bus Initiative (YBI), developing the use of taxis and feeder services into the core bus and rail networks;
- encouraging more formalised arrangements for taxi sharing, particularly to/from commuter rail stations (e.g. by establishing a pilot);
- encouraging higher standards of driver training through the licensing system
- considering the opportunities for through ticketing (between taxis and other modes of public transport);
- improving safety and security (e.g. by promoting the use of CCTV in taxis and making registered PHVs more easily identifiable and by working in partnership with the police and operators to improve safety in town centres at night time); and
- further improving the provision of taxi information at interchanges and in timetables.

Further information on our licensing policies for taxis and PHVs is contained in Appendix G.

Freight access

The economic prosperity of West Yorkshire depends on the effective operation of supply chains carrying goods to, from and through the county. Some of these supply chains are linked to the European Union

(EU) and often stretch as far as the other side of the world.

The great majority of freight in West Yorkshire is carried by road, particularly on the strategic routes (M1, M62 and A1). These routes are congested at peak times and this causes delays for those hauling or expecting deliveries of road borne freight. A challenge of a quite different kind is created by Heavy Goods Vehicles (HGVs) travelling on unsuitable routes in the county. This can have detrimental environmental impacts, including damage to structures or disturbance to local communities.

The difficulties caused by increasing road borne freight have led to proposals to transfer freight carrying to rail or water. These modes are currently under-utilised and the reasons for this are mainly related to their operational costs relative to road haulage. Accepting this, there may be areas where rail and water freight represent viable options, for example, in the carrying of bulk materials, aggregates and large volumes of non-perishable goods.

The success of the alternatives to road borne freight often depends also on the availability of inter-modal transfer facilities. These must exist on the ground to provide for the last road-based link in the delivery supply chain.

Another challenge to rail freight is represented by the current situation for UK railways. Given the difficulties presently being created by cost inflation in some parts of the rail industry, the promotion of rail freight as a relative priority has suffered. For example, the availability of Freight Facility Grants for investment in the wider provision of facilities for inter-modal transfer has been suspended.

There may be some scope for growth in the tonnage of water borne freight. There are already significant amounts being carried on the Aire & Calder Navigation in Wakefield and Leeds. The availability of suitable wharves for inter-modal transfer to road or rail is a constraint to the growth of water borne freight on more of the waterways in West Yorkshire.

Developing freight in LTP2

During the course of LTP1 there were a small number of initiatives, progressed on a piece-meal basis, that have helped with minor, generally local, freight issues. For LTP2 the need for a more strategic approach to the challenges facing freight was identified. The West Yorkshire Freight Study (2003) has been completed with stakeholder participation from the district authorities, businesses and the local community. The suggestions from the consultation were evaluated in terms of deliverability. The study recommended a programme of freight work to be progressed during the life-time of LTP2.

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The success of the recommended initiatives is dependent upon a high degree of co-operation and commitment from all of the prospective partners involved.

A more comprehensive study of freight in the region has since been completed at a regional level. This comprehensive work provides a valuable broader context for the sub-regional West Yorkshire study to 'nest' within. The consideration of any likely freight initiatives in West Yorkshire will benefit from linking into an understanding of freight within a broader strategic area. For this reason many of the LTP2 freight initiatives are only likely to be progressed effectively if they are part of a region-wide approach.

Improved arrangements for freight access to West Yorkshire will support and foster sustainable economic growth. The Partnership therefore views freight as a key part of our transport and economic responsibilities. To improve freight a number of initiatives have been evaluated and proposed for LTP2. They are designed to complement the recently launched freight strategy for the Yorkshire & Humber Region that will be incorporated in the RSS.

Better management of freight in West Yorkshire requires partnership working with infrastructure providers' Network Rail, British Waterways and the HA. The

environmental impacts of freight movement on local communities are a very real issue. Initiatives for improving freight will also be subject to consultation with the local communities likely to be affected by them.

Strategic initiatives for freight access improvements are listed below. They are categorised into West Yorkshire- and District specific-initiatives. Many of the initiatives will be progressed more effectively as part of a regional freight strategy, parts of which will be delivered over the same time period as LTP2.

West Yorkshire wide freight initiatives

- a database for freight information including up to date route information for goods vehicles,
- commercial vehicle priority, where feasible and warranted;
- a framework for preferred lorry routes to be progressed at Regional level with co-operation of the Partnership
- more and consistent goods vehicle specific signing throughout West Yorkshire; and
- a review of driver rest and lorry parking facilities in West Yorkshire.

District Authority Specific Freight Initiatives

- Support for rail and water freight inter-modal facilities. District authorities will

provide practical assistance with access and egress measures, and support the planning process for new terminals or services.

- The implementation of route restrictions where HGVs are proving to be the cause of ongoing community disruption or road safety problems.
- The Partnership will work with the HA to make sure that data about traffic conditions is made available to all road users.
- District Authorities will endeavour to lead by example in innovation, best environmental practice and efficient performance of vehicle fleets.
- Reviews of goods vehicle delivery conditions in city/town centres will be carried out. The aim will be to improve the co-ordination of deliveries and lessen or mitigate any environmental impacts.
- Ensure road safety issues involving HGVs are given sufficient recognition in the delivery of road safety education programmes and the design of new developments/infrastructure.

Coach access

Coaches make a significant contribution to local economies and reduce the number of journeys made by car.

Over £1.4 billion is spent in the UK every year on coach holidays and day trips.

Provision of places to set down and pick up passengers close to city and town centres, along with improved access, are important to encourage greater coach use and hence reduce congestion. Coaches, after setting down, can be directed to out of town coach parks to await the return journey. The current facilities for coaches vary greatly between locations.

During the period of LTP2 we will seek to:

- identify the current number and level of facilities available for coaches in major towns and cities in West Yorkshire;
- support the provision of a designated setting down and picking up point in every major town and city centre in West Yorkshire with:
 - covered facilities and seating (as a significant proportion of coach travellers are elderly and/or disabled); and
 - information for drivers on the provision and location of long stay coach parks.
- Encourage the use of bus priority schemes by coaches.

Surface access to Leeds Bradford International Airport

LBIA plays a vital role in the economy of the Yorkshire and Humber region, being important in supporting commerce and tourism, providing employment and acting as a gateway for a growing number of inward tourists and business visitors to the region. Recent growth indicates that a strong market for air transport presently exists within the Region. LBIA's economic and social contributions are highlighted in the draft RSS.

LBIA's future role within the Region is clear. It will contribute to supporting the growing business and leisure markets for short and medium haul flights to and from Europe, in addition to the charter holiday market. *The Future of Air Transport White Paper* states that;

“Responsibility for bringing forward proposals and securing funding lies with the airport operators, working closely with the DfT, HA and regional and local bodies”.

By improving surface access to LBIA the potential for leakage to other Airports is reduced together with longer, potentially unsustainable surface journeys to other airports.

As part of the *Leeds Bradford International Airport Masterplan 2005-2016* a revised Surface Access Strategy (SAS) has been developed by the airport, with an overarching aim “to connect the Airport to

its hinterland by the full range of transport modes, allowing for sustainable development within the locality which contributes to the Regional economy and delivers the RSS.”

The revised SAS proposes a range of key transport interventions over the next 10 – 15 years that would support the sustainable growth of the LBIA and offer real choices to passengers and staff across the range of transport modes. The proposed connections include a new rail link that not only serves the LBIA but also provides opportunities for complementary development and possible park and ride facilities into the centres of Leeds and Bradford. Enhanced links to the national and regional road network, such as the proposal for a new highway link to LBIA from the Leeds Outer Ring Road are also under consideration. The Partnership will continue to work with the Airport to develop the SAS.

Surface access to other airports

The RTS states that maintaining and improving access to all airports serving the region is important. During the period of LTP2 we will investigate, consistent with RTS, improved surface access (across all modes).

The market for UK air travel is fiercely competitive. Choice within this market is mainly driven by cheaper air fares, which means that there is a significant proportion

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of surface travel to and from airports outside of both West Yorkshire and the Yorkshire & Humber Region. For example, almost three-quarters of all Yorkshire & Humber air travellers depart from airports based outside of the Region. Almost half of the Region's passengers take off from Manchester International Airport.

Humberside and East Midlands Airports are other relatively long established alternatives for West Yorkshire's air passengers and a growing number of trips from the county are now also made to the recently opened Robin Hood Airport, near Doncaster.

In common with LBIA these airports generate their own surface access travel issues and have respective SASs at various stages of revision and completion. Some of the issues within the strategies are also recognised at Regional and National scale, for example, Manchester Airport's surface access requirements are highlighted in the *Moving Forward: The Northern Way* strategy.

During the LTP2 period relevant issues within the SASs of the other airports serving significant numbers of passengers from West Yorkshire will be acted upon wherever possible. For example Wakefield will consider issues around creating better transport links to and from the nearby Robin Hood Airport at Finningley, near

Doncaster. This work will further the aim to act on regional and cross boundary transport issues in LTP2.