

## 6 ENABLING ACTIONS AND DELIVERY LEVERS

The general approach to tackling congestion across West Yorkshire is given in the Local Transport Plan. This is summarised in section 6.1.

Progress on West Yorkshire Wide initiatives is given in section 6.2. The approach being undertaken in relation to the individual corridors being monitored is given in sections 6.3 to 6.7 and in the Appendices. Costs of interventions have been provided where known. Some costs are being met by developers and other costs are not yet known because of the preliminary nature of some of the proposals.

There are a number of issues and initiatives that will have an impact on the demand for travel to/from and through the city/town centres, which will impact on the monitored corridors, whilst not being directly associated with these corridors. These are described at the beginning of each section.

Tackling congestion is not seen as purely a 5 year action. It is very much a long term process that will need to continue for many years. A number of the corridor specific interventions that are described below (and in the trajectories in the appendices) will have an impact towards the end of the 2010/11 period of the LTP and this Delivery Plan. Some interventions may have their most significant impact after 2010/11. The nature of many of these longer term interventions is such that it is not realistic to accelerate their introduction.

When setting the West Yorkshire congestion target the timescales for implementation and effectiveness were taken into account and the target set accordingly.

The longer term interventions have been included in the delivery plan because they will have an impact on the target (even if small) and also to show the extent of the work that is being undertaken to tackle congestion.

### 6.1 LTP approach

The LTP core strategy approaches to address the effects of congestion are:

- C1 Encourage modal switch to public transport
- C2 Manage the demand for travel
- C3 Make the best use of existing capacity
- C4 Improve the highway network
- C5 Encourage more cycling and walking
- C6 Promote Smarter Choices in travel
- C7 Promote sustainable land use planning policies and practices

The contents of these 7 approaches are summarised below and can be found in more detail in the LTP2 document (pages 77-82). They form a basket of potential actions that will be implemented as appropriate according to local conditions across West Yorkshire and not just in relation to the corridors being monitored.

#### 6.1.1 C1 Encourage mode switch to public transport

- West Yorkshire's Bus Strategy
- The Yorkshire Bus Initiative
- Improving bus service performance
  - Real Time Passenger Information (RTPI)
  - West Yorkshire Transport Education and Skills Alliance (WYTESA)

- Punctuality Improvement Partnerships (PIPS)
- The Rail Strategy
- The public transport ticketing and information strategies
- Travel to school by bus
- Park and Ride

### **6.1.2 C2 Manage the demand for travel**

Demand management to encourage mode switch to public transport, walking and cycling and to deter inefficient use of the road network.

#### Car parking

- continuing to reduce the number of long stay spaces;
- preference given to short stay over long stay parking;
- extending control zones outwards;
- the price of parking particularly long stay parking, will be raised in real terms;
- on street parking subject to charging,
- residents' parking zones;
- de-criminalisation of parking offences;
- maximum guidelines to the number of parking spaces at new developments;
- overall reductions in parking provision in main town centres; and
- ensuring appropriate parking standards are included in the LDFs.

#### Other charging mechanisms

- Over the course of LTP2 research work will be undertaken to develop a better understanding of the circumstances under which bolder demand management measures would improve economic performance.

#### Reallocation of road space

- Implement the most appropriate form of road space allocation on a local basis, to maximise vehicle or person throughput;
- HOV lanes, no-car lanes and/or gates; and
- Urban Traffic Management and Control (UTMC) and queue relocation.

### **6.1.3 C3 Making the best use of existing capacity**

- Network Management;
- day-to-day Network Management, including UTMC, to more actively manage traffic;
- provision of information; and
- making best use of existing road space (see also C2)

### **6.1.4 C4 Improve the highway network**

- Improve reliability of public transport and make better use of highway capacity such as signal priority for buses and additional bus/HOV lanes;

- selective road widening and junction improvements to alleviate serious traffic bottlenecks will continue to be implemented where appropriate; and
- maintenance regimes such as road surface improvements including the maintenance of off-road cycleways and footpath networks

#### **6.1.5 C5 Encourage more walking and cycling**

- Completion of the strategic cycling network;
- the development of the walking strategy and stakeholder engagement with schools, Primary Care Trusts and community groups;
- cycle lanes with Advanced Stop Lines where appropriate;
- new on and off highway cycle routes;
- signing of quieter alternative routes for cyclists;
- cycle parking facilities;
- encouraging employers to provide shower and changing facilities;
- direction signing of paths;
- linking city centres by foot to inner residential areas; and
- promotion of the use of RoWs as a viable alternative for short journeys, such as to work or for shopping and particularly to complement our Safer Routes to School programmes. Each of the District Council completed a Public Rights of Way Improvement Plan in November 2008 which identifies investment and maintenance priorities to ensure that RoWs are fit for purpose.

#### **6.1.6 C6 Promote smarter choices in travel**

- increase the number of work place travel plans including the expansion and development of the West Yorkshire Travel Plan Network;
- implement a Travel for Work project;
- implement the authority's in-house travel plans;
- increase the number of school travel plans;
- promote travel awareness;
- introduce pilot 'personalised travel planning' schemes at selected major developments;
- encourage dedicated parking spaces at workplaces for car sharers;
- develop car club schemes to promote car-pooling; and
- provide on-line car-sharing schemes for employers and employees (now available at [www.wycarshare.com](http://www.wycarshare.com))

#### **6.1.7 C7 Promote sustainable land use planning policies and practices**

- Control over the location and scale of developments near congestion hot spots;
- requirements for developers to provide or improve cycle and walking facilities;
- parking standards that discourage car use, combined with public transport improvements if necessary;
- requirements for developers to fund network improvements (road and public transport); and

- requirements for developers to fund sustainable transport 'soft' measures

## 6.2 West Yorkshire wide initiatives

### 6.2.1 Studies and developments

Since the production of LTP2 there has been noticeable progress made on a number of congestion related initiatives:

- Performance Improvement Partnerships have been established mainly to improve punctuality of buses.
- A study into road space reallocation has been undertaken and pilot schemes for a range of different schemes are now being considered.
- Yorkshire Traffic Managers Group is developing processes for coordination of works, a road hierarchy and other elements required by the Traffic Management Act.
- There have been improvements to the way we work with bus operators including the setting up of new Bus Partnership Groups (both WY and District based).
- Leeds and Metro have secured DfT support for TIF pump priming research to understand the scale, distribution, impacts and possible solutions to congestion in Leeds. This research includes;
  - a comprehensive set of transport and traffic data collection surveys;
  - the development of a set of models (a strategic transport model, a multi-modal transport assignment/demand model, a bus financial performance model and an economic impact model);
  - consultation with the public, business, operators and others stakeholders to understand current issues and the acceptability of different solutions; and
  - the development of a range of solutions based around demand management

The current programme is for the suite of models to be ready in summer 2009, and for a TIF business case submission to be made to DfT in summer 2010.

### 6.2.2. Leeds City Region Transport Vision

The development of the City Region Transport Vision has identified the need to deliver significant transport interventions to support the economic growth strategy. Interventions identified include a bus-based alternative to Leeds Supertram, some further highway schemes, introduction of a tram-train network, further heavy rail electrification and rolling stock improvements as well as a supporting network of high quality bus services and interchanges.

Work is currently underway to develop appropriate funding packages and business cases for these schemes. Whilst the urban congestion delivery plan does not assume that funding will be available for these schemes (except where already committed), it is expected that some of the short-term schemes will be developed and/or introduced during the life of the plan.

### 6.2.3 Metro, West Yorkshire PTE

Encouraging more people to switch to public transport is a key way of reducing congestion.

The West Yorkshire Bus strategy has been developed as part of LTP2 and contains measures to encourage mode switch to bus services by making bus services more attractive. The Bus Strategy envisages a more radical approach towards delivering higher quality bus services, with an emphasis on service delivery. The desired outputs include:

- improved punctuality and performance;
- simplified ticketing, fares and routes to reduce boarding time delays;

- improved networks;
- greater service stability;
- better customer service; and
- higher fleet investment and quality standards.

Metro's rail strategy, RailPlan 6, has been developed as part of LTP2. It contains measures to encourage mode switch to rail by making rail services more attractive, including additional peak capacity, providing better access to and at rail stations, improving integration at rail stations and improving the quality of facilities and trains.

Metro's market research has identified the complexity of the current public transport system as a major barrier to greater usage. The ticketing strategy seeks to improve and simplify ticketing products and offer a properly integrated solution. An Information Strategy has also been developed as part of LTP2 which seeks to make public transport information easy to use, easy to get and easy to understand and ensure that lack of information is not a barrier to the use of public transport.

In addition to the corridor specific schemes described below Metro is improving the attractiveness of public transport by carrying out a range of generic improvements. These measures are shown in Table 6.1.

Table 6.2 describes the progress to date of these measures as of February 2010.