

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.

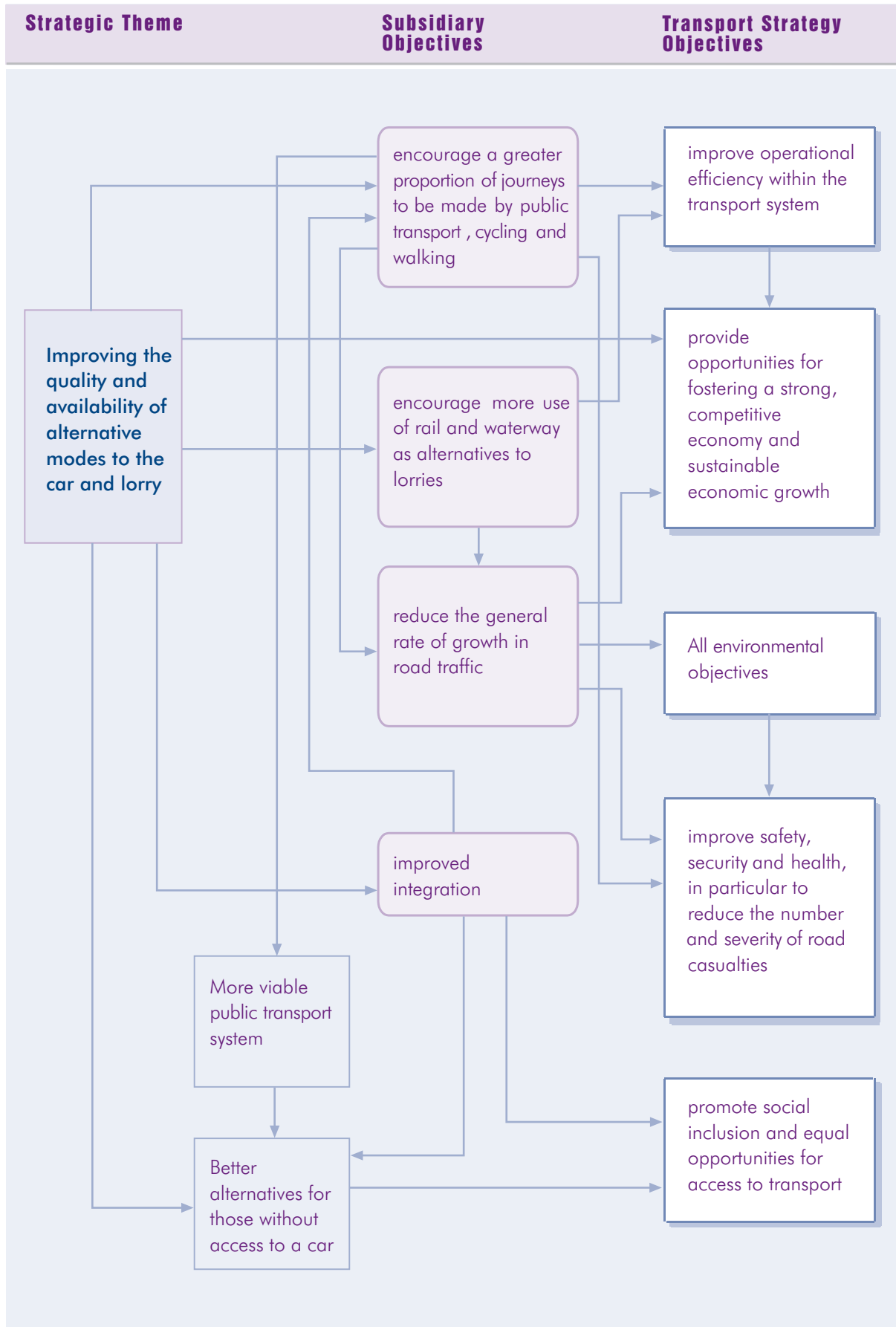


Figure 6.1 Causal Chain - Improving the Quality and Availability of Alternative Modes to the Car and Lorry

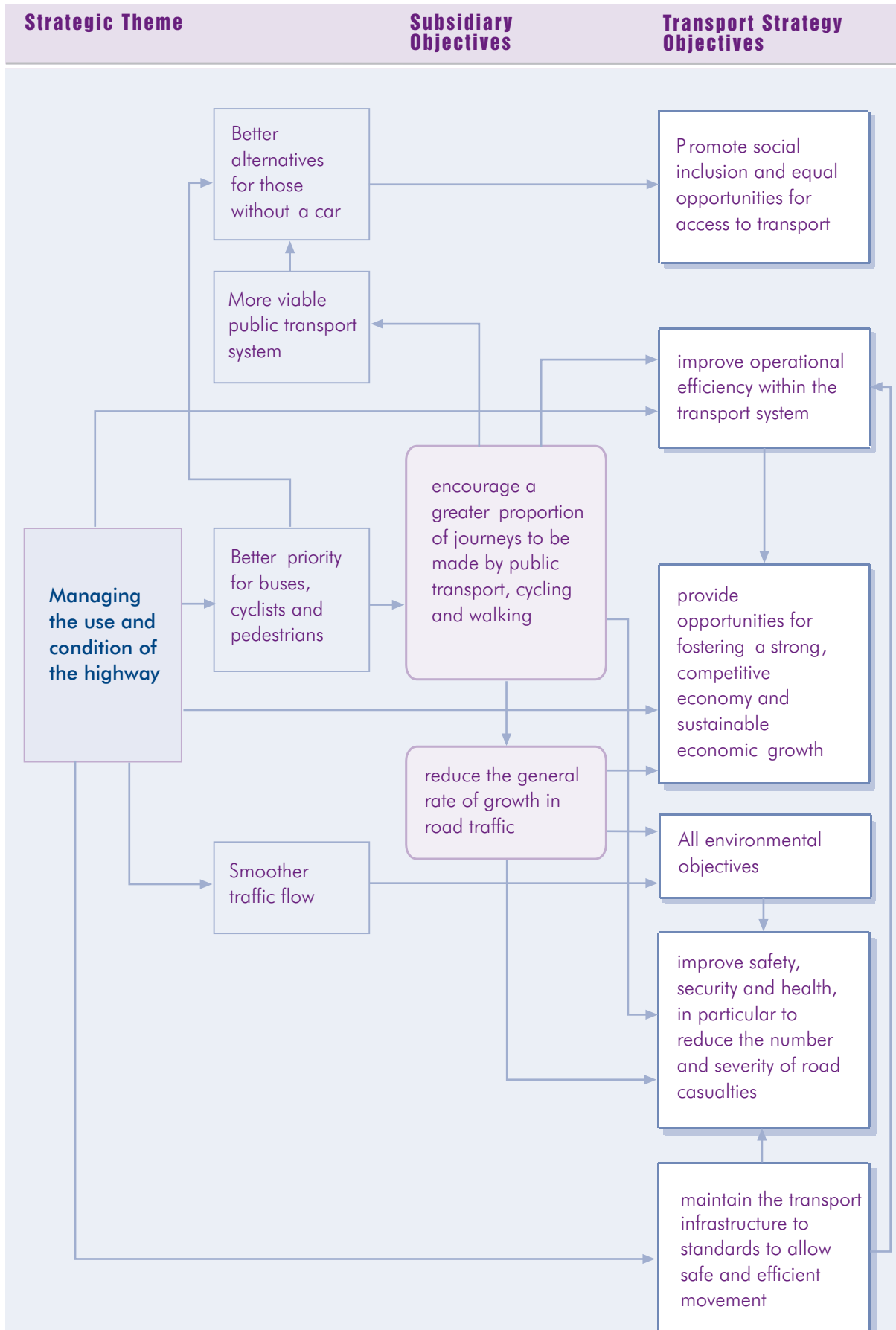


Figure 6.2 Causal Chain - Managing the Use and Condition of the Highway

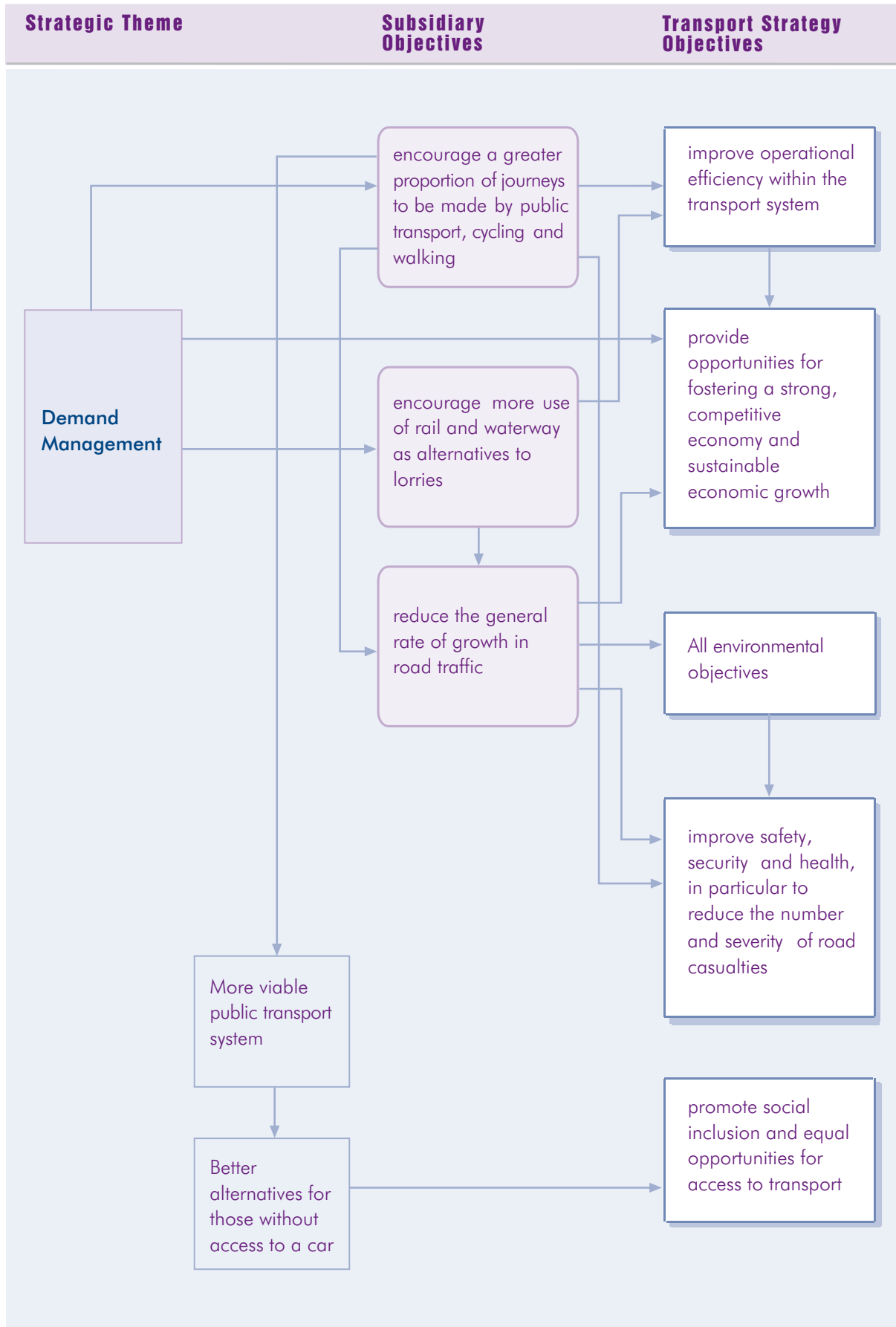


Figure 6.3 Causal Chain - Demand Management

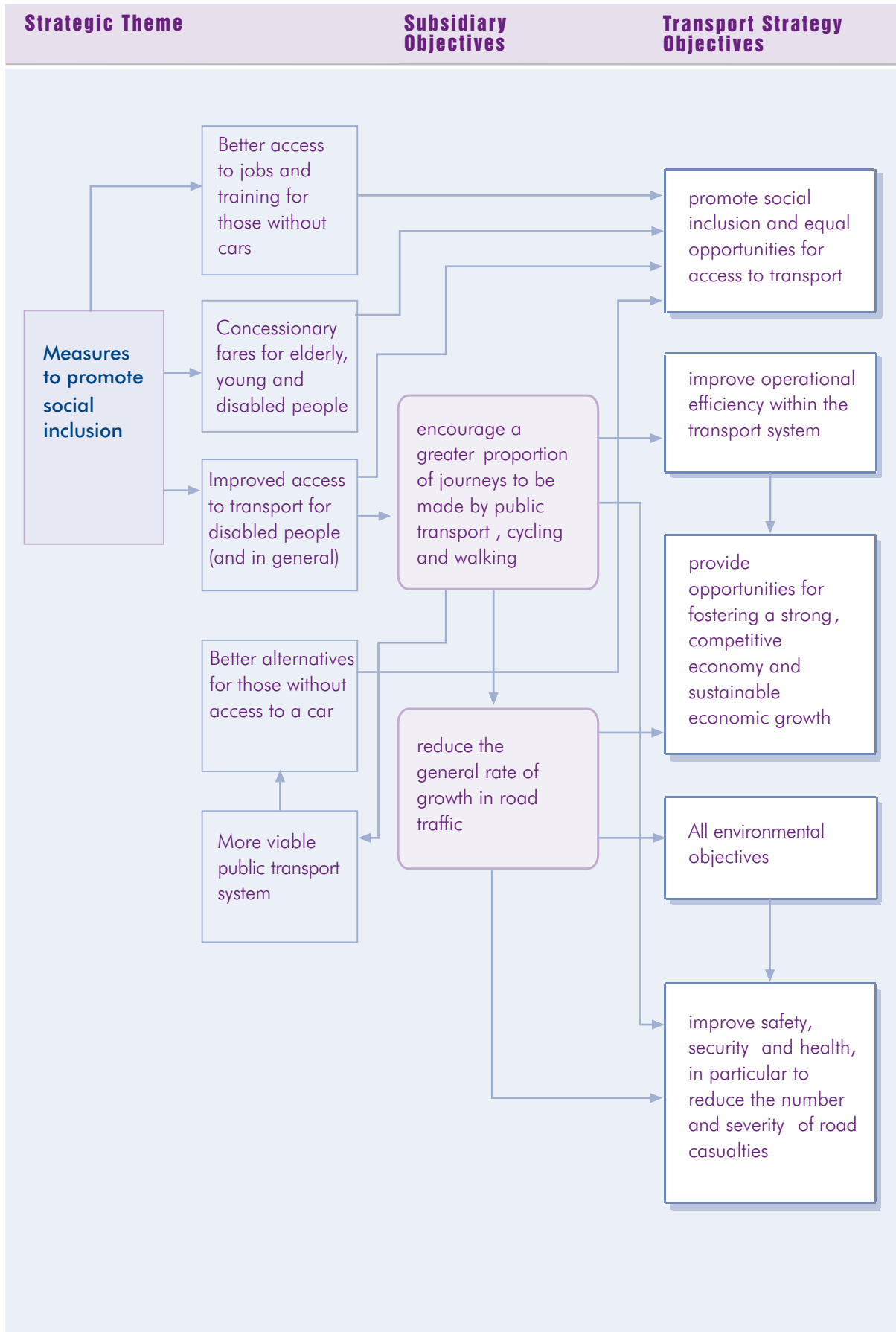


Figure 6.4 Causal Chain - Measures to Promote Social Inclusion

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	<p>Significant improvements to bus journey times along quality corridors.</p> <p>Improvements to journey times along cycle and pedestrian routes.</p> <p>Reduction in vehicle operating costs through bus priorities and reduced congestion. Increases in car costs for some journeys from demand management measures.</p>	<p>Average Bus journey times reduced by 3.5 minutes</p> <p>Average Train journey times reduced by 3 minutes</p>	Beneficial
	Reliability	<p>Improved reliability of bus journey times along quality corridors.</p> <p>Improved journey time reliability for rail journeys to and from Leeds because of capacity improvements in Leeds.</p> <p>Reduced congestion compared with do nothing will provide more reliable car journey times.</p>		Very Beneficial
	Wider Economic Impacts	<p>The strategy supports general regeneration initiatives and in particular the areas of in East Leeds, Central Bradford and the former Coalfields area.</p> <p>City and Town centre proposals will assist the local economy.</p>		Beneficial
ACCESSIBILITY	Option Values	Improvements to the available transport options for many areas and sections of the population.		Beneficial
	Severance	<p>Overall, reduced traffic as compared with do-nothing will tend to reduce severance. The pedestrian strategy includes measures aimed at reducing severance.</p> <p>(Specific local impacts of major schemes to be assessed in their individual appraisals.)</p>		Beneficial
	Access to the Transport System	The strategy includes significant initiatives to address social inclusion issues including an access strategy.		Beneficial
INTEGRATION	Transport Interchange	<p>The strategy includes significant initiatives to improve passenger interchange between all modes.</p> <p>Strategy includes proposals to encourage interchange between road and rail or waterway</p>		Beneficial
	Land-use policy	<p>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.</p> <p>Specific measures to support development proposals in UDPs</p>		Beneficial
	Other Government Policies	<p>Welfare to Work and New Deal for Communities.</p> <p>Health Improvement.</p>		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)