

OVERALL VISION

5.1 Each of the West Yorkshire districts has a clear vision of its future development. Whilst these visions, which reflect the diversity of the county, differ in detail there are strong common themes. These have been incorporated into the Vision Statement, set out in Table 5.1, which emphasises the authorities' commitment to:

- regenerating communities;
- sustainable development (addressing social and environmental issues as well as economic development);
- social inclusion;
- democratic accountability.

Economic Development

- economic regeneration and the development of a successful sub-regional economy.

Environment and Quality of life

- improving the quality of life of the whole community, including the promotion of personal health and security, and making a wide variety of facilities accessible to all;
- the development of a sustainable environment.

Democratic Participation

- ensuring that the visions, and policies designed to fulfil them, are supported by the community as a whole.

Table 5.1 West Yorkshire Vision Statement

“planners have never looked far enough ahead - ever”

5.2 In support of this, we have developed a vision for the transport system. We recognise that fulfilling this vision will require sustained long term action and have set clearer, more measurable objectives and shorter term targets for the Plan period.

The West Yorkshire authorities and key partners are working 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.

Table 5.2 A Vision for Transport in West Yorkshire

VISION AND OBJECTIVES

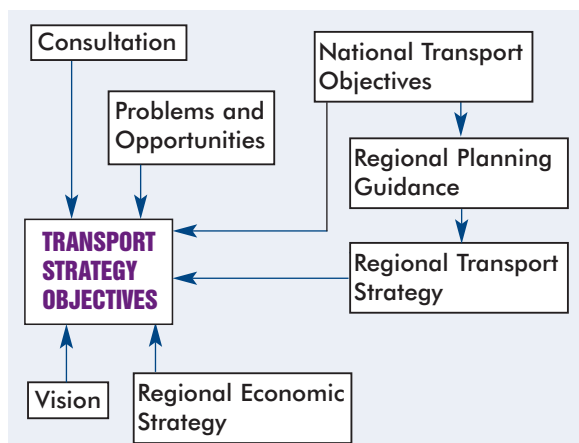


Figure 5.1 Deriving Transport Strategy Objectives

5.3 The **primary transport strategy objectives** shown in Table 5.3 have been set to ensure that the transport strategy supports this overall vision. They have been developed through consultation and have been reviewed to ensure consistency with national and regional objectives. This process is illustrated in Figure 5.1.

Table 5.3 also includes **subsidiary objectives**, which are not considered to be ends in themselves but are important in achieving the primary objectives.

Objectives

5.4 These objectives have been used as the basis for strategy development, including the assessment of alternative strategic approaches, and for the appraisal of individual schemes, including major schemes.

INDICATORS AND TARGETS

5.5 Monitoring progress in meeting our objectives using measurable indicators and targets will be an important part of the continuing review of the Local Transport Plan, in particular through Annual Progress Reports measuring

Primary Objectives		
<p>ECONOMIC</p> <ul style="list-style-type: none"> to provide opportunities for fostering a strong, competitive economy and sustainable economic growth; to improve operational efficiency within the transport system; to maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods. 	<p>SOCIAL</p> <ul style="list-style-type: none"> to improve safety, security and health, in particular to reduce the number and severity of road casualties; to promote social inclusion and equal opportunities for access to transport. 	<p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> to improve environmental quality and reduce the impacts of transport on air quality and noise; to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.
Subsidiary Objectives		
<ul style="list-style-type: none"> to reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels; to encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car; to encourage more use of rail and waterways as alternatives to lorries; to improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations. 		

Table 5.3 Transport Strategy Objectives

Transport Objective	Key Indicator
To provide opportunities for fostering a strong, competitive economy and sustainable economic growth	Unemployment Local trade levels / vacant premises Rental values Pedestrian activity Anecdotal evidence
To improve operational efficiency within the transport system	Journey times by bus and car Generalised cost Travel distance to work Cost per passenger journey of subsidised bus services (BV94)
To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods	Audit Commission performance indicators Principal road maintenance programme Local indicators Completed bridge assessments Bridges Strengthened
To improve safety, security and health, in particular to reduce the number and severity of road casualties	Road casualty trends Casualty Trends for different groups of road user Schoolchildren involved in accidents Town centre car parks with CCTV cameras Rail station car parks with CCTV cameras Bus stations with CCTV cameras Car park spaces with Gold or Silver awards Town and city centre streets covered by CCTV cameras Health
To promote social inclusion and equal opportunities for access to transport	AccessBus patronage Accessibility of bus fleets Accessibility of bus stations Accessibility of rail stations Accessibility of/at bus stops Provision at controlled crossings
To improve environmental quality and reduce the impacts of transport pollution on air quality and noise	Air quality Noise
To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions	Traffic flow

Table 5.4 Objective Monitoring Framework

(Continued on next page)

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Transport Objective	Key Indicator
To reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels	Traffic flow
To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car	Modal split Bus/car journey times All day commuter parking supply and cost Cycle journeys Attitudinal surveys Local bus services (vehicle kilometres and passenger journeys per year) (BV101/102) Percentage of users satisfied with local provision of public transport information (BV103) Percentage of users satisfied with local bus services (BV104)
To encourage more use of rail and waterway as alternatives to lorries	Modal Split Freight moved through terminals and sidings
To improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations	Not strictly measurable. Annual report to be produced

Table 5.4 Objective Monitoring Framework (cont.)

achievement in implementing the strategy and the impact of individual schemes. The performance indicators that have been adopted are listed in Table 5.4. They incorporate relevant indicators that are also being published annually in Best Value Performance Plans.

5.6 We are committed to setting challenging but realistic targets against which progress can be judged. To help in assessing the compatibility between our proposed targets and strategy, use has been made of a strategic forecasting model developed by TRL for the West Yorkshire authorities. We have also consulted with the public on what issues should be the subject of targets. These targets are shown in Table 5.5.

Targets	Start Date	Target Date
ROAD TRAFFIC REDUCTION		
• traffic growth not to exceed 5% (16 hour, all roads)	1999	2006
• am peak inbound traffic crossing cordons round Bradford, Halifax, Huddersfield and Wakefield centres not to grow by more than 3%	1999	2006
• am peak inbound traffic crossing cordon round Leeds centre not to increase	1999	2006
• total bus patronage to grow by 3%	1999	2006
• total rail patronage to grow by 40%	1999	2006
CYCLING STRATEGY TARGETS		
• to quadruple the overall number of trips by cycle by 2012 from a base of 1996 levels (National Target). Milestone of double the trips by 2006	1996	2012
• to reduce fatal and serious cyclist casualties by 40% by 2010, with no increase in slight casualties. Milestone reduction of 20% by 2005.	1994-1998 average	2010
WALKING STRATEGY TARGETS		
• to halt the overall long term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people	1998	2006
• to reduce fatal and serious pedestrian casualties by 40% by 2005 and by 50% by 2010, with no increase in slight casualties	1994-1998 average	2005 and 2010
AIR QUALITY		
• to contribute to the achievement of emission targets		2005
ROAD SAFETY		
• reduce fatal and serious casualties by 40%. Milestone reduction of 20% by 2005	1994-1998 average	2010
• reduce the number of children killed or seriously injured by 50%. Milestone reduction of 25% by 2005 ¹⁾		
• reduce the rate of slight injury accidents (slight injuries per 100m veh. km.) by 10%. Milestone reduction of 5% by 2005		

Table 5.5 Strategy Targets

5.7 In setting these targets we also aspire to reducing the rate of traffic growth to zero by the end of the plan period. Where appropriate, these targets are incorporated in the Road Traffic Reduction Act Report.

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