AECOM

Independent Analysis of the **West Yorkshire Transport Strategy Consultation Responses**

Phase 2 Consultation 2016 – DRAFT REPORT

16 January 2017

Quality information

Prepared by	Checked by	Approved by
Thomasin Stuart Associate Director	Thomasin Stuart Associate Director	Christine Johnson Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
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Distribution List

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Prepared for:

WYCA

Prepared by:

Thomasin Stuart
Associate Director
T: 0161 927 8248
E: thomasin.stuart@aecom.com

AECOM Limited
AECOM House
179 Moss Lane
Altrincham
WA15 8FH
UK

T: +44(0)1619 278200
aecom.com

Executive Summary

This report provides independent analysis undertaken by AECOM of the consultation programme on the West Yorkshire Combined Authority's Draft Transport Strategy.

This report identifies key findings and headlines from analysis of Phase 2 consultation responses and highlights differences depending on demographics, as well as individual and group responses.

Introduction

West Yorkshire Combined Authority (WYCA) is developing a long term Transport Strategy for West Yorkshire. The document is proposed as a twenty year vision and statement of policy and strategy for developing a modern, high class, integrated transport system which supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and healthy economic growth, especially for jobs and housing.

The new Transport Strategy will update the current West Yorkshire Local Transport Plan adopted in 2011, and will set out a step change in the quality and performance of the transport system within West Yorkshire and its connections with the rest of the UK.

WYCA believes that by investing in radically improved transport infrastructure and services, it can deliver the transport connections that businesses and people require and create attractive places in which to invest, work and live.

As part of the strategy development process, WYCA devised a consultation programme to gain feedback from individuals and key stakeholder groups.

An initial Phase 1 of consultation ran between March and September 2015 and incorporated a number of thematic workshops, as well as a public consultation questionnaire. The Phase 1 consultation sought comment on the high level direction of the strategy and a number of core principles intended to give shape and focus to the strategy – These core principles were then amended in light of responses received and developed further through work with stakeholders to produce a set of detailed policy proposals for further consultation.

Phase 2 of the consultation ran for 14 weeks between 18 July and 21 October 2016 and was aligned to run concurrently with consultation on the detail of the West Yorkshire Bus Strategy – and marketed widely to the public as 'Your Travel, Your Say'.

The Phase 2 consultation methods included interactive and digital based initiatives, public drop-in sessions, workshops, and one-to-one meetings with key stakeholders. The approach was designed to ensure that anyone who wished to take part could do so in a range of formats: paper, electronically or face-to-face. In total there were 1,710 responses.

This Executive Summary summarises the Report's findings. Chapter 3 of the Full Report sets out the detailed analysis of individual members of the public. Chapters 4 and 5 provide analysis of responses from Stakeholder groups or organisations. Chapter 6 identifies Equality and Disability issues.

> Overall, individual respondents and organisations were generally happy with the majority of policy proposals and there appears a mandate to continue with the proposed Transport Strategy.

Methods

- A website (www.yourtravelyoursay.co.uk) was created by WYCA for this consultation, and for on-going engagement throughout the future strategy building and implementation process.

- 80 drop-in sessions were held across West Yorkshire to promote the consultation and engage bus users and non-bus users.

- Stakeholders were identified and contacted throughout the consultation period inviting them to attend workshops, 1-2-1 meetings or participate by submitting their consolidated views in a questionnaire (NB this questionnaire was slightly different to the one completed by members of the public).

Media Communications

Media communications were supported internally by public relations officers who met regularly to update the on-going media plan. Regular press releases were provided to all major local press, and social media campaigns ran throughout the consultation period. Drop-in sessions were advertised daily with the 'Your Travel, Your Say' dedicated social media (Twitter and Facebook) profiles, and through the existing more established profiles of WYCA, Metro and the LEP. District Council Officers and elected members were also contacted to provide additional social media support by engaging their profiles to promote drop-in sessions in their areas. Funded social media promotions were used to target demographics which were noted to be comparatively underrepresented during the consultation process.

Posters, digital displays, and flyers, were distributed and displayed across West Yorkshire by operators on their bus vehicles, on real-time displays at bus stops and at train stations, and on bus shelters.

Consultation Materials

A summary document of the draft strategy was developed as an accompanying, accessible information source to help participants be informed when completing the questionnaire. Paper prints of the summary documents and questionnaires were art-worked up by Our Agency (external design company) and produced for distribution at the drop-in sessions.

Credit-card sized takeaways were printed with online details of how to take part in the consultation. These were produced for distribution to promote online participation and to hand out at busy intersections and transport hubs to passing commuters.

Response

In total 1710 responses were received to the public consultation (this includes questionnaires, group responses and additional comments received by letter and email).

Figure 1: Home postcode of respondents
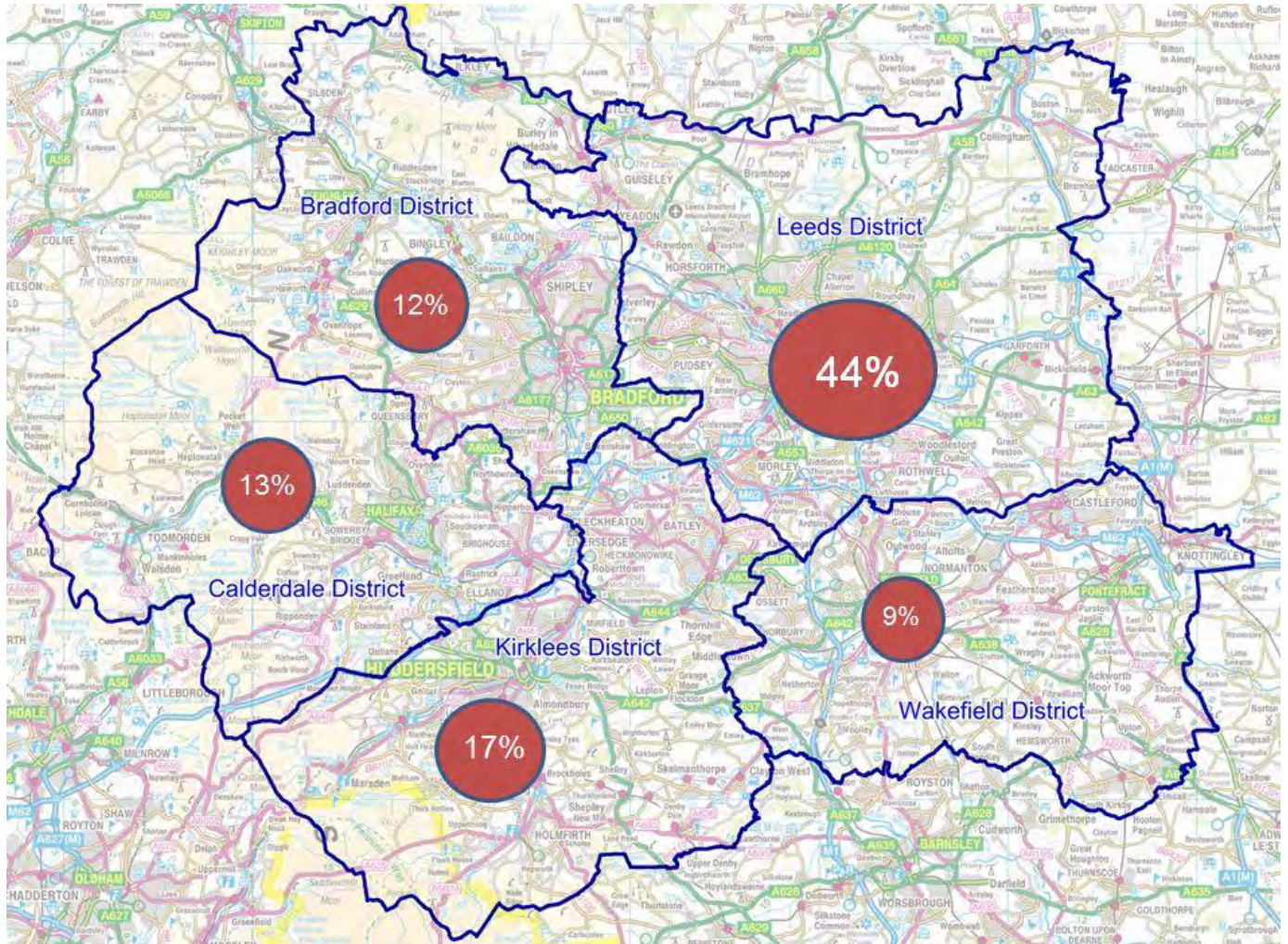
NB 19% of respondents did not provide a postcode. Of those that did 6% lived outside of West Yorkshire

Individual Questionnaire

1596 individuals completed the individual survey.

Figure 2: Respondent Demographics
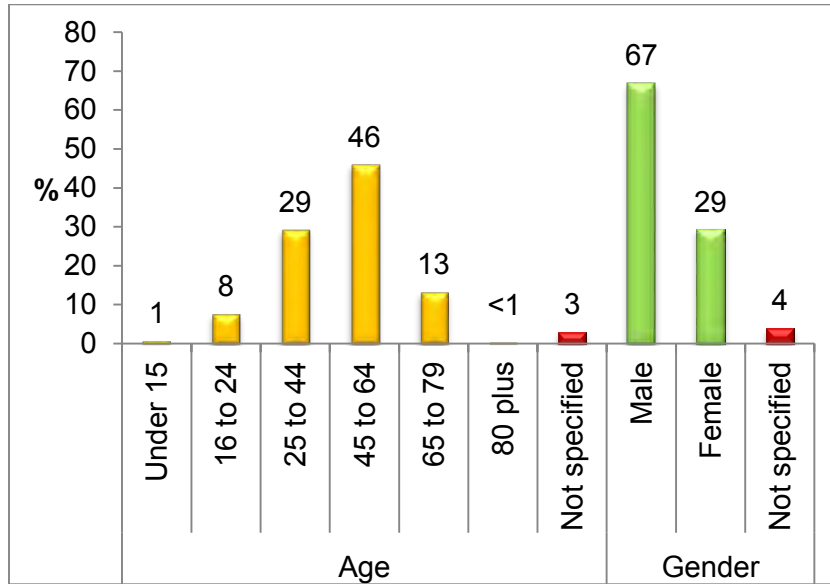
Base: 1596 (all respondents)

- 67% of respondents were male.

- 59% were aged 45 and above.

- 9% were aged 24 years and below.

- 15% stated they had a disability or limiting long term illness.

- 3% said they were from a Black or Minority Ethnic background.

Figure 3: Modes of Transport Used

Mode	4+ days a week	3 or less days a week	Never
🚶 Walk (20+ minutes/ day)	58%	37%	5%
🚗 Car driver	47%	34%	20%
🚌 Bus	22%	67%	11%
🚆 Rail	15%	80%	5%
🚗 Car passenger	11%	78%	11%
🚲 Cycle	11%	39%	50%
🏍 Motorcycle	11%	10%	79%
🚚 Lorry/ van	2%	10%	89%
🚕 Taxi	1%	5%	94%
🚐 Community Transport	0%	78%	22%
Ⓜ Access Bus	0%	4%	96%
? Other	0%	4%	97%

Base: respondents who answered: Walk (1539); Car driver (1509); Bus (1550); Rail (1555); Car passenger (1380); Cycle (1482); Motorcycle (1461); Lorry/ van (1434); Taxi (1471); Community Transport (1438); AccessBus (1429); Other (1167)

The modes used most frequently (four days a week or more) were:

- Car driver (47%).
- Bus (22%).
- Rail (15%).
- Car passenger (11%).
- Bicycle (11%).
- Motorcycle (11%).

Figure 4: Area of Interest
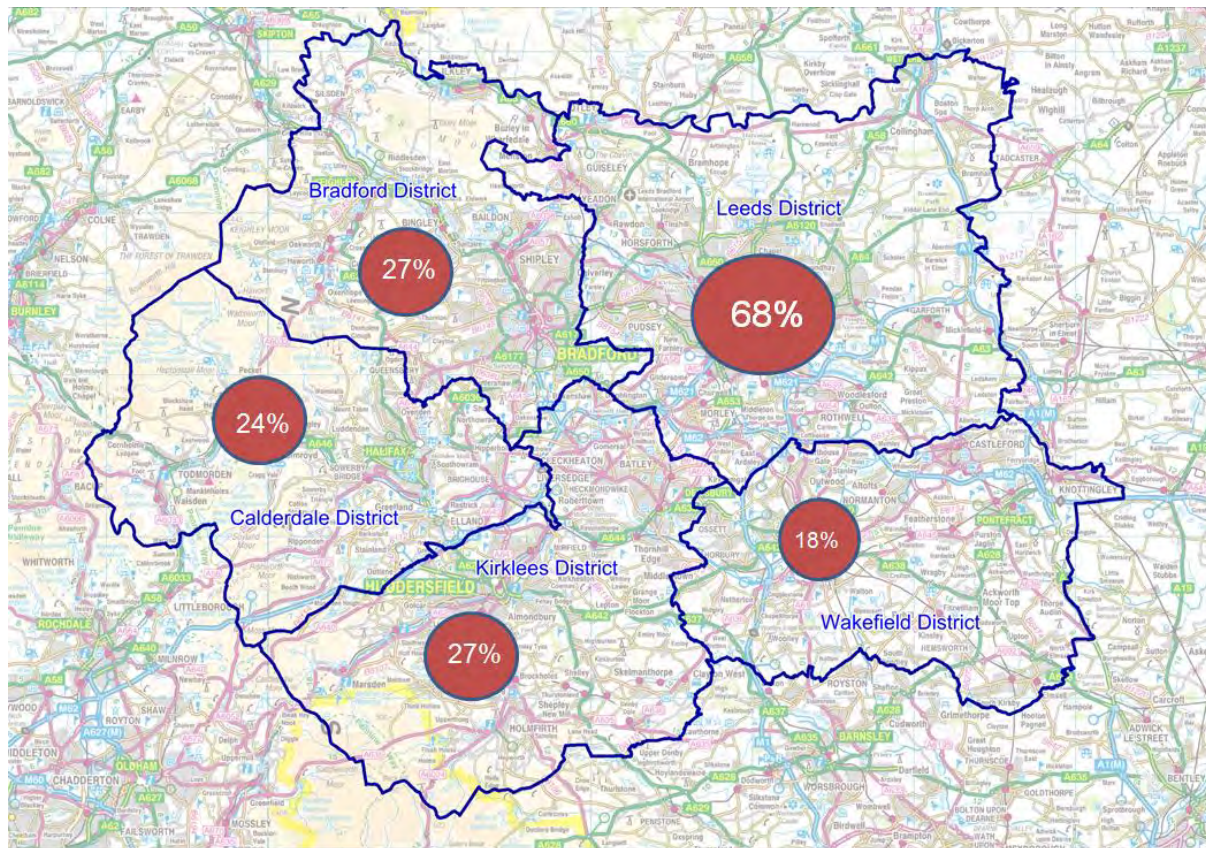
NB Respondents could specify more than one area of interest

Respondents had an interest in the following geographical areas:

- Leeds (68%).
- Kirklees and Bradford (27%).

Respondents had an interest in the following modes of transport:

- Rail (65%).
- Bus (52%).

Respondents to the consultation were asked to identify their level of agreement with 57 statements aligned with draft policy proposals contained in the Transport Strategy, from Agree (Strongly Agree, Agree), Neither Agree or Disagree, to Disagree (Disagree, Strongly Disagree). Figure 5 shows the proportion of respondents to the individual survey who strongly agreed or agreed with each policy proposal.

Figure 5: Level of agreement with policy proposals: Individual questionnaire

(NB Where at least 50% of respondents said they agreed or strongly agreed with a proposed policy, the policy has been described as 'people agreed with…')

90%		
	AM2	Proactively maintain the road network (91%)
	PL3	Build-in sustainable travel access to new developments (91%)
	PL1	Improve rail and bus stations (90%)

80%		
	OS1	Provide high quality rail travel standards (89%)
	OS1	Improve existing rail services (89%)
	SF3	Use technology to improve travel information (87%)
	OS3	Improve and integrate travel information and payment (86%)
	AM1	Better asset management consideration in development planning (86%)
	RN4	Improve freight routes, facilities and environmental impact (85%)
	OS1	Improve public transport offer to growth areas (85%)
	RN2	Road improvement schemes for local congestion areas (84%)
	SF1	Use technology and data to ensure decisions are well informed (84%)
	AM1	Recycling and reuse material to reduce environmental impact (83%)
	OS3	Improve transport hubs with better integration (83%)
	PL2	Involve communities in neighbourhood improvements (82%)
	RN2	Jointly manage a West Yorkshire Key Route Network (82%)
	AM1	Collaboration to make best use of limited budgets (82%)
	X5	Combine resources to connect rural and disadvantaged areas (81%)
	X2	Reduce the need for natural resources on projects (81%)

70%		
	X2	Environmental assessment for large transport schemes (79%)
	RN6	Safe cycle and walking networks (79%)
	X5	Encourage healthy travel and reduce social isolation (79%)
	PL2	Reduce road dangers, environmental and noise impacts (79%)
	RN2	Use technology to improve local road management and information (79%)
	X4	Reduce Road Traffic Accidents (79%)
	PL1	Improve orbital roads (79%)
	X1	Adopt targets to reduce pollution (77%)
	X3	High quality routes for walking and cycling (77%)
	PL1	Improve walking and cycling routes in urban centres (76%)
	AM2	Invest in upgrades to traffic signals and lights (76%)
	OS1	Rail electrification and upgrades (74%)
	X5	Cheaper travel offers through smart ticketing (73%)
	SF4	Provide 'open access' transport data (72%)
	OS2	Create the best bus system in Europe (72%)
	PL1	Set targets for sustainable travel (72%)
	X2	Protect green infrastructure and create green corridors (71%)
	X1	Deliver an electric vehicle charging network (70%)

60%

RN3	Provide new and expanded park and ride sites (68%)
F3	More transport contributions from developers (68%)
SF3	Ensure travel information is accessible to all (65%)
F1	Align investment plans with other agencies (65%)
X1	Introduce a Clean Air Zone in Leeds (64%)
RN1	Improve motorway capacity and efficiency (64%)
RN7	Improve Powered Two Wheeler safety and parking facilities (63%)
F1	Use Devolution powers for greater local funding control (63%)
X3	Training and promotion for health and active transport (60%)
SF1	Joint Road Network Management and Communications Centre (60%)

50%

X4	Safety cameras to reduce vehicle accidents (58%)
SF2	Develop a 'mobility as a service' payment system (57%)
RN2	Prioritise different vehicles on some roads to reflect place (57%)
RN5	Improve taxi facilities and environmental impact (54%)
RN3	Provide new roads to development sites (54%)
AM3	Lever additional funding for asset management (54%)
F3	Raise more private sector funding (53%)
OS1	Intermediate stop on NPHR between Leeds and Manchester (53%)

<50%

OS1	Implement a HS2 Yorkshire Hub station masterplan (47%)
F2	Explore funding options like road user charging, workplace parking levy (38%)

Equalities and disabilities

Figure 6 below shows where agreement (strongly agree and agree) is higher than other groups regarding the transport strategy, depending on demographic groups.

Figure 6: Key Differences in response by demographic group

- (RN4) More likely to agree that freight routes , facilities and environmental impact should be improved (63%)
- (F3) More likely to strongly agree there should be more transport contributions from developers (47%)
- (AM1) Felt WYCA should have better asset management considetaion in development planning (55%)

Over 65s

- (PL1) More likely to want rail and bus stations to improve and be people friendly (94%)
- (SF4) Wanted open access to transport data to improve information services (76%)
- (OS1) Felt existing rail services should be improved by building new stations or extending existing lines (93%)

Under 25s

BME

- (OS1) Strongly agreed there should be high quality rail travel standards (72%)
- (OS3) Wanted improved and integrated travel information and payment (72%)
- (X2) Strongly agreed the need for natural resources used on projects should be reduced (56%)

Women

- (PL2) Want communities to be involved inneighbourhood improvements (54%)
- (X2) Strongly agreed that all large transport schemes should be subject to an environmental assessment (53%)
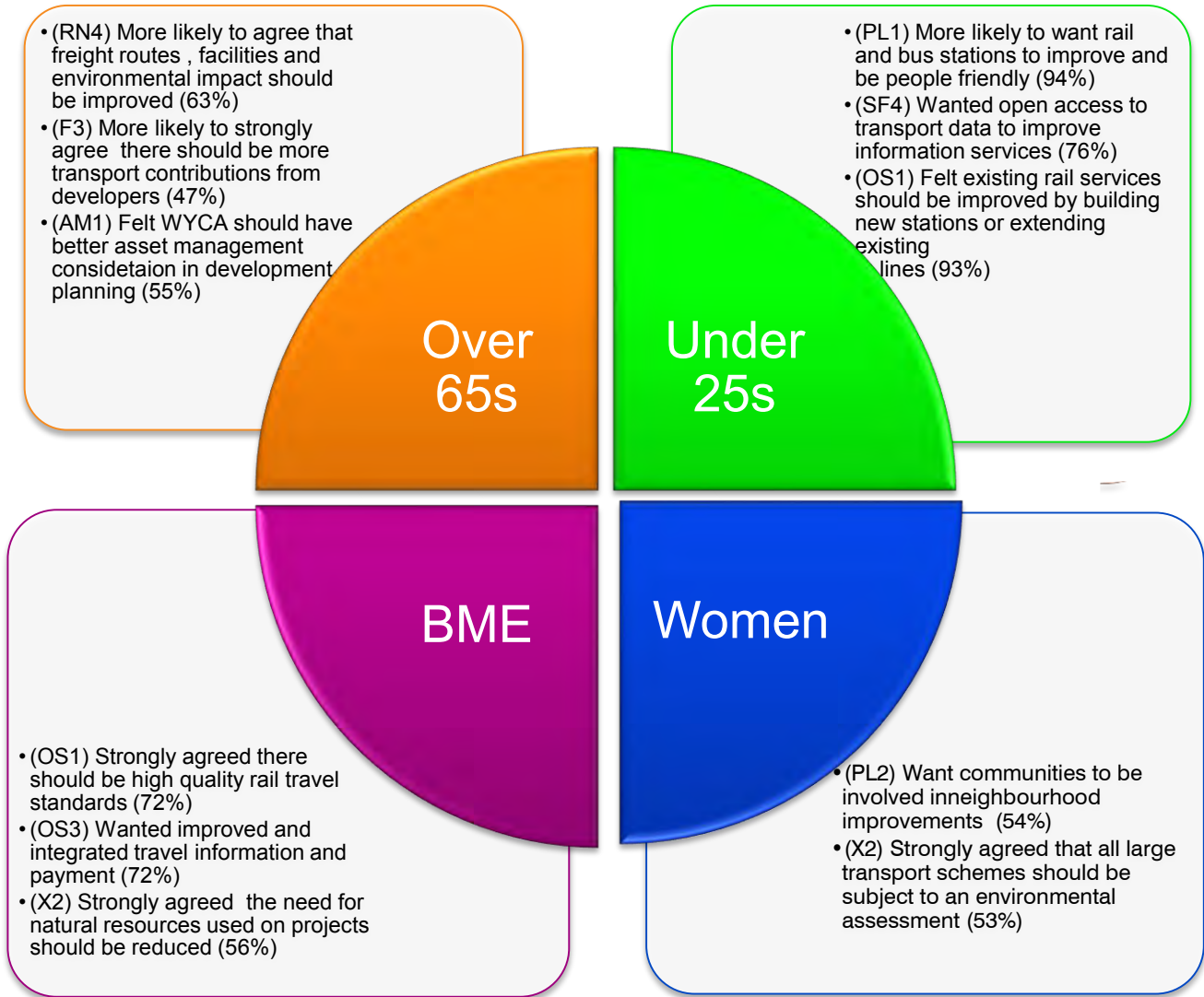
Figure 7 Key differences in response by location of interest

Figures shown give the combined Strongly Agree and Agree responses.

The full district analysis will be available in the final report which is due to be published in January 2017.

Interest Groups

Environment

Respondents who had an interest in sustainable modes of transport were more likely to strongly agree with policies that were better for the environment. For example:

- 51% or more of respondents with an interest in bus, rail, walking, cycling or taxis;

- 54% percent of frequent rail users; and

- 61% of frequent cyclists

wanted to ensure all large transport schemes were subject to an environmental assessment.

Congestion

Frequent car users and those with a highway interest were more likely to strongly agree with schemes to reduce congestion, in particular:

- 58% of frequent car users felt freight routes should be improved as well as the environmental performance of vehicles;

- Over half of those with a highway interest felt there should be road improvement schemes to reduce local congestion (56%); and

- There should be a jointly managed West Yorkshire Route Network to improve reliability and congestion (55%).

Sustainable Travel

Those who had a cycle interest strongly agreed that new developments should have a sustainable travel access in design (73%), and communities should help to improve and make neighbourhoods safer and healthier (53%).

Those with an interest in bus and/or rail felt there should be improvements in

- rail/ bus stations and surrounding areas;

- improved existing rail services;

- consistent high quality standards for rail on Leeds City Region lines; and

- improved and integrated travel information and payment.

Groups Questionnaire

In total, 52 groups responded to the consultation. Seven groups were in the health sector and seven were a charity. Twenty three of the responding groups had an interest in Leeds, with eleven concerned about all of West Yorkshire and eight interested in Bradford.

As with the individual questionnaire, respondents to the groups questionnaire were asked to identify their level of agreement with 57 statements aligned with draft policy proposals contained in the Transport Strategy from Agree (Strongly Agree, Agree), Neither Agree or Disagree, to Disagree (Disagree, Strongly Disagree). There were some key differences in responses between groups and members of the public:

- Groups and organisations had a higher focus on sustainable travel than members of the public:

    o Sustainable transport modes such as cycling and walking were a key area of interest for groups (60% and 58% respectively);

    o Almost all organisations (95%) felt Road Network draft policies should provide safe and convenient walking and cycle networks; and

    o 89% felt the policies should expand park and ride.

- There was strong disagreement amongst groups and organisations towards building new roads:

    o Over a third disagreed that the Road Network draft policies should provide new roads to improve access to development sites (36%); and

    o A quarter disagreed (25%) that motorways should be improved to increase capacity and improve journey times and reliability.

- Almost all (98%) organisations agreed that the One System Public Transport draft policies should improve and integrate travel information and the way people pay for travel.

- Almost all (98%) felt transport hubs should be improved to allow better integration of all types of transport.

- The majority of (90% or more) organisations agreed with the environmental statements for the Environment, Health and Well Being and Inclusion draft policies.

It was felt progress in improvements should be measured by looking at changes in car usage; thirteen organisations felt progress should be delivered through a reduction in cars on the road, with seven feeling a reduction in congestion could also be used to measure improvements.
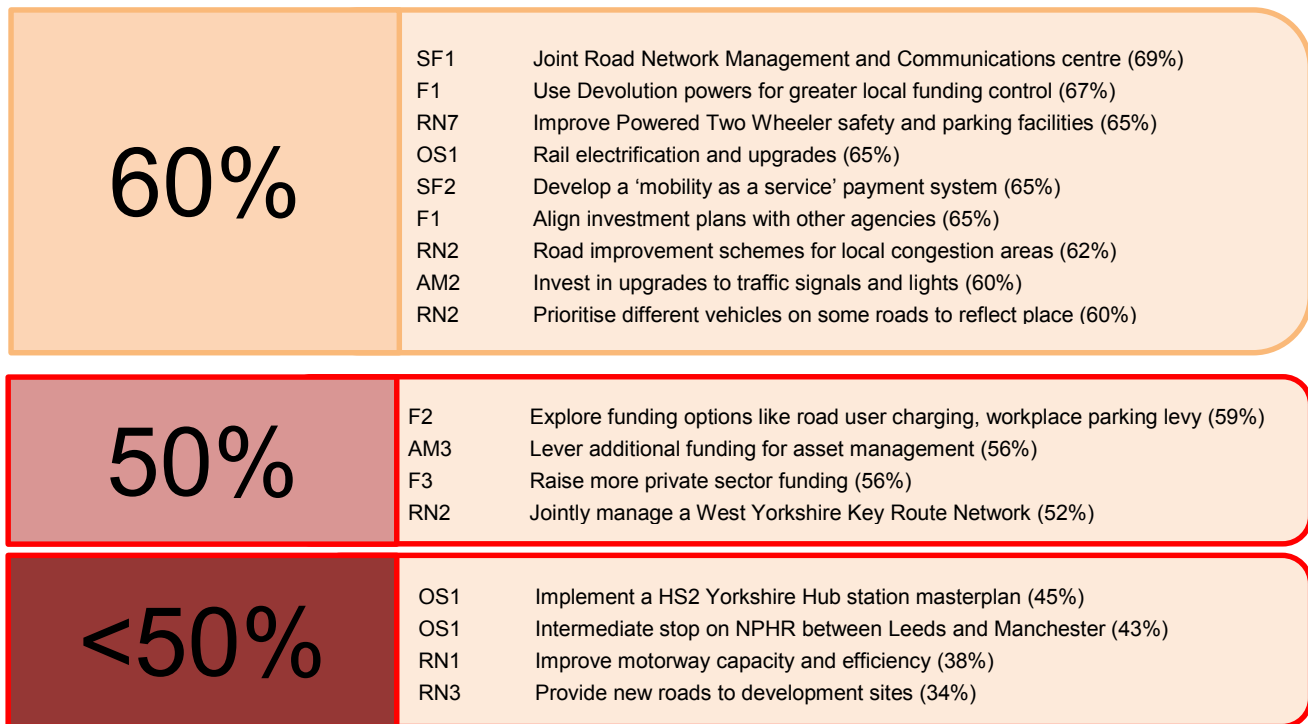
There was also agreement between stakeholders and the public that developers should provide more contributions for transport improvements.

Figure 8 below shows the overall level of agreement from groups and organisations with each policy proposal.

Figure 8: Level of agreement with policy proposals: Group questionnaire

NB Where at least 50% of respondents said they agreed or strongly agreed with a proposed policy, the policy has been described as 'people agreed with…'

90%

X5	Cheaper travel offers through smart ticketing (98%)
OS3	Improve transport hubs with better integration (98%)
OS3	Improve and integrate travel information and payment (98%)
SF1	Use technology and data to ensure decisions are well informed (98%)
AM1	Recycling and reuse material to reduce environmental impacts (98%)
X2	Environmental assessment for large transport schemes (98%)
PL3	Build-in sustainable travel access to new developments (96%)
PL1	Improve rail and bus stations (96%)
SF3	Use technology to improve travel information (96%)
X2	Reduce the need for natural resources on projects (96%)
RN6	Safe cycle and walking networks (94%)
PL1	Set targets for sustainable travel (94%)
PL2	Reduce road dangers, environmental and noise impacts (94%)
PL2	Involve communities in neighbourhood improvements (94%)
OS1	Improve existing rail services (94%)
OS1	Provide high quality rail travel standards (94%)
OS1	Improve public transport offer to growth areas (94%)
X5	Encourage healthy travel and reduce social isolation (92%)
OS2	Create the best bus system in Europe (92%)
X4	Reduce Road Traffic Accidents (92%)

80%

RN3	Provide new and expanded park and ride sites (89%)
X3	High quality routes for walking and cycling (88%)
PL1	Improve walking and cycling routes in urban centres (88%)
X3	Training and promotion for healthy and active transport (88%)
X1	Adopt targets to reduce pollution (88%)
X5	Combine resources to connect rural and disadvantaged areas (86%)
AM1	Better asset management consideration in development planning (85%)
X1	Introduce a Clean Air Zone in Leeds (85%)
RN2	Use technology to improve local road management and information (83%)
PL1	Improve orbital roads (83%)
X2	Protect green infrastructure and create green corridors (83%)
SF3	Ensure travel information is accessible to all (81%)
F3	More transport contributions from developers (80%)

70%

SF4	Provide 'open access' transport data (79%)
RN4	Improve freight routes, facilities and environmental impact (79%)
X4	Safety cameras to reduce vehicle accidents (78%)
AM2	Proactively maintain the road network (77%)
AM1	Collaboration to make best use of limited budgets (72%)
RN5	Improve taxi facilities and environmental impact (71%)
X1	Deliver an electric vehicle charging network (71%)

60%

SF1	Joint Road Network Management and Communications centre (69%)
F1	Use Devolution powers for greater local funding control (67%)
RN7	Improve Powered Two Wheeler safety and parking facilities (65%)
OS1	Rail electrification and upgrades (65%)
SF2	Develop a 'mobility as a service' payment system (65%)
F1	Align investment plans with other agencies (65%)
RN2	Road improvement schemes for local congestion areas (62%)
AM2	Invest in upgrades to traffic signals and lights (60%)
RN2	Prioritise different vehicles on some roads to reflect place (60%)

50%

F2	Explore funding options like road user charging, workplace parking levy (59%)
AM3	Lever additional funding for asset management (56%)
F3	Raise more private sector funding (56%)
RN2	Jointly manage a West Yorkshire Key Route Network (52%)

<50%

OS1	Implement a HS2 Yorkshire Hub station masterplan (45%)
OS1	Intermediate stop on NPHR between Leeds and Manchester (43%)
RN1	Improve motorway capacity and efficiency (38%)
RN3	Provide new roads to development sites (34%)

General Comments

Respondents were provided with the opportunity to provide general comments on the Transport Strategy at the end of the questionnaire. Less than a quarter of individual respondents (18%) gave a comment, and of those that did, many mentioned items that were already included in the proposals. Table 1 below shows the top 10 items mentioned.

Table 1 Most frequently mentioned comments given unprompted	%
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	21
Provision for P2Ws, e.g. use of bus lanes, etc.	9
Prioritise public transport	9
Air quality/ emission levels	7
Investments in rail transport, e.g. new interchanges, etc.	7
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	6
More train, bus routes in certain areas	5
Park and Ride provision, e.g. capacity, sites, usage, etc.	5
Uncertainty regarding whether proposals can be achieved/ need improvement	4
Cheaper/ more cost effective travel	4
Base	**287**

NB: Respondents could give more than one answer.

Additionally a series of workshops were held and some individuals and organisations chose to email or write letters. The key themes from these are detailed below.

Consultation and Strategy Focus and Tone

Some respondents felt the strategy was unambitious and needed to be more long term than 20 years. Respondents welcomed a wider pan-northern and national context strategy.

Safety and parking policy were perceived as key areas which had been omitted from the strategy. Many also felt a hierarchy of users should be created in the strategy, from pedestrians to private car users.

Train Stations and Rail Network

Electrification of Lines: several commented the Trans-Pennine corridor needed urgently electrifying.

Additional Track: some respondents felt having a train station would benefit their local area, with many feeling that old lines should be re-opened. Some also requested 'four–track', the doubling of track on current lines to increase capacity. There were also requests for additional routes and services across the region.

Speed: high speed routes with high quality rail connections were seen as a priority by several respondents.

HS2 and HS3: there were conflicting views on these plans. Those who opposed the scheme felt it was not necessary and would adversely affect the area, with those in favour feeling it would bring investment into the area and provide short and long term benefits.

Tram

Many felt light rail should be introduced in Leeds across key corridors.

The Bus Network

Cost: concerns were raised due to increasing fares despite a drop in oil prices.

Service: many felt there was a lack of frequency on Sundays and during the evenings.

Connectivity: improved links between bus and rail stations were needed.

Reliability: some felt buses were unreliable, with greater priority given to them on congested routes to improve this.

RTI: should be provided at bus stops and interchanges, as well as an App.

Fares and Payment

Many wanted an Oyster or contactless style payment system and more options to purchase tickets prior to boarding.

Electric Buses/ Vehicles

It was felt that priority should be given to electric vehicles, especially buses and trams in the long term.

Park and Ride / Ride Shares

Several respondents wanted an improved park and ride system similar to the one in York. Ride shares and Uber pool were also mentioned as an area for consideration in the strategy.

Investment in the Road Network and Road Improvements

Road network

Respondents thought road improvements should focus on local congestion hotspots. Road surfacing was an area cited as needing improvement, to aid both cyclists and car users.

Further upgrades discussed were improved traffic flow with simplified junctions, HGV restrictions during peak hours and greater connectivity between certain areas.

Freight

It was felt better understanding of this industry was needed by some organisations. This included working with planners regarding changes to rules on delivery times and a greater move towards rail and water freight.

Airport Access

Recurrent themes raised by consultees included issues with road access due to the wider network being beyond capacity and a lack of rail service for the airport.

Sustainable Modes & Environment

Cycling

Increased emphasis on improving cycling investment was a significant point, notably the creation of key cycle routes, across the region and a target to double cycling over the length of the strategy. Well-lit main roads and integrated cycle routes were specified as essential.

Pedestrians

Many felt the strategy should promote walking more, focussing on improving pavements and footpaths in and around the region, included surfaces, lighting and signage.

Air Quality

Several consultees stated air quality in city and town centres could be improved, suggesting banning diesel cars from central urban areas. The impact of emissions and poor air quality in the context of premature deaths was also noted.

Groups

Young People

It was felt more prominence should be given to this group in order to ensure they stayed healthy and active, especially in the locality of schools.

Disabled Travellers

Some uses felt rail stations were inaccessible to disabled people and that there should be a target to make all stations fully accessible by 2025.

Monitoring Targets

Progress against delivering policies is crucial in showing how the strategy is being achieved. Ideas for how this could be measured in relation to each policy area are show in Figure 9 below.

Figure 9: Ideas for measuring success

Policy Area	Measures
Road Network	• Journey times • Level of congestion • Mode share
Places to Live and Work	• Mode share • Public opinion
One System Public Transport	• Mode share • Journey times • Public opinion
Smart Futures	• User uptake • Website traffic • Public opinion
Asset Management	• Cost benefit analysis • Shared working • Disruption
Environment, Health, Wellbeing and Inclusion	• Mode share • Health Statistics
Funding the Strategy	• Proportion of funding from other sources • Increase in funding amount

Conclusion

Only three of the policies proposed were viewed more unfavourably, with the majority of proposed policies generally supported (over 50% agreed) by respondents and stakeholders alike.

The two policies that both members of the public and organisations least supported were:

- **OS1: Implement a HS2 Yorkshire Hub station masterplan (47% and 45% respectively).**

- Members of the **public** were least supportive of F2: Explore funding options like road user charging, workplace parking levy (38%); and

- **Organisations** least supportive of RN3: Provide new roads to development sites (34%).

Unlike members of the public, organisations were more in favour of sustainable policies but less in favour of new road building to increase capacity and Northern Power House Rail.

Some respondents (both members of the public and organisations) felt the strategy was unambitious and should be for longer than 20 years. Particular areas respondents thought needed further attention/ strengthening included:

- Provision for cyclists and pedestrians;

- Development of light rail (including tram, increasing line capacity, introducing more stations);

- Measures to reduce congestion;

- Improved airport access;

- Park and Ride provision; and

- Measures to improve air quality.

Table of Contents

1.   Introduction

1.1.1   West Yorkshire's Combined Authority (WYCA) is developing a Transport Strategy for West Yorkshire. The document will be a twenty year vision for developing a modern, high class, integrated transport system which supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan for sustained and healthy economic growth; especially for jobs and housing.

1.1.2   The Transport Strategy will update the current West Yorkshire Local Transport Plan adopted in 2011 and will set out a step change in the quality and performance of the transport system within West Yorkshire and its connections with the rest of the UK. WYCA believes that by investing in radically improved transport infrastructure and services, it can deliver the transport connections that businesses and people require and create attractive places in which to invest, work and live.

1.1.3   As part of the Strategy development process, WYCA devised a consultation programme to gain feedback from individuals and key stakeholder groups. Phase 1 of the consultation ran between March and September 2015 and incorporated a number of thematic workshops, as well as a public consultation questionnaire. It focused on a set of core principles for the strategy, which were amended in light of the consultation responses received. In addition, WYCA worked with a range of stakeholders and used their feedback to help shape development of the Strategy.

1.1.4   Phase 2 of the consultation ran between 18th July and 21st October 2016 and was aligned to run concurrently with the Bus Strategy consultation, marketed widely to the public as 'Your Travel, Your Say'. The consultation methods included interactive and digital based initiatives, public drop-in sessions, workshops, and one-to-one meetings with key stakeholders. The approach was designed to ensure that full and clear information on the proposed draft Transport Strategy was provided and that anyone who wished to take part could do so in a range of formats: paper, electronically or face-to-face.

1.1.4.1 Following this introduction, this report is structured as below:

- Chapter 2 outlines the methodology used in the study and the respondent profile;
- Chapter 3 details the findings from the public consultation;
- Chapter 4 describes the reaction from groups and organisations;
- Chapter 5 summarises the workshops and face to face meeting that took place with stakeholders; and
- Chapter 6 provides the conclusions.

1.1.4.2 Included in the appendices is the following information:

- Appendix A – Consultation questionnaire
- Appendix B – Drop In Events
- Appendix C – Consultation Materials
- Appendix D – Open Ended Questions
- Appendix E – Results by Area

2.   Methodology

2.1   Public consultation

2.1.1   WYCA developed their consultation which was open from 18th July to 21st October 2016 (14 weeks). They placed an online questionnaire on their website and invited the public to complete the survey.

2.2   Overview

2.2.1   This phase of the Transport Strategy consultation was aligned to run concurrently with the Bus Strategy consultation, marketed widely to the public as 'Your Travel, Your Say'. The consultation methods included interactive and digital based initiatives, public drop-in sessions, workshops, and one-to-one meetings with key stakeholders. The approach was designed to ensure that full and clear information on the proposed draft Transport Strategy was provided and that anyone who wished to take part could do so by a range of formats: paper, electronically or face-to-face.

2.3   Methods

- A website (www.yourtravelyoursay.co.uk) was built by WYCA for this consultation, and for on-going engagement throughout the future strategy development and implementation process. Details of both Transport Strategy and Bus Strategy consultations, and links to questionnaires by which individuals and groups/organisations could take part, were made available on the website.

- Eighty drop-in sessions were held across West Yorkshire to promote the consultation and engage bus users and non-bus users, in varied locations, at various times and days of the week (including weekends, early mornings and evenings). A full list of the drop in events can be found in Appendix B. Paper copies of the consultation materials were readily available at these drop-in events.

- Stakeholders were identified and contacted throughout the consultation period inviting them to attend or request workshops, 1-2-1 meetings and their participation by submitting their consolidated views in the questionnaire designed for completion by groups/organisations. The list of stakeholders was developed from those who had taken part in an earlier phase of consultation, or who were actively engaged with WYCA, sector specific e.g. Public Health, or elected members across the Districts (Councillors and MPs). Councillors from the districts were regularly contacted and invited to comment on the consultation methodology prior to its commencement in May 2016. Presentations were also given to small interest groups to encourage their participation.

2.4   Media Communications

2.4.1   Media communications were supported internally by public relations officers. Regular press releases were provided to all major local press, and social media campaigns ran throughout the consultation period. Drop-in sessions were advertised daily with the 'Your Travel, Your Say' dedicated social media (Twitter and Facebook) profiles, and by the existing more established profiles of WYCA, Metro and the LEP. District councils were also contacted to provide additional social media support to promote drop-in sessions in their areas. Funded social media promotions were used to target demographics that were noted to be comparatively underrepresented during the consultation process.

2.4.2   Posters, digital displays, and flyers were distributed and displayed across West Yorkshire by operators on their buses, on real-time-displays at bus stops, and at train stations and on bus shelters.

2.4.3   A paper version of the questionnaire was also provided to those who preferred not to complete it online. A copy of the questionnaire can be found in Appendix A.

2.5   Consultation Materials

2.5.1   A summary document of the draft strategy was developed as an accompanying, accessible information source to help inform participants when completing the questionnaire. Paper print-outs of the summary documents and questionnaires were art-worked up by Our Agency and produced for distribution at the drop-in sessions.

2.5.2   Credit-card sized 'takeaways' were printed with online details of how to take part in the consultation. These were produced for distribution to promote online participation and to hand out at busy intersections and transport hubs to passing commuters.

2.5.3   Copies of these consultation materials can be found in Appendix C.

2.6   Response Collection

2.6.1   Responses to the consultation were collated by the following means:

- Questionnaire for individuals – online (Survey Monkey) link and PDF download on website, and printed copies.

- Questionnaire for groups/organisations – online (Survey Monkey) link and PDF download.

- Freepost address (Freepost CONSULTATION TEAM (WYCA)) - for questionnaire returns, or letters.

- Email address (yourtravelyoursay@westyorks-ca.gov.uk) - for letters/ comments/ attachments/ additional information.

- Telephone (0113 245 7676) – Metroline to request information on how to take part in the consultation and details of drop-in sessions.

- Social Media (@yrtravelyrsay (Twitter) yourtravelyoursay (Facebook)) – comments and questions, and information on drop-in sessions, links to the website for online participation.

2.7   Questionnaire Design

2.7.1   The questions in the consultation asked about:

- Level of agreement across the seven Transport Strategy policy areas, namely:
    - Road Network;
    - Places to Live and Work;
    - One System Public Transport;
    - Smart Futures;
    - Asset Management;
    - Environment, Health and Well Being and Inclusion; and
    - Funding the Strategy;

- Suggestions for measuring progress in the seven Transport Strategy policy areas;

- Any other comments;

- Travel habits; and

- Demographic information.

    A copy of the questionnaire(s) can be found in Appendix A.

2.8   Equalities Work

2.8.1   WYCA attended workshops, and gave presentations on the Transport Strategy to equality groups and networks from across the districts.

2.9   Analysis of the Data

2.9.1   The data was analysed using SPSS Statistics; a software package used for statistical analysis. Initially, simple frequencies were run on each question on the questionnaire. Following on from this, cross tabulations were undertaken to explore the data in greater depth and highlight any differences across key sub groups. For the purposes of the cross tabulations, the data was analysed by:

- Geographical area of interest (Leeds, Wakefield, Bradford, Calderdale and Kirklees);

- Age;

- Gender;

- Ethnic Origin;

- Frequency of modes used; and

- Transport of interest.

2.9.2   Any statistically significant difference in responses between these groups is highlighted in the text. A full set of tables from the cross tabulation analyses can be found in the appendices.

2.9.3   In tables shown in this report, percentages may total more than 100%; this is either due to rounding or because respondents were able to give more than one answer to the question. Throughout the analysis, an asterisk (*) is used if a proportion is more than zero but less than 1%.

2.9.4   If the base was less than 50, no percentage is shown.

2.9.5   Where results are reported as being 'significantly' different between sub samples, this means the difference are significant at the 95% confidence level.

2.9.6   Please note that at the time of developing the draft West Yorkshire Transport Strategy, and during consultation, a number of transport related schemes and separate consultation/ engagement exercise were in development, in action, or being reported on/ concluded. A number of these schemes and consultations were widely publicised and of particular interest to residents in different areas of West Yorkshire, thus potentially creating pointed or focused views on transport for them which may be reflected in their responses. There were also news stories pertaining to bus operators. These included:

- The airport link road plans;
- The NGT (Next Generation Transport) decision;
- The £173.5m NGT ring-fenced funding awarded to Leeds City Council (LCC);
- LCC's Transport Conversation to engage residents on how to invest the £173.5m;
- HS2/3;
- Sharlston 148 bus service consultation by Arriva;
- Morley Transport Hub/South Emsall Transport Hub plans;
- Two bus service changes;
- First Leeds industrial strike action;
- Ladies Only Travel (LOT) going into liquidation; and
- Yorkshire Tiger Leeds depot closure.

3. Public Consultation

3.1 Introduction

3.1.1 Overall 1596 induvial questionnaire responses were received to a public consultation administered by WYCA between the 18th July and 21st October 2016. In this section we provide details of the responses received.

3.1.2 In this chapter we describe:

- Level of agreement with the seven Transport Strategy policy areas;
- Ideas on how to measure the seven Transport Strategy policy areas; and
- Suggestions for anything missing from the proposals.

3.2 Respondent Profile

3.2.1 In total 1596 individual responses to the public consultation were received. Figure 3.1 shows the location of respondents.

Figure 3.1: Location of respondents
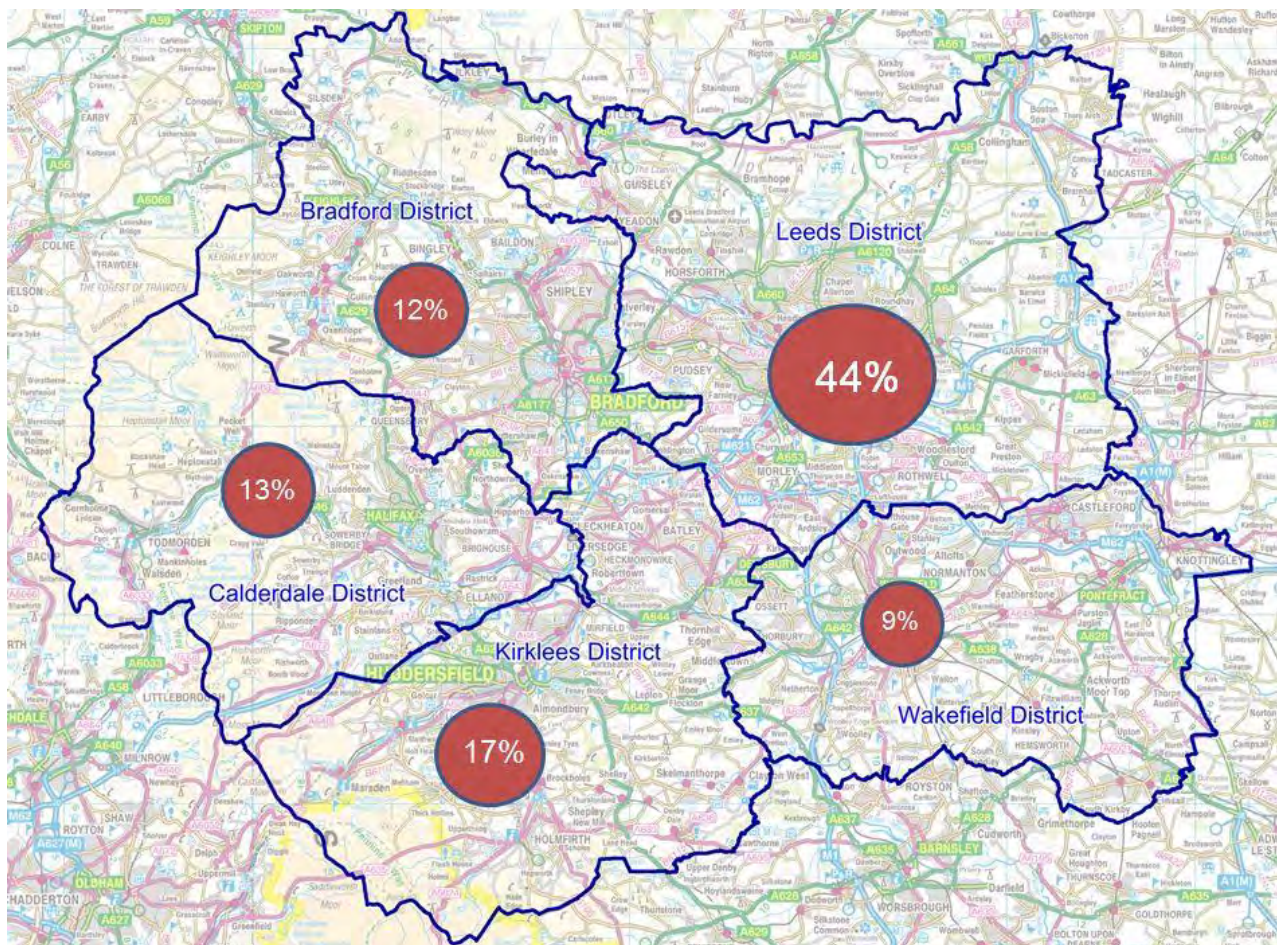
NB 19% of respondents did not provide a postcode. Of those that did 6% lived outside of West Yorkshire

3.2.2   Figure 3.2 shows just over two thirds (67%) of respondents were male. Over half (59%) were aged 45 and above and just 9% were aged 24 years and below.

3.2.3   Less than a fifth (15%) of respondents stated that they had a disability or limiting long term illness and 3% said they were from a Black or Minority Ethnic background.

Figure 3.2: Demographic Profile of respondents
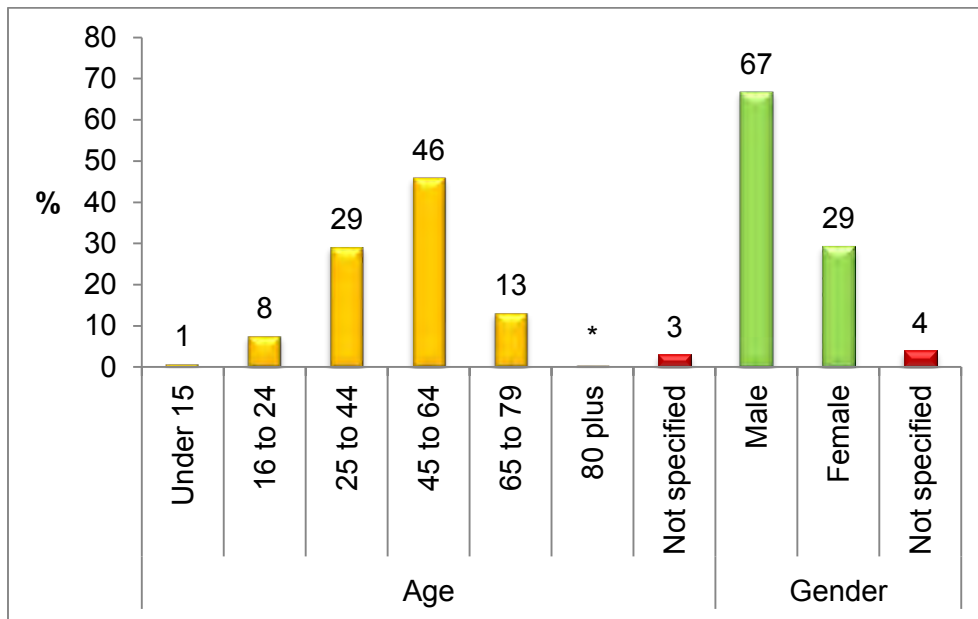
Base: 1596

3.2.4   Forty seven percent of respondents indicated they drive a car on four days a week or more and one in ten (11%) respondents stated they travelled as a car passenger on four days or more. Nearly a quarter (22%) of respondents indicated they used a bus on four days a week or more and 15% used rail. In addition, 11% of respondents also stated they use a motorcycle on four days a week or more.

3.2.5   This is illustrated in Figure 3.3 below.

Figure 3.3 Frequency of Use of Modes of Transport
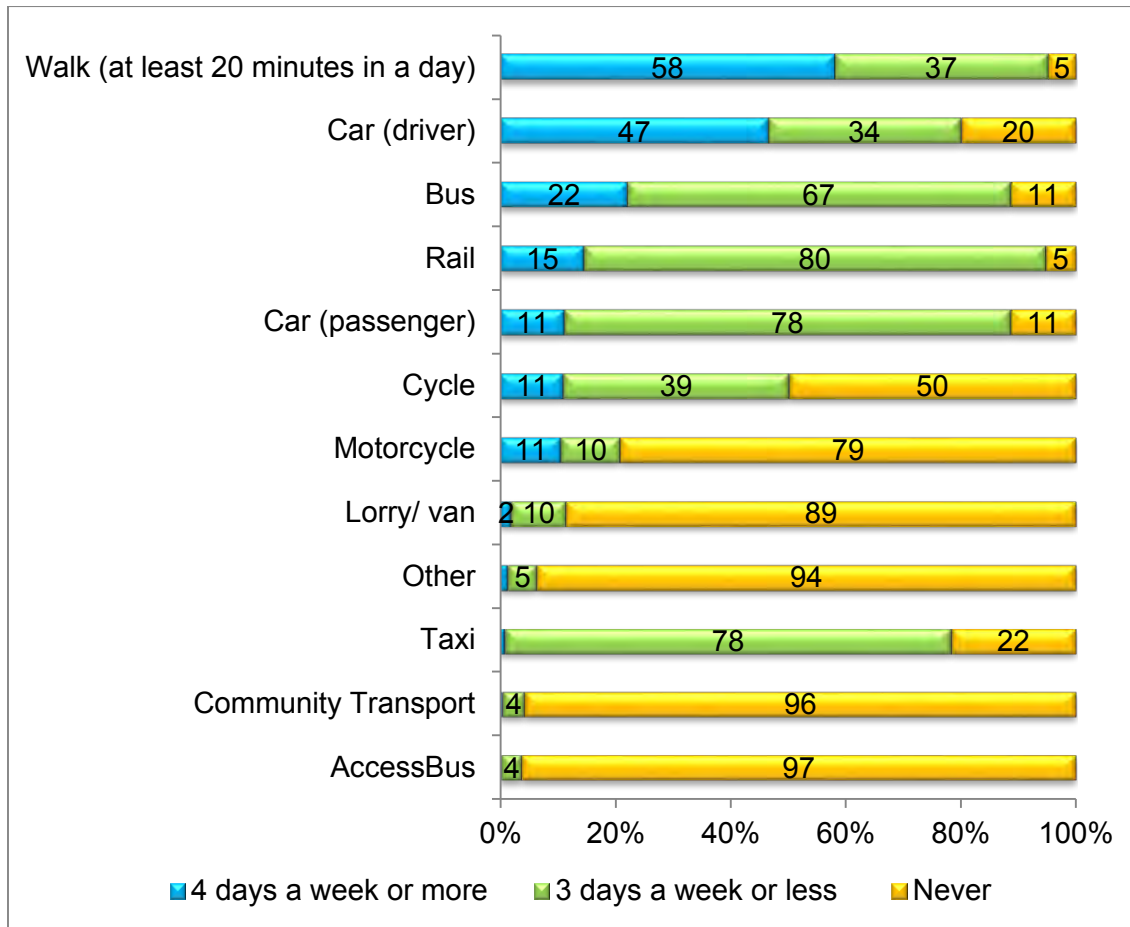
Base: Walk (1539); Car driver (1509); Bus (1550); Rail (1555); Car passenger (1380); Cycle (1482); Motorcycle (1461); Lorry/ van (1434); Other (1167); Taxi (1471); Community Transport (1438); AccessBus (1429)

3.2.6   Respondents were asked if they had a particular geographical interest. As Table 3.1 shows, over two thirds (68%) of respondents had a particular geographical interest in Leeds. A further 27% of respondents stated that they had a particular interest in Kirklees and Bradford.

Table 3.1: Particular Geographical Interest	%
Leeds	68
Kirklees	27
Bradford	27
Calderdale	24
Wakefield	18
Other	*
Base	**1502**

NB: Respondents could give more than one answer

3.2.7   Similarly, respondents were asked if they had a particular transport interest. Table 3.2 shows that 65% of respondents had a particular interest in rail and just over half (52%) had an interest in buses. AccessBus was not mentioned.

Table 3.2: Particular Transport Interest	%
Rail	65
Bus	52
Walking	50
Highways	36
Motorcycle	20
Cycling	38
Taxi	9
Freight	3
Community Transport	4
Other	1
Base	**1533**

NB: Respondents could give more than one answer

3.3 Level of Agreement with Transport Strategy policy areas

3.3.1 Respondents were presented with a series of statements regarding the seven Transport Strategy policy areas and asked to indicate the extent to which they agreed or disagreed with each. The policy areas included were:

- Road Network;
- Places to Live and Work;
- One System Public Transport;
- Smart Futures;
- Asset Management;
- Environment, Health and Well Being; and
- Funding.

3.4 Road Network

3.4.1 Of the Road Network policies, agreement was highest for:

- Improve freight routes and facilities (85%).

- Road improvement schemes for local congestion areas (84%).

- Jointly manage West Yorkshire Key Route Network (82%).

3.4.2 Conversely, agreement was lowest for:

- Improve taxi facilities (54%).

- Provide new roads (54%).

- Prioritise vehicles on some roads (57%).

This information is presented in Figure 3.4.

Figure 3.4: Level of Agreement with Road Network draft policies
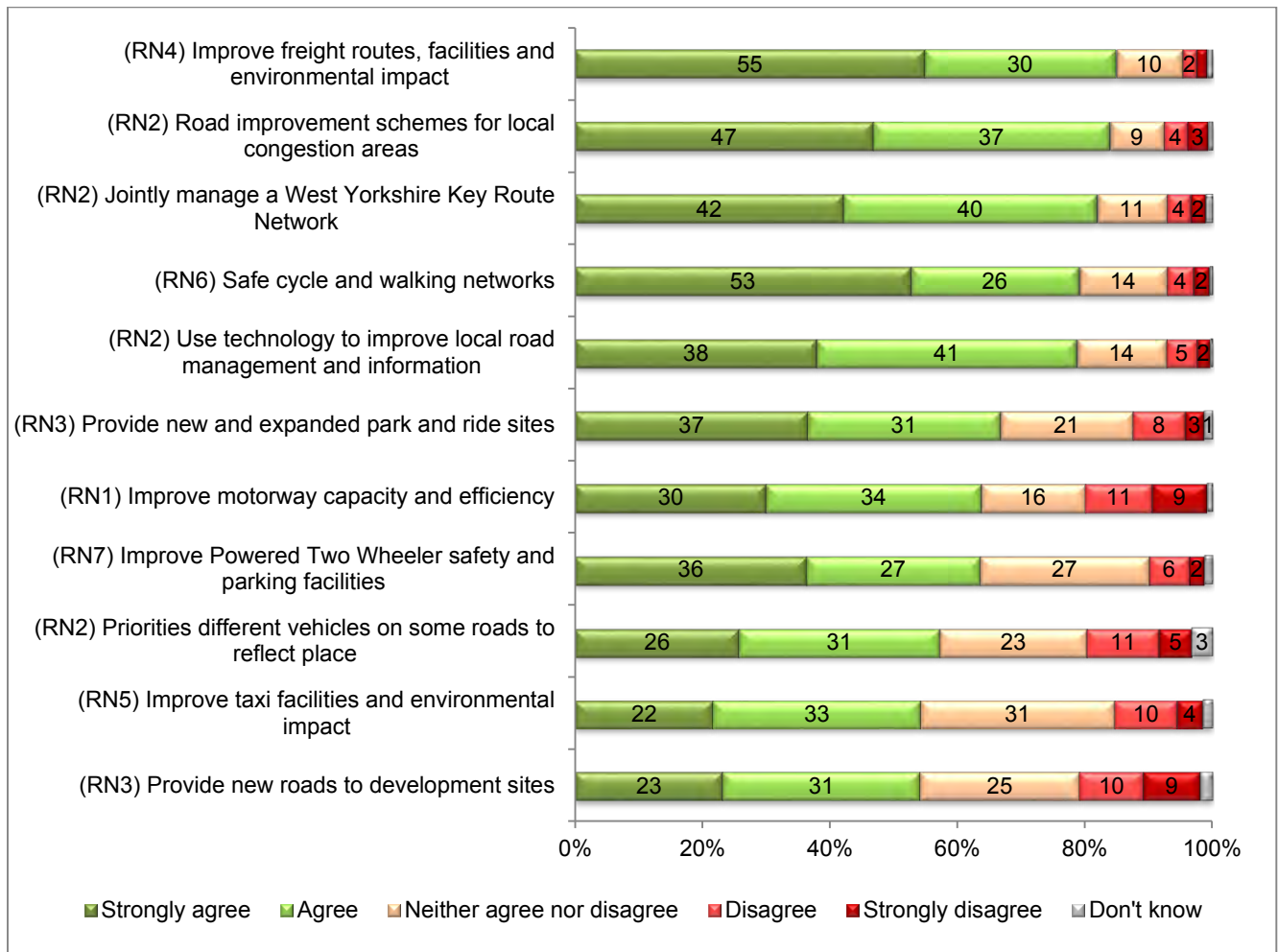
Base: Freight routes (1584); Road improvements (1584); Key Route Network (1584); Cycle/ walk networks (1581); Technology (1586); Park and Ride (1580); Motorways (1580); Motorcyclists (1575); Prioritise vehicles (1574); Taxi facilities (1575); New roads (1568)

3.4.3   Some of the differences noted by sub group included:

3.4.4   **Improve freight routes and facilities.**

- Sixty three percent of respondents aged 65 and above strongly agreed, compared to just 40% of younger respondents (i.e. aged 24 and under) and 50% aged between 25 and 44 years.

- Fifty eight percent of frequent car drivers strongly agreed, compared to 49% of infrequent drivers.

3.4.5   **Road improvement schemes for local congestion areas.**

- Over half (56%) of respondents with a highways interest strongly agreed, compared to 46% or less amongst respondents with an interest in bus, rail walking and cycling; most notably cycling with just 34% strongly agreeing.

3.4.6   **Jointly manage West Yorkshire Key Route Network.**

- Over half (55%) of respondents with a highways interest strongly agreed, compared to 44% or less amongst respondents with an interest in bus, rail, walking, cycling or motorcycling.

Differences by Area of Interest

A higher proportion with an interest in **Kirklees** agreed (strongly agree or agree) with the following statements

- (RN1) Improve motorways (70%)

- (RN2) Jointly manage West Yorkshire Key Route Network (86%)

- (RN2) Road improvement schemes for local congestion areas (88%)

- (RN7) Improvements for motorcyclists (70%)

Respondents with an Interest in **Wakefield** also had a higher level of agreement with:

- (RN2) Road improvement schemes for local congestion areas (90%)

- (RN7) Improvements for motorcyclists (72%)

3.4.7   Respondents were asked how they thought WYCA should measure to show its progress in delivering improvements in the Road Network.

3.4.8   Over a third of respondents (35%) stated they did not know what WYCA should measure to show its progress in delivering improvements in the Road Network and a further 10% did not answer the question.

3.4.9   Of those that did make a suggestion, over a third (38%) said measuring journey times, such as average times and reliability. A quarter of respondents (25%) suggested measures that considered levels of congestion, such as delays, volume of traffic and frequency of traffic jams and 24% listed measures relating to modal share/ split/ shift. The top five responses given are displayed in Table 3.3.

Table 3.3: Measures to demonstrate improvements in the Road Network - Top five responses

	%
Journey times, e.g. average times/ reliability	38
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	25
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	24
Accident rates/ statistics	16
Air quality/ emission levels	15
Base	**887**

NB: Respondents could give more than one answer.

3.4.10   Some of the suggestions made regarding what WYCA could measure to show its progress in delivering improvements in the Road Network included:

"As a keen motorcyclist I am very interested to see if improvements lead to a measureable increase in the use of Powered Two Wheelers. I feel any increase would represent a 'win-win' situation for both the PTW user in reduced journey times, and the road network infrastructure in reduced congestion." **Male, 45-64, White**

"Congestion in terms of time taken for a car to get into the city centre at peak times/ rush hour and accident monitoring in terms of number and any road safety features that could be put in place. Also, the management of potholes on more minor roads." **Female, 25 to 44, White.**

"Driver surveys, along the line of the National Happiness Survey, to ask drivers/ riders of all forms of vehicle/ transport for their feelings about journeys." **Male, 45 to 64, White.**

"Journey times should be the key measure." **Male, 25 to 44, White.**

"Measure delay per use of the routes, including impact of traffic on pedestrian times (including crossing time), cyclist times, bus users and car users, at peak times and weekends." **Male, 45 to 64, White.**

3.5   Places to Live and Work

3.5.1   The draft policies for Places to Live and Work were broadly supported by the majority of respondents with a minimum of 72% agreeing or strongly agreeing with each policy cited.

3.5.2   Support was greatest for:

- Build in sustainable travel access to new developments (91%).

- Improve rail and bus stations (90%).

- Involve communities (82%).

Figure 3.5: Level of Agreement with Places to Live and Work draft policies
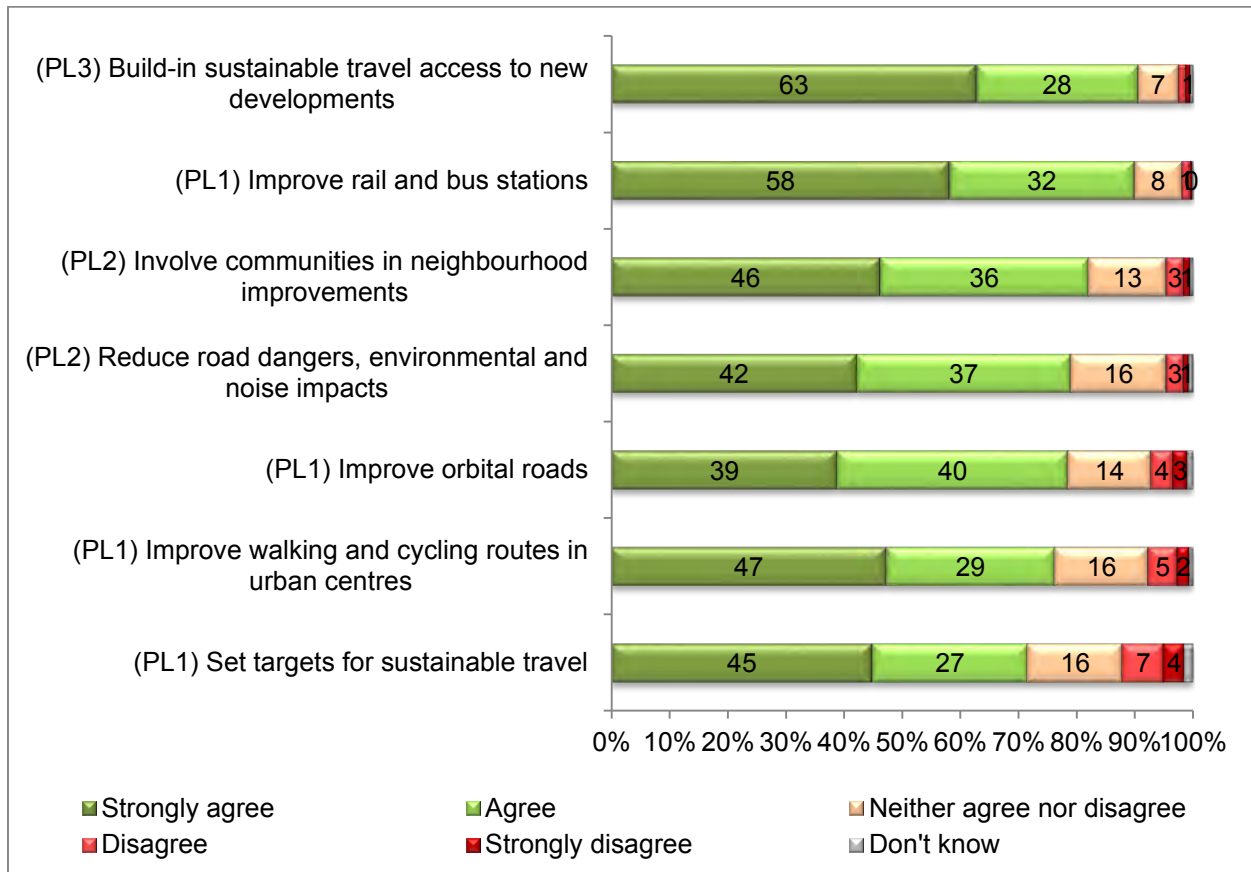
Base: New developments (1585); Bus and rail stations (1589); Involve communities (1583); Road safety (1588); Orbital roads (1585); Walking/ cycling routes (1587); Targets (1584)

3.5.3   Some of the differences observed by sub group included:

3.5.4   **Build in sustainable travel access to new developments.**

- Nearly three quarters (73%) of respondents with a cycling interest strongly agreed with this policy, compared to 67% or less amongst respondents with an interest in bus, rail, walking, highways or motorcycling.

3.5.5   **Improve rail and bus stations.**

- 74% of younger respondents strongly agreed with this proposal, compared to 61% of respondents aged between 25 and 44 years and 53% aged between 45 and 64 years.

- Seventy percent of BME respondents strongly agreed compared to 58% of White respondents.

- Sixty five percent and 68% of respondents with a bus or rail interest respectively, strongly agreed with the policy compared to 51% with a highways interest.

3.5.6   **Involve communities.**

- Over half (54%) of female respondents strongly agreed, compared to 43% of males.

- Only 42% and 40% of respondents with a transport interest in highways or motorcycling respectively strongly agreed with the policy, compared to 52% with a bus interest and 53% of those with an interest in walking or cycling.

> **Differences by Area of Interest**
>
> There were no statistically significant difference by area of interest however; respondents with an interest in **Wakefield** had a greater interest in the proposal PL1 - the improvement of orbital roads (82%)

3.5.7   Respondents were asked what they thought WYCA should measure to show its progress in delivering improvements to Places to Live and Work.

3.5.8   Half of respondents (50%) stated that they did not know what WYCA should measure and a further 9% did not answer the question. Of those that did a third (34%) thought measuring changes in modal share would give a good indication of any improvements made and a just over a fifth (22%) thought public opinion should be measured through surveys, etc. The top five responses given are listed in Table 3.4.

Table 3.4: Measures to demonstrate improvements to Places to Live and Work - Top five responses	%
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	34
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	22
Air quality/ pollution/ emission levels	19
Better transport infrastructure investment and improvements	14
Accident rates/ statistics	11
Base	**655**

NB: Respondents could give more than one answer.

3.5.9   Some of the suggestions made regarding what WYCA could measure to show its progress in delivering improvements to Places to Live and Work included:

"Introduce measures to have a reduction in the number of cars instead of pussyfooting around with statistics. Let's say to have a target of 50% reduction in the number of cars on the roads based on the number of cars on the road in 2016. Maintain cycle and walk ways to the same standard as roads not the rutted and overgrown network currently in place." **Male, 45-64, White**

"A simple measure here would be to circulate a questionnaire to a range of people with diverse travel requirements both before, during, and after the improvements - where I work, it is referred to as 'Voice of the Customer'." **Male, 45 to 64, White.**

"Improved air quality. Increases in pedestrian & cycle use. Quality of environment/ well-being assessments. Reduced car-use." **Male, 25 to 44, White.**

"Ensure new private developments are forced to provide adequate transport and other facilities/ infrastructure." **Female, 25 to 44, BME.**

"Improved journey time for motorists and bus journeys. Reduced congestion. More walking, cycling and bus trips for short journeys. Improved road safety for all users. Increased walking and cycling in general. Less cars 'passing through' small town and district centres." **Female, 25 to 44, BME.**

3.6   One System Public Transport

3.6.1   Of the One System Public Transport policies, the policies supported by the greatest proportion of respondents were:

- Provide high quality rail standards (90%).

- Improve existing rail services (88%).

- Improve and integrate travel information and payment (87%).

3.6.2   In contrast, less than half (47%) of respondents agreed with the policy **'Masterplan for HS2 Yorkshire Hub '**, with almost a quarter (23%) disagreeing; 14% of respondents disagreed strongly.

3.6.3   Similarly, only 53% of respondents agreed with the policy **'intermediate stop between Leeds and Manchester'**. In addition, a quarter of respondents or more stated that they neither agreed nor disagreed with these two policies, i.e. 25% and 28% respectively. This information is highlighted in Figure 3.6.

Figure 3.6: Level of Agreement with One System Public Transport draft policies
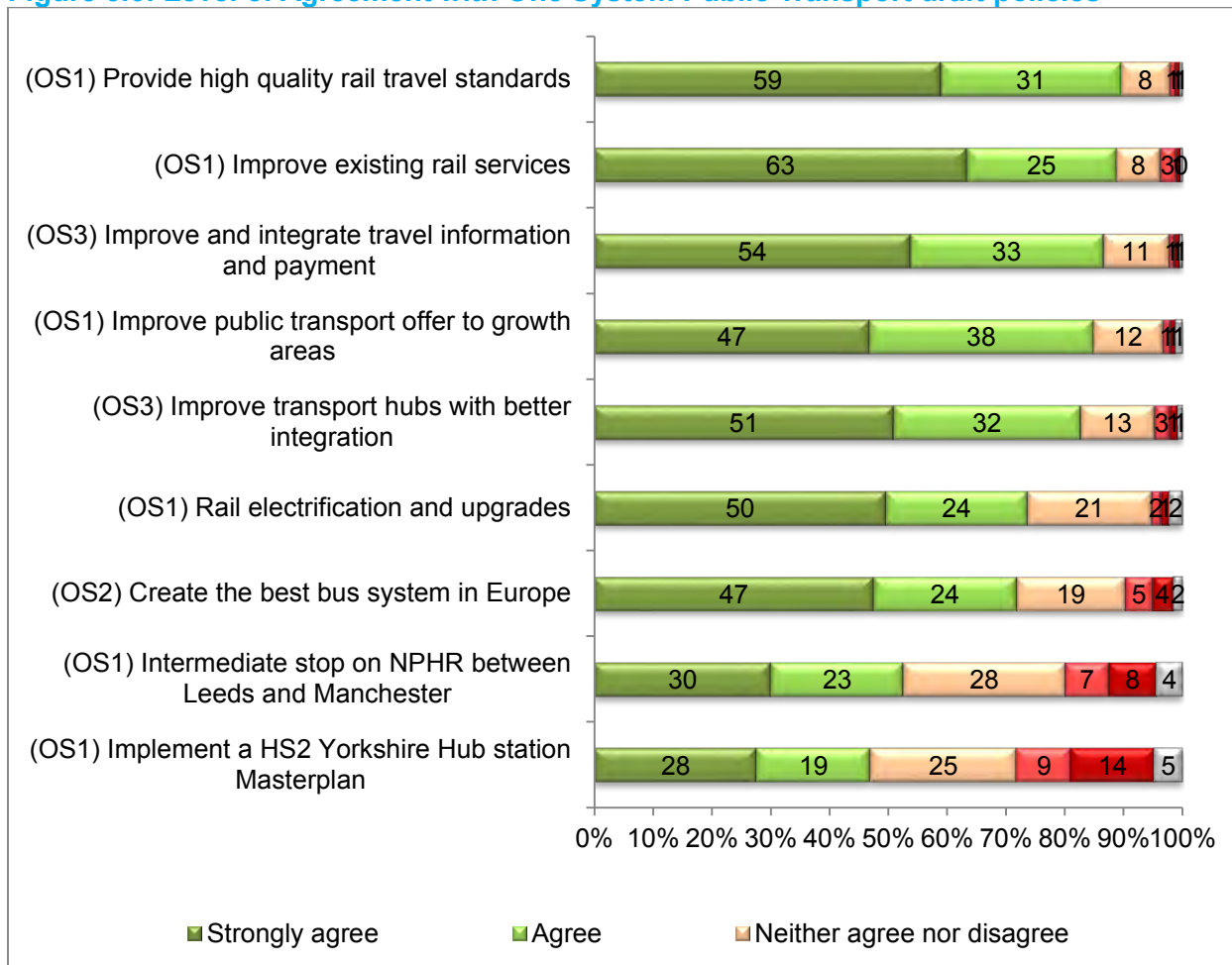
Base: Rail standards (1587); Improve rail (1588); Information/ payment (1581); Connections (1583); Transport hubs (1582); Rail electrification (1587); European system (1582); Intermediate stops (1584); Masterplan (1586)

3.6.4   Some of the differences seen by sub group included:

3.6.5   **Provide high quality rail standards.**

- Over a third (70%) of younger respondents strongly agreed, compared to 55% aged between 45 and 64 years.

- Seventy two percent of BME respondents strongly agreed, compared to 59% of White respondents.

- Seventy two percent of respondents with a rail interest strongly agreed with this policy, compared to 66% or less amongst respondents with an interest in bus, walking, cycling, highways or motorcycling; most notably motorcycling with just 34% strongly agreeing.

- Seventy six percent of frequent rail users strongly agreed, compared to 51% of infrequent rail users. Similarly, 63% of frequent bus users strongly agreed, compared to 55% of infrequent bus users.

3.6.6 **Improve existing rail services.**

- Nearly a quarter (74%) of younger respondents strongly agreed, compared to 59% aged between 45 and 64 years.

- Seventy seven percent of respondents with a rail interest strongly agreed with this policy, compared to 70% or less amongst respondents with an interest in bus, walking, cycling, highways and motorcycling; most notably motorcycling with just 38% of respondents strongly agreeing.

- Eighty one percent of frequent rail users strongly agreed, compared to 54% of infrequent rail users. Similarly, 68% of frequent bus users strongly agreed, compared to 59% of infrequent bus users.

3.6.7 **Improve and integrate travel information and payment.**

- Sixty six percent of younger respondents and 60% of respondents aged between 25 and 44 years strongly agreed, compared to 48% aged between 45 and 64 years.

- Seventy two percent of BME respondents strongly agreed, compared to 54% of White respondents.

- Only 35% of respondents with a motorcycling interest strongly agreed with this policy, compared to 51% or more amongst respondents with an interest in bus, walking, cycling, highways or taxis.

- Sixty five percent of frequent rail users strongly agreed, compared to 48% of infrequent rail users. Similarly, 61% of frequent bus users strongly agreed, compared to 48% of infrequent bus users.

> **Differences by Area of Interest**
>
> Those with an interest in **Kirklees** were more in favour of (OS1) Intermediate stop between Leeds and Manchester (65%).
>
> Those with an interest in **Leeds** were particularly in favour of:
>
> - (OS1) Improve existing rail (90%)
> - (OS1) Provide high quality rail standards (92%)
>
> Those with an interest in **Calderdale** were particularly in favour of (OS1) Rail electrification and upgrades (82%).

3.6.8   Respondents were asked what they thought WYCA should measure to show its progress in delivering improvements in delivering the One System.

3.6.9   Forty four percent of respondents said that they did not know what WYCA should measure to show its progress in delivering the One System and a further 15% did not answer the question. Of those that did, two fifths (42%) suggested measuring modal share/ split/ shift. A further 16% said measures that looked at journey times, such as average times and reliability and also indicators of public opinion and levels of satisfaction, gleaned through surveys and consultations. The top five suggestions are listed in Table 3.5.

Table 3.5: Measures to demonstrate delivery of the One System - Top five responses

	%
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	42
Journey times, e.g. average times/ reliability	16
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	16
Rail provision, e.g. capacity, frequency, electrification, stations, new lines, etc.	12
Affordability/ value for money	7
Base	**649**

NB: Respondents could give more than one answer.

3.6.10   Some of the suggestions made regarding what WYCA could measure to show its progress in delivering the One System included:

"Uptake of single payment mechanisms, usage of public transport and assessment of integrated journeys made. Public feedback on success of integration from their perspective." **Male, 25 to 44, White.**

"Number of people using public transport." **Male, Under 15, BME.**

"Increase in passenger numbers associated with a decrease in road traffic." **Male, 45 to 64, White.**

"More journeys by rail and bus. Reduced congestion on roads. Less haulage, freight on roads and less commuter journeys between cities made by road." **Female, 25 to 44, BME.**

"Waiting times for public transport. Travelling times to work. Environmental benefits to the region. Impacts on work life balance." **Female, 45 to 64, White.**

"User numbers and satisfaction of the users." **Male, 45 to 64, White.**

3.7   Smart Futures

3.7.1   Agreement was highest for:

- Use technology to improve travel information (87%).

- Use technology and data to ensure decisions are well informed (83%).

- Provide open access to transport data (72%).

3.7.2   Conversely, only 57% of respondents agreed with the policy 'develop a *mobility as a service* system, with just under a tenth (8%) disagreeing.

3.7.3   A quarter or more of respondents stated that they neither agreed nor disagreed with three of the draft policies presented. This is illustrated in Figure 3.7.

Figure 3.7: Level of Agreement with Smart Futures draft policies
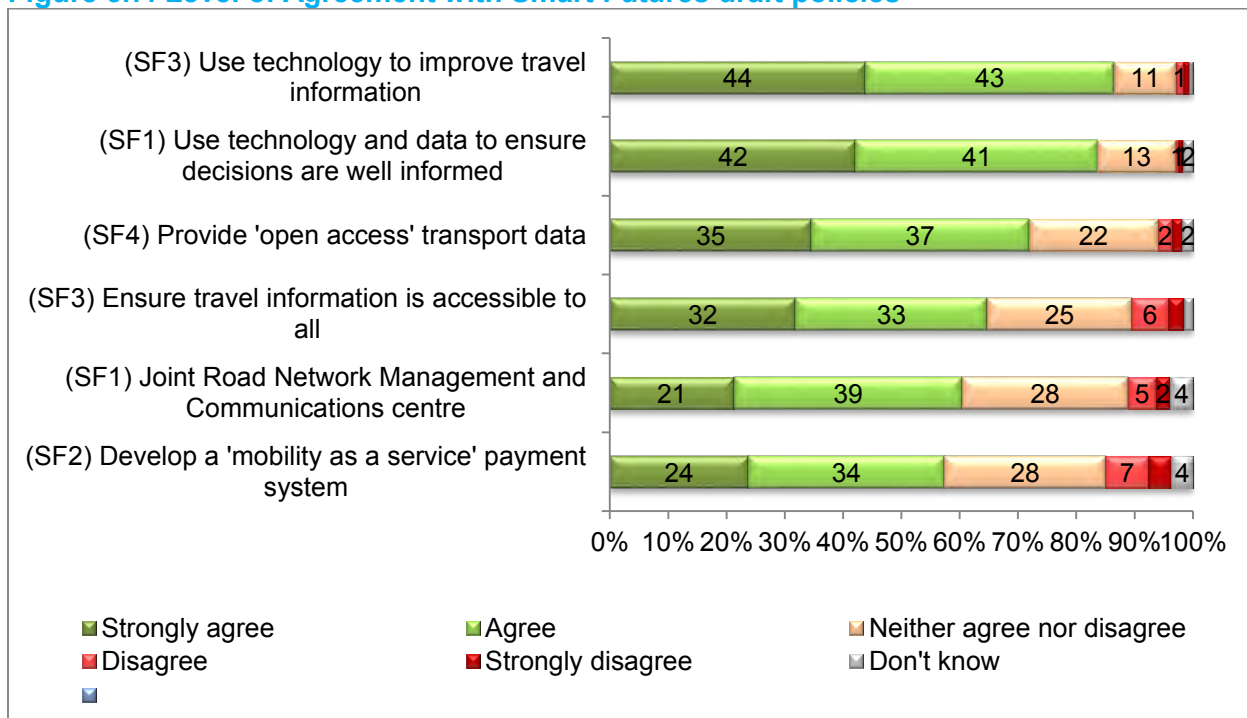
Base: Travel information (1579); Decision making (1571); Open access (1572); Accessible information (1578); Joint Network Management (1572); Mobility (1575)

3.7.4   Some of the differences noted by sub group are discussed below.

3.7.5   **Use technology to improve travel information.**

- Sixty percent of younger respondents strongly agreed, compared to 39% of respondents aged between 45 and 64 years and 44% aged 65 and above.

- Fifty nine percent of BME respondents strongly agreed, compared to 44% of White respondents.

- Only 32% of respondents with a motorcycling interest strongly agreed with the policy compared to 44% or more amongst respondents with an interest in bus, rail, walking, cycling, highways or taxis.

- Forty seven percent of frequent bus users strongly agreed, compared to 41% of infrequent bus users. Contrastingly for car drivers, 48% of infrequent drivers strongly agreed, compared to 42% of frequent drivers.

3.7.6   **Use technology and data to ensure decisions are well informed.**

- Fifty eight percent of younger respondents strongly agreed, compared to 35% of respondents aged between 45 and 64 years and 43% aged 65 and above.

- Fifty five percent of BME respondents strongly agreed, compared to 42% of White respondents.

- Forty nine percent of frequent rail users strongly agreed, compared to 39% of infrequent rail users. Similarly, 48% of infrequent bus users strongly agreed, compared to 37% of frequent bus users.

3.7.7   **Provide open access to transport data.**

- Thirty eight percent of male respondents strongly agreed, compared to 28% of females.

- Fifty two percent of younger respondents and 44% aged between 25 and 44 years strongly agreed, compared to 28% of respondents aged between 45 and 64 years and 27% aged 65 years and above.

- Nearly half (49%) of BME respondents strongly agreed, compared to 34% of White respondents.

- Forty percent of frequent rail users strongly agreed, compared to 32% of infrequent rail users. Furthermore, 41% of infrequent drivers strongly agreed, compared to 31% of frequent drivers.

> **Differences by Area of Interest**
>
> Respondents with an interest in **Leeds** had a greater level of support for policy (SF2) Develop a 'mobility as a service' system (61%).

3.7.8   Respondents were asked what they thought WYCA should measure to show its progress in delivering Smart Futures.

3.7.9   Sixty two percent of respondents stated they did not know what WYCA should measure to show its progress in delivering Smart Futures and a further 15% did not answer the question. Of those that did make a suggestion, a fifth (20%) stated levels of user uptake, such as usage of the new technology and systems available. A further 18% suggested monitoring website traffic and hit rates as an indicator of the improved information available. This is highlighted in Table 3.6.

Table 3.6: Measures to demonstrate delivery of Smart Futures - Top five responses

	%
Levels of user uptake, e.g. usage of new technology/ systems and information available	20
Website traffic, e.g. hit rates, improved online offer, up to date information	18
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	18
Journey times, e.g. average times/ reliability	9
Usage of cashless payment methods	8
Base	**381**

NB: Respondents could give more than one answer.

3.7.10   Some of the suggestions made regarding what WYCA could measure to show its progress in delivering Smart Futures included:

"Increase in the number of people using apps to plan public transport journeys in Leeds." **Male, 25 to 44, White.**

"How many people use and like the new technology." **Female, 16 to 24, White.**

"Citizen feedback surveys on the accessibility of the information and the impact on their travel." **Male, 65 to 79, White.**

"A measured reduction in journey times." **Female, 25 to 44, BME.**

"Improvements to customer satisfaction as a direct result of technological improvements." **Male, 16 to 24, White.**
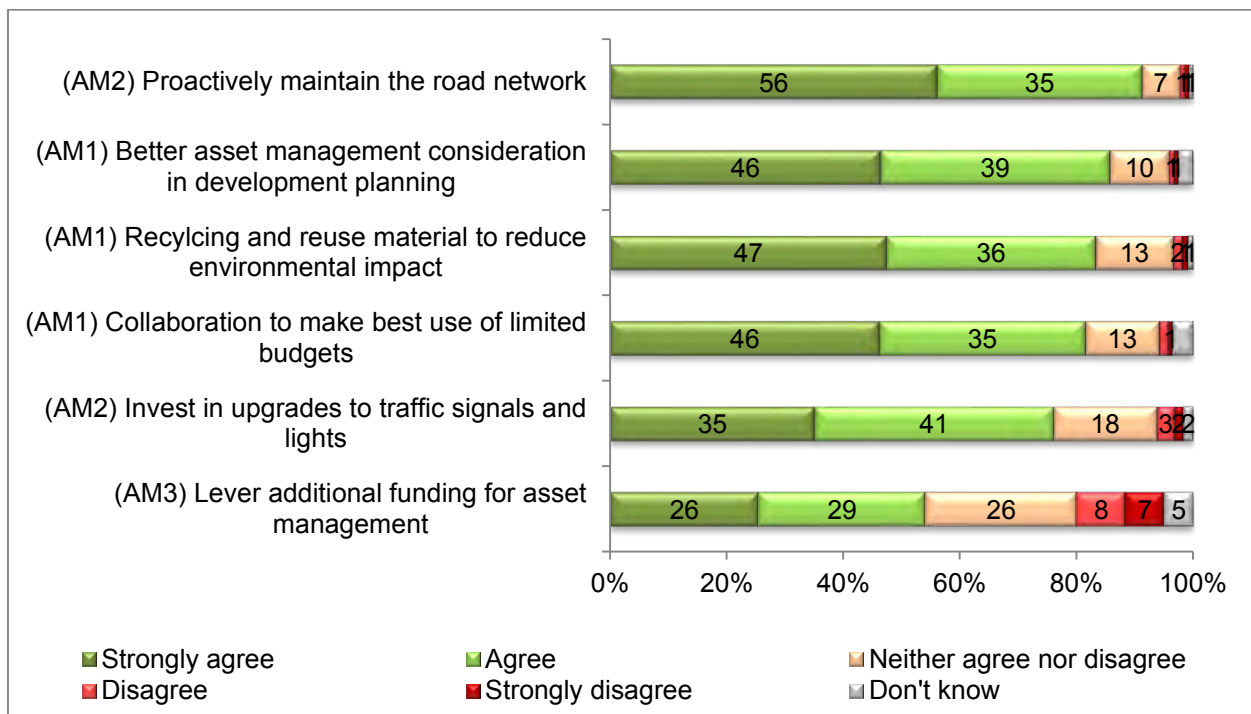
3.8 Asset Management

3.8.1 With the exception of **'increase funding for asset management',** the draft policies for Asset Management were all supported by three quarters or more of respondents. Agreement was highest for:

- Maintain the road network to reduce the problems that can cause disruptions (91%).

- Better asset management into the planning and design processes (85%).

- Minimise environmental impacts (83%).

3.8.2 Contrastingly, only 55% of respondents agreed with the policy **'increase funding for asset management'**, with 15% disagreeing.

3.8.3 The results are displayed in Figure 3.8.

Figure 3.8: Level of Agreement with Asset Management draft policies

Base: Road network (1575); Asset management (1576); Environmental (1579); Best use of budgets (1580); Invest in upgrades (1575); Increase funding (1571)

3.8.4   Some of the differences observed by sub group included:

3.8.5   **Proactively maintain the road network.**

- Sixty four percent of respondents with a highways interest and 68% of those with a motorcycling interest strongly agreed with this policy, compared to 48% or less amongst respondents with other transport interests.

- Sixty two percent of infrequent rail users strongly agreed, compared to 45% of frequent users. Similarly, 60% of infrequent bus users strongly agreed, compared to 51% of frequent bus users.

3.8.6   **Better asset management into the planning and design processes.**

- Fifty five percent of respondents aged 65 and above strongly agreed, compared to just 40% of younger respondents.

- Fifty nine percent of BME respondents strongly agreed, compared to 45% of White respondents.

- Forty seven percent of frequent car drivers strongly agreed, compared to 40% of infrequent car drivers.

3.8.7   **Minimise environmental impacts.**

- Only 43% of respondents with a highways interest and 39% of those with a motorcycling interest strongly agreed with this policy, compared to 50% or more amongst respondents with an interest in bus, rail, walking, cycling and taxis.

- Fifty two percent of frequent rail users strongly agreed, compared to 45% of infrequent rail users. In addition, 55% of frequent cyclists strongly agreed, compared to 44% of infrequent cyclists.

Differences by Area of Interest

There were no statistically significant differences between area however respondents with an interest in **Kirklees** were most likely to agree with (AM1) making best use of limited budgets (85%) and (AM1) better assess management (89%).

Those with an interest in **Wakefield** had a higher level of agreement with (AM2) invest in upgrades to traffic signals and lights (81%).

3.8.8   Respondents were asked what they thought WYCA should measure to show progress in delivering improvements in Asset Management.

3.8.9   Over half of respondents (58%) stated that they did not know what WYCA should measure to show its progress in delivering improvements in Asset Management and a further 22% did not answer the question. Of those that did, just over a tenth (11%) said cost benefit analysis of projects and schemes should be looked at. A further 10% suggested monitoring levels of shared working, such as stakeholder engagement and looking at measures to monitor disruption caused by roadworks and maintenance, such as road/ lane closures and the number of days that works overrun. The top five responses given are shown in Table 3.7.

Table 3.7: Measures to demonstrate improvements in Asset Management - Top five responses

	%
Cost benefit analysis of projects/ schemes	11
Level of shared working, e.g. stakeholder engagement, resources, effectiveness, etc.	10
Disruption caused by roadworks/ maintenance, e.g. days overrun, closures, etc.	10
Funding generated, e.g. private/ public, etc.	9
Level of demonstrable cost savings/ reductions	9
Base	**320**

NB: Respondents could give more than one answer.

3.8.10 Some of the suggestions made regarding what WYCA could measure to show its progress in delivering improvements in Asset Management included:

"The amount saved by astute financial and managerial co-operation giving further monies to be ploughed back into above improvements." Female, 65 to 79, White.

"Reduced number of insurance claims for damage caused by potholes and reduced accidents for motorcycles due to poor road surface." Male, 45 to 64, White.

"In terms of traffic signals, pedestrians and cyclists should be prioritised over car users. If you get more people on to public transport you will reduce road congestion - this is what you should be measuring." Female, 45 to 64, BME.

"Cost per travel mile of maintaining infrastructure." Male, 25 to 44, White.

"Amount of material recycled." Male, 16 to 24, White.

"Constantly monitor equipment failure and road network quality to ensure the investment is procured in the right areas." Female, 16 to 24, White.

3.9 Environment, Health and Well Being and Inclusion

3.9.1 The most supported Environment, Health and Well Being and Inclusion draft policies were:

- Combine transport resources with other organisations (81%).

- Reduce the need for natural resources on projects (81%).

- Environmental assessment for large transport schemes (80%).

- Encourage healthy travel (79%).

- Reduce road traffic accidents (79%).

3.9.2 The draft policies, 'safety cameras to reduce vehicle accidents' and 'training and promotion for healthy and active transport', were the two that received the lowest levels of agreement from respondents, with 58% and 60% agreeing or strongly agreeing respectively. Furthermore, over a fifth (22%) of respondents disagreed with the proposal to use safety cameras to help reduce vehicle accidents.

3.9.3   A full breakdown of the responses to this question can be found in Figure 3.9.

Figure 3.9: Level of Agreement with Environment, Health and Well Being and Inclusion draft policies

Base: Combine resources (1571); Reduce need (1570); Environmental assessment (1570); Encourage healthy travel (1571); Reduce RTAs (1577); Pollution targets (1577); Walking and cycling routes (1577); Travel offers (1577); Green infrastructure (1576); Vehicle charging (1577); Clean Air Zone (1580); Training/ promotion (1573); Safety cameras (1574)

3.9.4   Some of the differences noted by sub group included:

Combine transport resources with other organisations.

- Forty eight percent of female respondents strongly agreed, compared to 37% of males.

- Fifty five percent of BME respondents strongly agreed, compared to 40% of White respondents.

- Only 26% of respondents with a motorcycling interest and 34% with a highways interest strongly agreed with this policy, compared to 44% or more amongst respondents with an interest in bus, rail, walking or cycling or taxis.

- Forty seven percent of frequent bus users strongly agreed, compared to 36% of infrequent bus users. Conversely, only 36% of frequent car drivers users strongly agreed, compared to 49% of infrequent car drivers.

Reduce the need for natural resources on projects.

- Forty nine percent of female respondents strongly agreed, compared to 42% of males.

- Fifty six percent of BME respondents strongly agreed, compared to 44% of White respondents.

- Only 31% of respondents with a motorcycling interest and 39% with a highways interest strongly agreed with this policy, compared to 47% or more amongst respondents with an interest in bus, rail, walking or cycling.

- Forty nine percent of frequent rail users strongly agreed, compared to 42% of infrequent rail users. Similarly, 56% of frequent cyclists users strongly agreed, compared to 40% of infrequent cyclists.

Environmental assessment for large transport schemes.

- Fifty three percent of female respondents strongly agreed, compared to 44% of males.

- Only 28% of respondents with a motorcycling interest and 39% with a highways interest strongly agreed with this policy, compared to 51% or more amongst respondents with an interest in bus, rail, walking, cycling or taxis.

- Fifty four percent of frequent rail users strongly agreed, compared to 43% of infrequent rail users. Similarly, 61% of frequent cyclists users strongly agreed, compared to 41% of infrequent cyclists.

> **Differences by Area of Interest**
>
> Compared to respondents with an interest in other areas, those with an interest **Leeds** were most likely to want to (X1) introduce a Clean Air Zone (69%).
>
> These respondents with an interest in **Bradford** were most likely to agree with policy (X3) Training and promotion for healthy and active transport (64%).

3.9.5   Respondents were asked what they thought WYCA should measure to show its progress in delivering improvements in the Environment, Health and Well Being and Inclusion.

3.9.6   Over half of respondents (53%) stated that they did not know what WYCA should measure to show its progress in delivering improvements in the Environment, Health and Well Being and Inclusion and a further 43% did not answer the question.

3.9.7   Of those that did make a suggestion, over a third (38%) said measuring changes in modal share and nearly a fifth (19%) suggested measuring health statistics, such as rates of heart and lung disease. The top five responses given are displayed in Table 3.8.

Table 3.8: Measures to demonstrate improvements in the Environment, Health and Well Being and Inclusion - Top five responses

	%
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	38
Health statistics, e.g. heart/ lung disease, etc.	19
Accident rates/ statistics	13
Usage of cycle lanes, e.g. flow/ number of cyclists	13
Levels of isolation/accessibility for elderly/disabled	13
Base	**150**

NB: Respondents could give more than one answer.

3.10   Funding the Strategy

3.10.1   In general, support for the draft policies presented as part of Funding the Strategy was noticeably lower.

3.10.2   The most favourable policies in this category were:

- More contributions to transport improvements from developers (68%).

- Align investment plans with funding (65%).

3.10.3   By contrast, only 38% of respondents agreed with the policy 'explore road-user charging and workplace parking levies', with 41% disagreeing; 24% strongly disagreeing.

3.10.4   Furthermore, a fifth or more of respondents indicated that they neither agreed nor disagreed with four of the draft policies presented regarding Funding the Strategy. The results are displayed in Figure 3.10.

Figure 3.10: Level of Agreement with Funding the Strategy draft policies
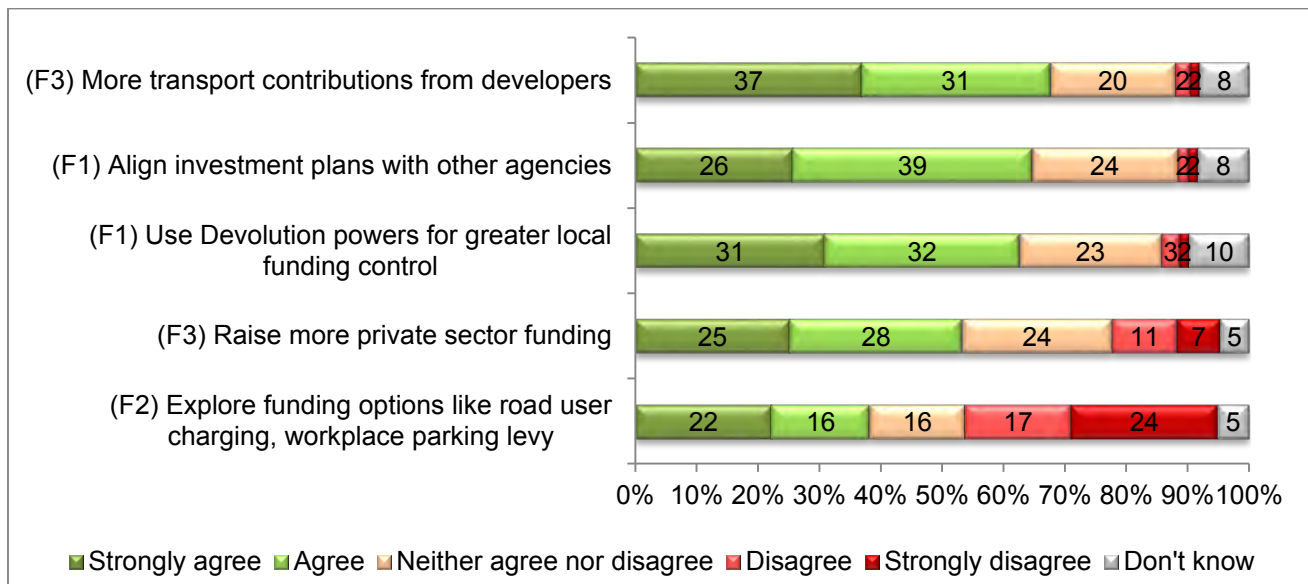
Base: Developer contributions (1563); Align investment (1565); Devolution deal (1568); Private sector funding (1563); Road user charging (1565)

3.10.5   Some of the differences seen by sub group included:

More contributions to transport improvements from developers.

- Forty two percent of male respondents strongly agreed, compared to 27% of females.

- Forty percent of respondents aged between 25 and 44 years and 47% aged 65 and above strongly agreed, compared to 32% of respondents aged between 45 and 64 years.

- Only 27% of respondents with a motorcycling interest strongly agreed with this policy, compared to 40% or more amongst respondents with an interest in bus, rail, walking, cycling or highways.

- Forty three percent of frequent rail users strongly agreed compared to 34% of infrequent rail users. Similarly, 44% of frequent cyclists users strongly agreed compared to 34% of infrequent cyclists.

Align investment plans with funding.

- Twenty eight percent of male respondents strongly agreed, compared to 22% of females.

- Thirty one percent of respondents aged between 25 and 44 years strongly agreed, compared to 23% of respondents aged between 45 and 64 years.

- Thirty percent of frequent rail users strongly agreed, compared to 23% of infrequent rail users. Similarly, 28% of frequent bus users strongly agreed, compared to 24% of infrequent bus users.

Differences by Area of Interest

Those with an interest in **Bradford** were more likely to feel there needs to be (F3) more contributions to transport improvements from developers (73%).

Respondents with an interest in **Leeds** felt there should be:

- (F1) Devolution Deal for greater local control (67%)

- (F1) Align investment plans with funding (68%)

3.10.6   Respondents were asked what they thought WYCA should measure to show its progress in delivering Funding the Strategy.

3.10.7   Fifty eight percent of respondents stated they did not know what WYCA should measure to show its progress in delivering its Funding Strategy and a further 36% did not answer the question. Of those that did, 34% suggested monitoring the amount of funding from other sources, such as workplace levies. A further 22% of respondents said comparing the changes made to the amount of funding procured. The top five responses given are shown in Table 3.9.

Table 3.9: Measures to demonstrate delivery of Funding Strategy - Top five responses

	%
Amount of funding from other sources, e.g. workplace levies, etc.	34
Compare changes made to amount of funding procured	22
Annual Profit and loss	15
No additional costs to public	14
Total funds raised	12
Base	**97**

NB: Respondents could give more than one answer.

3.11 General Comments about Transport Strategy

3.11.1 The opportunity to provide any further comments about the Transport Strategy, or include anything that respondents felt WYCA had missed from the draft policies was given towards the end of the survey. Less than a fifth of respondents (18%) gave a comment. Of those that did provide a comment many mentioned items that were already included in the proposals which highlights these are the areas of greatest concern.

3.11.2 Over a fifth of respondents (21%) felt provision for cyclists, such as cycle lanes and safer junctions, was an aspect missing from the proposals.

"Create more cycle paths for both access to cities and also for recreation. We are not all Tour de France cyclists, and need safe cycle lanes which are not intimidating to the older cyclist or younger children." Female, 45 to 64, White.

"The ambition to raise cycling by 100% by 2035 shows a lack of ambition. Cycling is currently at 1% of trips. So you're aiming to achieve a modal share of 2% by 2035." Male, 25 to 44, White.

"This is the moment to sort out cycle lanes, keeping them well away from/ completely separate from the main body of traffic. We are all frightened to ride a bike in Leeds - our previous experience on the roads has taught us to keep off them on a bike." Female, 45 to 64, White.

3.11.3 The next most frequently mentioned comments were provision for powered two wheelers (P2Ws), e.g. use of bus lanes, etc.

"Allow motorcycles and scooters to use bus lanes as they do in Wales, thus reducing pollution, accidents and congestion." Not specified, 45 to 64, White.

"Motorcycles/ P2Ws should be treated as part of the answer to reducing congestion and pollution. They should be allowed in all bus lanes and have free secure parking." Male, 45 to 64, White.

"More focus should be given to motorcyclists. Motorcyclists are proven to reduce congestion. There should be more motorcycle parking areas, with CCTV monitoring it. Motorcyclists should have access to all bus lanes. The constant implementation of cycle lanes pushes motorcyclists and cars into the centre of the road which is more dangerous to all involved." Male, 25 to 44, White.

3.11.4   And prioritise public transport

"The focus in Leeds should be on the improvement of public transport, as it really falls short compared to many other cities in the UK and overseas." Female, 25 to 44, White.

"The policy should be much more ambitious in moving towards a high quality efficient transport system based on most travel being by sustainable modes I.e. walking, cycling, public transport." Male, 25 to 44, White.

"The Leeds City Region has one of the worse public transport systems in Europe. A transformational approach is needed which directs investment away from roads and towards trains and buses." Female, 45 to 64.

3.11.5   Table 3.10 shows the top ten items mentioned. A full list of comments can be found in Appendix B.

Table 3.10: General Comments about Transport Strategy (unprompted) - Top ten responses

	%
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	21
Provision for P2Ws, e.g. use of bus lanes, etc.	9
Prioritise public transport	9
Air quality/ emission levels	7
Investments in rail transport, e.g. new interchanges, etc.	7
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	6
More train, bus routes in certain areas	5
Park and Ride provision, e.g. capacity, sites, usage, etc.	5
Uncertainty regarding whether proposals can be achieved/ need improvement	4
Cheaper/ more cost effective travel	4
Base	**287**

NB: Respondents could give more than one answer.

4.   Groups and Organisations

4.1.1   Groups and organisations had the opportunity to respond to the consultation using a questionnaire which can be found in Appendix A. The questionnaire was based on the one used for the public consultation, as reported in the previous chapter. In total, 55 organisations responded to the consultation.

4.2   Group Type

4.2.1   Half of the groups responding to the consultation did not specify what type of organisation they were, however eight were in the health sector and seven were a charity.

Table 4.1 Organisation Type	Frequency (n)
Health	7
Charity	7
Bus/ Coach Operator	4
Transport User Group	4
Local authority	2
Business Institute/ Chamber	1
Financial and Professional Services Sector	1
Retail/ Haulage/ Logistics/ Distribution Sector	1
Did not specify	27
Base (n)	**52**

4.2.2   Twenty three of the responding organisations had an interest in Leeds, with eleven being concerned about all of West Yorkshire and eight interested in Bradford.

Table 4.2 Geographic Area of Interest	Frequency (n)
Leeds	23
All of West Yorkshire	11
Bradford	8
Calderdale	7
Kirklees	7
Wakefield	6
Base (n)	**49**

NB Respondents could give more than one answer

4.2.3   Sustainable transport modes such as cycling and walking were a key area of interest for three fifths of organisations who responded to the consultation (n=32 and n=31 respectively). Half were concerned about rail (n=27) and 35% about AccessBus, the dial-a-ride bus service in Leeds which provides door to door local transport seven days a week.

| Table 4.3 Specific Transport Interest	Frequency (n)
Cycling	32
Walking	31
Rail	27
AccessBus	19
Highways	16
Taxi	11
Freight	10
Motorcycle	10
Base (n)	**42**

NB: Respondents could give more than one answer

4.3   West Yorkshire Transport Strategy (Groups)

4.3.1   Almost all organisations (95%) felt Road Network draft policies should provide safe and walking and cycle networks, with 89% feeling the policies should expand park and ride. Approximately four fifths also felt they should have the technology to improve local road management (83%) and improve freight routes and facilities (79%).

4.3.2   Over a third disagreed that the Road Network draft policies should provide new roads (36%), with a quarter disagreeing (25%) that motorways should be improved.

Figure 4.1: Road Network draft policies
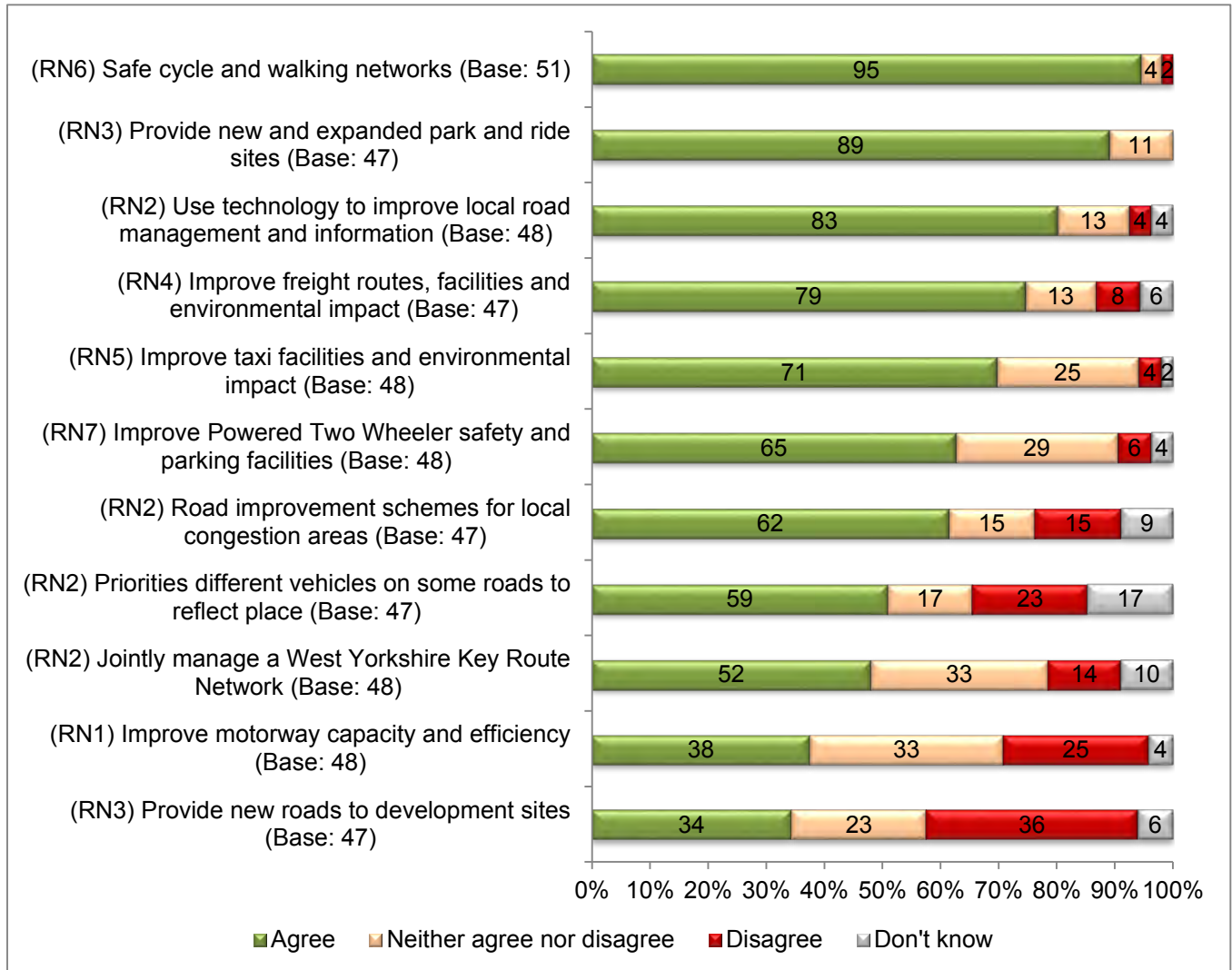
4.3.3 Thirty three organisations stated how they felt progress in delivering improvements on the road network should be measured. Thirteen thought this should be through a reduction in cars on the road, with seven feeling a reduction in congestion could also be used to measure improvements.

- Reduction in cars on the road.

    "Modal shift from cars to other forms of transport, e.g. trains, buses, cycling, walking, multi-mode"

    "Usage rates of different modes of travel in particular car"

    "Reduction in traffic; fewer vehicles can give all the same results as improvement of infrastructure"

- Reduction in congestion.

    "Reduction in the amount of traffic on the roads"

    "Congestion management and reduction in private car use"

    "Improved traffic flows, reduced congestion"

4.3.4   Ten organisations stated measuring modal shift to walking/ cycling would show progress being made to delivering improvements, with nine saying this regarding modal shift to public transport.

"Modal shift from cars to other forms of transport, e.g. cycling, walking"

"Number of cyclists on the roads - install a counter on a bicycle lane"

*"Fewer people using cars and more people using public transport"*

Table 4.4 Measuring progress improvements on the Road Network	Frequency (n)
Reduction in number of cars on road/ modal shift from cars	13
Modal shift to walking/ cycling	10
Modal shift to public transport	9
Reduction in congestion	7
Improved air quality	6
Accident data	6
Journey times and reliability	4
Improve cycling/ walking routes/ provision of cycling/ walking schemes	4
Liaison with/ establishment of key stakeholder/ user groups	3
Other	6
Base (n)	**33**

4.3.5   More than nine out of ten groups each agreed with the following Places to Live and Work draft policies:

- Build in sustainable access to new developments and improve rail and bus stations (both 96%);

- Set targets for sustainable travel (95%); and

- Reduce dangers, environmental and noise impacts, and involve communities (both 94%).

Figure 4.2: Places Live and Work draft policies
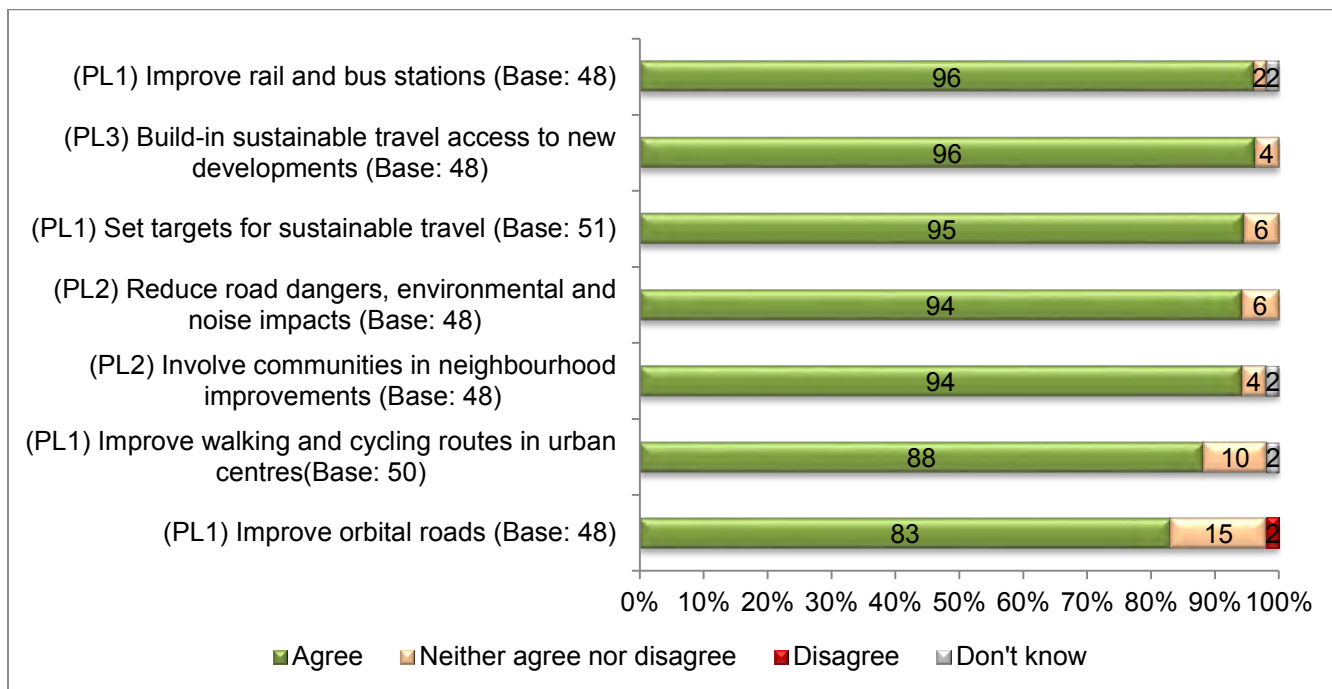
4.3.6   Organisations with a transport interest in walking and cycling were significantly more likely than those in rail and highways to agree that draft policies for Places to Live and Work should improve walking and cycling routes.

4.3.7   Of the 37 organisations which provided an answer on how progress should be measured in delivering improvements to Places to Live and Work, thirteen said the change frequency and amount of walking activity people undertook needed to be recorded, with eleven wanting to look at this for cycling.

"Prevalence of walking and cycling"

"Uptake of walking and cycling, particularly for children/school journeys"

4.3.8   Eight organisations each said monitoring should occur around:

- Air quality improvement;

   "Improvements in air quality within the core urban area through low or zero emissions zones"

   "Reduction in nitrous dioxide"

- Improvements in public transport and increased usage; and

   "New developments should have public transport links to main centres - not just local link"

   "Number of communities which have measurable improvements to public transport access"

- Reduction in congestion and traffic levels.

    "Overall levels of vehicular traffic (seek reduction, and modal shift towards more sustainable modes, rather than just moving out of centres)"

4.3.9   Almost all organisations agreed that the One System Public Transport draft policies should improve transport hubs and integration, and improve and integrate travel information and payment (both 98%). Organisations were least likely to feel there should be an intermediate stop between Leeds and Manchester (42%) or that a masterplan for a HS2 Yorkshire Hub should be implemented (44%).

Figure 4.3: One System Public Transport draft policies
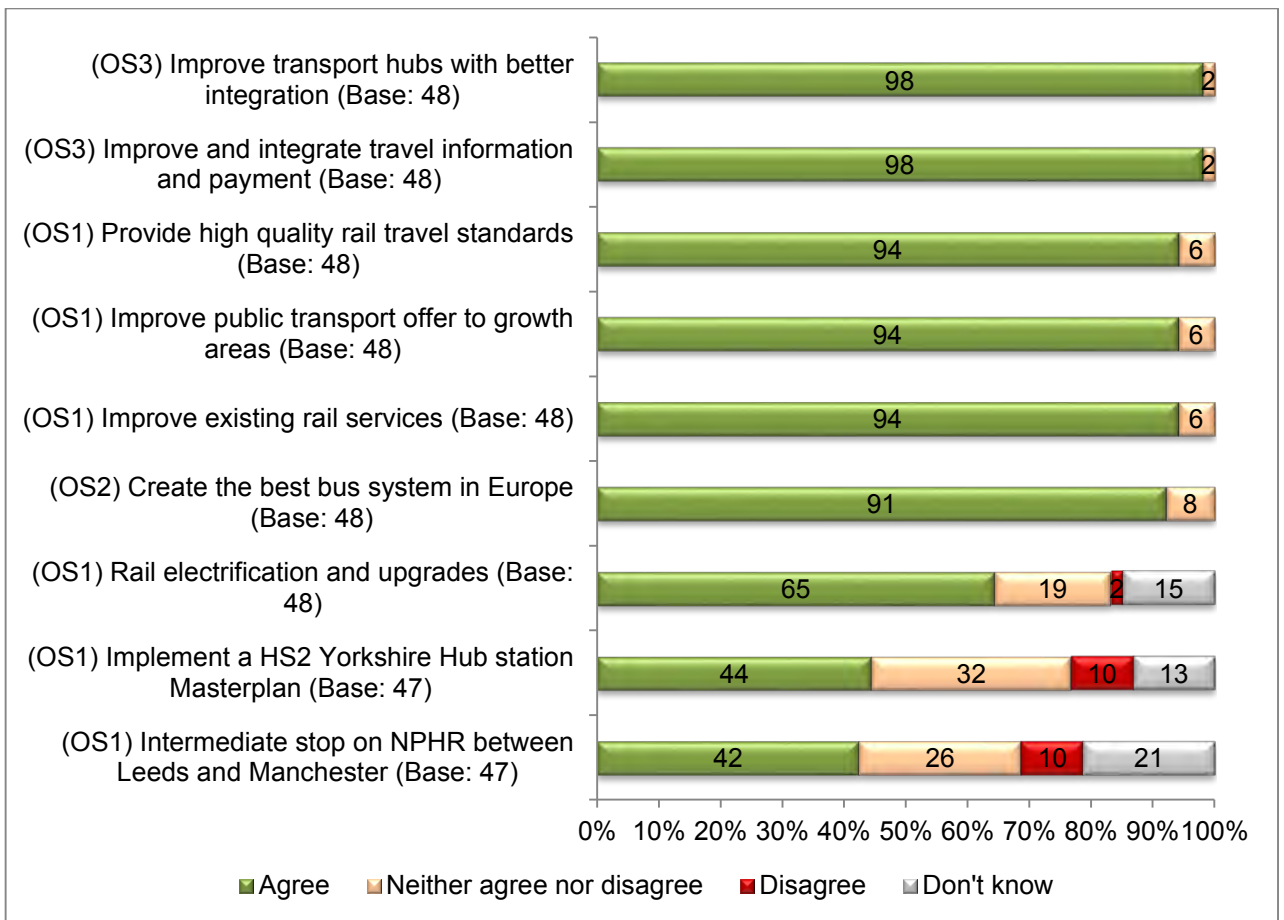
4.3.10   Organisations felt progress in delivering the One System should be measured through increased usage of/ mode switch to public transport (n=15). Four also thought customer satisfaction could be looked at, along with usage of park and rides or integrated travel tickets. (both n=3).

"More people using public transport"

"Public transport patronage"

"Measurement of public transport use as a % of journeys made"

"Increased uptake of park and ride / park and stride"

"Increase use of public transport…increased uptake of advantageous fare options"

4.3.11   Almost all organisations agreed that the Smart Futures draft policies should use technology and data to ensure decisions are well informed (98%) and that it should also be used to improve travel information (96%). Just under two thirds (65%) thought 'mobility as a service' should be developed as a system.

Figure 4.4: Smart Futures draft policies
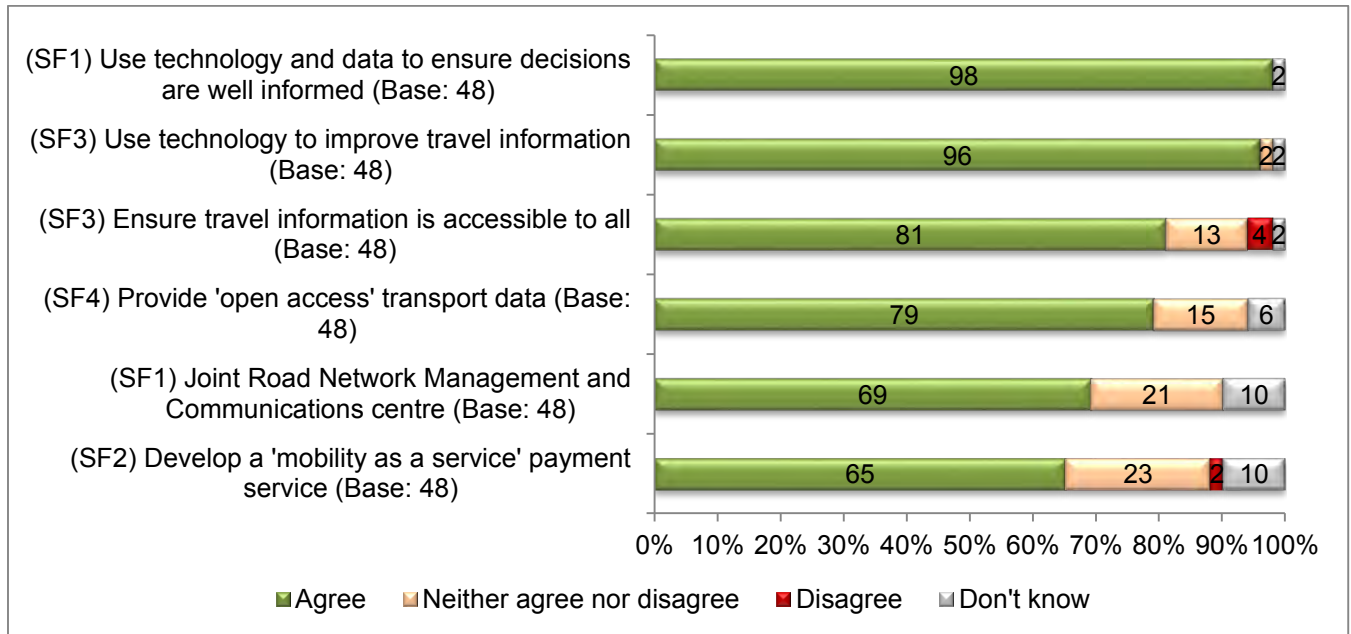
4.3.12   The majority of organisations felt that methods of measuring customer satisfaction with speed of implementation, new ticketing types, apps or availability of digital information or real time options should be used to measure and show progress in delivering Smart Futures.

*"Customer satisfaction and how quickly it is implemented"*

"Increase in use of public transport and associated apps"

"Increase in use of public transport and associated apps"

"there needs to be an Oyster - type card across the North of England, as well as contactless bank card touch in/out"

4.3.13   Ninety eight percent of organisations agreed the Asset Management draft policies should minimise environmental impacts, with 86% stating they should have better asset management into the planning and design process.

Figure 4.5: Asset Management draft policies
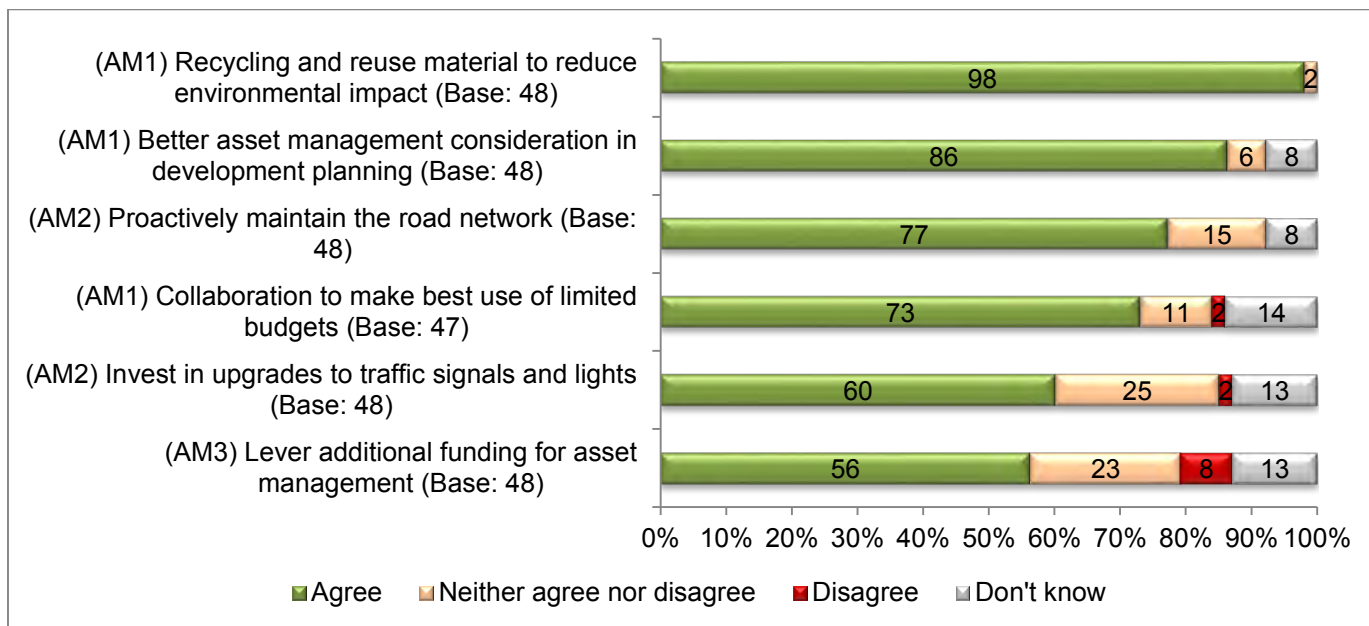
4.3.14   Key areas that organisations though could be measured to show progress in delivering improvements in Asset Management were:

- Amount of investment into assets;

    "Amount of private investment levered in to asset maintenance/ renewal"

- Whether assets where in working order i.e. fewer failures and disruptions; and

    "All assets are in good working order and at no extra cost in the long term"

    "Measuring no. of complaints re condition of the roads, pavements and cycleways"

- Proactive rather than reactive management of repairs.

    "Amount of private investment levered in to asset maintenance/renewal"

    "All assets are in good working order and at no extra cost in the long term"

    "Proactive management for the upgrade of road networks"

4.3.15   Almost all organisations agreed with the environmental statements for the Environment, Health and Well Being and Inclusion draft policies:

- Cheaper travel offers through smart ticketing (98%);
- Environmental assessment for large transport schemes (98%); and
- Reduce the need for natural resources on projects (96%).

Figure 4.6: Environment, Health and Well Being and Inclusion draft policies
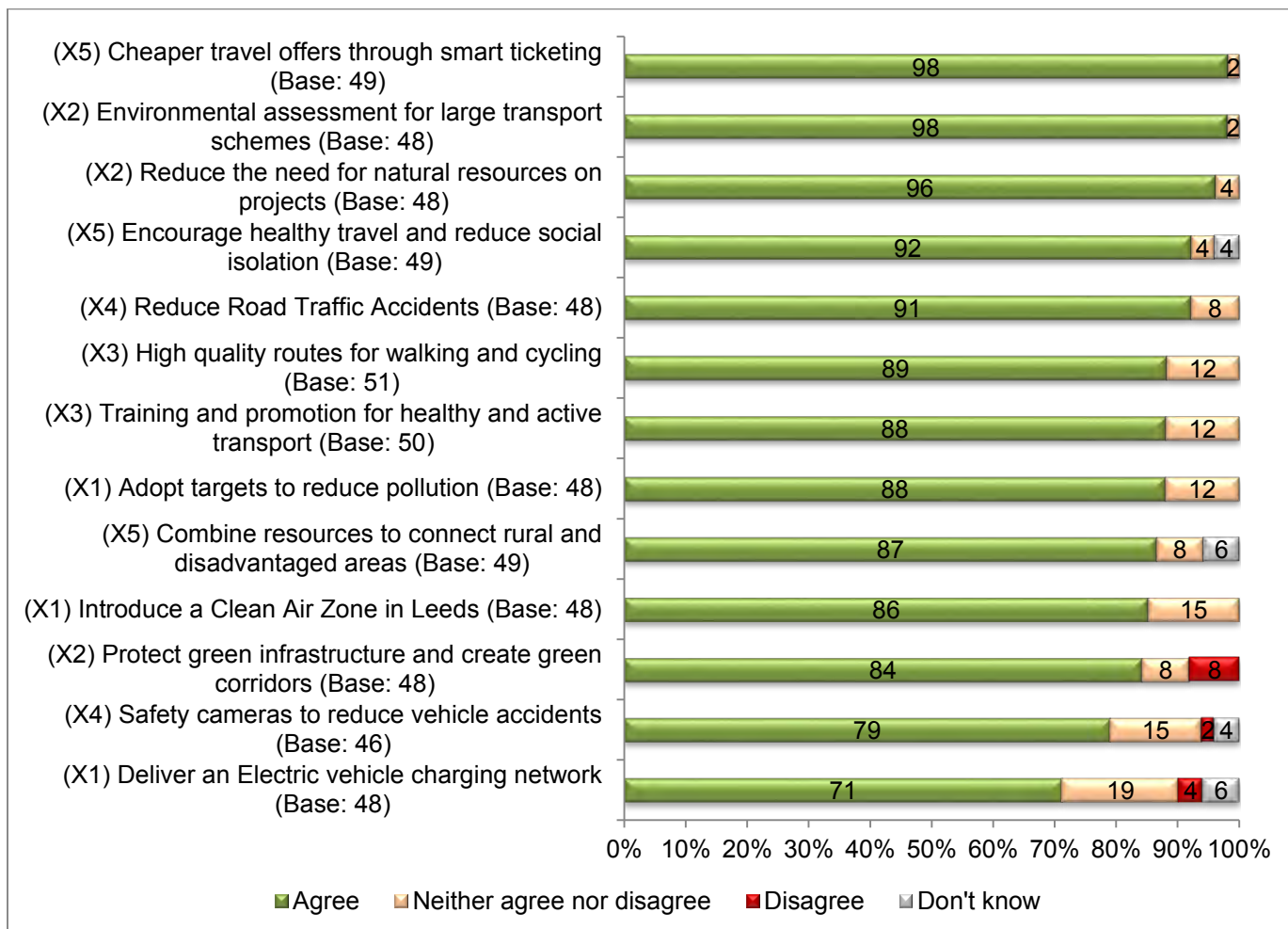
4.3.16   Organisations felt that in order to show progress in delivering improvements in the Environment, Health and Well Being and Inclusion, increases in walking and cycling could be measured along with improve air quality and a reduction in road traffic accidents.

"Improved air quality in city/ town centres"

"Increased walking and cycling rates, reduced road casualties"

4.3.17   Four fifths of organisations (80%) agreed that more contributions should be secured for transport improvements from developers. However, less than three fifths felt funding should be raised from the private sector (56%).

4.3.18   A quarter of respondents did not know whether they agreed or disagreed with the Devolution Deal for greater local control (23%).

Figure 4.7: Funding the Strategy draft policies
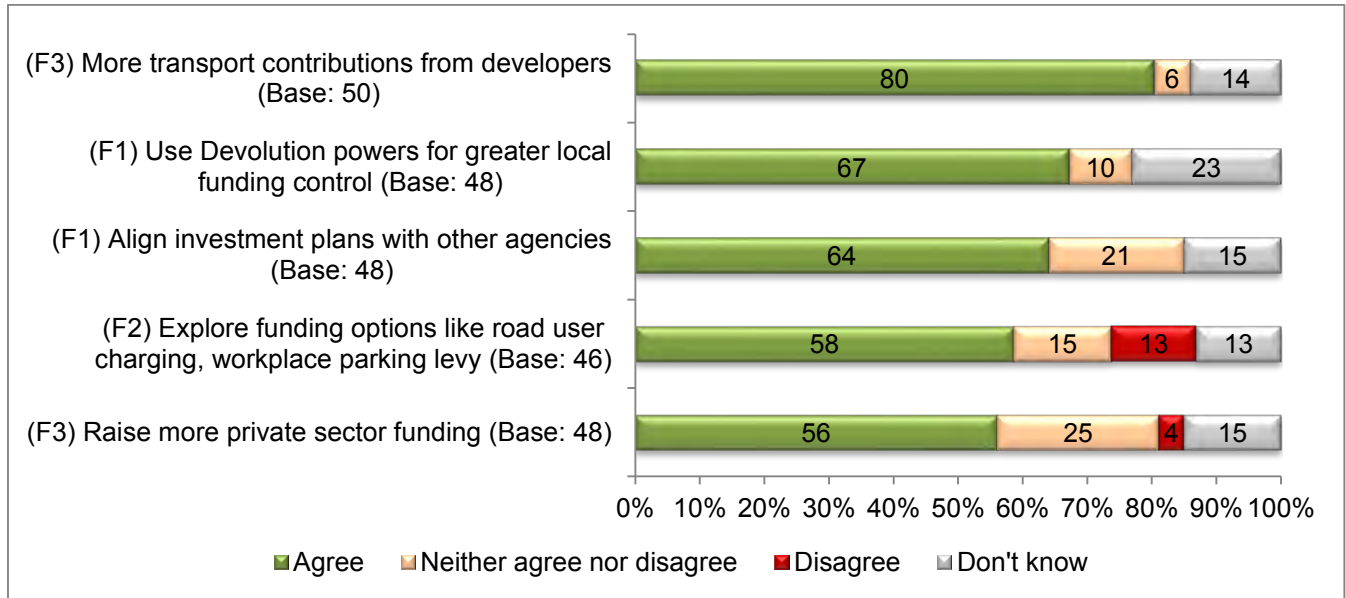
4.3.19   In order to show progress in delivering Funding the Strategy, organisations thought levels of investment and funding in the transport infrastructure could be measured, as well as increased investment in public transport networks.

"Increase investment in local transport infrastructure. Increased investment in promotion and operation of public transport"

"Securing of funding from Government. Improved transport networks as a result of developments"

5.   Stakeholder Workshops and Face to Face Meetings

5.1   District Consultation Sub-Committees

5.1.1   Representatives of WYCA's five District Consultation Sub-Committees (DCSC) were given presentations which provided them with an overview and update regarding the West Yorkshire Transport Strategy and Bus Strategy and the process for consultation.

5.1.2   It was noted that initial consultation on the Transport Strategy and Bus Strategy had been held with stakeholders, including DCSC members in 2015. Feedback from those consultations had been used to develop the detail of the two strategies. Further public and stakeholder consultation commenced on 18th July 2016 for three months and involved a range of consultation methods.

5.1.3   A workshop was held and members were given the opportunity to provide early input to the consultation prior to the launch on 18th July 2016.

5.1.4   Feedback from the DCSC meetings included:

- **Bradford** thought the consultation should consider:
    - developments in technology;
    - environmental issues;
    - impact of technology on low carbon agenda; and
    - concept of electric bus.
- Councillor Bolt in **Kirklees** expressed disappointment that Mirfield had not been included and felt it was a missed opportunity to capture the issues of Mirfield Station users regarding car parking and accessibility.
- **Wakefield** noted 11% of responses were from their district.

5.2   Public Health

- A public health workshop was undertaken. The key areas focused on by attendees are shown in Figure 5.1.

Figure 5.1: Key areas of interest at public health workshop

Road Network	Places to Live	One System	Smart Futures	Asset Management	Environment
• Journey times • Congestion • Mode share • Accidents • Traffic flow • Air quality	• Traffic reduction • Satisfaction • Public Transport (PT) usage • Air quality • Levels of cycling and walking • Accidents	• PT use • Air quality • Satisfaction • Journey times • Stations opened • PT generalised costs vs. car	• Use of new technology • Satisfaction • Uptake of smartcards • PT use • Services on time/ delayed • Projects implemented	• Maintenance/ full-life costs • Delays/ road closures • Roadworks • Air quality • Outstanding maintenance • Signal failures	• Air quality • Road casualties • Pollution-related illness • Sustainable modes patronage • Cycling/ walking levels • Use of green space

5.2.1   **Air quality** was mentioned across all of these aspects (except Smart Futures) and is a key area which should be considered in relation to Transport Strategies. People's satisfaction with their local area and community, and of public transport users were also key areas of consideration in relation to health.

5.2.2   The workshop felt that many were unaware of the impacts on their health of transport, such as:

- Motor vehicle crashes;

- Physical inactivity;

- Traffic related air pollution e.g. association with blood oxygen levels, damage to airways and lungs, heart and lung disease, asthma and low birth weight;

- Noise;

- Urban heat and greenhouse gases; and

- Green infrastructure.

5.2.3   As a result it was noted that there should be a conscious move from a car based public transport system towards a systematic public transport and active travel based network that promotes health and equity.

5.2.4   Focus also needed to be on shorter car journeys (50% are under 5km) and these people should be targeted for a shift to active modes, with an aim for a 50% reduction in car trips over ten years.

5.2.5   It was felt that health practitioners should have an active input and that behavioural change should be promoted at an individual level by encouraging communities to engage in active travel and influencing policy decision making at local and regional levels.

5.2.6   Significant indicators and targets to be measured could include:

- Health, emissions and areas of deprivation;

- Types of vehicle emissions;

- Number of GP appointments where impacts on health can be related to transport; and
- Measures of use of space e.g. pedestrianisation, reclaimed greenspaces and reduction in car park spaces.

> Overall, it was felt transport schemes benefits to the economy are emphasised over the negative economic impact of health issues.

5.3   Email Responses

5.3.1   A number of organisations and group representatives replied via email either instead of or as well as responding to the questionnaire. The key themes of these responses are summarised below

5.4   Consultation and Strategy Focus and Tone

5.4.1   An initial observation on the consultation questions was that a lot of obvious *'Motherhood and Apple Pie'* statements were being asked.

5.4.2   Some felt more money should be invested in transport in general, emphasising the current success of the Leeds and wider area.

"West Yorkshire, and the whole of Yorkshire and the North, suffers from under-investment in transport"

5.4.3   With another maintaining,

"these strategies are unambitious…we really need something far, better, radical and exciting"

5.4.4   This was supported by some businesses who felt the strategy should be longer term than 20 years.

5.4.5   A number were keen to stress the importance of having a reliable transport infrastructure which included public transport. The delivery of such an infrastructure and travel initiatives were highlighted as an important component of achieving the Local Economic Partnership's ambitions around 'good growth' and ensuring the benefits of economic growth are felt by all communities.

5.4.6   In addition, it was felt that the Strategy should align with Highways England's strategic outcomes on:

- supporting economic growth;
- providing a freer flowing, integrated and accessible network; and
- improving the environment.

5.4.7   There was also the need for the Strategy to recognise the potential Britain leaving the European Union might have on increasing international trade.

5.4.8   Respondents welcomed recognition of the wider pan-northern and national context within the strategy. They supported the intention of WYCA to continue to work proactively with partners outside West Yorkshire, and beyond the city region, to ensure potential cross-boundary issues were identified early and to secure financial commitment and resolution. At the same time, the need for WYCA to call on a number of different and changing funding streams to ensure it had the operational resources in place to deliver the strategy, was emphasised.

5.4.9   In addition, it was maintained that the Strategy should take full cognisance of the ambitious spatial objectives determined by the Greater Manchester Combined Authority. If this does not happen, it was felt there was a danger that the GM Strategy,

"will overpower an in fact absent TfN pan Northern strategy, putting it on a path of spatial divergence rather than convergence across the North, to the spatial and transport disadvantage of West Yorkshire."

5.4.10   It was argued that the Strategy did not establish a set of macro spatial objectives which would energise the core Leeds-Bradford axis, and integrate and resolve tensions between the various parts of West Yorkshire.

5.4.11   It was suggested that transport options should be determined by their ability to best meet the needs of the community, particularly in the context of facilitating access to work, leisure, healthcare and education. As users' transport choices do not necessarily take account of any local or transport authority and operator boundaries, an integrated system should be driven primarily by travel patterns, minimising the unwanted effects of boundaries.

5.4.12   Many felt the Strategy should aim to reduce car usage rather than manage increase, influencing planning decisions, providing high quality public transport and encouraging the use of alternative modes. It was suggested that all transport schemes funded under the West Yorkshire Plus Transport Programme should be subject to an environmental assessment prior to the scheme being approved by Councillors.

5.4.13   Another view was that the Strategy should wait for the outcomes of the inquiry into the "double debacle of Supertram and GT".

5.4.14   Other points to note regarding the strategy content and tone were:

- Safety was a key objective omitted.
- The Strategy aim should be demand reduction, with growing and using more food locally to reduce food mileage.
- Consistent branding, improved customer experience, simple integrated fares and ticketing, and greater modal integration should be essential components.
- There was a lack of clarity regarding the meaning of "green transport corridors".
- Holistic cost analysis of different transport options, for instance, public transport versus car would add substance to the strategy.

- Proposals to unify the parking policy for powered two wheelers were welcomed and seen as long overdue.

- A hierarchy of users should be followed through in the Strategy, starting with pedestrians first and private car last.

- The close link between the Strategy and the health and wellbeing of local communities should be reflected in the foreword or introduction.

- The Strategy and transport structure need to support people's access to learning and employment opportunities.

5.4.15 It was highlighted that West Yorkshire has a number of internationally recognised visitor locations, destination cities and large areas of important natural landscape; integrated provision of public transport to these was seen as essential to their success. In particular, it was felt the Strategy should pay more regard to the two National Parks which fall partly within West Yorkshire, as their presence could be a useful "selling point" to businesses moving into the area and may be instrumental in encouraging the healthy travel ambitions for residents of and visitors to, the region. Any new or additional infrastructure crossing into the Peak District National Park should be kept to a minimum and in keeping with its national park setting and environmental designation.

5.4.16 Steps should be taken to ensure the Strategy corresponds with other WYCA strategy documents. Some perceived that currently flooding, flood risk and flood-related climate change are not mentioned sufficiently. They stated there was a need to ensure climate change adaptation and future proofing based on the "impact of ageing drainage infrastructure, sub-standard drainage, flood risk and climate change" were adequately reflected and it was suggested that this theme was reworded to note the need to reduce vulnerability from extreme weather events.

5.5 Train Stations and the Rail Network

5.5.1 It was suggested that the link between rail and planning is vitally important and needs to be strengthened. Increased power over decision-making should be given to the 'Rail North' body along with control over the Northern Rail and TransPennine Express franchises. The need for rail to play a larger part in the region's economy was emphasised.

"Let's get Yorkshire back on track!"

5.5.2 A number of respondents felt local and community rail improvements should be prioritised over new road schemes.

5.5.3 Whilst support from the Combined Authority for rail service improvements across the region was welcomed, it was argued it would be productive to investigate ways in which the current "self-serving, costly, bureaucratic and time-consuming" GRIP system could be replaced by a speedy, cost-effective and environmentally-friendly alternative.

Electrification of Lines

5.5.4   Some felt the Woodhead Tunnel under the Pennines should be reopened. Several commented the Trans-Pennine corridor should have been electrified by the end of 2018 and this was an urgent issue which needed addressing.

"The priority should be first to electrify the line between Neville Hill depot and Colton Junction and between Micklefield and Hambleton South junctions"

Additional Lines

5.5.5   Certain areas felt having a train station would be of great benefit, especially if this involved re-opening old stations which some noted had been closed in the Beeching cuts of the 1960s. Spen Valley Railway was specifically cited as an old line which it would be beneficial to re-open.

"We welcome proposals for new rail stations and that a progressive opening and re-opening of rail stations should be part of the Transport Strategy"

5.5.6   Yorkshire was perceived by many as struggling with outdated and inadequate trains and poor quality train infrastructure. Respondents felt if there was good investment in rail, then subsequent growth would follow. Another idea was to encourage local businesses and social enterprises to provide retail facilities at smaller stations.

5.5.7   Some felt the already existing extensions of the rail service to locations such as Pontefract, and connecting Knottingley, Castleford and Featherstone, had been disappointing so would not future proof further development in the area.

5.5.8   Increasing capacity by increasing the number of parallel tracks was also mentioned. Suggested routes included: Leeds – Garforth and Leeds – Stourton – Normanton – Hare Park Junction.

HS2 and HS3

5.5.9   HS2 and HS3 were mentioned by a number of organisations who opposed the schemes as well as the masterplan for a HS2 Yorkshire Hub Station in Leeds. They felt the plans were unlikely to become a reality.

"A contingency plan needs to be thought through should HS2 and/ or the Northern Powerhouse Railway never materialise"

5.5.10   There were also concerns that towns such as Wakefield, York and Doncaster could be adversely affected by the development, with people choosing not to visit them.

5.5.11   One view advanced was that the current proposals for the Yorkshire Hub still miss an opportunity to improve regional connectivity and compatible capacity. This would mean that cross-city feeder rail, light rail and bus services could provide a more seamless interchange with HS2 than is currently proposed.

5.5.12   However there were also those in favour of HS2 and HS3 who thought investment would create high speed, high quality rail connections and bring results in both the short and long term. They felt capacity on existing north-south routes was a problem and so there was a strong case for the new routes.

5.5.13   Other suggested routes and service improvements included:

- a new passenger service on the existing freight route from Wakefield via Castleford to York, ideally linking the north west with the east coast;

- combining Bradford's two stations;

- new stations within the Leeds district;

- a heavy rail link between Guiseley, Leeds-Bradford Airport and Horsforth;

- a strong demand for new stations to serve many locations across Yorkshire on existing rail lines;

- working with the heritage railway sector to promote rail travel as a visitor experience in itself (e.g. lines such as Settle to Carlisle and the Esk Valley; having stations in national parks);

- making sure the potential impact of new stations on the strategic road network was considered, in particular on parkway type proposals; and

- increasing car parking at certain stations (Guiseley, Menston).

5.5.14   A number of consultees stressed the need for new rolling stock to reduce overcrowding, with some believing there should be the introduction of more efficient rolling stock such as light rail. Others suggested making sure new trains had extra space to carry bikes.

5.6   Trams

5.6.1   A number of respondents had comments to make about tram systems and the benefits of their introduction:

- a tram-train to use the existing railway linking Forster Square with Bradford Interchange; and

- plan and commission a new tram based around east Leeds to the city centre.

"A light rail transit policy needs to be explicitly and fully developed with possible routes identified as part of this West Yorkshire Transport Strategy

5.7 The Bus Network

5.7.1   There were a number of specific concerns relating to buses.

Price

5.7.2   Some noted the increased costs in tickets despite recent drops in oil prices and felt it was unfair these were not reflected in bus fares.

5.7.3   Several respondents noted the omission of pricing policy for public transport stating,

"Bus fares in West Yorkshire have risen faster than inflation and so given the declining real cost of car ownership…the car is the star"

5.7.4   They felt fares needed to be reduced in order to increase bus patronage and also reduce car ownership. At present it was perceived as cheaper to travel by car which meant people avoided switching mode.

"The current duopoly of First and Arriva in West Yorkshire is uncompetitive"

Service

5.7.5   Services/ routes were noted as infrequent and poor on Sundays and in the evening. It was suggested that more early evening and weekend services were needed to reflect changes in working and retail practices.

Connectivity

5.7.6   It was felt there should be a regular shuttle bus between Bramley's rail and bus stations connecting with trains on the Leeds-Bradford-Manchester corridor.

Reliability

5.7.7   Some felt buses were unreliable, with greater priority needing to be given to them on congested routes to improve this. The A660 was specifically mentioned as a road which had particular issues relating to this

Real Time Information (RTI)

5.7.8   An overall app to update real time information and bus timetables was felt to be needed, as well as additional or improved RTI at bus stops and interchanges.

5.7.9   The aspiration outlined within the Strategy to have "the best bus system in Europe" was questioned, with the respondent querying where the best bus system is currently, and the criteria used to determine this.

5.7.10   Climate change was felt to be a key issue which should be reflected in the future Transport Strategy in a number of ways, specifically buses. Respondents felt the bus network should be part of a wider transport strategy to include both walking and cycling.

5.7.11   Other issues outlined included:

- Concern over amount of drink driving due to lack of evening bus services;
- Distance of bus station from rail station in Leeds city centre; and
- A need for more highway segregation for buses (to reduce travel time).

5.8   Fares and Payment

5.8.1   Respondents put forward suggestions to improve fares and payments systems currently in operation including:

- explore how digital technologies can be used to improve the passenger experience (including contactless payment);
- introduce an Oyster-style payment mechanism; and
- encourage more off-vehicle ticket purchases.

5.8.2   It was also queried how value for money public transport could be achieved,

"when two or more people can often travel quicker, cheaper and more direct using private hire taxi services in West Yorkshire."

5.9 Electric Buses / Vehicles

5.9.1 Some respondents felt there should be a priority given to electric vehicles, with a focus on developing the use of electric buses across the region; a step which would assist the City's clean air objectives. The need to introduce a comprehensive network of electric charging facilities for vehicles was stressed.

5.9.2 It was felt in the long term, buses should give way to electric trains or trams on core routes which would be better for renewable energy sources.

5.10 Park and Ride / Ride Shares

5.10.1 Several people felt there should be an improved park and ride system, similar to that in York, with North, South, East and West routes. It should include new sites as well as those currently available.

5.10.2 Having areas without height restrictions at Park and Ride sites was mentioned so vehicles with roof rack cycle carriers could be accommodated.

5.10.3 Ride shares such as Uber pool were noted by one respondent as an area to be further investigated in the strategy.

"Treat multiple occupancy vehicles and low emission vehicles favourably in parking place provision, location and pricing"

5.11 Investment in the Road Network and Road Improvements

Road Network

5.11.1 It was suggested that, as 70% of West Yorkshire residents/ businesses use private transport to travel to work, go about their work or distribute goods and services, the road network should be the foremost theme in the Strategy.

5.11.2 An alternative view was that delivering the Strategy was very dependent on road improvements and so delivering road improvements to local congestion hot spots would be,

"eventually and inevitably self-defeating as demand increases and diminishes the dubious benefit of the investment."

5.11.3 Another respondent felt there should be a realistic view taken around what the Strategic Road Network may be capable of accommodating going forward as,

"a step change is required to transform connectivity in the North."

5.11.4 The role of Transport for the North in realising the levels of change required was seen as important. A view put forward was that WYCA needs to take account of Transport for the North's current study into a new trans-Pennine road tunnel and consider how, or if, such a development might affect transport plans in West Yorkshire.

"An expensive new road tunnel would not support the aims of the WYCA Transport Strategy"

5.11.5   Some respondents emphasised a desperate need for improvements to road surfaces for the benefit of all users, and particularly cyclists who are at most personal risk from potholes. It was felt the road network was in a poor condition with a huge backlog of repairs required.

5.11.6   A number of views expressed suggested traffic free environments should be increased in residential areas, with another wanting to "avoid monoculture communities" e.g. commuter belt towns. The respondent had concerns that improving orbital roads would have an adverse impact on the life of city centres.

5.11.7   It was suggested there should be investment in traffic signals so vehicles could move,

"more freely, more efficiently and in a less polluting fashion."

5.11.8   Some respondents made specific suggestions about connecting specific places by road or concerning improvements to particular roads/networks.

- Impractical and undesirable to impinge on private property to widen the A65 and A658 and put a major road through the village of Rawdon and past Benton Park Secondary School.
- Approve and settle the implementation strategy for the Leeds South Bank highway grid to form the footprint for the South Bank masterplan.
- Proposals for a new 1500 space car park to serve the new station in Leeds and the impact on the M621 were highlighted as being at odds with the City Council's ambitions for the city centre by downgrading vehicular access from J3 M621 to the Southbank area.
- Create an orbital motorway around Leeds/Bradford conurbation.
- Clarification on whether the orbital roads will affect outer areas such as Aireborough.
- Use parking policy to encourage mode change.

Freight

5.11.9   It was suggested a better understanding of freight usage and needs was required, including:

- listening to the logistics industry's requirements;
- freight operators having information on the Authority's expectations so they can plan moving goods at different times;
- working jointly with planners on minor changes to rules on delivery times which would allow deliveries earlier in the morning or later in the day;
- guidance to the freight industry on how information and technology will be taken forward to permit suitable planning for future investment in fleet and fleet systems; and
- the use and future development of variable message signs as pivotal to aid efficient goods movement.

5.11.10 It was felt the UK did not make the best of the opportunities to move freight by river and canal, with the port connections of the Aire and Calder waterways specifically mentioned. One respondent commented this had not been considered as part of the strategy stating,

"You have a water bird on your front cover but no barges or water buses!"

5.11.11 Other views supported this point, stating the use of ports and water transport to link east coast ports to inland distribution centres and vice versa should be encouraged. Improved use of inter-modal freight transport to distribution centres and the use of cleaner road vehicles for the 'last mile' of distribution were also advocated.

5.11.12 One respondent suggested that air freight should be centred on Church Fenton/ Leeds East airport rather than Leeds-Bradford.

5.11.13 Others emphasised the need to make greater use of rail to move freight rather than road, suggesting there should be new facilities for freight across the region and more use of planning powers to ensure major industrial developments are rail-connected.

Airport Access

5.11.14 A key recurrent theme raised by consultees concerned access to Leeds-Bradford airport.

"The West Yorkshire Transport Strategy needs to set out its policies in regard to air travel and airport development

5.11.15 Specific mention was made of:

- poor access to the Airport could hold back economic growth and job creation to a significant extent;

- integration of Leeds-Bradford Airport into the public transport network would unlock economic potential, inward investment opportunities and increase potential sustainable travel;

- important that road and rail schemes were considered together as an integrated approach to the Airport's surface access needs;

- problematic road access to the airport due to issues with the wider road network being at or beyond capacity (A65 and A658);

- concerns relating to the Airport Link Road due to the Horsforth roundabout being congested and overcapacity;

- congestion being alleviated through better traffic light phasing;

- a new railway station on the Harrogate Line, with an airport shuttle-bus;

- a rail service for Leeds-Bradford Airport with a rail link to the new Horsforth spur; and

    "The WYTS should state its policy is to develop a heavy rail link from Horsforth railway station to a new LBA rail station…with a shuttle bus operating between the two in the interim"

- proposals for an employment hub north of the airport in an "unsuitable, unsustainable location in attractive green belt".

5.12   Sustainable Modes and Environment

Cycling

5.12.1   There was a clear emphasis on the need to improve investment into cycling, both locally and nationally. One respondent felt the,

> *"goal of increasing ridership by 25% in 10 years is very modest - we need to achieve faster modal shift than that."*

5.12.2   Some felt there should be a network of key cycle routes created across the region and the target to double cycling over 20 years should be greatly increased considering the current low base. A number also stated cycle paths in general should be both increased and improved.

> *"to promote cycling, the policies need to be rather more than just providing a safer more convenient network"*

5.12.3   However, it was noted that,

> *"the integration of cycling in West Yorkshire with some of the best in Europe…suggests there is a long journey ahead."*

5.12.4   Cycling benefits to health and personal well-being were noted, with one respondent specifically feeling investment in cycling infrastructure should increase from £10 to £20 per head.

> *"In terms of cycling ambition, it is a very long way indeed off what is required"*

5.12.5   It was felt cyclists and pedestrians should be prioritised over car users wherever possible, with priorities given to cyclists at junctions and improved cycle facilities for parking and storage.

5.12.6   One respondent noted electric bikes could be a viable option for those who were less able to manage riding up hills. They felt city bikes should therefore include e-bikes which may also help improve tourism within the area, as well as providing an option for the work journeys of residents.

5.12.7   In order to promote cycling, respondents noted well-lit main roads and integrated cycle routes would be needed. There would be further benefits to being able to take bikes on buses as well as trains and fully integrate all sustainable modes.

Pedestrians

5.12.8   Many felt the strategy should promote walking more, focussing on improving pavements and footpaths in and around the region, included surfaces, lighting and signage.

5.12.9   A need to segregate footways from the main traffic roads through the use of verges was highlighted, with a suggestion that if the verges can be planted with shrubs and trees this could assist with noise reduction and air filtering.

5.12.10 Traffic calming was also stated as a key consideration in residential areas so vehicle speeds were reduced to create a safer environment for pedestrians.

Air Quality

5.12.11 One view put forward was that policies embodied in the Strategy should be framed within the wider context of international and national climate targets. It was argued that reducing CO2 emissions should be a fundamental principle within the Strategy.

5.12.12 Taking steps to improve the air quality in city and town centres were put forward by a number of consultees and suggestions included:

- do not ignore the effect that private cars have on the environment;

- ban diesel cars from all town and city centres;

- ensure all vehicles providing public services should be zero or at least low emission;

- improve the standard of vehicle engine technology resulting in HGVs being one of the first uptakes of the Euro 6 diesel engine;

- set the Strategy against the context of the Paris Climate Agreement;

- cut emissions by 80% by 2030;

- do not encouraging aviation;

- take steps to reduce greenhouse emissions; and

- allow Fleet Managers to have the right policy levers to enable them to be the first movers on new vehicle technology such as electric and hybrid cars.

5.12.13   As well as deaths caused by traffic accidents, it was put forward that "road deaths" should be looked at in the context of premature deaths caused each year as a result of emissions and low air quality.

5.12.14   Noise pollution was also mentioned as a consideration by one respondent.

"1 in 10 people in West Yorkshire being exposed to noise levels…is alarming and a matter that should attract serious attention"

5.13   Groups

Young People

5.13.1   A number of respondents outlined issues relating to children and young people that they felt should be given prominence within the Strategy, namely:

- pedestrians, particularly those who are children;

- more strategic thinking in the vicinity of schools; and

"Ban all car and taxi parking within 400m of all schools during school starting and finishing times"

- safe routes provided for cycling and walking to schools.

5.13.2   It was felt that the views of children and young people, and requirements to stay active, healthy and happy, should be properly acknowledged, along with their right to play outdoors. These factors need to be considered when designing all aspects of the transport infrastructure.

Disabled Travellers

5.13.3   A number of respondents felt there was insufficient consideration given at rail stations to the access requirements of people with a disability, naming Pontefract as a location of concern. This view was supported by another consultee who maintained many stations in Yorkshire remain out of bounds for disabled people and parents with prams, suggesting that a target to make all stations fully accessible by 2025 should be set.

5.13.4   These views were illustrated by the experience of one respondent who had been told they wouldn't be able to get off the train at their chosen station. The reason given was because they would have to climb the steps and carry their wheelchair over the bridge. The individual was instead advised to get off at a different station and wait for the return train.

5.13.5   It was suggested accessibility for people with disabilities should be an important part of the Strategy, particularly in light of moves to create more pedestrian friendly town centres.

"the possibly unintentional but traditional biases of putting cars and roads first and disabled people last has crept in…the consideration of persons with impaired mobility should permeate and be considered by all policies"

5.14   Other suggestions

5.14.1   A number of respondents made suggestions which did not readily fall into the categories outlined above. These were:

- Air services - increase the number of flights to "business" destinations (Brussels, Frankfurt, Milan), a direct flight to a North American hub and an earlier daily flight to London Heathrow, plus increased freight usage.

- Plans to improve the performance of the Northern Powerhouse.

- Review the rapidly upcoming driverless car concept.

5.15   Measuring success

5.15.1   One of the ways suggested to measure the success of the Strategy was through looking at modal shift from car to public transport and the use of the Mcard for regular users. However it was maintained that more ambitious targets for modal shift should be established.

5.15.2   Another means put forward to measure success was to examine progress in delivering improvements to places to live and work using a well-established methodology called the Happiness Index.

5.15.3   It was argued that, whatever performance indicators and targets were adopted, these should be reported and published by WYCA annually in order that progress against them can be tracked on regularly.

5.15.4   Other views on useful performance measures focused on cycling and included:

- extent of cycling activity at individual local authority level (from the Sport England Active People Survey);

- reduction in cycling accidents;

- increase in the number of cycling specific routes; and

- the level of spending on cycling per head and specifically on the creation of cycling networks.
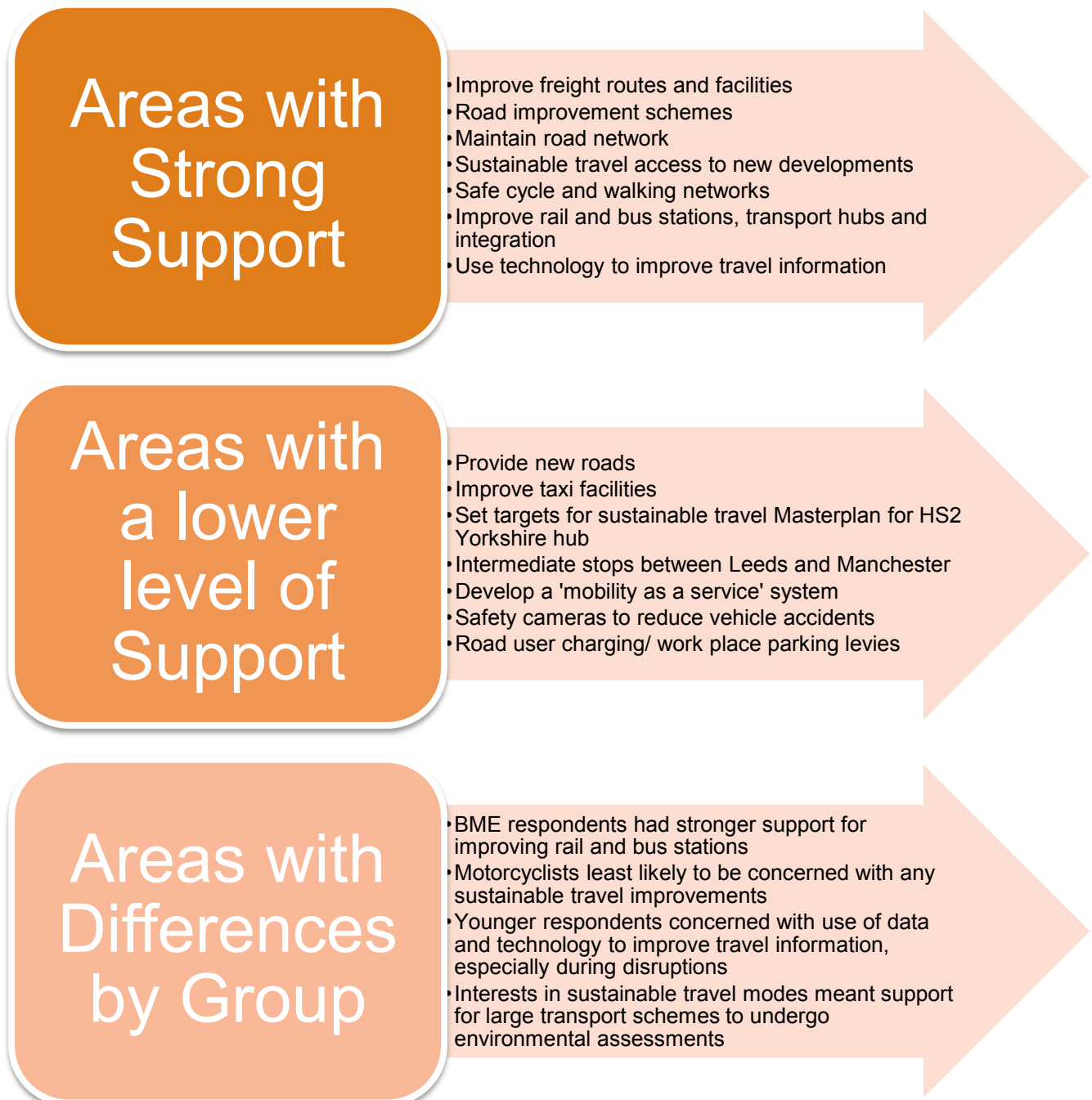
6.   Equalities and Disabilities

6.1.1   **Older respondents** (63%) were more likely to agree that freight routes should be improved by enhancing the environmental performance of vehicles or transferring freight to rail and water.

6.1.2   Rail improvements were of greater importance to **younger respondents** and **BME** respondents:

- Seventy four percent wanted rail and bus stations to be more people friendly, as did 70% of BME respondents.

- These groups also agreed there should be consistent high quality standards for rail travel on all Leeds City Region lines (70% and 72% respectively).

- Three quarters of younger respondents (74%) wanted existing rail services to be improved by building new stations, extending existing lines etc.

- Both groups wanted to improve and integrate travel information and payment (66% younger respondents, 72% BME).

- Using technology to make journey planning easier, providing more useful assistance during times of disruption, and ensuring transport investment decisions are better informed was also supported by these two groups (60% and 58%, and 59% and 55% respectively).

6.1.3   **Female** respondents wanted communities to be involved in making improvements to healthier and safer neighbourhoods, with males wanting open access so others could make use of transport data to improve information services (38%).

6.1.4   Fifty two percent of **younger respondents** and 49% of **BME** respondents also thought open access to transport data should be allowed to improve information services.

6.1.5   **BME** respondents were more likely to strongly agree that:

- WYCA should work with planners, architects and utilities to build better asset management into the planning and design processes for new developments (59%).

- Transport resources should be combined with other organisations to develop better connections to opportunities for disadvantaged or rural areas (55%).

- The need for natural resources for transport construction projects should be reduced, minimising waste and support for the re-use of materials (56%).

6.1.6   **Older respondents** were more likely than younger ones to strongly agree that WYCA should work with planners, architects and utilities to build in better asset management to the planning and design processes for new developments (45%).

6.1.7   **Female** respondents were more likely to strongly agree that:

- Transport resources should be combined with other organisations to develop better connections to opportunities for disadvantaged or rural areas (48%).

- The need for natural resources for transport construction projects should be reduced, minimising waste and support for the re-use of materials (49%).

- All large transport schemes should be subject to an environmental assessment (53%).

6.1.8   Compared to females, **male** respondents were more likely to strongly agree there should be secure contributions to transport improvements from developers (42%), as were those aged **24-44 years** (40%) and **65+** (47%).

6.1.9   **Male** respondents and those from the **25 to 44** age group also strongly agreed that investment should be aligned with funding from other agencies (28% and 31% respectively).

7.   Summary and Conclusion

7.1.1   The below figure shows which strategy areas were most strongly supported across all groups and which areas were felt to be lacking. It also shows where the greatest difference in opinion towards the strategy was by demographics or user group.

Areas with Strong Support

- Improve freight routes and facilities
- Road improvement schemes
- Maintain road network
- Sustainable travel access to new developments
- Safe cycle and walking networks
- Improve rail and bus stations, transport hubs and integration
- Use technology to improve travel information

Areas with a lower level of Support

- Provide new roads
- Improve taxi facilities
- Set targets for sustainable travel Masterplan for HS2 Yorkshire hub
- Intermediate stops between Leeds and Manchester
- Develop a 'mobility as a service' system
- Safety cameras to reduce vehicle accidents
- Road user charging/ work place parking levies

Areas with Differences by Group

- BME respondents had stronger support for improving rail and bus stations
- Motorcyclists least likely to be concerned with any sustainable travel improvements
- Younger respondents concerned with use of data and technology to improve travel information, especially during disruptions
- Interests in sustainable travel modes meant support for large transport schemes to undergo environmental assessments

Appendix A Questionnaire

West Yorkshire Transport Strategy Consultation Survey

Questionnaire for individuals (public)

18 July – 21 October 2016

This questionnaire is designed for members of the public to complete. It should take no more than 10-15 mins to complete and the information you provide will help us to develop a better transport network and services for the people of West Yorkshire. If you would like to respond on behalf of a group or organisation, please visit www.yourtravelyoursay.co.uk to access a survey designed for group responses.

Please complete this questionnaire and return it to: Freepost CONSULTATION TEAM (WYCA) to reach us by **21 October 2016**. Alternatively, you can complete and submit the questionnaire online at www.yourtravelyoursay.co.uk. If you require information in another format (e.g. large print, braille, audio, other language) please phone MetroLine on 0113 245 7676 or email yourtravelyoursay@westyorks-ca.gov.uk

West Yorkshire Combined Authority (WYCA) processes all personal data in accordance with the principles of good information handling contained in the Data Protection Act 1998. We will not sell this information to any other persons or organisations.

Part 1 – The West Yorkshire Transport Strategy

We have identified a number of draft policies (below) which could help to improve transport in West Yorkshire over the next 20 years. We would like to know how strongly you agree or disagree with the need for these, how you think progress should be measured and whether anything is missing.

Additional information and how these draft policies will help realise our ambitions and vision for the future of transport in West Yorkshire are included in the accompanying summary document, and chapter 5 of the full West Yorkshire Transport Strategy.

1.a   How strongly do you agree or disagree with the following Road Network draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve motorways to increase capacity and improve journey times and reliability.	☐	☐	☐	☐	☐	☐
Jointly manage a West Yorkshire Key Route Network of the most important, most congested local roads, to improve journey times and reliability.	☐	☐	☐	☐	☐	☐
Use technology to improve local road management and provide accurate information and choices to drivers.	☐	☐	☐	☐	☐	☐
Deliver road improvement schemes to relieve local congestion hot spots	☐	☐	☐	☐	☐	☐

Provide new roads to improve access to development sites.	☐	☐	☐	☐	☐	☐
Provide new or expanded Park & Ride sites.	☐	☐	☐	☐	☐	☐
Prioritise vehicles on some roads to reflect the needs of different places and the role of the road	☐	☐	☐	☐	☐	☐
Improve freight routes, facilities, the environmental performance of vehicles, and transfer more freight from road to rail and water.	☐	☐	☐	☐	☐	☐
Improve taxi facilities and the environmental performance of vehicles.	☐	☐	☐	☐	☐	☐
Provide safe, convenient, walking and cycle networks.	☐	☐	☐	☐	☐	☐
Improve road safety and parking facilities for motorcyclists.	☐	☐	☐	☐	☐	☐

1.b **What do you think we should measure to show our progress in delivering improvements in the Road Network?** ☐ **Don't know / NA**

2.a. **How strongly do you agree or disagree with the following Places to Live and Work draft policies?**
Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve rail and bus stations and their surrounding areas to create people-friendly places.	☐	☐	☐	☐	☐	☐
Improve orbital roads that take traffic out of town/city centres to create people-friendly places.	☐	☐	☐	☐	☐	☐
Use freed-up space in town/city centres to improve walking and cycle routes and facilities.	☐	☐	☐	☐	☐	☐
Set targets for more people using sustainable travel to get to work and shop in our town/city centres.	☐	☐	☐	☐	☐	☐
Reduce the road safety dangers, and environmental and noise impacts that major	☐	☐	☐	☐	☐	☐

transport routes have on local communities.						
Involve communities in making improvements to their neighbourhoods to create safer and healthier places.	☐	☐	☐	☐	☐	☐
Ensure that new developments have sustainable travel access built-in to their design.	☐	☐	☐	☐	☐	☐

2.b. **What do you think we should measure to show our progress in delivering improvements to Places to Live and Work?** ☐ **Don't know / NA**

3.a. **How strongly do you agree or disagree with the following One System Public Transport draft policies?**
Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve existing rail services by building new stations, running more cross-city rail services and extending some existing lines.	☐	☐	☐	☐	☐	☐
Provide consistent high quality standards for rail travel on all Leeds City Region rail lines.	☐	☐	☐	☐	☐	☐
Deliver rail electrification and upgrades to the Calder Valley, Harrogate and other rail lines.	☐	☐	☐	☐	☐	☐
Implement a masterplan for a new HS2 Yorkshire Hub station in Leeds.	☐	☐	☐	☐	☐	☐
Provide an intermediate West Yorkshire stop on the Northern Powerhouse Rail (HS3) route between Leeds and Manchester.	☐	☐	☐	☐	☐	☐
Improve connections to strategic growth areas by public transport.	☐	☐	☐	☐	☐	☐
Create the best bus system in Europe.	☐	☐	☐	☐	☐	☐
Improve transport hubs for better integration of all types of transport, and add more rail and bus Park & Ride spaces.	☐	☐	☐	☐	☐	☐

| Improve and integrate travel information and the ways people pay for travel. | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

3.b. What do you think we should measure to show our progress in delivering the One System?

☐ **Don't know / NA**

4.a. How strongly do you agree or disagree with the following Smart Futures draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Deliver a joint Network Management and Driver Communications centre to manage the most congested local roads.	☐	☐	☐	☐	☐	☐
Develop a 'mobility as a service' system - to enable payment before travelling, or for monthly invoicing after travel.	☐	☐	☐	☐	☐	☐
Use technology to improve travel information that makes journey planning easier, and provides more useful assistance when disruptions occur.	☐	☐	☐	☐	☐	☐
Provide open access so that others can make use of our transport data to improve information services	☐	☐	☐	☐	☐	☐
Ensure all travel information is accessible by being available in non-digital formats.	☐	☐	☐	☐	☐	☐
Use technology and data to ensure our transport investment decisions are better informed.	☐	☐	☐	☐	☐	☐

4.b. What do you think we should measure to show our progress in delivering Smart Futures?

☐ **Don't know / NA**

5.a. How strongly do you agree or disagree with the following Asset Management draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Make best use of limited budgets through shared procurement and common standards across all West Yorkshire Highway Authorities.	☐	☐	☐	☐	☐	☐
Work with planners, architects and Utilities to build in better asset management into the planning and design processes for new development.	☐	☐	☐	☐	☐	☐
Proactively maintain the road network to reduce the problems that can cause disruptions.	☐	☐	☐	☐	☐	☐
Invest in upgrades to traffic signals and lights, to minimise the chance of technical faults.	☐	☐	☐	☐	☐	☐
Minimise environmental impacts by re-using and recycling materials in maintenance schemes.	☐	☐	☐	☐	☐	☐
Lever in more funding for asset management from e.g. private development	☐	☐	☐	☐	☐	☐

5.b. What do you think we should measure to show our progress in delivering improvements in Asset Management? ☐ **Don't know / NA**

6.a. How strongly do you agree or disagree with the following Environment, Health and Well Being and Inclusion draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Adopt targets to reduce air pollution, carbon emissions and noise from transport.	☐	☐	☐	☐	☐	☐
Introduce a Clean Air Zone in Leeds by 2020, and investigate consistent stronger emission controls across West Yorkshire.	☐	☐	☐	☐	☐	☐

Roll out an electric vehicle charging network and provide facilities for other alternative fuels	☐	☐	☐	☐	☐	☐
Protect green infrastructure and create a network of green transport corridors across West Yorkshire.	☐	☐	☐	☐	☐	☐
Ensure all large transport schemes are subject to an environmental assessment.	☐	☐	☐	☐	☐	☐
Reduce the need for natural resources for transport construction projects, minimise waste and support the re-use of materials.	☐	☐	☐	☐	☐	☐
Provide more high-quality, on and off-road routes for walking and cycling	☐	☐	☐	☐	☐	☐
Provide training and promotions to help people adopt healthy and active transport.	☐	☐	☐	☐	☐	☐
Continue to reduce road traffic accidents, with a target of 'zero tolerance' of transport injury related deaths.	☐	☐	☐	☐	☐	☐
Use safety cameras to reduce vehicle accidents	☐	☐	☐	☐	☐	☐
Combine transport resources with other organisations to develop better connections to opportunities for disadvantaged or rural areas.	☐	☐	☐	☐	☐	☐
Use smart ticketing technology to provide cheaper travel offers for disadvantaged groups.	☐	☐	☐	☐	☐	☐
Encourage healthy travel to bring communities together and reduce isolation for older people.	☐	☐	☐	☐	☐	☐

6.b. **What do you think we should measure to show our progress in delivering improvements in the Environment, Health and Well Being and Inclusion?**

☐ **Don't know / NA**

7.a. How strongly do you agree or disagree with the following Funding the Strategy draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Use Devolution Deal powers to take greater local control of funding streams.	☐	☐	☐	☐	☐	☐
Align our investment plans with funding provided by other agencies.	☐	☐	☐	☐	☐	☐
Raise more funding from the private sector.	☐	☐	☐	☐	☐	☐
Secure contributions to transport improvements from developers through the Land Use planning process.	☐	☐	☐	☐	☐	☐
Explore options such as road-user charging and workplace parking levies to raise funds locally for reinvestment in transport improvements.	☐	☐	☐	☐	☐	☐

7.b. What do you think we should measure to show our progress in delivering Funding the Strategy?   ☐ **Don't know / NA**

8. Please use the space below to provide any comments you might have about the Transport Strategy, or include anything you feel we have missed from the draft policies:

Part 2 – About you

9. Do you have a particular geographical interest? *Please tick all that apply*

☐ Bradford

☐ Calderdale

☐ Kirklees

☐ Leeds

☐ Wakefield

☐ Other (*please specify*):_____

10. Do you have a particular transport interest? *Please tick all that apply*

☐ Bus*

☐ Rail

☐ Walking

☐ Cycling

☐ Highways

☐ Taxi

☐ Freight

☐ Motorcycle

☐ AccessBus

☐ Community Transport

☐ Other (*please specify*)

_____

* you may be interested in taking part in the Bus Strategy consultation, for more details visit: www.yourtravelyoursay.co.uk

11. How often do you use the following modes of transport? *Please tick one option per row*

	Daily	4 – 5 days a week	2 – 3 days a week	Once a week	Once a fortnight	At least once a month	Occasionally	Never
Bus	☐	☐	☐	☐	☐	☐	☐	☐
Rail	☐	☐	☐	☐	☐	☐	☐	☐
Car (driver)	☐	☐	☐	☐	☐	☐	☐	☐
Car (passenger)	☐	☐	☐	☐	☐	☐	☐	☐
Walk (at least 20 minutes in a day)	☐	☐	☐	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐	☐
Lorry / Van	☐	☐	☐	☐	☐	☐	☐	☐
Motorcycle	☐	☐	☐	☐	☐	☐	☐	☐
AccessBus	☐	☐	☐	☐	☐	☐	☐	☐
Community Transport	☐	☐	☐	☐	☐	☐	☐	☐
Other: _____	☐	☐	☐	☐	☐	☐	☐	☐

The following questions are optional, but the information will help us to better understand your transport needs, and ensure that we are getting a representative view from members of the public.

West Yorkshire Combined Authority (WYCA) processes all personal data in accordance with the principles of good information handling contained in the Data Protection Act 1998. We will not sell this information to any other persons or organisations.

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12. Are you:

☐ Male   ☐ Female   ☐ Prefer not to say

13. Postcode:

☐☐☐☐   ☐☐☐

14. Which age category do you fall within?

☐ 15 and under   ☐ 16 – 24 years   ☐ 25 – 44 years   ☐ 45 – 64 years   ☐ 65 – 79 years   ☐ 80 +

15. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

☐ No   ☐ Yes, limited a little   ☐ Yes, limited a lot   ☐ Prefer not to say

16. What is your ethnic origin?

☐ Asian / Asian British   ☐ Black / Black British   ☐ Mixed / Multiple ethnic groups

☐ White   ☐ Prefer not to say   ☐ Other, please specify:

_____

17.a. Are you happy for us to contact you regarding the outcome of this consultation and any further transport consultations?

☐ Yes   ☐ No

17.b. If yes, please state your preferred method of contact, and provide appropriate contact details:

☐ Email: _____

☐ Post to address   Your name: _____

Address (line 1): _____

Address (line 2): _____

Town: _____   Postcode: _____ _____

Thank you for taking the time to provide us with your comments

West Yorkshire Transport Strategy Consultation Survey

Questionnaire for groups / organisations
18 July – 21 October 2016

This questionnaire is designed for the expression of consolidated opinions of groups and organisations, and should only be completed if you have permission to comment on behalf of your group or organisation. Should you or your colleagues wish to express a personal opinion on the Transport Strategy, please visit www.yourtravelyoursay.co.uk to take part in the (public) consultation for individuals.

It should take no more than 10-15 mins to complete and the information you provide will help us to develop a better transport network and services for the people of West Yorkshire. We suggest you print off a PDF of this questionnaire, consider each question as a group, and then submit your organisation's collective response by the online survey. Alternatively you can submit your response to the postal address: Freepost CONSULTATION TEAM (WYCA), or email it to: yourtravelyoursay@westyorks-ca.gov.uk to reach us by **21 October 2016**.

If you require information in another format (e.g. large print, braille, audio, other language) please phone MetroLine on 0113 245 7676 or email yourtravelyoursay@westyorks-ca.gov.uk

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Part 1 – The West Yorkshire Transport Strategy

We have identified a number of draft policies (below) which could help to improve transport in West Yorkshire over the next 20 years. We would like to know how strongly you agree or disagree with the need for these, how you think progress should be measured and whether anything is missing.

Additional information and how these draft policies will help realise our ambitions and vision for the future of transport in West Yorkshire are included in the accompanying summary document, and chapter 5 of the full West Yorkshire Transport Strategy.

1.a How strongly do you agree or disagree with the following Road Network draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve motorways to increase capacity and improve journey times and reliability.	☐	☐	☐	☐	☐	☐
Jointly manage a West Yorkshire Key Route Network of the most important, most congested local roads, to improve journey times and reliability.	☐	☐	☐	☐	☐	☐
Use technology to improve local road management and provide accurate information and choices to drivers.	☐	☐	☐	☐	☐	☐

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Deliver road improvement schemes to relieve local congestion hot spots.	☐	☐	☐	☐	☐	☐
Provide new roads to improve access to development sites.	☐	☐	☐	☐	☐	☐
Provide new or expanded Park & Ride sites.	☐	☐	☐	☐	☐	☐
Prioritise vehicles on some roads to reflect the needs of different places and the roll of the road.	☐	☐	☐	☐	☐	☐
Improve freight routes, facilities, the environmental performance of vehicles, and transfer more freight from road to rail and water.	☐	☐	☐	☐	☐	☐
Improve taxi facilities and the environmental performance of vehicles.	☐	☐	☐	☐	☐	☐
Provide safe, convenient, walking and cycle networks.	☐	☐	☐	☐	☐	☐
Improve road safety and parking facilities for motorcyclists.	☐	☐	☐	☐	☐	☐

1.b   What do you think we should measure to show our progress in delivering improvements in the Road Network?   ☐ **Don't know / NA**

2.a.   How strongly do you agree or disagree with the following Places to Live and Work draft policies?
Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve rail and bus stations and their surrounding areas to create people-friendly places.	☐	☐	☐	☐	☐	☐
Improve orbital roads that take traffic out of town/city centres to create people-friendly places.	☐	☐	☐	☐	☐	☐
Use freed-up space in town/city centres to improve walking and cycle routes and facilities.	☐	☐	☐	☐	☐	☐
Set targets for more people using sustainable travel to get to work and shop in our town/city centres.	☐	☐	☐	☐	☐	☐

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Reduce the road safety dangers, and environmental and noise impacts that major transport routes have on local communities.	☐	☐	☐	☐	☐	☐
Involve communities in making improvements to their neighbourhoods to create safer and healthier places.	☐	☐	☐	☐	☐	☐
Ensure that new developments have sustainable travel access built-in to their design.	☐	☐	☐	☐	☐	☐

2.b. **What do you think we should measure to show our progress in delivering improvements to Places to Live and Work?** ☐ **Don't know / NA**

3.a. **How strongly do you agree or disagree with the following One System Public Transport draft policies?**

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Improve existing rail services by building new stations, running more cross-city rail services and extending some existing lines.	☐	☐	☐	☐	☐	☐
Provide consistent high quality standards for rail travel on all Leeds City Region rail lines.	☐	☐	☐	☐	☐	☐
Deliver rail electrification and upgrades to the Calder Valley, Harrogate and other rail lines.	☐	☐	☐	☐	☐	☐
Implement a masterplan for a new HS2 Yorkshire Hub station in Leeds.	☐	☐	☐	☐	☐	☐
Provide an intermediate West Yorkshire stop on the Northern Powerhouse Rail (HS3) route between Leeds and Manchester.	☐	☐	☐	☐	☐	☐
Improve connections to strategic growth areas by public transport.	☐	☐	☐	☐	☐	☐
Create the best bus system in Europe.	☐	☐	☐	☐	☐	☐

Improve transport hubs for better integration of all types of transport, and add more rail and bus Park & Ride spaces.	☐	☐	☐	☐	☐	☐
Improve and integrate travel information and the ways people pay for travel.	☐	☐	☐	☐	☐	☐

3.b. What do you think we should measure to show our progress in delivering the One System?   ☐ **Don't know / NA**

4.a. How strongly do you agree or disagree with the following Smart Futures draft policies?
Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Deliver a joint Network Management and Driver Communications centre to manage the most congested local roads.	☐	☐	☐	☐	☐	☐
Develop a 'mobility as a service' system - to enable payment before travelling, or for monthly invoicing after travel.	☐	☐	☐	☐	☐	☐
Use technology to improve travel information that makes journey planning easier, and provides more useful assistance when disruptions occur.	☐	☐	☐	☐	☐	☐
Provide open access so that others can make use of our transport data to improve information services.	☐	☐	☐	☐	☐	☐
Ensure all travel information is accessible by being available in non-digital formats.	☐	☐	☐	☐	☐	☐
Use technology and data to ensure our transport investment decisions are better informed.	☐	☐	☐	☐	☐	☐

4.b. What do you think we should measure to show our progress in delivering Smart Futures?   ☐ **Don't know / NA**

5.a. How strongly do you agree or disagree with the following Asset Management draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Make best use of limited budgets through shared procurement and common standards across all West Yorkshire Highway Authorities.	☐	☐	☐	☐	☐	☐
Work with planners, architects and Utilities to build in better asset management into the planning and design processes for new development.	☐	☐	☐	☐	☐	☐
Proactively maintain the road network to reduce the problems that can cause disruptions.	☐	☐	☐	☐	☐	☐
Invest in upgrades to traffic signals and lights, to minimise the chance of technical faults.	☐	☐	☐	☐	☐	☐
Minimise environmental impacts by re-using and recycling materials in maintenance schemes.	☐	☐	☐	☐	☐	☐
Lever in more funding for asset management from e.g. private development.	☐	☐	☐	☐	☐	☐

5.b. What do you think we should measure to show our progress in delivering improvements in Asset Management? ☐ Don't know / NA

6.a. How strongly do you agree or disagree with the following Environment, Health and Well Being and Inclusion draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Adopt targets to reduce air pollution, carbon emissions and noise from transport.	☐	☐	☐	☐	☐	☐
Introduce a Clean Air Zone in Leeds by 2020, and investigate consistent stronger emission controls across West Yorkshire.	☐	☐	☐	☐	☐	☐

Roll out an electric vehicle charging network and provide facilities for other alternative fuels.	☐	☐	☐	☐	☐	☐
Protect green infrastructure and create a network of green transport corridors across West Yorkshire.	☐	☐	☐	☐	☐	☐
Ensure all large transport schemes are subject to an environmental assessment.	☐	☐	☐	☐	☐	☐
Reduce the need for natural resources for transport construction projects, minimise waste and support the re-use of materials.	☐	☐	☐	☐	☐	☐
Provide more high-quality, on and off-road routes for walking and cycling.	☐	☐	☐	☐	☐	☐
Provide training and promotions to help people adopt healthy and active transport.	☐	☐	☐	☐	☐	☐
Continue to reduce road traffic accidents, with a target of 'zero tolerance' of transport injury related deaths.	☐	☐	☐	☐	☐	☐
Use safety cameras to reduce vehicle accidents.	☐	☐	☐	☐	☐	☐
Combine transport resources with other organisations to develop better connections to opportunities for disadvantaged or rural areas.	☐	☐	☐	☐	☐	☐
Use smart ticketing technology to provide cheaper travel offers for disadvantaged groups.	☐	☐	☐	☐	☐	☐
Encourage healthy travel to bring communities together and reduce isolation for older people.	☐	☐	☐	☐	☐	☐

6.b. What do you think we should measure to show our progress in delivering improvements in the Environment, Health and Well Being and Inclusion?

☐ **Don't know / NA**

7.a. How strongly do you agree or disagree with the following Funding the Strategy draft policies?

Please tick one option per row

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
Use Devolution Deal powers to take greater local control of funding streams.	☐	☐	☐	☐	☐	☐
Align our investment plans with funding provided by other agencies.	☐	☐	☐	☐	☐	☐
Raise more funding from the private sector.	☐	☐	☐	☐	☐	☐
Secure contributions to transport improvements from developers through the Land Use planning process.	☐	☐	☐	☐	☐	☐
Explore options such as road-user charging and workplace parking levies to raise funds locally for reinvestment in transport improvements.	☐	☐	☐	☐	☐	☐

7.b. What do you think we should measure to show our progress in delivering Funding the Strategy? ☐ **Don't know / NA**

8. Please use the space below to provide any comments you might have about the Transport Strategy, or include anything you feel we have missed from the draft policies:

Part 2 – About you

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9. Which of the following best describes your organisation? *Please tick <u>one</u> only*

☐ Bus/Coach Operator   ☐ Business Institute/Chamber   ☐ Education

☐ Train Operating Company   ☐ Financial and Professional Services Sector   ☐ Local Authority

☐ Taxi/Private Hire Operator   ☐ Construction/Building Industry   ☐ Health

☐ Community Transport Provider   ☐ Manufacturing   ☐ Community Group

☐ Transport User Group   ☐ Retail/Haulage/ Logistics/Distribution Sector   ☐ Charity

☐ Emergency Services   ☐ Other Business   ☐ Other
(please specify: _____)

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10. Does your organisation have a particular geographic interest? *Please tick <u>all</u> that apply*

☐ Bradford   ☐ Wakefield

☐ Calderdale   ☐ All of West Yorkshire

☐ Kirklees   ☐ Other, please specify:

☐ Leeds   _____

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11. Does your organisation have a particular transport interest? *Please tick <u>all</u> that apply*

☐ Bus*   ☐ Freight

☐ Rail   ☐ Motorcycle

☐ Walking   ☐ AccessBus

☐ Cycling   ☐ Community Transport

☐ Highways   ☐ Other (please specify) _____

☐ Taxi

* you may be interested in taking part in the Bus Strategy consultation, for more details visit: www.yourtravelyoursay.co.uk

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12. Your name:
_____

13. Your Organisation:
_____

14. Your position in the Organisation:
_____

15. Address of Organisation:
_____
_____
Town:_____ County: _____

16. Postcode:

☐ ☐ ☐ ☐   ☐ ☐ ☐

17. Your email address:

_____

18.a. Are you happy for us to contact you regarding the outcome of this consultation and any further Transport Strategy Consultations?

☐ Yes   ☐ No

18.b. If yes, please state your preferred method of contact, and provide appropriate contact details (these can be generic for your organisation i.e. PO Box, or admin email):

☐ Email: _____ _(please provide a regularly monitored email address)_

☐ Post to address

Your name: _____

Address (line 1): _____

Address (line 2): _____

Town: _____ Postcode: _____ _____

Thank you for taking the time to provide us with your comments

Appendix B - Drop in events

Your Travel Your Say consultation drop-in events

Transport Strategy – public consultation

	Location	District	Address	Date	Time
1	**Bradford Interchange**	Bradford	Bridge Street Bradford BD1 1GY	Monday 18th July	10:30 - 13:30
2	**Leeds Rail Station**	Leeds	Network Rail Leeds Station New Station Street Leeds LS1 4DY	Tuesday 19th July	15:00 - 18:00
3	**Huddersfield Bus Station**	Kirklees	Upperhead Row Huddersfield HD1 2JN	Thursday 21st July	07:30 - 10:30
4	**Pinderfields Hospital**	Wakefield	Aberford Road Wakefield WF1 4DG	Tuesday 26th July	11:00 - 14:00
5	**Holmfirth Library Information Centre**	Kirklees	47 Huddersfield Road Holmfirth HD9 3JH	Thursday 28th July	10:30 - 13:30
6	**Bingley Library**	Bradford	5 Rise Shopping Centre Bingley BD16 1AW	Friday 29th July	10:30 - 13:30
7	**Wakefield Bus Station**	Wakefield	Union Street Wakefield WF1 3AQ	Monday 1st August	08:00 - 11:00
8	**Halifax Bus Station**	Calderdale	Winding Road Halifax HX1 1UU	Monday 1st August	10:30 - 13:30
9	**Village Hotel (Tingley)**	Leeds	Capitol Boulevard Tingley Leeds LS27 0TS	Tuesday 2nd August	10:30 - 13:30
10	**St. John's Centre, Leeds**	Leeds	Merrion Street Leeds LS2 8LQ	Wednesday 3rd August	11:00 - 14:00

11	**Ripponden Library**	Calderdale	Brig Royd Halifax Road Ripponden Sowerby Bridge HX6 4AN	Thursday 4th August	15:00 - 18:00
12	**National Coal Mining Museum**	Wakefield	Caphouse Colliery New Road Overton, Wakefield WF4 4RH	Friday 5th August	11:00 - 14:00
13	**Queensgate Market, Huddersfield**	Kirklees	Princess Alexandra Walk, Huddersfield. HD1 2UJ	Monday 8th August	10:30 - 13:30
14	**Leeds Bus Station**	Leeds	York Street Leeds LS2 7HU	Monday 8th August	16:00 - 19:00
15	**Airedale Shopping Centre, Keighley**	Bradford	Keighley BD21 3QQ	Tuesday 9th August	11:00 - 14:00
16	**Seacroft Library**	Leeds	Seacroft Crescent Seacroft Leeds LS14 6PA	Wednesday 10th August	10:30 - 13:30
17	**Horsforth Morrisons**	Leeds	69 Town Street Horsforth Leeds LS18 5BP	Wednesday 10th August	10:30 - 13:30
18	**Leeds Bradford Airport**	Leeds	Whitehouse Lane Yeadon Leeds LS19 7TU	Thursday 11th August	13:30 - 16:30
19	**Morrisons, Illingworth**	Calderdale	Keighley Road Halifax HX2 8HU	Friday 12th August	11:00 - 14:00
20	**Ilkley Library**	Bradford	Station Road Ilkley LS29 8HA	Friday 12th August	13:00 - 16:00
21	**Dewsbury Bus Station**	Kirklees	Aldams Road Dewsbury WF12 8AR	Saturday 13th August	10:00 - 13:00
22	**Trinity Shopping Centre, Leeds**	Leeds	Albion Street Leeds LS1 5AT	Saturday 13th August	14:00 - 17:00

23	**The Ridings Shopping Centre, Wakefield**	Wakefield	Wakefield WF1 1DS	Monday 15th August	11:00 - 14:00
24	**St. James Hospital (Gledhow Wing)**	Leeds	Gledhow Wing Beckett Street Leeds LS9 7TF	Tuesday 16th August	11:00 - 14:00
25	**Todmorden Town Hall**	Calderdale	Bridge Street Todmorden OL14 5AQ	Wednesday 17th August	11:00 - 14:00
26	**Trinity Walk Shopping Centre, Wakefield**	Wakefield	Market Walk Wakefield WF1 1QS	Thursday 18th August	11:00 - 14:00
27	**Keighley Bus Station**	Bradford	Bow Street Keighley BD21 3PB	Thursday 18th August	15:00 - 18:00
28	**Morley Town Hall (Alexandra Hall)**	Leeds	Queen Street Morley Leeds LS27 9DY	Thursday 18th August	15:00 - 18:00
29	**Morrisons, Meltham**	Kirklees	Station Street Meltham HD9 5QR	Friday 19th August	10:30 - 13:30
30	**Calderdale Royal Hospital**	Calderdale	Salterhebble Halifax HX3 0PW	Monday 22nd August	13:30 - 16:30
31	**Pontefract Bus Station**	Wakefield	Horsefair Pontefract WF8 1EZ	Wednesday 24th August	10:30 - 13:30
32	**Tesco, Sowerby Bridge**	Calderdale	Sowerby Street Town Centre Sowerby Bridge HX6 3BN	Friday 26th August	11:00 - 14:00
33	**Leeds Bus Station**	Leeds	York Street Leeds LS2 7HU	Tuesday 30th August	10:30 - 13:30
34	**Sainsbury's (Next to Halifax Bus Station)**	Calderdale	Wade Street Halifax HX1 1SB	Wednesday 31st August	11:00 - 14:00

35	**Wetherby Town Hall**	Leeds	Market Place Wetherby LS22 6NE	Thursday 1st September	11:00 - 14:00
36	**Shipley Market Square**	Bradford	Market Place Shipley Bradford BD18 3QB	Friday 2nd September	10:30 - 13:30
37	**Morrisons, Elland**	Calderdale	4 Jubilee Way Elland Halifax HX5 9DY	Monday 5th September	10:30 - 13:30
38	**Airedale General Hospital**	Bradford	Skipton Road Steeton Keighley. BD20 6TD	Monday 5th September	14:00 - 17:00
39	**Tesco, Batley**	Kirklees	Bradford Road Batley WF17 5DR	Tuesday 6th September	11:30 - 14:30
40	**Wakefield Westgate Railway Station**	Wakefield	Mulberry Way Wakefield WF1 2QN	Thursday 8th September	07:30 - 10:30
41	**John Rylie Community Centre**	Leeds	Carrfield Road Barwick-in-Elmet Leeds LS15 4JB	Friday 9th September	11:00 - 14:00
42	**Morrisons, Mayo Avenue - Bradford**	Bradford	110 Mayo Avenue Bradford BD5 8HP	Friday 9th September	11:00 - 14:00
43	**White Rose Shopping Centre**	Leeds	Dewsbury Road Leeds LS11 8LU	Saturday 10th September	10:00 - 13:00
44	**Junction 32 Castleford**	Wakefield	Junction 32 Tomahawk Trail Glasshoughton Castleford WF10 4FR	Saturday 10th September	14:00 - 17:00
45	**Ossett Bus Station**	Wakefield	Prospect Road Ossett WF5 8AN	Tuesday 13th September	10:30 - 13:30
46	**Bradford Interchange / Rail Station**	Bradford	Bridge Street Bradford BD1 1GY	Tuesday 13th September	16:00 - 19:00

47	**Brighouse Bus Station**	Calderdale	Ganny Road Brighouse HD6 1BL	Wednesday 14th September	10:30 - 13:30
48	**Leeds Bus Station**	Leeds	York Street Leeds LS2 7HU	Thursday 15th September	07:30 - 10:30
49	**Huddersfield Bus Station**	Kirklees	Upperhead Row Huddersfield HD1 2JN	Thursday 15th September	16:00 - 19:00
50	**Hemsworth Bus Station / Tesco**	Wakefield	Market Street Hemsworth Pontefract WF9 4JY	Friday 16th September	10:30 - 13:30
51	**Shepley Library and Information Centre**	Kirklees	Marsh Lane Shepley Huddersfield HD8 8AE	Friday 16th September	14:00 - 17:00
52	**Keighley Bus Station**	Bradford	Bow Street Keighley BD21 3PB	Monday 19th September	10:30 - 13:30
53	**Cleckheaton Bus Station**	Kirklees	Dewsbury Road Cleckheaton BD19 5DJ	Tuesday 20th September	14:00 - 17:00
54	**Wakefield One (Council Office)**	Wakefield	Burton Street Wakefield WF1 2DD	Wednesday 21st September	11:00 - 14:00
55	**Kirkgate Shopping Centre (1)**	Bradford	Kirkgate Bradford BD1 1TQ	Thursday 22nd September	10:30 - 13:30
56	**Kirkgate Shopping Centre (2)**	Bradford	Kirkgate Bradford BD1 1TQ	Thursday 22nd September	13:30 - 16:30
57	**Huddersfield Royal Infirmary**	Kirklees	Acre Street Lindley Huddersfield HD3 3EA	Friday 23rd September	13:30 - 16:30
58	**Halifax Indoor Market**	Calderdale	19 Albion Street Halifax HX1 1DU	Saturday 24th September	10:00 - 13:00

59	**Morrisons, Guiseley**	Leeds	89 Otley Rd Guiseley Leeds LS20 8PS	Monday 26th September	11:00 - 14:00
60	**Leeds General Infirmary**	Leeds	Great George Street Leeds LS1 3EX	Tuesday 27th September	13:30 - 16:30
61	**Dewsbury Bus Station**	Kirklees	Aldams Road Dewsbury WF12 8AR	Wednesday 28th September	11:00 - 14:00
62	**Castleford Bus Station**	Wakefield	Albion Street Castleford WF10 1EG	Thursday 29th September	10:30 - 13:30
63	**Asda (Owlcotes), Pudsey**	Leeds	Owlcotes Shopping Centre, Stanningley By-Pass Leeds LS28 6AR	Friday 30th September	11:00 - 14:00
64	**Sainsburys (Shorehead), Huddersfield**	Kirklees	Southgate Huddersfield HD1 6QR	Saturday 1st October	10:00 - 13:00
65	**Forster Square Rail Station, Bradford**	Bradford	Forster Square Bradford BD1 4HY	Saturday 1st October	14:00 - 17:00
66	**University of Bradford**	Bradford	Richmond Road Bradford BD7 1DP	Monday 3rd October	11:00 - 14:00
67	**Leeds Rail Station**	Leeds	Network Rail New Station St Leeds LS1 5DL	Tuesday 4th October	07:00 - 10:00
68	**Morrisons, Heckmondwike**	Kirklees	17 Union Street Heckmondwike WF16 0HL	Tuesday 4th October	11:00 - 14:00
69	**Calderdale College**	Calderdale	Francis Street Halifax HX1 3UZ	Wednesday 5th October	11:00 - 14:00
70	**Belle Isle Working Mens Club**	Leeds	Belle Isle Road Leeds LS10 3PE	Wednesday 5th October	16:00 - 19:00

71	**Wakefield College, Castleford**	Wakefield	Castleford Campus Thunderhead Ridge Castleford WF10 4UA	Thursday 6th October	11:00 - 14:00
72	**Halifax Bus Station**	Calderdale	Winding Road Halifax HX1 1UU	Thursday 6th October	15:00 - 18:00
73	**Pudsey Bus Station**	Leeds	Market Place Pudsey LS28 7BE	Friday 7th October	10:30 - 13:30
74	**University of Huddersfield**	Kirklees	Queensgate Huddersfield HD1 3DH	Monday 10th October	11:00 - 14:00
75	**University of Leeds**	Leeds	Woodhouse Lane Leeds LS2 9JT	Tuesday 11th October	11:00 - 14:00
76	**Wakefield Bus Station**	Wakefield	Union Street Wakefield WF1 3AQ	Tuesday 11th October	15:00 - 18:00
77	**Bradford Interchange**	Bradford	Bridge Street Bradford BD1 1GY	Wednesday 12th October	07:30 - 10:30
78	**Hebden Bridge Town Hall**	Calderdale	St. George's Street Hebden Bridge HX7 7BY	Thursday 13th October	10:30 - 13:30
79	**South Elmsall Market**	Wakefield	16 Barnsley Road South Elmsall Pontefract WF9 2SE	Friday 14th October	10:00 - 13:00
80	**Huddersfield Bus Station**	Kirklees	Upperhead Row Huddersfield HD1 2JN	Monday 17th October	10:30 - 13:30

Appendix C - Consultation Material

Transport Strategy summary document

WEST YORKSHIRE
TRANSPORT STRATEGY
2016-2036
FULL CONSULTATION DRAFT

JULY 2016

WEST YORKSHIRE COMBINED AUTHORITY | City of Bradford Council | Calderdale Council | Kirklees Council | Leeds City Council | Wakefield Council | LEEDS CITY REGION ENTERPRISE PARTNERSHIP

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Appendix D　Open Ended Questions

Q1b What do you think we should measure to show our progress in delivering improvements in the Road Network?

	%
Journey times, e.g. average times/ reliability	38
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	25
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	24
Accident rates/ statistics	16
Air quality/ emission levels	15
Traffic counts/ flow rates, e.g. vehicles per hour	10
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	8
Vehicle speeds, e.g. average	4
Maintenance of highway, including footways/ cycle ways, e.g. potholes, snow and ice clearance, etc.	4
Volume of freight transported by rail and water	4
Provision for P2Ws, e.g. use of bus lanes, etc.	3
Usage of cycle lanes, e.g. flow/ number of cyclists	2
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	2
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	2
Better transport infrastructure	2
Traffic management indicators, e.g. phasing of traffic lights, etc.	1
Number of complaints received	1
Levels of investment in public transport	1
Bus priority measures, e.g. bus lanes, etc.	1
Parking provision by mode, e.g. cycle parking, motorcycle parking, etc.	1
Park and Ride provision, e.g. capacity, sites, usage, etc.	1
Cost of car usage, e.g. fuel, time, maintenance, etc.	1
Motorway/ road closures, e.g. frequency/ hours closed, etc.	1
Miles of new road built/ improved, including motorway slips, etc.	*
Environmental impacts	*
Number of cycling violations, e.g. cycling on pavements, ignoring traffic signals, etc.	*
Usage levels of electric/ hybrid/ eco vehicles	*
Accessibility	*
Inclusion, e.g. elderly/ disabled, etc.	*
Comment not relevant	*
Comment about consultation	1

Other - not coded	6
Don't know/ NA	35
No Answer	10
Base	887

Q2b What do you think we should measure to show our progress in delivering improvements to Places to Work?	%
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	34
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	22
Air quality/ pollution/ emission levels	19
Better transport infrastructure investment and improvements	14
Accident rates/ statistics	11
Journey times, e.g. average times/ reliability	10
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	7
Traffic counts/ flow rates, e.g. vehicles per hour	5
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	4
More green space	2
Usage of cycle lanes, e.g. flow/ number of cyclists	2
Accessibility	2
Health Levels	2
Provision for P2Ws, e.g. use of bus lanes, etc.	2
Keep public informed more	1
Parking provision by mode, e.g. cycle parking, motorcycle parking, etc.	1
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	1
Road maintenance, e.g. potholes	1
Bus priority measures, e.g. bus lanes, etc.	1
Number of complaints received	*
Reduce litter	*
Vehicle speeds, e.g. average	*
Park and Ride provision, e.g. capacity, sites, usage, etc.	*
Volume of freight transported by rail and water	*
Comment not relevant	2
Comment about consultation	1
Other - not coded	6
Don't know/ NA	9
No Answer	50
Base	655

Q3b What do you think we should measure to show our progress in delivering the One System?	%
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	42
Journey times, e.g. average times/ reliability	16
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	16
Rail provision, e.g. capacity, frequency, electrification, stations, new lines, etc.	12
Affordability/ value for money	7
Integration of transport modes	7
Usage of travel payment cards/ smart tickets	5
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	4
Accessibility e.g. bus stops, train stations etc.	4
Air quality/ emission levels	4
Traffic counts/ flow rates, e.g. vehicles per hour * This could be combined with '14' depending on number of cases - Traffic counts/ flow rates, e.g. congestion, …	3
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	3
Park and Ride provision, e.g. capacity, sites, usage, etc.	3
Comparison with London or other areas	2
Availability of information	2
Bus provision, e.g. capacity, frequency, services, etc.	2
Number of empty seats, e.g. as an indicator of potential patronage	2
Economic impact	2
Success in all of West Yorkshire	1
Levels of comfort/ cleanliness	1
Number of complaints received	1
Number of changes per journey	1
Full integration of operators	1
Ticket buying provision	1
Parking provision by mode, e.g. cycle parking, motorcycle parking, etc.	1
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	1
Quality of train stock	1
Accident rates/ statistics	1
Crime figures, e.g. incidents, safety, etc.	1
Volume of freight transported by rail and water	*
Provision for P2Ws, e.g. use of bus lanes, etc.	*
Maintenance of highway, including footways/ cycle ways, e.g. potholes, snow and ice clearance, etc.	*

Cost of car usage, e.g. fuel, time, maintenance, etc.	*
Levels of investment in public transport	*
Provision for disabled/ elderly	*
Vehicle speeds, e.g. average	*
Usage of cycle lanes, e.g. flow/ number of cyclists * SPECFIC to flow on cycle lanes - this could be combined with '12' depending on number of cases.	*
Bus priority measures, e.g. bus lanes, etc.	*
Comment not relevant	1
Comment about consultation	10
Other - not coded	2
Don't know/ NA	44
No Answer	15
Base	649

Q4b What do you think we should measure to show our progress in delivering Smart Futures?	%
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	18
Journey times, e.g. average times/ reliability	9
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	7
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	7
Number of enquiries/complaints received	5
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	4
Traffic counts/ flow rates, e.g. vehicles per hour	4
Increased capacity	3
Levels of investment in public transport	2
Public Transport usage	1
Air quality/ emission levels	1
Levels of spending	1
Accident rates/ statistics	1
Motorway/ road closures, e.g. frequency/ hours closed, etc.	1
Traffic management indicators, e.g. phasing of traffic lights, etc.	1
Cost of car usage, e.g. fuel, time, maintenance, etc.	1
Vehicle speeds, e.g. average	*
Transport delay	*
Levels of user uptake	20
Website traffic/ hit rates, improve online offer, up to date	18
Usage of cashless payment methods	8
Keep paper versions	2
Extend real time information at stops/ bus stations, etc.	1
As many different methods as possible	1
Comment not relevant	15
Comment about consultation	6
Other - not coded	9
Don't know/ NA	62
No Answer	15

Base	381

Q5b What do you think we should measure to show our progress in delivering improvements in Asset Management?	**%**
Maintenance of highway, including footways/ cycle ways, e.g. potholes, snow and ice clearance, etc.	6
Journey times, e.g. average times/ reliability	5
Air quality/ emission levels	5
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	4
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	4
Number of complaints received	4
Traffic management indicators, e.g. phasing of traffic lights, etc.	4
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	3
Usage levels of electric/ hybrid/ eco vehicles	3
Accident rates/ statistics	2
Level of utilisation	2
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	2
Park and Ride provision, e.g. capacity, sites, usage, etc.	2
Motorway/ road closures, e.g. frequency/ hours closed, etc.	2
Levels of investment in public transport	1
Provision for P2Ws, e.g. use of bus lanes, etc.	1
Number of cycling violations, e.g. cycling on pavements, ignoring traffic signals, etc.	1
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	1
Traffic counts/ flow rates, e.g. vehicles per hour	1
Vehicle speeds, e.g. average	*
Usage of cycle lanes, e.g. flow/ number of cyclists	*
Bus priority measures, e.g. bus lanes, etc.	*
Miles of new road built/ improved, including motorway slips, access points, etc.	*
Technical issues	*
Cost benefit analysis of projects/ schemes	11
Funding generated, e.g. private/ public, etc.	9
Level of demonstrable cost savings/ reductions	9
Amount of recycled materials used/ waste generated	6
Disruption caused by roadworks/ maintenance, e.g. days overrun, closures, etc.	10
Costs and expenditure, e.g. per mile, etc.	8

Asset management, e.g. condition, longevity, etc.	4
Level of shared working, e.g. stakeholder engagement, resources, effectiveness, etc.	10
Environmental impact of schemes, e.g. energy consumption, sustainability	4
Equipment failures/ faults reported	1
Levels of communication, e.g. press releases, etc.	1
Comment not relevant	2
Comment about consultation	8
Other - not coded	6
Don't know/ NA	58
No Answer	22
Base	320

Q6b What do you think we should measure to show our progress in delivering improvements in the Environment, Health and Well Being and Inclusion?	%
Air quality/ emission levels	43
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	38
Health statistics, e.g. heart/ lung disease , etc.	19
Accident rates/ statistics	13
Usage of cycle lanes, e.g. flow/ number of cyclists	13
Levels of isolation/accessibility for elderly/disabled	13
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	12
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	11
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	9
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	7
Hospital admissions	7
Usage levels of electric/ hybrid/ eco vehicles	6
HGV/LGV figures in cities	5
Vehicle speeds, e.g. average	4
Road maintenance, e.g. potholes	2
Bus priority measures, e.g. bus lanes, etc.	2
Volume of freight transported by rail and water	1
Traffic counts/ flow rates, e.g. vehicles per hour	1
Journey times, e.g. average times/ reliability	1
Park and Ride provision, e.g. capacity, sites, usage, etc.	1
Motorway/ road closures, e.g. frequency/ hours closed, etc.	1
Provision for P2Ws, e.g. use of bus lanes, etc.	1
Employment figures	1
Comment not relevant	1
Comment about consultation	5
Other - not coded	3
Don't know/ NA	53
No Answer	38
Base	150

Q7b What do you think we should measure to show our progress in delivering Funding the Strategy?	%
Amount of funding from other sources (workplace levies etc)	34
Compare changes made to amount of funding procured	22
Annual Profit and loss	15
No additional costs to public	14
Total funds raised	12
Only levy when public transport offer is realistic (reliability, flexible, not 9-5…)	8
Additional costs to motorists	7
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	4
Better transport infrastructure	3
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	3
Inform the public more	2
Parking provision by mode, e.g. cycle parking, motorcycle parking, etc.	2
Road maintenance, e.g. potholes	2
Accident rates/ statistics	1
Journey times, e.g. average times/ reliability	1
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	1
Provision for P2Ws, e.g. use of bus lanes, etc.	1
Level of expenditure compared to other sectors, e.g. social, parks, etc.	1
Comment about consultation	5
Other - not coded	1
Don't know/ NA	58
No Answer	36
Base	97

Q8 Please use the space below to provide any comments you might have about the Transport Strategy, or include anything you feel we have missed from the draft policies:

	%
Provision for cyclists, e.g. cycle lanes, safer junctions, crossings, etc.	21
Provision for P2Ws, e.g. use of bus lanes, etc.	9
Prioritize public transport	9
Air quality/ emission levels	7
Investments in rail transport E.G new interchange,	7
Levels of congestion, e.g. wait times/ delay, volume of traffic, frequency of traffic jams, etc.	6
Modal share/ split/ shift, including public transport/ cycle usage, changes over time, etc.	5
More train, bus routes in certain areas	5
Park and Ride provision, e.g. capacity, sites, usage, etc.	4
Uncertainty regarding whether proposals can be achieved/ need improvement	4
Cheaper/ more cost effective travel	4
HS2 concerns	4
Journey times, e.g. average times/ reliability	3
Greater reliability of services	3
Quality and comfort of transport means	3
Better transport infrastructure	3
Parking provision by mode, e.g. cycle parking, motorcycle parking, etc.	3
Oyster type card available	3
Airport link not needed, negative, proposal flawed	2
Vehicle speeds, e.g. average	2
Information provision	2
Revert to public ownership	2
Greater Services frequency	2
Integrated transport across all modes	2
Better intermodal scheduling	2
Public opinion/ satisfaction, e.g. surveys, consultations, etc.	2
Positive support for proposals/ unified branding, ticketing, etc.	2
Airport link necessary, positive towards the proposed route	2
Road maintenance, e.g. potholes	1
Volume of freight transported by rail and water	1
Tougher regulation of operators	1
More direct routes	1
Usage of cycle lanes, e.g. flow/ number of cyclists	1

Free WiFi, charge points	1
Less profits for operators/ not for profit companies	1
More night/ later running services	1
More comfortable/ safe bus shelters/ stops	1
Congestion charging, emissions limits	1
Accident rates/ statistics	1
Carnet style ticket	1
Contactless payment	1
Better value for money	1
Improve bus priority on roads	1
Speed buses travel at should be faster	1
Concern regarding cross border travel	1
New development influence	1
Delivery of projects/ schemes completed, e.g. effectiveness of schemes	*
Motorway/ road closures, e.g. frequency/ hours closed, etc.	*
Bus priority measures, e.g. bus lanes, etc.	*
New bus routes, timetables	*
Lower cost of PT	*
Proposals should go further	*
Tickets purchased in advance of travel	*
Multi operator day/ week tickets	*
Improve customer service from drivers	*
Improved online/ app information	*
Better connections between different bus services	*
Comment not relevant	1
Comment about consultation	5
Other - not coded	23
Don't know/ NA	*
No Answer	82
Base	287

Appendix E - Results by Area of Interest

Q1	Bradford %	Calderdale %	Kirklees %	Leeds %	Wakefield %	All %
(RN1) Improve motorway capacity and efficiency	59	66	70	61	67	64
(RN2) Jointly manage a West Yorkshire Key Route Network	79	82	86	81	84	82
(RN2) Use technology to improve local road management a	78	82	83	78	80	79
(RN2) Road improvement schemes for local congestion are	81	87	88	83	90	84
(RN3) Provide new roads to development sites	54	56	58	53	59	54
(RN3) Provide new and expanded park and ride sites	66	64	67	69	68	68
(RN2) Priorities different vehicles on some roads to reflect	57	53	61	57	57	57
(RN4) Improve freight routes, facilities and environmental i	85	85	85	84	85	85
(RN5) Improve taxi facilities and environemntal impact	54	57	54	54	55	54
(RN6) Safe cycle and walking networks	81	76	79	80	81	79
(RN7) Improve Powered Two Wheeler safety and parking fa	65	65	70	61	72	63

Q2	Bradford %	Calderdale %	Kirklees %	Leeds %	Wakefield %	All %
(PL1) Improve rail and bus stations	91	88	87	91	90	90
(PL1) Improve orbital roads	80	81	77	78	82	79
(PL1) Improve walking and cycling routes in urban centres	77	73	73	78	76	76
(PL1) Set targets for sustainable travel	74	72	72	73	72	72
(PL2) Reduce road dangers, environmental and noise impa	77	79	78	79	78	79
(PL2) Involve communities in neighbourhood improvement	83	84	83	82	81	82
(PL3) Build-in sustainable travel access to new developme	91	90	89	91	88	91

Q3	Bradford %	Calderdale %	Kirklees %	Leeds %	Wakefield %	All %
(OS1) Improve existing rail services	87	86	86	90	85	89
(OS1) Provide high quality rail travel standards	90	86	84	92	90	89
(OS1) Rail electrification and upgrades	76	82	74	76	72	74
(OS1) Implement a HS2 Yorkshire Hub station Masterplan	46	44	46	51	45	47
(OS1) Intermediate stop on NPHR between Leeds and Man	52	57	65	52	55	53
(OS1) Improve public transport offer to growth areas	86	85	83	86	82	85
(OS2) Create the best bus system in Europe	73	72	74	73	75	72
(OS3) Improve transport hubs with better integration	82	79	81	84	81	83
(OS3) Improve and integrate travel information and payme	88	87	86	88	85	86

Q4	Bradford %	Calderdale %	Kirklees %	Leeds %	Wakefield %	All %
(SF1) Joint Road Network Management and Communicatio	61	62	64	60	61	60
(SF2) Develop a 'mobility as a service' payment system	58	51	56	61	58	57
(SF3) Use technology to improve travel information	87	89	87	88	87	87
(SF4) Provide 'open access' transport data	72	75	75	73	77	72
(SF3) Ensure travel information is accessible to all	64	70	69	62	68	65
(SF1) Use technology and data to ensure decisions are wel	82	86	87	84	83	84

Q5	Bradford %	Calderdale %	Kirklees %	Leeds %	Wakefield %	All %
(AM1) Collaboration to make best use of limited budgets	81	83	85	81	80	82
(AM1) Better asset management consideration in developm	87	88	89	85	84	86
(AM2) Proactively maintain the road network	91	92	92	91	92	91
(AM2) Invest in upgrades to traffic signals and lights	76	77	77	77	81	76
(AM1) Recycling and reuse material to reduce environmen	85	85	85	83	85	83
(AM3) Lever additional funding for asset management	56	55	56	55	56	54

Q6	Bradford	Calderdale	Kirklees	Leeds	Wakefield	All
	%	%	%	%	%	%
(X1) Adopt targets to reduce pollution	78	77	76	79	75	77
(X1) Introduce a Clean Air Zone in Leeds	65	61	61	69	63	64
(X1) Deliver an Electric vehicle charging network	70	69	70	73	71	70
(X2) Protect green infrastructure and create green corridors	73	68	68	73	69	71
(X2) Environmental assessment for large transport schemes	80	78	77	81	79	79
(X2) Reduce the need for natural resources on projects	83	81	81	82	82	81
(X3) High quality routes for walking and cycling	77	73	75	78	74	77
(X3) Training and promotion for healthy and active transpo	64	56	59	62	64	60
(X4) Reduce Road Traffic Accidents	78	77	76	81	81	79
(X4) Safety cameras to reduce vehicle accidents	61	57	56	60	60	58
(X5) Combine transport resources to connect rural and disa	83	84	83	81	83	81
(X5) Cheaper travel offers through smart ticketing	76	72	72	76	74	73
(X5) Encourage healthy travel and reduce social isolation	80	75	78	81	83	79

Q7	Bradford	Calderdale	Kirklees	Leeds	Wakefield	All
	%	%	%	%	%	%
(F1) Use Devolution powers for greater local funding contro	63	59	61	67	63	63
(F1) Align investment plans with other agencies	63	60	67	68	67	65
(F3) Raise more private sector funding	52	49	56	55	56	53
(F3) More transport contributions from developers	73	66	64	69	69	68
(F2) Explore funding options like road user charging, workp	44	36	34	43	35	38