

MyJourney

West Yorkshire Local Transport Plan 2011 - 2026



Calderdale District Implementation Plan

2011 - 2014

Foreword

I am delighted to be introducing you to the first of a series of District Implementation Plans designed to deliver our local transport strategy as set out in 'MyJourney - West Yorkshire Local Transport Plan 2011-26'. This Plan has been developed in partnership with Metro, the Local Integrated Transport Authority, and the other four West Yorkshire Districts and was informed by extensive local consultation.

Through this Plan Calderdale aims to deliver a transport system that addresses local needs and aspirations, contributing to the main challenges that face us today including economic prosperity, health and well-being, whilst minimising the impact upon our environment, particularly through CO2 emissions.

We are currently working through a time of austerity and we do not have the resources to tackle every challenge we face or to implement all the good ideas we have for transforming Calderdale's transport system. We will have to make choices about where we focus our attention and seize opportunities to work more intelligently in order to make the limited resources we have work better and go further.

The Council and Metro cannot deliver this plan in isolation and we will be actively seeking the help of our local communities, businesses and service providers to ensure that we can deliver a safer and more sustainable transport system for Calderdale.



Councillor Barry Collins
Cabinet Member - Economy and Environment
Calderdale Council

1 | Background |

This document sets out Calderdale Council's proposals, as local highway authority, for implementation of the overall strategy outlined in 'MyJourney - West Yorkshire Local Transport Plan 2011-26' which was published on 1 April 2011 by the West Yorkshire Local Transport Partnership. It provides a three-year investment plan which interprets the overall LTP strategy with regard to:

- Local and regional policies and strategies – particularly Calderdale's Sustainable Community Strategy and emerging Local Development Framework;
- Calderdale's particular spatial characteristics.



2 | Local context |

Calderdale is the sixth largest metropolitan authority in the country in terms of land area, yet the seventh smallest in terms of population. Despite being a 'metropolitan' district the

majority of its area is classified as rural and up to one quarter of its population lives in rural areas. This means that the mix of service needs and access issues is distinctly different from the more urban districts of West Yorkshire.

Population

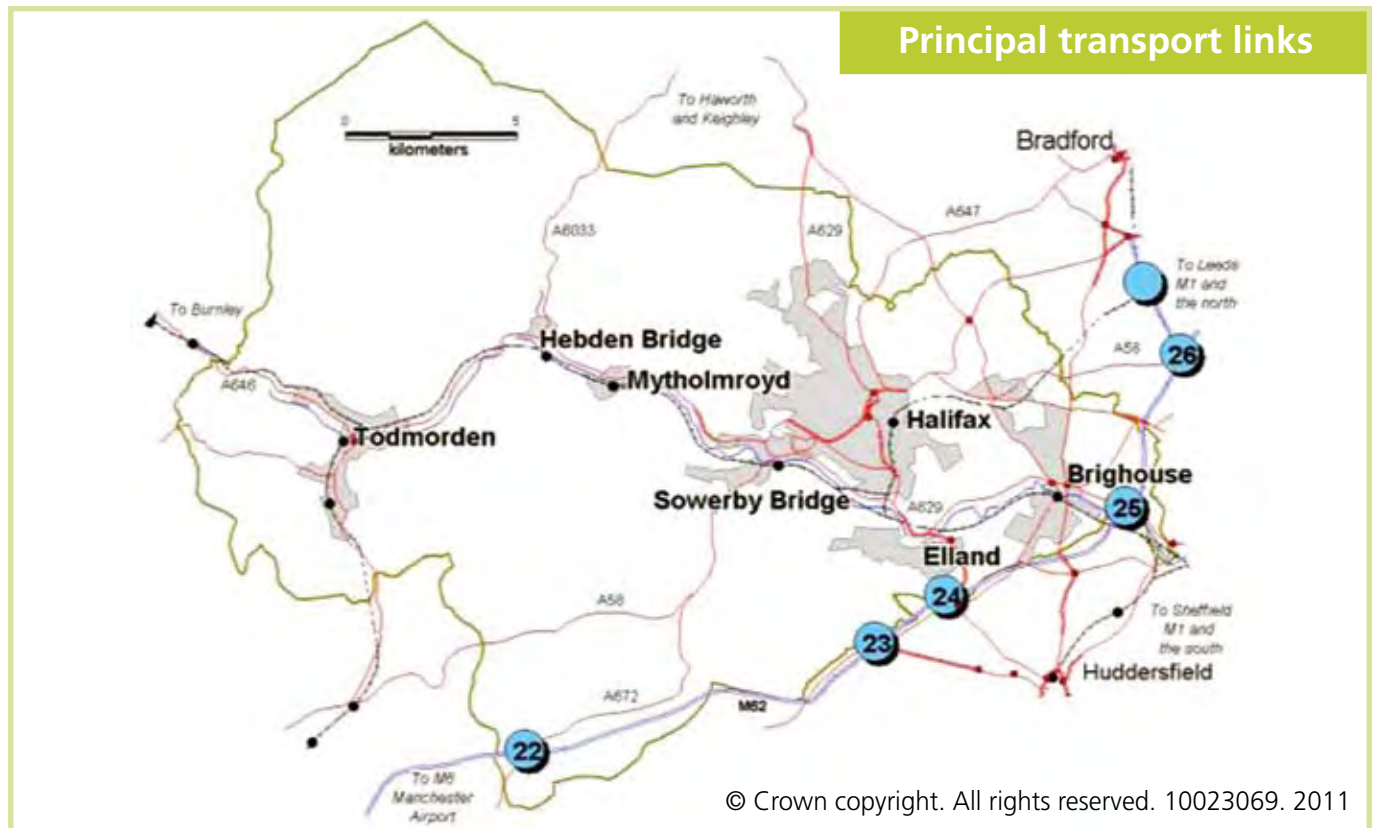
Calderdale has a population of 201,600 (2009 Mid-year Estimate), almost half of which live in Halifax. The latest government population projections (2008) suggest continued growth with a projected total of 227,300 by 2024 and significant growth particularly in numbers of children (under 16), the older population (over 65) and people from ethnic minority communities.

Although the various Indices of Deprivation (2007) show Calderdale to be the most prosperous West Yorkshire district there are contrasts of affluence and poverty. The Halifax wards of Park, Ovenden and Illingworth & Mixenden contain areas within the top 10% most deprived nationally, and there are significant pockets of deprivation to be found in other wards. For the communities affected, particularly outside Halifax, difficulties with transport and access compound other aspects of social exclusion.

Economy

Calderdale is currently home to approximately 82,000 jobs. Over 65% of these are in the urban centres to the east of the district with 41% in Halifax, 12% in Brighouse and 10% in Elland. The district's traditional economic base was founded on textiles, engineering and other manufacturing but, in recent years, service industries have overtaken manufacturing in terms of number of employees. Employment in the financial services has increased significantly (Lloyds is the single biggest private sector employer) and tourism-related jobs have also risen. However, manufacturing continues to account for 19% of local employment, far above West Yorkshire and national levels.

Calderdale sits between the city regions of Leeds and Manchester, and is increasingly becoming a part of sub-regional and inter-regional labour markets. Over one quarter of residents who are in employment work outside the district, with 25,000 commuting out of Calderdale daily (2001 census). Similarly around a quarter (20,000) of the jobs within the district are filled by non-residents.



3 | Policy context |

Calderdale Sustainable Community Strategy

Calderdale's Vision for the future is to be:

"an attractive place where people are prosperous, healthy and safe, supported by excellent services and a place where we value everyone being different and through our actions demonstrate that everyone matters".

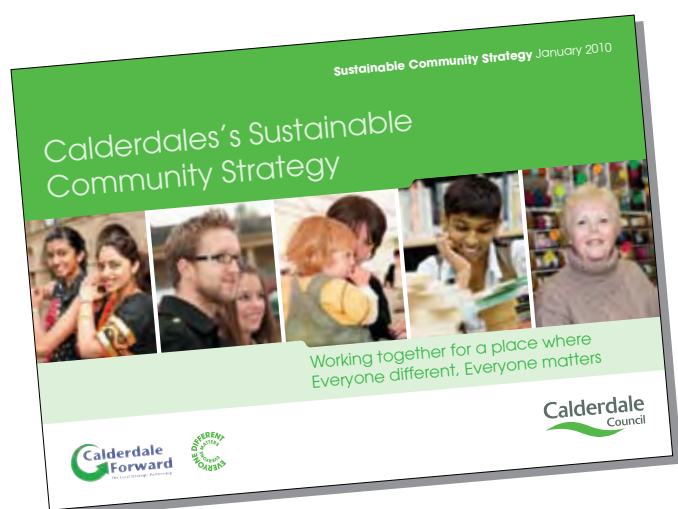
The Sustainable Community Strategy focuses on seven outcomes:

- Safeguarding Calderdale's future and fostering economic prosperity for all;
- Improving the quality of our environment and promoting respect for Calderdale's heritage;

- Prospering as a place where people can feel safe and are encouraged to get involved in shaping their future;
- Reducing the amount of preventable ill-health across the population as a whole;
- Ensuring that people stay in control of their lives and play a full and active role in society;
- Flourishing as a place where every child and young person thrives, is safe and happy;
- Working to ensure that the differences in health, quality of life and economic prosperity between different communities in Calderdale are reduced.

The 'MyJourney – West Yorkshire Local Transport Plan 2011-26' plays an essential role in achieving these outcomes in terms of:

- **Economic growth** - transport links people with places and opportunities. A high quality transport system will help to attract business investment, support enterprise and overcome barriers to employment;
- **Environment** - transport is a significant source of CO2 and other emissions relating to climate change. Traffic also impacts upon local communities in the form of poor air quality and noise levels;
- **Health** - transport has a direct impact in terms of road safety. There are also significant indirect impacts stemming from increased car dependency and rising traffic levels, resulting in increased problems of obesity, inactive lifestyles and pollution related illnesses.



Calderdale Local Development Framework

Future development in Calderdale will be guided by the emerging Local Development Framework (LDF). The draft Core Strategy for this identifies transportation and its proper planning as fundamental to the economic, social and environmental development of the district by increasing accessibility to jobs and education, reducing lost productive time for business, supporting the delivery of housing, enhancing social inclusion, reducing road accidents and minimising the impact upon the environment.

The draft Strategic Objective for Transport (SO7) is:

'to ensure the provision of a sustainable, safe and efficient transport system which reduces the need to travel'.

The draft LDF defines a number of sub-objectives:

- **Ensuring places are properly connected** - development should make best use of existing infrastructure and sustainable modes of travel and take advantage of opportunities to achieve new and improved infrastructure;
- **Increasing modal shift away from the private car** - use of the private car should be discouraged through provision of high quality cycling, walking and public transport facilities and other measures;
- **Reducing the need to travel** e.g. provision of mixed use developments and live/work units in new developments.

Construction of Broad Street Plaza



Calderdale's Transport Strategy

In 2010 Calderdale Council adopted a 20 year 'Vision for Transport in Calderdale' for a transport system that is 'people and business friendly' and where:

- Everything is Connected;
- Everything is High Quality;
- Everything is Reliable.

A 'Calderdale Transport Strategy' was developed to achieve the Vision, identifying nine 'priority areas for action' where resources should be focused:

- Integrate and connect modes of transport;
- Invest in strategic transport links;
- Encourage more walking and cycling;
- Reduce traffic congestion at hotspots;
- Educate and inform;
- Reduce the need to travel;
- Reduce CO2 emissions from transport;
- Improve safety on the roads in Calderdale;
- Maintain and make best use of the existing transport assets.

The 'MyJourney – West Yorkshire Local Transport Plan 2011-26', which was published on 1 April 2011, replaces this Vision and Strategy. It addresses all the priority areas and introduces a wider Vision of:

“Working together to ensure that West Yorkshire’s transport system connects people and places in ways that support the economy, the environment and quality of life”.

Calderdale Council is fully committed to achieving this wider Vision and has established a Cabinet Transport Working Party to focus on transport issues and to work with Calderdale Forward, the Local Strategic Partnership, Metro and other partners on actions that support and complement its delivery.

Regional Strategies

Calderdale is part of the Leeds City Region and its associated Local Enterprise Partnership and is also developing close links with the Manchester City Region. The 'My Journey - West Yorkshire Local Transport Plan 2011-26' has an essential role to play through investment in key transport corridors to ensure that the District can take full advantage of the growth agendas proposed by both city regions.

4 | Identified transport issues in Calderdale

Transport and the Economy

Calderdale sits astride major rail and road corridors between the city regions of Leeds and Manchester, with significant economic flows in both directions. The District has aspirations for employment and housing growth, including the East Calderdale New Growth Point, which are currently constrained due to a geographically confined highway network, peak-hour congestion at critical points and a rail network that lacks a clearly defined role.

The Caldervale rail line provides the key public transport link between the District and the three cities of Bradford, Leeds and Manchester. A lack of route capacity results in overcrowding at peak periods with excessive standing times on some peak hour trains. Poor quality rolling stock, a lack of adequate parking at local stations and poor rail/bus interchange facilities act as further constraints.

The parallel M62 motorway suffers from severe congestion at peak periods. Peak hour congestion affects a number of key routes and junctions on Calderdale’s strategic highway network and this impacts upon journey time reliability and predictability. It also creates unreliability and inefficiency in the bus network and increases costs for public transport and freight operators. A recent study which tested the network against future housing and employment growth concluded that, without intervention, congestion will inevitably increase and that significant delays may spread into some off-peak hours particularly along the A58 corridor through Hipperholme and the A629 corridor through Ainley Top.

Local Bus Network

The core commercial bus network is focused on the major road corridors between Halifax and Huddersfield, Bradford, Leeds and Greater Manchester plus additional urban routes in the Halifax area. Away from this core there is a significant number of lower frequency, predominantly rural services the future of which may be threatened by anticipated cuts in Bus Service Operator Grant and available levels of tendered service support.

Bus patronage has been reducing over recent years. Consultation carried out when developing Calderdale's Transport Strategy highlights a wide perception of public transport as being slow and expensive in comparison with the private car. Issues raised include concerns about service quality and reliability, an unstable network due to frequent service changes, frequent fares increases, a fragmented network with poor bus/rail interchange and a lack of integrated ticketing across rail and the various commercial bus operators. If the 'MyJourney - West Yorkshire Vision for Transport' is to be achieved in Calderdale these issues and perceptions need to be addressed in order to provide a high quality bus network that provides an attractive alternative to the private car.



Rural bus service at Colden

Environment, Health and Quality of Life



Salterhebble Air Quality Management Area

Transport is responsible for an increasing proportion of CO₂ and other greenhouse gas emissions. Traffic congestion can also cause problems for local communities through increased traffic noise and poor air quality which in turn impact on health. Six locations in Calderdale have been identified as **Air Quality Management Areas** where pollution problems exist due to traffic emissions.

Partnership working has been highly effective in reducing the number of casualties on Calderdale's roads and 2010 saw the lowest figures ever recorded. Despite this success traffic continues to cause severance within local communities with busy roads acting as barriers due to actual or perceived risk of injury. The barriers are compounded by a fragmented on- and off-road cycle network, a poor walking environment with lack of priority for pedestrians and a perceived lack of respect for both cyclists and pedestrians from motorists. These issues deter people from walking, cycling and using public transport and encourage increased car dependency and consequent health problems due to an inactive lifestyle.

5 Calderdale Implementation Plan 2011-2014

Calderdale's first Implementation Plan identifies proposals to address the District's transport issues under each of the four strategic transport theme headings identified in the 'MyJourney – West Yorkshire Local Transport Plan 2011-26':

- **Assets** - efficient and cost-effective management of highways and transport assets;
- **Choices** - encouragement of more sustainable travel choices;
- **Connectivity** - delivery of an integrated and reliable transport system;
- **Enhancements** – improvements to the transport system.

In practice each proposal may span several of the themes. Appendix A provides details of the proposed draft capital programme to be delivered by Calderdale Council and its partners. This will be supported by a range of revenue activities.

Assets

Calderdale Council has an annual programme of planned highways maintenance including: reconstruction, resurfacing and surface treatment of carriageways and footways; maintenance and strengthening of bridges and retaining walls; and renewal of street lighting, traffic signals, signs and road markings. The draft programme for the first year of the Implementation Plan is set out in Appendix A. The programme is guided by a comprehensive regime of ongoing assessment and condition surveys and may be subject to change. Inspections and repairs are carried out in accordance with national standards to ensure minimum risk to all stakeholders. The Council's winter maintenance policy aims to ensure delivery of an efficient service which permits the safe movement of traffic throughout the District and keeps delays to a minimum on the treated network.

The Council is also working with Metro and the four other West Yorkshire Districts to create a West Yorkshire Transport Asset Management Plan which will set guidelines as to how our transport and highways assets are managed and will be managed in the future. By following these guidelines in the development of its maintenance programmes the Council aims to achieve value for money and to make best use of its highways assets.



The Traffic Management Act 2004 imposes a duty on all traffic authorities to 'secure the expeditious movement of traffic on their road networks'. Calderdale's draft Network Management Plan sets out how disruptions to traffic flows will be minimised through careful planning of the highways works programmes, co-ordination of works with utilities and neighbouring authorities, incident management and contingency planning and management of events on the highway. A range of media is used to keep highway users informed including press notices and the Council website.

The Council is looking for ways to improve its real time management of the highway. It is working in partnership with Leeds City Council on Central Urban Traffic Management and Control and will seek to build upon its recent expansion of CCTV monitoring at major signal-controlled junctions and installation of Variable Message Signs on major routes.

A key aspect of the District's network management is providing safer roads. The Calderdale Safer Roads Group is a partnership which draws on the combined expertise of the emergency services, the NHS and the Council's Road Safety team. The teams work together with local communities and businesses to make the roads of Calderdale safer and reduce road casualties. The safer roads programme is guided by ongoing collation of road casualty statistics including an annual assessment of 'sites' and 'lengths for concern'. The Implementation Plan contains proposals for capital works to support the work of the partnership including casualty reduction and minor traffic schemes, speed management and signing and lining improvements.



Public Rights of Way are a crucial part of Calderdale's highway network, particularly across its extensive rural areas, and the Implementation Plan proposes a funding allocation to improve strategic off-road paths. The Council is responsible for the maintenance of over 700 miles of footpaths and 125 miles of bridleways. Calderdale's Rights of Way Improvement Plan has established a baseline with regard to accessibility, condition and extent of the network and sets out a delivery plan to 2017 subject to local consultation and funding.

Choices

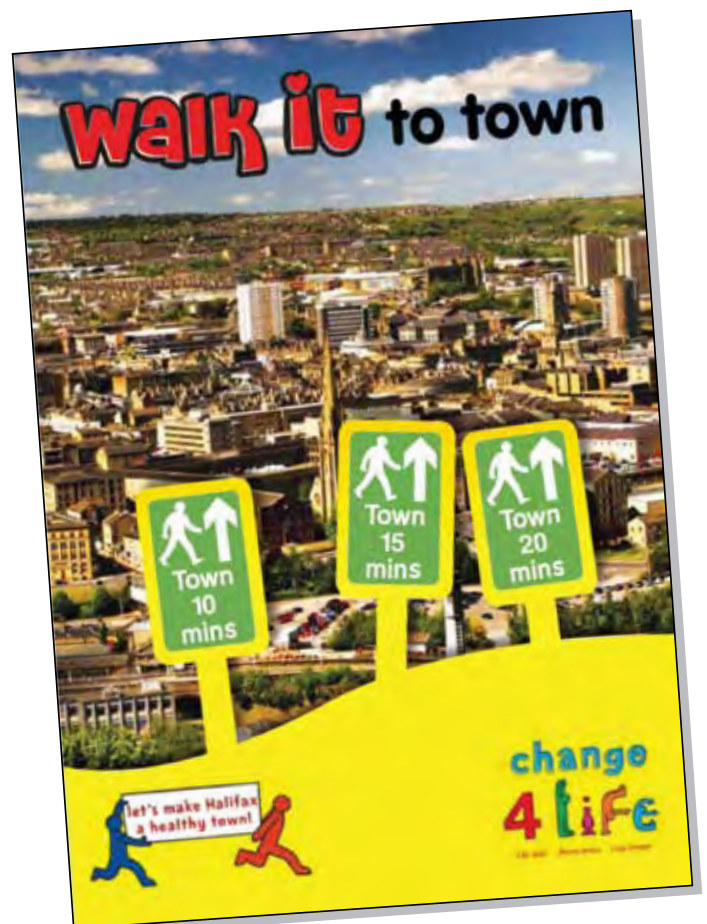
Calderdale is developing an approach to sustainable travel which aims to break down barriers and deliver real choice in how people choose to travel. It is based upon improvements to the local highways environment so that cars, buses, cyclists and pedestrians share space safely and more vulnerable road users feel safer. By working with local communities within a defined geographical area a full picture can be built up of the issues and barriers that people within those communities face in trying to access jobs, education, shops and local services and facilities. This then guides the interventions required to improve travel choice and encourage more sustainable travel. Enabling and encouraging increased levels of walking and cycling within a local community will provide a stepping stone to successfully encouraging sustainable travel for longer journeys and commutes.

Calderdale proposes a partnership approach to developing this strategy. Joint working with Metro and local bus operators will enable public transport to be tailored to suit the needs of the community. Joint working with the Community Safety Partnership and Neighbourhood Policing Teams will address barriers caused by anti-social behaviour and fear of crime. Joint working with the local health agencies will promote the health benefits of active travel.

The Implementation Plan proposes a range of capital schemes to support this strategy including a programme of 20mph areas, traffic calming, enhanced street lighting, pedestrian crossings and refuges, footway improvements, sustainable routes to school and bus stop access improvements. These

will be complemented by revenue activities including cycle skills training in local schools (Calderdale has secured £60,000 'Bikeability' funding during 2011/12), pedestrian skills training, local travel information and mapping and travel planning.

Proposals led by Metro to enhance public transport information including on-street real time displays, web-based journey planning and SMS technology will enable people to make a more confident choice to use public transport as a reliable alternative to the private car. Integrated ticketing and the development of Smartcard technology will allow seamless travel across bus and rail networks and remove a further barrier to public transport use.



Calderdale will continue to develop its cycle network, including both on- and off-road routes, based upon a number of core valley bottom routes with links to town and district centres, residential areas and employment areas. Proposals include further enhancements to the Calder Valley Cycleway (NCN route 66) which effectively provides an off-road spine route through the District, extension of the Hebble Trail into Halifax town centre and investigation of a safe cycling / walking link between Halifax, Ovenden and Illingworth. Development of the network will be supported by improvements to cycle storage facilities in town and district centres and at other key local destinations.



Route 66 surface improvements - before and after

The Council will continue to work with the West Yorkshire Travel Plan Network to encourage and promote more sustainable travel to local businesses and employment sites.

The proposals to develop and encourage alternatives to private car use will be complemented by demand management including implementation of measures identified in the Calderdale Council Parking Review 2009.

Connectivity

The Calderdale Bus Partnership Group, which brings together Calderdale Council, Metro and the local bus operators, has prioritised core bus corridors where measures should be introduced to improve the quality and reliability of bus services. Studies carried out during 2009/10 have identified a number of pinch-points where services suffer from significant delays and where joint schemes of bus priority and highways improvement should deliver benefits for bus services, general traffic flows and the local

communities. Among the proposals within the Implementation Plan are potential schemes to address issues on the A629 Huddersfield Road corridor and within King Cross district centre.

The Council is committed to protecting and strengthening the local bus network in the face of projected reductions in Bus Service Operator Grant and revenue support for tendered services. It is working with Metro to identify and protect 'at risk' services, particularly the rural network, and investigating alternative methods of service delivery including Bus Quality Contracts, that will make the network more sustainable in the future. The Implementation Plan contains proposals for the development of transport hubs providing high quality interchange points between rail, core bus services and local feeder services with associated improvements in walking and cycling facilities and a safe and secure passenger waiting environment. The Council will look to link this initiative with a programme of highways and environmental improvements in its local district centres.

Infrastructure improvements will be backed up by improved enforcement including working with the Council's Parking Services and the Police on enforcement of waiting restrictions, bus lanes and local traffic restrictions.

Enhancements

In order to meet its aspirations for employment and housing growth Calderdale has identified that its highest transport priority is to develop the Caldervale trans-Pennine rail route to a modern standard which meets the demands of all users. Unlocking this asset will remove constraints to economic growth and enable residents and businesses to maximise the benefits of the District's location, with improved access to the three cities of Bradford, Leeds and Manchester. The Council recently commissioned a report (jointly with Bradford City Council) into developing this line (Caldervale Line – Making the Most of the Asset, 2011) and continues to work with Network Rail, Northern Rail, Metro, Transport for Greater Manchester and the other District authorities along the route to promote investment in route capacity and infrastructure, rolling stock and improved service patterns. The Implementation Plan includes proposals for infrastructure and service development planning, improved customer information provision and increased car parking at Sowerby Bridge and Todmorden railway stations.



Highways improvements will be targeted on congestion hotspots with proposals in the first Implementation Plan for focused measures on the A629 and A646 and within Brighouse town centre. Complementary work on Traffic Light Priority, which is ongoing across West Yorkshire, will install bus detection software at major signal-controlled junctions, prioritising the passage of late-running buses through them and helping to improve service punctuality and reliability.

Future enhancements will be guided by the demands of regeneration, housing and employment growth. The Council has recently developed a traffic model which covers the majority of the District and which will be employed, in conjunction with the emerging Local Development Framework, to identify where resources should be directed. The Council will take every opportunity to supplement its limited capital funding through partnership arrangements, developer contributions, grants and other appropriate sources.

Appendix A

Calderdale District Implementation Plan 2011-2014

Strategic Area	Scheme	Background
Assets	Network Management	
	Freight infrastructure	Better infrastructure for / management of freight movements
	Central Urban Traffic Management and Control and local signal improvements	A study into the establishment of a Regional Control Centre and integration of traffic signal management systems, traffic control cameras, street and road works management, traffic flow and 'real time' bus running information.
	Traffic signal upgrades and Disability Discrimination Act (DDA) work	Upgrades to traffic signal systems and hardware and incorporation of features for disabled users
Choices	Information	
	Variable Message Signing	Installation of on-road electronic signs for up to the minute traffic and travel information
	Active Modes	
	Strategic Cycle Routes and Measures:	
	West Vale	Completion of the viaduct route linking Hullen Edge and Greetland into the National Cycle Network (route 66) at Salterhebble
	National Cycle Network Route 66	Enhancements to the Calder Valley Cycleway to ensure year-round access for commuters and journeys to school
	Hebble Trail	Completion and enhancement of the currently incomplete walking and cycling route between Salterhebble and Halifax town centre
	Halifax Centre - Ovenden / Illingworth	Extension of the Hebble Trail to develop a walking and cycling route between Halifax town centre, Dean Clough and Ovenden / Illingworth
	Strategic Walking Routes	A programme of minor works to improve defined on-road routes linking residential areas to district centres and public transport facilities
	Public Rights of Way	Improvements to locally important off-road rights of way linking residential areas to shops and services, schools and public transport facilities
	Demand management and enforcement	
	Traffic reallocation	Provision of strategic signing and establishment of preferred routes to remove through traffic from urban centres
	Automatic Number Plate Recognition (ANPR) cameras	Use of information from cameras to monitor traffic flow patterns, parking patterns and durations and develop and implement a routing strategy

Strategic Area	Scheme	Background
Connectivity	Safety and Enforcement	
	Safety cameras and signing and lining	Provide and renew safety cameras to ensure effective enforcement including review and renewal of signing and lining
	Bus Priority	
	Elland District Centre	Measures to improve the flow of buses through the Huddersfield Road / Southgate junction provide better pedestrian access to bus stops in the town centre
	A629 / A646 Dryclough Lane Junction	Measures to improve the outbound flow of buses through the junctions at Dryclough Lane / Dudwell Lane junctions, modifications to bus stops and enhanced crossing facilities for passengers accessing the hospital
	A641 Huddersfield Road, Brighouse	Provision of a half width bus lay-by for Huddersfield bound buses adjacent to Sainsbury's to improve flows for buses and general traffic
King Cross	Modifications to the highway / footways / bus stops / parking to improve the flow of buses and general traffic and enhance pedestrian access to bus stops, shops and other local facilities	
Enhancements	Highway Improvements	
	Godfrey Road / Skircoat Green	Improvements to the highway, footways and pedestrian crossing facilities to improve safety and access to local shops
	Mytholmroyd Burnley Road / New Road improvements	Improvements to ease local traffic issues. Enhancement of highway and footways to provide sustainable and safer access to local shops and services, rail and bus facilities and Calder High School
	Elland District Centre	Minor measures to complement the planned Elland 20mph area by improving the environment and access for pedestrians and cyclists in and around the town centre
	Spring Hall Lane / Albert Road / Hanson Lane junction	Completion of junction improvements associated with the ASDA store at Pellon

Strategic Area	Scheme	Background
Other	Local Integrated Transport	
	20mph areas and traffic calming to complement those areas where appropriate	Introduction of defined 20mph areas using signing and 'gateway' treatments. Improved pedestrian and cycling facilities. Bus stop improvements and better access to public transport. Enhancement of street lighting, highways and footways. Proposed areas are subject to assessment and initially include Elland, Pellon, Beechwood, Siddal, Hopwood and Ovenden
	Pedestrian Crossing Programme	Identification, assessment and ranking of sites requiring improved crossing facilities to remove community severance
	Safer roads / Safer communities	Programme of minor traffic schemes to promote a safer road environment in local communities for all road users, and in particular pedestrians and cyclists
	Casualty Reduction Schemes	Rolling programme of measures designed to promote and improve road safety, identified from the annual Sites for Concern 'specific sites' and 'lengths of road' reports (Statutory Duty under Section 39 of the Road Traffic Act 1988)
	Speed Management	Rolling programme to assess and review speed limits for appropriateness. Provision of Safety Cameras and Vehicle Activated Signs to remind and educate drivers and enforce posted speed limits
	Minor signing and lining improvements	Programme of improvements linked to 'Speed Management' and 'Safer Roads'
Rural Schemes	Low cost measures to improve road safety at rural bends and junctions identified through analysis of speed related personal injury collisions	

Calderdale Council
Economy and Environment
Northgate House
Northgate
Halifax
HX1 1UN



01422 392139



transportationteam@calderdale.gov.uk

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