

We are pleased to submit this, our second, Local Transport Plan for South Yorkshire. As partners committed to improving the transport network for all our communities we know that the success of LTP2 depends on the effectiveness of our joint working.

A key feature of this LTP therefore is our intention to work closely and more creatively with other stakeholders with whom we share common goals. We will do this, for example, through Local Strategic Partnerships in the context of Local Area Agreements. We will continue to build and improve links with our communities, particularly those in areas where accessibility problems prevent their full participation in the benefits arising from South Yorkshire's improving economic performance. In these areas we are aware that the negative effects arising from the greater personal mobility of those enjoying greater economic prosperity can lead to them experiencing disproportionately high problems in relation to road safety, poor air quality from traffic emissions, or other negative 'quality of life' impacts.

We are aware also that the scale of the challenge facing us in LTP2 is significant. Despite some important achievements in the first Plan period we recognise that progress towards some LTP1 objectives and targets was disappointing. Some of this disappointment is within our power to address. Others areas of under performance, however, have been the result of external factors over which we have little or no control. In particular, for example, traffic growth has been and will continue to be the major factor that impacts on our ability to reverse the continuing decline in the numbers of people travelling by bus. There are a number of reasons for this, including the fact that costs of bus travel and private motoring have not risen at equal rates. In real terms the costs of owning and running a car are similar to twenty years ago, whereas, over the same period, the costs of using public transport have risen. As more people afford to own a car traffic volumes increase. As more development takes place so too does the number of trips, including journeys to work by car. These factors have had an impact on journey times and levels of congestion for all road users, including buses. They add to the pressure on people to use their cars more.

Despite these substantial pressures we are committed to improving bus services, the dominant public transport mode in South Yorkshire. Our public transport led strategy for LTP2 identifies what we will do with the resources at our disposal, and through the revised Bus Strategy that accompanies this Plan, to improve the quality, reliability and performance of the bus. This includes tackling congestion hotspots through a mix of interventions, including getting best use from existing highway capacity and supporting demand management measures, especially on our network of Key Routes. We are also exploring the options for the delivery of bus services including, for example, Statutory Quality Contracts which allow Local Authorities a greater role in bus service levels and fares.

Our ambitious vision for transport in South Yorkshire is one that cannot be delivered by the LTP alone. Our LTP1 interventions, supported by supplementary funding made available through the Objective 1 regeneration programme, have facilitated economic recovery. However, we believe that to achieve the sustainable transformational economic growth we aspire to, and which is central to our vision for the City Region as a pivotal international business location, we need investment in transport at a far higher level and on a much greater scale. We understand however that current national funding and institutional arrangements are not capable of delivering this. To remove the transport barriers to transformational growth we must see changes in the way major transport projects are funded and delivered. These changes may emerge as part of developing City Regional governance arrangements, for example. More immediately, we are interested in developing a dialogue with Government and the Regional Development Agency to identify what additional capital resources are potentially available through the Government's Transport Innovation Fund. TIF could support major transport projects in South Yorkshire if they demonstrate a contribution to national productivity.

Irrespective of whether we secure additional resources from TIF we will remain committed to do everything we can within our current guideline capital and revenue resource levels to tackle congestion, improve accessibility, reduce casualties, improve air quality and address other quality of life issues.

# Foreword

We believe our LTP2 programme is more targeted, allowing us to 'hit a problem hard', and more capable of delivering value for money across the sub region by focusing on areas and issues where we can expect to secure positive results. Improvements in the way we deliver certain projects, including bus priority schemes, will be introduced to overcome some of the factors that increase project delivery times and costs. The LTP targets we have set are ambitious given the nature of the negative trends that impact on many of areas of our activity. They are also realistic, given their foundation in stronger analysis and an evidence based assessment of factors that influenced our performance against targets in the first LTP.

We look ahead to meeting the challenges in LTP2 with enthusiasm and confidence.



A handwritten signature in black ink, which appears to read "Mick Jameson". The signature is fluid and cursive, written on a white background.

**Councillor Mick Jameson**  
**Chair of South Yorkshire Passenger Transport Authority**  
**and the South Yorkshire Passenger Transport Steering Group**