



CONTENTS

EXECUTIVE SUMMARY	4
1. INTRODUCTION	8
2. DELIVERY OF SCHEMES	14
Progress Towards National Targets	15
Delivery of the LTP Programme	18
Strategy 1 Improving the Quality and Availability of Alternative Modes to the Car and Lorry	18
Strategy 2 Managing the Use and Condition of the Highway	26
Strategy 3 Managing the Demand for Travel	30
Strategy 4 Promoting Social Inclusion	34
Progress on Major Schemes	36
3. TARGETS AND PROGRESS	42
4. LTP SPENDING PROGRAMME	52
5. EVIDENCE OF IMPROVEMENT (PRO-FORMA C)	64
6. CONSULTATION AND BEST PRACTICE	68
7. WIDER ISSUES	74
8. MEASURING AND IMPROVING ACCESSIBILITY	80
9. BARRIERS TO IMPLEMENTATION	82
10. DEVELOPMENT OF THE SECOND LTP	86
ANNEXES	89
Annex A: Progress Against Government Core Indicators (Pro-forma A)	90
Annex B: Progress Towards Local Targets (Pro-forma B)	94
Annex C: Congestion in West Yorkshire	104
Annex D: Road Safety in Deprived Areas	106
Annex E: Criteria for Assessing APRs - Checklist	110
Annex F: Learning from Others and Sharing Best Practice	111
INSERTED PAGES	
Freepost Feedback Questionnaire	
West Yorkshire Schemes Map 2002/03	
APPENDICES (SEPARATE VOLUMES)	
Appendix 1: Monitoring Report	
Appendix 2: Information for Department for Transport	
Individual Authority Finance Forms	
Combined Finance Forms	
Maintenance Data	



CYCLEWAY
CALDER VALLEY



Tables

Code

E1	Summary of Progress Towards LTP Targets
E2	Summary of LTP Funding and Expenditure for 2002/03
E3	2002/03 Transport Expenditure (excluding Major Schemes)
E4	2002/03 Major Schemes Expenditure
2:1	Overview of Progress on Public Transport
2:2	Bridges Assessed to March 2003
2:3	Structures Strengthened to March 2003
2:4	Examples of Schemes Catering for Impaired Mobility
2:5	Indicative Yorkshire Bus Initiative Programme
3:1	Summary of Progress Towards LTP Targets
4:1	Five-year LTP Settlement Allocations
4:2	Summary of LTP Funding and Expenditure in 2002/03
4:3	Expenditure on Minor Schemes using the Block Allocation and External Funding in 2002/03
4:4	Comparison of Programmed and Outturn Expenditure using the Block Allocation and Carry-Over in 2002/03
4:5	Comparison of Programmed and Outturn Expenditure Minor Public Transport Schemes
4:6	Public Transport Schemes with Committed Expenditure in 2003/04
4:7	Major Scheme Funding and Expenditure in 2002/03
4:8	Transport Revenue Expenditure in 2002/03
4:9	Transport Capital Programme for 2003/04
5:1	Evidence of Improvement (Pro-forma C)

Figures

4.1	Expenditure using the Block Allocation in 2002/03
4.2	Increasing Actual and Programmed Expenditure on Minor Schemes
4.3	LTP Programme: Block Allocation versus Actual and Programmed Expenditure
4.4	Comparison of Programmed and Outturn Expenditure using the Block allocation in 2002/03

Case Studies

1	Leeds City Centre Loop Road
2	Manchester Road Quality Bus Corridor, Bradford
3	Bradford Traffic Calming
4	Leeds Air Quality Management Strategy
5	Leeds and Liverpool Canal Towpath
6	Hebden Bridge Rural Bus Services
7	A650 Dudley Hill Interchange
8	Keighley Bus Station
9	Crossflatts Rail Station
10	'Real Time' Information
11	The Calder Valley Cycleway
12	Huddersfield Bus-Rail Stations Link
13	Crofton 20mph Zone
14	Wharfe Bridge Strengthening
15	'Yellow Bus'
16	Calderdale and Huddersfield NHS Trust
17	Walking Bus, Weetwood Primary School, Leeds
18	Bradford City Centre Mobility/Accessibility Measures
19	A638 Dewsbury to Cleckheaton Corridor Consultation
20	Centre of Excellence Dissemination Seminars - Bus Interchanges, Guided Bus
21	Delivery of Travel Plan and Travel Awareness Training in Y&H Region
22	Featherstone Traffic Calming Scheme
23	Kirklees Neighbourhood Paths
24	Halifax Town Centre
25	Leeds City Square
26	Bus Accessibility Mapping Tool
27	East Leeds Employment Links Challenge
28	Improving Staff Supply and Skills; WY TESA

Key to Symbols



Ec

Local Transport Plan Primary Objectives - **Economic**

So

Local Transport Plan Primary Objectives - **Social**

En

Local Transport Plan Primary Objectives - **Environmental**

Sb

Local Transport Plan Subsidiary Objectives

L

Local Transport Plan Targets

N

National Targets and Public Service Agreement Targets



EXECUTIVE SUMMARY

Introduction

The West Yorkshire Local Transport Plan (LTP) was developed jointly by Metro and the five West Yorkshire local authorities and covers the period from 2001 to 2006.

We have continued to make good progress on implementing the LTP strategy and are on track to meet over three quarters of our original LTP targets by the end of the LTP period in 2006. This has been achieved by developing a high quality integrated transport system that meets social, economic and environmental objectives.

In 2002/03 the Government allocated £57.946 million for integrated transport and highway maintenance (minor schemes) and £21.004 million for major schemes (those costing over £5 million). We spent £58.214 million on minor schemes and £16.193 million on major schemes.

The Annual Progress Report (APR) shows how the LTP strategy is being implemented, including:

- progress on delivering the programme during 2002/03;
- progress towards LTP objectives and targets;
- the LTP spending programme;
- consultation and best practice activities;
- measures to improve accessibility;
- links to wider strategy areas and issues; and
- barriers affecting current and future delivery of the strategy.

Delivery of the Programme During 2002/03

We have continued to deliver a programme of schemes that contributes towards the achievement of national and local objectives and targets.

Examples of the many schemes and initiatives that we have delivered during 2002/03 include the following:

- further bus infrastructure enhancements, including bus stop quality, accessibility and information improvements;
- the completion of three more cycling routes that form part of the National Cycling Network, in addition to local cycling schemes across all the districts;

- another 'Yellow Bus' scheme in Ilkley providing home to school travel for four primary schools;
- pedestrian accessibility measures aimed at improving access between areas of high pedestrian demand, for example between the bus and rail stations in Huddersfield;
- Horsforth rail station ticket office and waiting rooms;
- the introduction of further traffic calming measures to reduce traffic speeds and improve road safety;
- installation of more Closed Circuit Television (CCTV) cameras and street lighting to improve safety for all modes of transport;
- maintenance of highways and strengthening of bridges;
- assistance given to 80 companies to develop travel plans to reduce the amount of car commuting and business travel; and
- the development of four new rural bus projects to help provide access to jobs, education and other facilities from rural areas.

Although we have made good progress in delivering schemes in most areas, some schemes were subject to delay. Key factors affecting our progress are set out below:

- staff and skill shortages have affected most local authorities;
- the SRA's suspension of revenue funding for new rail schemes and extra requirements imposed by Network Rail have delayed rail schemes; and
- revenue funding has not kept pace with increased capital funding. This reduces the local authorities' ability to recruit staff, progress feasibility work and fund maintenance and upkeep of new schemes.

To maintain progress, we have taken positive action to reduce the impact of these factors such as:

- encouraging partners to fund running costs;
- consultants have been used to design schemes and framework contracts have been developed with consultants;
- training of travel plan staff has been undertaken by the Yorkshire and Humber Regional Travel Wise Group because of lack of suitable training elsewhere;



- implementation of the rail strategy has been revised to focus in the short term on schemes with no additional running costs and several schemes delayed in 2002/03 are on track for delivery in 2003/04;
- internal over-programming ensures that if a scheme slips for any reason there is a possibility of an alternative scheme that can be brought forward for implementation;
- where staff resources allow, consultation on projects is starting earlier than previously; and
- the West Yorkshire Transport Education and Skills Alliance (WY TESA) co-ordinated by Metro is aiming to identify the skills requirements of

transport organisations and attract school leavers and graduates into the transport sector.

Targets and Progress

Where evidence is available it shows that we are on track to meet more than three quarters of the original targets set in the LTP.

To reflect the Government's national targets, progress towards existing local bus punctuality and reliability targets are reported for the first time in the APR along with road maintenance targets. A rural accessibility target is under development.

Table E1 shows progress towards meeting targets within the LTP period.

Table E1 Summary of Progress Towards LTP Targets

LTP TARGET		
Road Traffic		
16 hour, all roads, traffic growth not to exceed 5%.		On track
AM peak inbound traffic crossing cordon round Leeds centre not to increase.		Not on track
AM peak inbound traffic crossing cordons round Bradford, Halifax, Huddersfield, Wakefield centres not to grow by more than 3%.		On track except for Wakefield
Public Transport		
Total bus patronage to grow by 5% (revised).		On track
Total rail patronage to grow by 40%.		No clear evidence
At least 95% of bus services to run no more than 6 minutes late and no services to run early.		Not on track
No more than 0.5% of bus services to be cancelled.		Not on track
Accessibility of Rural Households (To be set in 2003/4).		
Cycling		
To double the number of cycling trips.		Not on track
To reduce fatal and serious cycle casualties by 20%.		On track



Table E1 Summary of Progress Towards LTP Targets continued...

LTP TARGET

Walking

To halt the overall long-term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people.



On track

To reduce fatal and serious pedestrian casualties by 40% by with no increase in slight casualties.



On track

Air Quality

Not to exceed an annual average of 40µg/m³ NO₂ in main urban areas.



On track

Road Safety

To reduce fatal and serious casualties by 20%.



On track

To reduce number of children killed or seriously injured by 25%.



On track

To reduce the rate of slight injury accidents by 5%.

Data not yet available

Maintenance

Principal Roads - To reduce the percentage of roads requiring structural maintenance to 10% by 2006/07.



On track

Non- Principal Classified Roads - To reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 11.2% by 2004/05.



On track

Unclassified Roads - To reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 22.6% by 2004/05.



Not on track

Expenditure

In 2002/03 the Government allocated £57.946 million for integrated transport and highway maintenance (minor schemes) and £21.004 million for major schemes (those costing over £5 million). This was supplemented by £14.786 million for minor schemes carried-over from 2001/02 and £6.034 million from internal and external sources. Total funding and expenditure is summarised in Table E2.



Table E2 Summary of Funding and Expenditure in 2002/03

	Funding	Expenditure
	£000's	
Block allocation carried forward from 2001/02	14,786	58,214
Block allocation 2002/03	57,946	
TOTAL Minor Schemes	72,732	58,214
TOTAL Major Schemes	21,004	16,193
TOTAL External (Minor/Major)	6,034	6,034

In 2002/03 £14.518 million of the block allocation (including carry-over from 2001/02) was not spent. £14.291 million of this amount has been transferred into the LTP programme for 2003/04.

£8.190 million of the funding transferred into 2003/04 is allocated to Metro with a two year Supplementary Credit Approval (SCA).

£6.101 million of the funding transferred into 2003/04 is allocated to the West Yorkshire local authorities as Single Capital Pot (SCP) funding. The local authorities have managed their internal programmes across all service areas to ensure that this is available for transporting 2003/04.

Conclusions

Our spending programme is increasing. We are now spending our full LTP allocation for integrated transport and maintenance, which is double that allocated in 1999/2000. With many schemes now committed and spending in 2003/04, including public transport schemes originally programmed for 2002/03 we fully expect to spend our allocation and funds transferred from 2002/03 in 2003/04.

We are on track to meet over three quarters of our original LTP targets by 2006 providing the LTP programme is funded and delivered in full. We will continue to monitor progress and stretch targets if we consider changes to be justified. We have also included five new targets to reflect those developed nationally and are working on the development of a sixth. Where we can do better, measures are being put in place to improve the situation.

We have continued to deliver a balanced programme of schemes and other initiatives that meet our LTP strategy and contribute to objectives and targets in the LTP and national targets.



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- ON THE INTERNET AT: WWW.WYLTP.COM

**A SUMMARY DOCUMENT CAN BE
REQUESTED FROM ANY OF THE
CONTACTS LISTED ABOVE IN:**

- LARGE PRINT
- BRAILLE
- MAIN COMMUNITY LANGUAGES



CHAPTER ONE

IMPROVED ACCESSIBILITY
LEEDS CITY SQUARE



CHAPTER ONE INTRODUCTION

This is the third West Yorkshire Local Transport Plan (LTP) Annual Progress Report (APR). The Government allocated Metro and the five West Yorkshire local authorities £27.500 million for integrated transport schemes and £30.446 million for highway maintenance in 2002/03. This allocation enabled the West Yorkshire authorities to make further progress towards LTP objectives and targets which were established in the five year West Yorkshire LTP submitted to the Government in July 2000.

The APR shows how the LTP strategy is being implemented, including:

- progress on delivering the programme during 2002/03;
- progress towards LTP objectives and targets;
- the LTP spending programme;
- consultation and best practice activities;
- measures to improve accessibility;
- links to wider strategy areas and issues; and
- barriers affecting current and future delivery of the strategy.

Additional information requested by the Department for Transport (DfT) is appended to the end of this document in the form of Annexes A to F, which include more detailed information on LTP indicators and targets. There are also two separate appendices, which can be made available on request or viewed on our web site at www.wyltp.com. These provide more detailed monitoring information and additional information requested by the DfT, for example detailed financial information.

The LTP programme is designed to support our vision for transport in West Yorkshire, which is set out below.

West Yorkshire Vision for Transport

'The West Yorkshire authorities and key partners are working together in order that residents, businesses and visitors will enjoy a high quality integrated transport system that:

- is efficient, reliable, affordable and safe;
- meets the travel needs of all of the people and businesses of West Yorkshire;
- secures a high quality environment with the environmental impacts of traffic carefully managed in order to improve road safety and avoid compromising standards relating to noise, air quality and severance;
- provides access to a wide range of goods and services without the need for private motorised transport, thus ensuring that car use is seen as a choice rather than a necessity; and
- does not have acceptable effects on the local and global environment.'



The LTP programme contributes towards meeting LTP objectives and targets. This document uses case studies to show examples of schemes and initiatives. Links to the relevant objectives and targets are shown in the case studies, using the codes set out below.

West Yorkshire LTP Primary Objectives

Economic

- Ec1** To provide opportunities for fostering a strong competitive economy and sustainable economic growth.
- Ec2** To improve operational efficiency within the transport system.
- Ec3** To maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods.

Social

- So1** To improve safety, security and health, in particular to reduce the number and severity of road casualties.
- So2** To promote social inclusion and equal opportunities for access to transport.

Environmental

- En1** To improve environmental quality and reduce the impacts of transport on air quality and noise.
- En2** To contribute to national efforts to reduce the contribution of transport to overall greenhouse gas and emissions.

West Yorkshire LTP Subsidiary Objectives

- Sb1** To reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels.
- Sb2** To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car.
- Sb3** To encourage more use of rail and waterways as alternatives to lorries.
- Sb4** To improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations.

The LTP Strategy

- 1** Improving the quality and availability of alternative modes to the car and lorry.
- 2** Managing the use and condition of the highway.
- 3** Managing the demand for travel.
- 4** Promoting social inclusion.



LTP targets were set for the period 2001 to 2006. The Government has also set national targets for transport and expects these to be reflected in LTPs. We have also agreed individual Local Public Service Agreement (LPSA) targets; those relating to transport, principally road safety, are reported further in Chapter 3 'Targets and Progress'.

Local Transport Plan Targets

- L1 16 hour, all roads, traffic growth not to exceed 5% (1999-2006).
- L2 AM peak inbound traffic crossing cordon around Leeds centre not to increase (1999-2006).
- L3 AM peak inbound traffic crossing cordons around Bradford, Halifax, Huddersfield, Wakefield centres not to grow by more than 3% (1999-2006).
- L4 Total bus patronage to grow by 5% (1999-2006) (revised).
- L5 Total rail patronage to grow by 40% (1999-2006).
- L6 Double the number of cycle trips (1996-2006).
- L7 To reduce fatal and serious cycle casualties by 20% by 2005 (from 1994-98 average).
- L8 To halt the overall long-term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people (from 1998-2006).
- L9 To reduce fatal and serious pedestrian casualties by 40% with no increase in slight casualties (from 1994-98 average).
- L10 Not to exceed an annual average of 40µg/m³ NO₂ in main urban areas.
- L11 To reduce fatal and serious casualties by 20% by 2005 (from 1994-98 average).
- L12 To reduce number of children killed or seriously injured by 25% by 2005 (from 1994-98 average).
- L13 To reduce the rate of slight injury accidents by 5% by 2005 (from 1994-98 average).

Targets Reported in the APR for the First Time

- L14 At least 95% of bus services to run no more than 6 minutes late and no services to run early.
- L15 No more than 0.5% of bus services to be cancelled.
- L16 Rural accessibility (provisional baseline set).
- L17 Principal Roads - to reduce the percentage of roads requiring structural maintenance to 10% by 2006/07.
- L18 Non-Principal Classified Roads - to reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 11.2% by 2004/05.
- L19 Unclassified Roads - to reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 22.6% by 2004/05.



National Targets and Public Service Agreement (PSA) Targets



Reduce congestion on the inter-urban trunk road network, and in large urban areas in England, below 2000 levels by 2010. (PSA)



Improve accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12% from 2000 levels by 2010. (PSA)



Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% and the number of children killed or seriously injured by 50%, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities. (PSA)



Improve air quality by meeting our national air quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene (shared with DEFRA) (PSA).



By 2010 to triple the number of cycling trips compared with a 2000 base.



To achieve a one-third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010.



Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.



HEATON ST. BARBARAS SCHOOL WALKING BUS
BRADFORD



CHAPTER TWO



NEW TICKET OFFICE AND WAITING ROOMS
HORSFORTH TRAIN STATION



CHAPTER TWO DELIVERY OF SCHEMES

This chapter shows how the LTP strategy has been delivered 'on the ground' in 2002/03. It includes the following sections:

- Progress towards national targets - Examples of schemes and initiatives that are helping to contribute towards national transport targets, requested by the Government.
- Delivery of the LTP programme - Schemes and initiatives being delivered and progressed, set out according to the four LTP strategy themes.
- Progress on major schemes - Schemes costing more than £5 million.

Progress Towards National Targets

This section gives seven case studies as examples of projects implemented in 2002/03 that demonstrate the progress we have been making towards the seven national targets.



TARGET

Reduce congestion on the inter-urban trunk road network, and in large urban areas in England, below 2000 levels by 2010.

Case Study 1 - Leeds City Centre Loop Road

A programme of alterations to the Urban Traffic Control (UTC) signal plans has been completed to improve traffic flows on the Leeds City Centre loop road during off-peak periods and enhance the city centre environment for residents, workers and visitors.

Before and after journey time surveys were carried out on the Loop. Repeated monitoring during the day and in the late evening showed that improved journey times of 19% and 16% respectively have been achieved without worsening conditions for pedestrians or other motorists in the vicinity of the Loop.

For a detailed monitoring results see Appendix 1 Monitoring Report.

Local Objectives:  Ec2, En1

Local Targets:  L1, L2

Other National Targets: n/a

Contact: Leeds CC



TARGET

Improve accessibility, punctuality and reliability of local public transport (bus and light rail) with an increase in use of more than 12 per cent from 2000 levels by 2010.

Case Study 2 - Manchester Road Quality Bus Corridor, Bradford.

The Manchester Road Quality Bus Corridor with 2,370 metres of segregated bus guideway was completed in early 2002. The scheme also incorporates improvements for pedestrians and cyclists. Monitoring in 2002/03 has recorded the following improvements:

- in the AM peak, inbound bus transit times are now three minutes faster than car transit times;
- there is an overall bus journey time saving of over two minutes even though nine additional pelican crossings have been provided en route benefiting pedestrians;
- bus patronage on this corridor has exceeded growth elsewhere in Bradford by 10%; and
- 63% of passengers surveyed ranked the service as 'good' or 'very good' compared to 37% in 1998.

The scheme was 'highly commended' in the Claudia Flanders Memorial Accessibility Award in 2003. For detailed monitoring results see Appendix 1 Monitoring Report.

Local Objectives:  Ec2, En1, Sb2

Local Targets:  L4

Other National Targets:  N1

Contact: Metro/City of Bradford MDC

**TARGET**

Reduce the number of people killed or seriously injured in Great Britain in road accidents by 40 per cent and the number of children killed or seriously injured by 50 per cent, by 2010 compared with the average for 1994-98, tackling the significantly higher incidence in disadvantaged communities.

Case Study 3 - Bradford Traffic Calming

Traffic calming schemes provide a cost effective method to reduce casualties in local and disadvantaged communities. In Bradford a number of schemes have been completed. Those constructed in South Bradford show the effectiveness of such measures in contributing to this target. Schemes include:

- Gaythorne Road, West Bowling - Speed cushions and build outs;
- Lower Rushton Road, Thornbury - Road humps;
- Reevy Road, Buttershaw - Speed cushions;
- Parkside Road, West Bowling - humps, cushions, chicanes; and
- Bierley Lane, Tong - chicanes and mini roundabouts.

Before and after monitoring shows that casualty rates have been reduced by between 76% and 90%.

Local Objectives:  So1

Local Targets:  L11, L12, L13

Other National Targets: n/a

Contact: City of Bradford MDC

**TARGET**

Improve air quality by meeting our national air quality strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene (shared with DEFRA).

Case Study 4 - Leeds Air Quality Management Strategy

The first round of the Air Quality Review and Assessment process, identified a risk of exceeding the background NO₂ standard in Leeds by the year 2005. Leeds has since designated several small Air Quality Management Areas (AQMAs), located close to several busy junctions on the Inner Ring Road/M621.

A draft Air Quality Action Plan has been developed by Leeds City Council to help mitigate all traffic related air

quality. This Action Plan is currently out for consultation with all interested bodies. The Plan contains the following themes, which are developed from the LTP strategy themes, aimed at reducing vehicle emissions and improving local air quality:

- Providing alternatives to the car, for example Supertram and Quality Bus Initiatives (QBI);
- traffic management methods, for example High Occupancy Vehicle (HOV) lanes;
- reducing the need to travel. e.g. TravelWise initiatives, travel plans;
- actions to reduce vehicle emissions. e.g. Improved UTC, emission control technologies;
- improvements to the highway network; and
- raising environmental awareness.

The combined air quality effects of this Action Plan/LTP schemes, are currently being predicted against relevant air quality standards / objectives, using the Airviro air quality model and the re-calibrated SATURN traffic model.

Local Objectives:  En1

Local Targets:  L10

Other National Targets: n/a

Contact: Leeds CC

**TARGET**

By 2010 to triple the number of cycling trips compared with a 2000 base.

Case Study 5 - Leeds and Liverpool Canal Towpath

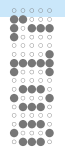
The Leeds and Liverpool canal towpath scheme, substantially completed in August 2002, aims to encourage walking and cycling for both recreational and utility purposes. This scheme was developed through a partnership between British Waterways, Sustrans, Leeds City Council and City of Bradford Metropolitan District Council. There is encouraging evidence of an increase in cycling on the route. Cycling on the route will continue to be monitored in future.

Local Objectives:  En1, En2, Sb2

Local Targets:  L6, L7

Other National Targets:  N1, N4

Contact: City of Bradford MDC/ Leeds CC



TARGET

To achieve a one third increase in the proportion of households in rural areas within about 10 minutes walk of an hourly or better bus service by 2010.

Case Study 6 - Hebden Bridge Rural Bus Services

New 'Hebden Bridger' local bus services, funded through the Government's Rural Bus Challenge, are providing better public transport in upper Calderdale. In 2002/03, household questionnaires were distributed and local 'surgeries' were held to establish the best pattern of new services. The services drop off passengers at any safe location and late evening services travel off-route by up to half a mile if required. In many cases current, irregular services have been replaced by hourly interval services. The full package of new services was introduced in July 2003.

Use of and attitudes towards the new bus services will be monitored through:

- "Wayfarer" ticket machine data;
- Metro on board surveys; and
- questionnaires.

Local Objectives:  So2, En2, Sb1, Sb2, Sb4

Local Targets:  L1, L4

Other National Targets:  N2

Contact: Metro



TARGET

Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.

Case Study 7 - A650 Dudley Hill Interchange

This is a major grade separated interchange between A650 and A6177 ring road in south Bradford. The scheme integrated a carriageway structural maintenance scheme with a bridge maintenance scheme and a traffic management scheme.

The aims of the scheme were to improve carriageway structural condition and skid resistance, renew the bridge waterproofing, reconfigure road markings to give more queuing capacity, improve provision for cyclists and reduce traffic casualties.

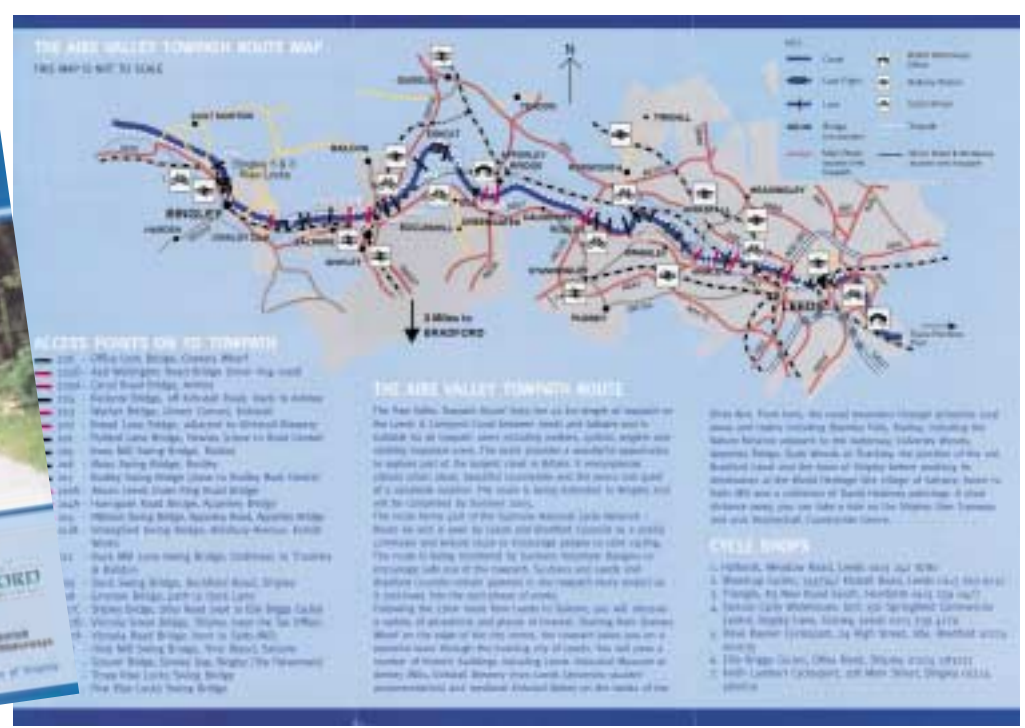
Extensive consultation was carried out with local stakeholders, bus operators, emergency services and utilities to determine their requirements. As a result, the major works were undertaken predominantly during two long weekends working around the clock.

Local Objectives:  Ec2, Ec3, So1

Local Targets:  L6, L11

National Targets:  N1, N3, N7

Contact: City of Bradford MDC





Delivery of the LTP Programme

Information on schemes and initiatives delivered on the ground or in progress during the year is set out in relation to the four LTP strategy themes.

STRATEGY THEME 1

Improving the Quality and Availability of Alternative Modes to the Car and Lorry

- Public transport interchanges, park and ride, bus priority, bus infrastructure, guided busways, taxis and public transport information;
- Cycling, walking and horse riding; and
- Airport access, freight, motorcycling.

STRATEGY THEME 2

Managing the Use and Condition of the Highway

- Traffic management and traffic calming, road safety, local road scheme; and
- Road Maintenance and Structures.

STRATEGY THEME 3

Managing the Demand for Travel

- Local authority travel plans, workplace travel plans, health sector travel plans, school initiatives and parking strategies.

STRATEGY THEME 4

Promoting Social Inclusion

- Access to jobs, education and other services, concessionary and discounted travel, providing for impaired mobility, improved safety and security and connecting places at a local level.

Progress against the 2002/03 LTP programme (reported in last year's APR) is summarised for each strategy theme. In a few cases, the programme estimates were provisional. Where these have changed, revised figures are supplied.

The general commentary describes how programme delivery relates to progress towards local and national targets, and provides examples of schemes and initiatives.

- Progress towards targets is more fully described in Chapter 3 'Targets and Progress'.
- Chapter 4 'LTP Spending Programme' sets out expenditure in relation to the programme, the actions we are taking to fully utilise funding over the LTP period and how this relates to LTP targets.
- Chapter 9 'Barriers to Implementation' provides information on barriers we have encountered delivering the programme and how we are overcoming these.
- The map included with this document shows the location of key schemes.

STRATEGY 1 1 Improving the Alternative Modes to the Car and Lorry

Public Transport Initiatives



• Public Transport Interchanges

Two new schemes were programmed for delivery in 2002/03, Glasshoughton Rail Station and Leeds New station street bus/rail interchange.

Work has started on the bus/rail interchange at Leeds New Station Street and is due to start in Summer 2003 on Glasshoughton Rail Station. Delays to both projects occurred due to Network Rail imposing additional contractual and legal requirements.

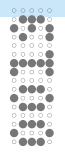
75 rail and bus improvement schemes were programmed. 27 schemes were delivered in 2002/03, and good progress was made on the remainder, for completion in 2003/04.

Achievements included a new ticket office and two new waiting rooms at Horsforth Rail Station.

20 long line public address installations were completed at rail stations and six Closed Circuit Television (CCTV) improvements were made at bus stations.

Two mini-interchange sites were completed in 2002/03 as pilots for a wider scheme.

Feasibility work and design work was progressed on more interchange schemes for delivery in 2003/04.



Case Study 8 - Keighley Bus Station

The new Keighley bus station opened in 2002.

Monitoring work in 2002/03 shows that:

- 85% of users rate the facilities as good or very good;
- 98% of users are satisfied with safety and security; and
- 55% of users use the bus station more often, of which 30% cite the new facilities as the reason.

The bus station has won three awards:

- 1st prize British Shopping Centre Council Town Centre Environmental and Accessibility Award;
- 2nd prize Institute of Logistics and Transport Public Transport Infrastructure Award; and
- 2nd prize National Bus Industry awards.

Local Objectives:  Ec3, So2  Sb1, Sb2, Sb4

Local Targets:  L4

National Targets:  N2

Contact: Metro



• Park and Ride

Five park and ride improvements at rail stations were programmed for delivery in 2002/03.

Horsforth Rail Station car park extension was completed, however, completion of schemes elsewhere was affected by a Strategic Rail Authority (SRA) decision not to fund the running costs of new schemes.

Case Study 9 - Crossflatts Rail Station

Crossflatts rail station on the Airedale line currently has 98 car spaces. New housing developments in the area and high demand for Airedale line services means that more parking spaces are required. Extra train capacity is already being provided through successful funding bids to the SRA for 16 more carriages. Feasibility work in 2002/03 has shown that 70 additional spaces can be provided. Detailed designs will be completed in 2003/04.

Local Objectives:  Ec1, En1  Sb1, Sb2

Local Targets:  L2, L3, L5

National Targets:  N1

Contact: Metro

• Bus Infrastructure, Bus Priority and Guided Busway Schemes

420 improvements were completed in 2002/03. This included packages of enhancements to bus facilities at the following locations:

- A641 and A6036, Bradford;
- A61 Hunslet Road, Leeds;
- Wharf Street, Sowerby Bridge;
- Rawthorpe to Lindley, Huddersfield;
- A638 Dewsbury - Bradford shelters;
- Westgate, Huddersfield town centre; and
- X33 Bradford, Wakefield, Barnsley.

The enhancements included better access, replacement bus shelters and new bus stops.

The remaining 3,104 improvements programmed comprised of bus stop, plate and information case renewals. This scheme, which will also improve the standard of these facilities is underway in 2003/04.

Pedestrian and signalling improvements were made to Leeds and Bradford Guided Busways.

Enhanced bus shelter cleaning and maintenance standards were also introduced across the network.

Development work on the 'Real Time' Passenger Information system is reported in Case Study 10.





● Rail services

Refurbishment started on Class 144 trains with Metro funding refurbishment of 10 carriages;
A Rail Passenger Partnership for additional Class 333 trains was provisionally accepted by SRA.
Metro has signed an Interim Franchise Agreement with Arriva Trains Northern until September 2004.



● Public Transport Information

Metroline, West Yorkshire's public transport information service, accepted 679,318 calls and answered 565,934 during 2002/03, achieving a response level of 83% against Metro's target of 80%.

Case Study 10 - 'Real Time' Passenger Information

Good progress has been made on the joint South and West Yorkshire Real Time Passenger Information (RTPI) system in 2002/03. A contract for the design and development of the scheme was awarded and the first equipment has been delivered. The core system will be operational by the end of 2003 with the full system operational in 2004 by which time over 80% of buses in West Yorkshire will be equipped. The £2.5 million allocated by Government is complemented by LTP funding from Metro, SYPTE, Leeds City Council and bus operators.

The project will:

- equip 1,455 buses in West Yorkshire (80% of the total) with vehicle location devices (GPS) and radio;
- keep track of bus locations and calculate their arrival times at stops;
- allow passengers to find when an RTPI equipped bus is due or receive schedule information via automated voice server, text message or the internet;
- provide all this information to the Metroline and Traveline telephone call centres and the new regional journey planner;
- enable electronic displays in bus stations (on both existing and new screens), at bus stops and other locations to provide RTPI;
- provide 'real time' links to operators' bus depots, assisting better, more responsive management of bus operations and assist monitoring service quality; and
- enable links to be made to UTC systems, enabling priority for buses at traffic signals. This will initially be implemented in East Leeds.

Local Objectives: ■ Ec2, En1, En2 ◆ Sb2, Sb4

Local Targets: ● L4

National Targets: ▲ N2

Contact: Metro





The LTP programme to date has delivered a wide range of public transport schemes which have assisted the strong progress made towards achievement of the bus patronage target (see Chapter 3 'Targets and Progress') and a recovery in rail patronage numbers across West Yorkshire. Whilst the implementation of some schemes in 2002/03 was delayed, this should be seen in the context of achievements to date and the future programme, shown in Table 2:1.

Table 2:1 Overview of Progress on Public Transport Schemes

SCHEME	COMPLETION DATE	STATUS
East Leeds Quality Bus Corridor	2001	Completed
Wakefield Bus Station	2001	Completed
Huddersfield Bus Station refurbishment	2001	Completed
Bradford Interchange Bus Station	2001	Completed
Keighley Bus station	2002	Completed
Manchester Road Quality Bus Corridor, Bradford	2002	Completed
Long Line Public Address at remaining non-equipped rail stations	2002	Completed
New ticket offices and waiting rooms at three rail stations	2002/03	Completed
Leeds Boar Lane Bus Interchange	Completion September 2003	Construction in progress
'Real Time' Bus Passenger Information	Phased introduction to start in 2003/04	Advanced development stage
Yorkshire Bus Infrastructure network	Phased introduction to start 2003/04	Feasibility studies under way and work programmed
Rural Bus 'Hebden Bridger', Otley 'Transport for all' and Pennine Taxibus schemes	Schemes starting during 2003/04	Planning and consultation completed
Glasshoughton Rail Station	Completion May 2004	Construction in progress
Leeds New Station Street Bus/Rail Interchange	Completion early 2004	Construction in progress
Pontefract Bus Station	Completion early 2004	Construction in progress
Ossett Bus Station	Completion due 2004/05	Detailed design stage
Batley Bus Station	Completion due 2004/05	Detailed design stage
Cleckheaton Bus Station	Completion due 2004/05	Detailed design stage
A new rail station at Low Moor	Completion planned for 2005/06	Feasibility studies under way

Chapter 9 'Barriers to Implementation' provides examples of barriers and how we are overcoming them.



Public Transport Interchanges

Progress was made on the following interchange schemes in 2002/03, many of which will be completed in 2003/04:

- the refurbishment of Pontefract Bus Station was started and is due for completion in autumn 2003;
- a major upgrade started on the travel centre at Leeds Bus Station to provide greater capacity and to meet the latest standards in design and accessibility;
- feasibility work on a new ticket office and waiting room at Castleford rail station has been completed;
- feasibility work was completed on the next rail station waiting room schemes at Shipley and Castleford, to commence in 2003/04. Passenger surveys at other stations with new station facilities has shown that passengers' perceptions of the stations has greatly improved;
- rail timetable work has been completed that will allow the new rail stations at Apperley Bridge, Kirkstall and Low Moor to be served; and
- design work has been undertaken for new bus stations at Ossett, Batley and Cleckheaton.

Metro's bus station designs were recently commended through an Institute of Logistics and Transport study. Leeds bus station scored 100% for facilities and services (the highest rating of any bus station in the country).

Monitoring at New Pudsey and Guiseley rail stations in 2002/03 showed that over 80% of passengers rated the new ticket office and waiting accommodation improvements as good or very good. Additional positive feedback is reported in Appendix 1 Monitoring Report.

Park and Ride

In 2002/03 detailed design work was completed for the following projects:

- an additional rail station car park at Mytholmroyd; and
- improvements to Morley rail station car park.

Outline design work was also completed for park and ride car park extensions at Hebden Bridge, Sowerby Bridge, Crossflatts, Sandal and Agbrigg and Moorthorpe. Work started on the design of a further five sites in 2003.

Bus Priority, Bus Infrastructure and Guided Busways

Schemes completed in 2002/03 have included combinations of individual bus stop improvements with priority measures, raised kerbs, bus boarders, new

shelters, lighting seating and pilot bus shelter CCTV installations. Some smaller bus lane schemes were deferred during 2002/03 to take account of consultation or changes in scope, for example at Chapeltown Road in Leeds, or where detailed evaluation work showed that the anticipated benefits were not as great as for other schemes, for example on Whitehall Road in Leeds. In future, these schemes will form part of the Yorkshire Bus Initiative described later in this chapter.

Results from monitoring work undertaken on Bradford Manchester Road Quality Bus Corridor in 2002/03 are reported in Case Study 2. The West Yorkshire Rapid Transit Study, reported in Chapter 10 'Development of the Second LTP', examined the potential for more bus guideways in West Yorkshire.

Public Transport Information

In 2002/03 a contract was awarded for a new electronic journey planner which will enable more detailed information to be provided, including:

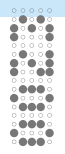
- bus stop to bus stop journeys;
- national rail and coach information;
- postcode to postcode enquiries;
- integrated mapping system;
- facility to provide fares information;
- walk links;
- ability to cater for enquiries through the internet; and
- capability to provide real-time information.

Metro has invested in new computer systems and databases that underpin many of its core business activities, including the provision of information through a variety of media and the work associated with the administration of concessionary travel and pre-paid ticketing (Metrocard) schemes. Metro's 'IS' system will underpin new developments, including the new computerised Journey Planner, being procured through the Regional Information Partnership, and the South and West Yorkshire Real Time Passenger Information (RTPI) system.

Taxis

In Kirklees, six taxis have been fitted with CCTV experimentally in an effort to curb anti-social behaviour. The success of this scheme and its wider application in West Yorkshire will be considered. Kirklees council staff and Kirklees Technical College have also carried out in-house disability awareness training leading to a recognised training qualification.

Information for rail users about taxis at rail stations in West Yorkshire is available via the national Traintaxi



website, supported by SRA. The Metro Journey Planner website offers a link to this site and Metro rail timetables provide the Traintaxi website address.

We have also held a seminar for taxi operators and drivers to enable them to better understand the tendering process for certain types of bus service and appropriate accessibility standards.

STRATEGY 1 continued Improving the Alternative Modes to the Car and Lorry



Cycling, Walking & Horse Riding

● Cycling

166 cycling schemes were delivered during 2002/03 which was approximately 45% higher than the predicted programme. These schemes included cycling tracks, lanes, advanced stop lines, and cycle parking facilities.

Four large scale cycling schemes were started or completed which contribute towards the National Cycle Network (NCN):

- Wetherby to Thorp Arch Cycle Track;
- the Calder Valley Cycleway (see Case Study 11);
- Leeds to Liverpool Canal Towpath Project (See Appendix 1 Monitoring Report and Case Study 5); and
- Horbury to Wakefield City Centre Cycleway.



Case Study 11 - The Calder Valley Cycleway

A 20km cycling and walking route linking Warland with Friendly near Sowerby Bridge in Calderdale is almost complete. This year a further 3km was completed.

The route contains a combination of on and off road facilities linking a number of settlements in the Calder Valley and providing a safer alternative to the busy A646. The project improves accessibility for cyclists, pedestrians and those with impaired mobility.

The location of the route assists in encouraging more cycling trips. Connections to town centres and rail stations at Walsden, Todmorden, Hebden Bridge and Mytholmroyd ensure that commuters, shoppers and school children can take advantage of the opportunities.

Part of the route around Calder Valley High School is already being put to good use by virtue of a 'Bike Train' initiative.

The project has benefited from the expertise of Sustrans who have been able to assist with land assembly, often a major hurdle to route planning. Access along some sections of the route is still being negotiated.

Local Objectives:  So1, En1, En2  Sb2

Local Targets:  L6, L7

National Targets:  N5

Contact: Calderdale MBC

● Walking

54 individual schemes were completed during 2002/03 which equates to approximately 70% of the predicted programme, however, many of these schemes were delivered as parts of larger integrated schemes.

Delivered schemes included:

- 29 new or improved footways;
- 2 new or improved pedestrian/cycle bridges;
- 23 other schemes; and
- 205 road crossings (92% of those programmed - either individually or as part of larger schemes).



● Horse Riding

The needs of horse riders have continued to be considered when developing schemes. In particular those for shared use with cyclists and pedestrians, such as off highway cycle routes. This is consistent with the LTP strategy. Examples include:

- the re-surfacing of 500m of bridleway at Abbey Lane linking Pudsey to Tong; and
- phase 1 of the Wetherby - Thorp Arch cycleway, provides a shared surface with horse riders. The signing for the route has included the horse rider symbol as well as those for pedestrians and cyclists.



Cycling

This year's delivery of cycling schemes has exceeded the anticipated programme. This success has helped progress towards a successful outcome to the cyclist safety target (see Chapter 3 'Targets and Progress'). Despite these efforts the number of cycling trips appears to be falling. As such we will continue to tackle this issue through a range of measures.



Not all cycling initiatives are at a large scale with most of our efforts concentrated upon small scale local schemes. Examples include:

- Huddersfield Town Centre to Fartown link;
- a bridlepath upgrade between Lime Pit Lane and Rooks Nest Road in Stanley;
- cyclist training schemes;
- advanced stop lines at junctions across the County; and
- comprehensive cycle parking programmes including the purchase of 70 bicycle stands for Leeds City Centre and west Leeds, and an ongoing programme to introduce cycle stands across Wakefield (25 sites this year).

To complement the construction programme cycle use has been promoted at schools through continued cycle training programmes, cycling forums and 'safer routes to schools' initiatives.

Walking

The delivery of walking schemes has been more successful than the percentage delivered suggests. Many of the predicted schemes for 2002/03 became parts of larger integrated package schemes during the course of development and those reported as delivered refer to stand alone schemes only. In some cases, however, walking schemes have not been delivered during 2002/03 due to cost changes in the programme. A typical example of this was in Bradford where the footbridge cost on the Britannia Street scheme in Bingley was higher than anticipated. This had a knock-on effect on the rest of the walking programme. We do not anticipate that the small under delivery of walking schemes during 2002/03 has had a detrimental effect on our walking targets for this year (see Chapter 3 'Targets and Progress').

Pedestrian improvements that have been integrated with other schemes include:

- A640 accessibility measures in Marsh Huddersfield - part of a wider improvement to a public transport corridor;
- Headingley accessibility measures; and
- new or improved road crossings included in other schemes.

Case Study 12 - Huddersfield Bus-Rail Stations Link

This year has seen the completion of a scheme in Huddersfield to improve pedestrian links between the newly refurbished bus and rail stations and between both of these stations and the town centre. The £700,000 scheme has included the introduction of pedestrian crossings, junction improvements and upgraded

pedestrian routes between the sites. In addition to encouraging walking through improving conditions for pedestrians this scheme also contributes to the overall regeneration of Huddersfield Town Centre.

Local Objectives:  Ec2, So1  Sb2, Sb4

Local Targets:  L8, L4, L5

National Targets:  N2

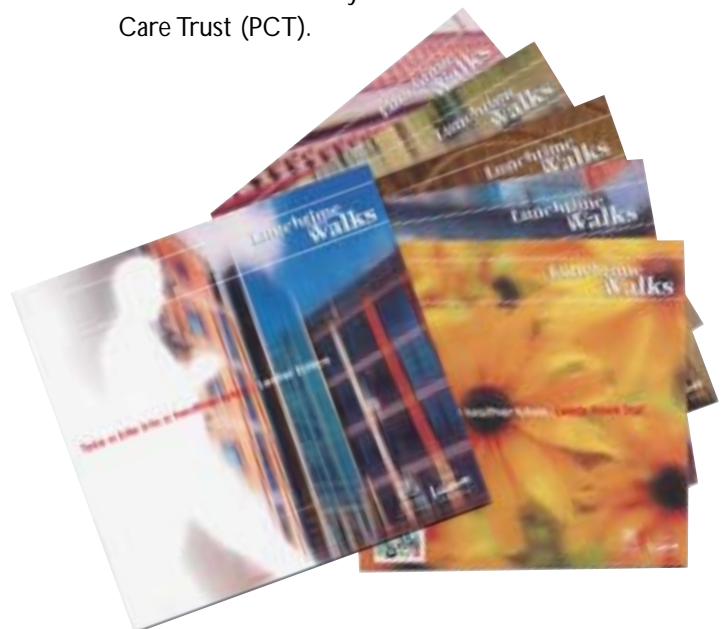
Contact: Kirklees MC

Many of the individual schemes in town and city centres have focussed on making improvements along key desire lines and connecting local communities. Examples include:

- City Square in Leeds which has improved pedestrian links from the city centre to the rail station (see Case Study 26);
- improved pedestrian links between the bus and rail station in Huddersfield (see Case Study 12);
- improved links between Pontefract Bus Station and commercial and residential areas;
- neighbourhood paths project in Kirklees to open up Public Rights of Way (PROW) paths in urban areas between communities and shops, bus stops and other facilities;
- footpath improvements in Keighley in partnership with 'Keighley Walking for Health' initiative to facilitate safer, more pleasant walking and cycling in and around the town; and
- a comprehensive programme of improvements to PROW in Bradford.

In addition to physical measures we have also undertaken a range of activities to promote walking, for example:

- the Leeds Lunchtime Walks maps developed in partnership with partners in the health sector, and distributed widely across the city; and
- a 'Health Walks' initiative in Wakefield organised in conjunction with the local Primary Care Trust (PCT).



STRATEGY 1 continued Improving the Alternative Modes to the Car and Lorry

1

Airport Access, Freight & Motorcycling

● Airport Access

Progress in 2002/03 has included:

- use of public transport to and from Leeds Bradford International Airport increasing from less than 2% in 2001 to 4% in 2003;
- a travel plan for staff, passengers and visitors using the Airport being developed; and
- following establishment of a regular direct bus service between the Airport and Leeds, a service to Harrogate being actively pursued.

● Motorcycling

Progress has continued on measures to support motorcycling, recognising the contribution of motorcycles and powered two wheelers to reducing traffic congestion. Progress in 2002/03 has included:

- development of a motorcycle parking facilities map to provide details of all motorcycle parking bays located in Leeds;
- provision of new motorcycling parking spaces as part of a rolling programme; and
- consultation with the Motorcycling Industry Association to assist with the development of the Leeds Motorcycle Action Plan.



● Sustainable Freight Distribution

The West Yorkshire Freight Group is developing a sustainable distribution strategy for the West Yorkshire authorities. The group faces a number of disparate issues and dealing with these has had a significant impact on the work of the Group this year. Significantly, it became apparent that there was little quantifiable information on freight issues/problems to act upon and engage the wider representatives of the industry and communities in a Freight Quality Partnership.

To address this a study, details of which are set out in this chapter, was undertaken during the year.

Airport Access

Following the establishment of the Leeds Bradford International Airport Surface Access Strategy in July 2000, the following strategy and study proposals are being developed:

- a draft Airport Development Strategy is being prepared following the completion of a landscape and urban design study. This incorporates a car parking policy and a statement on surface access;
- local highway and traffic calming initiatives are being developed;
- the potential for extending local bus services, to serve the Airport and provide a link to the recently refurbished Guiseley rail station, are being investigated;
- a study to review the future development and management of the A6120 Leeds Outer Ring Road and road access to the airport (see Chapter 10 'Development of the Second LTP') is scheduled for completion in early 2004; and
- a study into the potential for a fixed public transport link to the Airport has been completed. Options examined included:
 - an extension to the Leeds Supertram network;
 - the development of a tram system to connect with the existing heavy rail network; and
 - a guided bus link from the Leeds Outer Ring Road.

Further work will progress in parallel with that on West Yorkshire Rapid Transit, reported in Chapter 10 'Development of the Second LTP'.

Freight in West Yorkshire

A Freight Study was undertaken between October 2002 and January 2003 incorporating consultation with the



local authorities, transport companies and community representatives, the primary objectives being:

- to provide a detailed freight problem/issue identification exercise for West Yorkshire; and
- to provide a framework of possible solutions that could lead to a Freight Quality Partnership.

The following were recommended as part of a three-year programme of work:

- countywide - assessment of goods vehicle priority, agreement on preferred lorry routes, goods vehicle signage, review of driver and parking facilities;
- district or issue specific - a rail freight and freight on water working group, guidance on Heavy Good Vehicle (HGV) route restrictions, dealing with goods vehicles in urban areas, travel plans for business, addressing driver shortages; and
- business led - operational and environmental best practice and changing business operations.

The study recommended two areas of monitoring and reporting:

- general baseline monitoring of the operating conditions and impact of freight operations including impact on the community, HGV related road safety and a measure of freight efficiency; and
- measuring the specific achievements of the work packages including a Freight Strategy progress report and a performance rating of individual work packages.

In addition to the above, work has commenced on developing a freight signing scheme on the A650 in Morley which is planned for implementation during 2003/04.

STRATEGY 2 Managing the Use and Condition of the Highway

2

Traffic Management, Traffic Calming, Local Road Schemes and Road Safety

• Traffic Management and Traffic Calming

A total of 205 schemes were completed during 2002/03, approximately 95% of the predicted programme. Schemes included:

- 46 UTC schemes;
- 73 signal upgrades;
- 38 traffic management schemes;
- 9 urban 20mph zones; and
- 1 rural 20mph scheme.



• Road Safety

A total of 142 schemes were delivered during 2002/03 equating to approximately 95% of the predicted programme. Completed schemes included:

- 29 schools implementing first safe routes to school;
- 3 schemes which include new CCTV cameras;
- 37 schemes which include new street lighting; and
- 73 other safety schemes.



• Local Road Schemes

31 schemes were completed during 2002/03 representing over twice the number predicted in the programme for the year. Completed schemes included:

- 2 road realignment schemes;
- 18 junction improvements; and
- 11 other related schemes.

Case Study 13 - Crofton 20mph Zone

Crofton is a semi-rural settlement to the east of Wakefield. In response to local speed problems, before monitoring revealed the 85%ile speed was 39mph. A 20mph zone has been designated close to the heart of the settlement. To supplement the speed restriction other traffic calming measures - tables, cushions, build outs, a gateway feature and a crossing facility close to a local school - assist in this area wide approach.

Local consultation has been undertaken with local residents, Members and the Parish Council with the scheme being generally supported. Scheme costs for 2002/03 are in the region of £60,000.

Local Objectives:  So1

Local Targets:  L7, L9, L11, L12, L13

National Targets:  N3

Contact: Wakefield MDC

Traffic Management and Traffic Calming

One of the most significant traffic management schemes implemented during the year was the Southgate Pedestrian Priority area in Halifax. This scheme, costing



£710,000, is part of a six-year Town Centre Zones and Loops Strategy.

Whilst most traffic management and calming measures are at a much smaller scale, they also contribute to the achievement of LTP objectives and solving problems at the local level. The Crofton 20mph Zone (see Case Study 13) and the Bradford Traffic Calming Scheme Impact Report in Appendix 1 Monitoring Report are good examples.

Other examples of schemes implemented during 2002/03 include:

- a traffic calming scheme introduced along Highfield Lane in Keighley including the designation of a 20mph zone;
- the Ilkley town centre improvement scheme involving consultation to identify preferred traffic calming options and the implementation of the first phase;
- installation of Variable Message Signing (VMS) at Northfield Lane Horbury, Aberford Road and Batley Road in Wakefield aimed at reducing speeds in the vicinity of schools;
- the introduction of SCOOT traffic signal control systems on the A62 Leeds Road Mirfield, Wakefield Road and Leeds Road in Huddersfield costing approximately £200,000;
- review of off-peak signal plans for the Leeds City Centre Loop Road to improve traffic flows and the environment in the vicinity of the Loop Road (see Case Study 1 and the Impact Report in Appendix 1 Monitoring Report); and
- review of mid-block pedestrian crossings in Leeds to give pedestrians greater priority. The review has led to an average reduction in delay to pedestrians of 30%. (See the Impact Report in Appendix 1 Monitoring Report).

Successful delivery of a high proportion of the programmed traffic management and calming schemes during the year has helped to sustain progress towards, in particular, the key traffic growth and road casualty targets in the LTP. Whilst not all the targets are on track, such as those for traffic growth in Leeds and Wakefield, these types of measure play a vital role in ensuring a successful outcome to the LTP strategy.

Although we completed 95% of the programmed schemes, there was a significant under-spend of £2.15 million against the planned programme. There are a number of reasons for this, including delays in the implementation of a number of large schemes. These more complicated schemes have been more prone to delays arising from dealing with conflicts and changes identified through public consultation. For more information see Chapter 4 'LTP Spending Programme' and Chapter 9 'Barriers to Implementation'.

Road Safety

In 2002 there was a 15% reduction in fatal injuries and significant reductions in pedestrian and cycling injuries. Pedestrian injuries show a 37.5% reduction from 1990. Cycling injuries have shown a 35% reduction over the same period and are at their lowest levels for 25 years. All of the road safety targets in the LTP are on course to be met by the relevant target dates. As such road safety schemes implemented during 2002/03 are likely to have assisted in this excellent progress.

To strengthen this position we are also progressing road safety LPSAs and developing a long term speed management strategy. The latter seeks to achieve:

- a greater adherence to speed limits;
- 30mph at local centres on main roads; and
- 20mph or less in residential areas.

This will be delivered through a variety of measures from engineering and reallocation of road space to education and enforcement, including the use of safety cameras. Extensive publicity will be undertaken to support the initiative.

Although we completed 95% of the programmed schemes, there was a significant under-spend of £1.18 million. One of the reasons for this under-spend was due to a number of large schemes being completed at less cost than originally forecast. Chapter 4 'LTP Spending Programme' provides more information.





Safety Cameras

Through the programme implemented by the West Yorkshire Casualty Reduction Partnership it has been possible to substantially increase the number of roads where safety cameras are installed. This increase is in response to the extent of problems associated with speed on main roads and the casualties that occur as a result. The increase in safety cameras is likely to be sustained for some years to address road speeds in accordance with the speed management strategy. There has been considerable support for the safety cameras initiative. Surveys show that 90% of people would like to see greater enforcement of speed limits, 80% of those would like to see more use made of safety cameras.

Pedestrian and Child Safety

Much has been done to improve safety in residential areas. The reduction in pedestrian casualties is a result of the work being done to change the environment, through traffic calming and road closures, and to equip people with the skills to be safe.

A comprehensive child safety audit is being developed to gather information that will enable us to monitor progress and make further improvements in reducing injuries to children. Children's travel practices are being influenced by many initiatives, for example, pedestrian and cycle training, safer routes to school, and the yellow school bus provision.

STRATEGY 2 continued Managing the Use and Condition of the Highway



Road Maintenance and Structures



● Highway Maintenance

358km of highway and footway maintenance schemes were completed during 2002/03, including:

- 58km footway maintenance schemes;
- 133km carriageway maintenance schemes;
- 87km of surface treatment works; and
- 80km noise reducing road surface applications.

There was particular success with carriageway maintenance schemes where outputs exceeded those programmed by 32%. 91% of noise reducing road surfaces were laid and 75% footway maintenance schemes completed.



● Structures

During 2002/03 the following was achieved:

- the percentage of the bridge assessment programme completed in West Yorkshire increased from 84.5% to 89.4%;
- the percentage of bridges strengthened increased from 45.4% to 49.5%; and
- 66% of planned principal inspections and 97% of general inspections were carried out.

● Bridge Assessment and Strengthening

Table 2:2 Bridges Assessed to March 2003

Owner	No. Bridges (>1.5m span)	No. Assessed	% Complete
Council	1105	1007	91.1
Other	417	354	84.9
Total	1522	1361	89.4

Table 2:3 Structures Strengthened to March 2003

No. of Bridges assessed less than required capacity (all owners)	No. of Bridges strengthened	% of Bridges strengthened
424	210	49.5



Highway Maintenance

The highway maintenance strategy aims to reverse the trend in the condition of the network. This has been deteriorating over many years. Objectives include improving the quality and safety of the highway surface and increasing its structural strength by implementing effective asset management strategies. Maintenance work is co-ordinated with other highway initiatives to achieve the maximum benefit from the investment.

Maintenance works implemented in 2002/03 were designed to ensure that the works achieved maximum impact. Examples include co-ordination with traffic calming proposals, installation of dropped kerbs, and construction of safer routes for cyclists by redesigning the road markings and other road safety features. This is exemplified by the A650 Dudley Hill interchange scheme in Bradford (see Case Study 7).

Inclusion of many non-principal routes in the maintenance programme is helping to achieve both the maintenance and the wider LTP strategies. This is particularly relevant where non-principal roads are taking loading, for example from buses, for which they were not designed. Unfortunately, the indicative sum for non-principal roads within the maintenance settlement would need to be sustained for a considerable period before making any significant impact on network condition.

Targets have now been set for highway maintenance. This year's high level of completed schemes will have contributed to keeping these on track. Future success will however rely on similar levels of expenditure and completion.

Lighting

The provision of effective street lighting is essential to implementation of the Highway Maintenance Strategy within the LTP. While Government allocations do not include an allowance for street lighting, work has continued using available LTP funding for lighting replacement where street lighting improvements are an essential part of safety and transport schemes or where the work can be co-ordinated with highway or bridge maintenance.

The risk of column failures is a major concern. The above strategy and investment of considerable revenue maintenance funding is helping to control the risk and is helping to achieve the LTP strategy. This is however a short term solution against a considerable long term investment requirement.

Structures

Progress on the assessment of structures has continued, with most of the outstanding assessments on unclassified roads. The target for completion of the current programme is March 2004. After that date there will be a programme of retaining wall assessments and certain bridges will require re-assessment.

The assessments continue to identify more structures that require restrictions or other temporary measures to ensure the safety of highway users. The number of bridges with restrictions has increased despite the strengthening programme. A large proportion of the restrictions are on privately owned structures where the strengthening works are out of the Councils' control and although pressure is being applied to the bridge owners, some restrictions may be in place for several years.

For a number of years, the aim has been to ensure that the Principal Road Network (PRN) is capable of carrying 40 tonne vehicles. However, there are still 38 bridges on principal roads that require strengthening, eight of which should be strengthened in 2003/04. An example of a bridge strengthening scheme is Wharfe Bridge (see Case Study 14).

There are 163 weak structures not on Principal Roads that require strengthening. Of these, 17 should be strengthened in 2003/04. Strengthening of bridges on these roads is important. The community and businesses experience problems when load carrying capacities of less than 17 tonnes are identified, since this precludes use by most fire engines, buses and refuse vehicles. The introduction of weight restrictions often prevents reasonable access and delivery of essential services. Such restrictions have been avoided wherever possible.

Case Study 14 - Wharfe Bridge Strengthening

Wharfe Bridge, in Wetherby, spans 99 metres. The key objective of this project was to strengthen the bridge to 40 tonnes and 45 units HB loading. This was achieved by carrying out repairs and maintenance works on half joints and other deteriorating areas of concrete. The works cost in excess of £543,000. Work has commenced and will be complete in July 2003.

Extensive consultation relating to the scheme has been carried out with amongst others the Chamber of Trade and Commerce, local businesses and North Yorkshire County Council. The main concerns were traffic



management and the timing of the scheme. As a consequence the works were delayed until the New Year to avoid affecting Christmas trade in Wetherby.

Local Objectives:  Ec2

Local Targets:  L18

National Targets:  N7

Contact: Leeds CC

At current levels of funding the bridge strengthening programme of Council owned bridges is expected to last another five to six years.

Slow progress in the processing of assessments through Network Rail's approval systems and in the programming of strengthening measures has made it difficult to programme and budget for strengthening works to sub-standard Network Rail bridges. Neither of the Network Rail bridges which were programmed for strengthening in 2002/03 were strengthened.

A significant number of privately owned bridges are in traffic sensitive areas. Restrictions on the use of these bridges has resulted in major disruption and in some cases, the need to divert heavy vehicles through built-up areas containing housing, schools, businesses and retail premises. 36 privately-owned bridges currently carry restrictions, an increase of 23 during the year.

Bridge Inspection and Maintenance

A major element of the inspections is the identification of maintenance requirements. In recent years, work has concentrated on strengthening rather than maintenance schemes but structures maintenance has been carried out in conjunction with strengthening or road maintenance schemes. Although the number of bridges requiring preventative maintenance has reduced over the year the number requiring essential maintenance, has increased to 359 (22%). The target of improvement in the condition of the stock of highway structures is not being met and is unlikely to be met with the current level of funding until the bridge strengthening programme is substantially completed.

Road Over Rail Bridges

Following the Great Heck rail accident in 2001, the issue of safety on the approach to road bridges became a national issue. The process of jointly risk ranking the sites with Network Rail in line with the DfT guidance is currently ongoing. 235 sites have been risk ranked with 14 having a risk ranking of 100 and above and 27 with a risk

ranking of 90-99. At some sites interim measures such as temporary barriers have been installed and proposals for permanent measures are being prepared for discussion with Network Rail. Implementation of mitigating measures will require substantial capital resources which were not anticipated in the LTP.

Retaining Walls

Identification, inspection and assessment of retaining walls is being progressed initially on Principal Roads. This will take two years to complete, and will be followed by assessment along unclassified roads. Strengthening of retaining walls continues to be a major issue because of the topography of the area. Priority for strengthening has concentrated on the PRN. However, significant expenditure has had to be directed to deal with emergencies on other walls which have collapsed unexpectedly or have been on the point of collapse.

STRATEGY 3 Managing the Demand for Travel

3

Travel Plans and School Initiatives



• Travel Plans

41 new travel plans were completed compared to the programmed 14 with funding support from the LTP including:

- 1 local highway authority site travel plan;
- 36 school travel plans; and
- 4 hospital travel plans.

Other initiatives included:

- a Company MetroCard discount pilot scheme led to a 56% increase in uptake; and
- Leeds CC and four local employers and Transport Energy, undertook extensive development work prior to the launch of Leeds Car Share Club due in June 2003.





Health Sector Initiatives

Progress during 2002/03 included:

- healthcare travel seminar in October 2002, attended by over 40 healthcare representatives; organised with assistance from Transport Energy;
- a Regional TravelWise training event focussing on health sector travel issues (see Case Study 21);
- production of two widely circulated 'Healthcare Travel' newsletters;
- all four Hospital Trusts made progress on the development of travel plans; and
- Airedale and Bradford Primary Care Trusts (PCTs) agreed travel policies and are implementing measures.



Case Study 15 - 'Yellow Bus'

A Yellow Bus Scheme serving four primary schools in Ilkley began in September 2002 and now carries over 80 children a day to and from school. 64% of bus riders previously travelled by car, as a result around 30,000 car journeys are saved a year.

The scheme uses standard vehicles painted yellow and provides additional safety and parental 'peace of mind', through the following features:

- the same driver every day;
- the driver receives additional training;
- each child has a seat;
- the driver has a register of children travelling everyday;
- the children participate in bus safety activities in school;
- the service operates to a tailored route; and has parental supervisors on board.

Local Objectives: So1, So2, Ev1, Ev2

Local Targets: L1, L4

National Targets: N1, N2

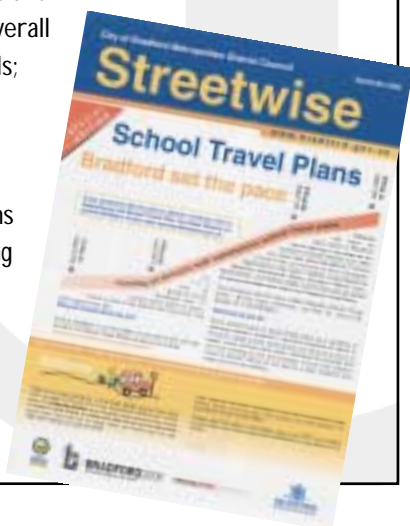
Contact: Metro



School Initiatives

Examples of initiatives in 2002/03 include:

- the Yellow Bus project in Ilkley (see Case Study 15);
- a further ten walking buses have been introduced in Leeds;
- 100 schools in Bradford have signed up to travel plans;
- promotion of walk to school week has continued in all the districts;
- over the year 13 more Leeds schools have developed travel plans to increase the overall total to 24 schools; and
- in Wakefield four schools started to develop travel plans based upon walking bus and 'park and stride' projects. The projects include safer routes to school.



Travel Plans

Additional travel plans were developed during 2002/03 without LTP funding. Approximately 80 employers and organisations, many operating from multiple sites, and employing around 192,000 staff, are now being assisted with travel plan development.

The range of assistance available to employers continued to be developed during the year, including:

- funding from Target 2 (EU Interreg IIIb) has enabled Metro to appoint an Information and Promotion Assistant to pilot the production of tailored travel information;
- Leeds City Council and Kirklees Metropolitan Council started to award capital grants to employers and schools developing travel plans;
- infrastructure improvement plans to complement travel; and
- increased promotion and uptake of the Government's Transport Energy free site consultancy service, for example Airedale Hospital's Trust and Halcyon Business Solutions Ltd in Kirklees.



In addition to assisting others, we have continued to make progress with our own travel plans for example:

- Metro's own staff travel plan has resulted in a further increase in the public transport commuter share in 2002/03 to 70%;
- Leeds and Kirklees have both progressed travel plans and have benefited from travel plan advice by Transport Energy;
- Bradford is developing travel plan measures linked with its Best Value programme; and
- Wakefield is introducing a travel plan at their Newton Bar site employing 400 staff.

Case Study 16 - Calderdale and Huddersfield NHS Trust

This Trust operates from four main sites and employs over 10,000 staff. Partnership working between the Trust, two Councils, Metro and other organisations has resulted in substantial progress during 2002/03:

- membership of Trust Travel Steering Group extended to include external partners;
- appointment of a full-time Travel Co-ordinator;
- approval of a Green Transport Strategy by the Trust Board;
- extension in frequency of shuttle bus service;
- development of car parking management measures for staff and visitors;
- display of public transport timetables;
- junction and crossing improvements around Calderdale Royal Hospital;
- travel plan Partnering Agreement with Kirklees MC for travel plan activities over the next five years;
- hosting of Sustrans/Department of Health national 'Healthy Travel' seminar; and
- installation of bicycling and motorcycling parking and pedestrian signing with the aid of a Kirklees Council LTP grant.

Local Objectives:  En1, En2  Sb2

Local Targets:  L4, L5, L6

National Targets:  N2

Contact: Calderdale MBC/ Kirklees MC/ Metro

Travel plans are increasingly being required as conditions attached to planning permissions. As part of these initiatives discounts have been negotiated with operators and contributions are being made by developers to fund travel passes. This year a new housing development in Lepton near Huddersfield will see the implementation of a discounted MetroCard being available to residents over a 3 year period. The implementation of such a scheme not

only allows mode choice to be widened but it also acts as an incentive to attract new public transport users from day one of a new job or house move.

School Initiatives

There has been considerable success in engaging schools in travel initiatives including the development of school travel plans, safer routes to school and promotional activities. This work also contributes towards the aim of improving safety. It is not yet possible to quantify the impact of travel plans upon the LTP targets although ultimately these will assist in influencing a shift from the car to other forms of transport, such as bus, rail and cycle. This will impact upon LTP targets dealing with traffic growth and public transport as set out in Chapter 3 'Targets and Progress'.

In addition to the measures shown in the examples above:

- schools are being encouraged to join the SAFEMark awards scheme. This scheme recognises secondary schools that demonstrate commitment to good practice in home to school transport with the aim of reducing car dependency and encouraging bus use into adult life;
- letters were sent out to all schools in Leeds inviting them to participate in school travel plan initiatives, which received a very positive response;
- school travel advisers have visited schools to provide advice and support on school travel initiatives;
- other initiatives such as cycle storage, educational work, policy changes regarding cycling and car access and awareness raising exercises are being introduced;
- pedestrian training has taken place at many schools, funded through the Department of Health's Children's fund until March 2004; and
- physical measures to ensure safe routes to and from schools have been constructed.

Case Study 17 - Walking Bus, Weetwood Primary School, Leeds

Weetwood Primary School has a total of four walking buses operating daily to the school. The activity involves 100 of the 212 children in the school. Results of the walking bus have shown a measured reduction of approximately 12% in car journeys initially to a sustained 7% when surveyed in October 2002. Walking has risen from 61% to nearly 68%, showing a direct switch from car to walking.



Anecdotal evidence also suggests changed behaviour amongst those parents who still drive.

The demand for walking buses is outstripping the available resource in Leeds.

Local Objectives: So1, So2, En1

Local Targets: L1, L3, L8, L11, L12, L13

National Targets: N1, N3

Contact: Leeds CC

Much of the work on travel plans and school initiatives has been undertaken with the assistance of travel plan officers, most of whom are supported by bursaries from the DfT. These bursaries end in March 2004 and we will be considering with the Government Office for Yorkshire and the Humber (GOYH), how these initiatives are to be continued in future.

- storey car park in Leeds to increase personal safety; and
- development work on further extensions to the Controlled Parking Zone in Leeds.

STRATEGY 3 continued Managing the Demand for Travel

3

Parking

OVERVIEW

● Parking

The continued implementation of parking strategies is a key demand management tool within the LTP strategy. The measures implemented include:

- five car parks in Huddersfield achieving Secure Car Park Awards;
- introduction of off street parking charges in car parks in outlying towns in Calderdale;
- car parking standard reviews in Leeds and Wakefield; and
- a 20% increase in parking charges in Wakefield.

Parking

Measures which have been completed to progress the LTP demand management strategy include:

- the car parks in Huddersfield with new Secure Car Parks Awards have resulted in a 50% reduction in car crime for each of the last two years;
- the review of parking standards in Wakefield is likely to result in the adoption of Supplementary Planning Guidance during 2003/04;
- safety improvements to car parks e.g. improvements to lifts at Woodhouse Lane multi-

In addition progress has continued in Leeds and Kirklees on introducing decriminalised parking, including:

- the development of a financial model and consideration of operational options for decriminalisation in Leeds;
- the development of a methodology for rationalising and computerising all Traffic Regulation Orders (TROs); and
- the appointment of a dedicated project officer post in Kirklees and the creation of new staff structures to accommodate the changes required.





STRATEGY 4 Promoting Social Inclusion

4

Access, Catering for Mobility Impairment, Security and Concessionary Travel



● Access, Mobility and Safety

Many schemes contribute to the achievement of this strategy area either in whole or in part. The key trends can be summarised as follows:

- 31% of buses in West Yorkshire are low floor compared to 10% in 1999, based on information from most operators;
- 25% of buses in West Yorkshire are equipped with access ramps compared to 7% in March 1999;
- 50 rail stations have level/ramped access to both platforms compared to 39 in 1997;
- the number of Disability Discrimination Act (DDA) compliant bus stops has increased by 33% since 2000; and
- 334 controlled crossings are now equipped with dropped kerbs, tactile paving and tactile indicators compared with 246 in 2002/03.

Access

This section shows how we are addressing social inclusion needs through the LTP programme and funding from other organisations such as the Countryside Agency. Accessibility and social inclusion are very closely linked and a large number of schemes identified in the LTP are developed with these aspects in mind. Improvements in the way we identify and measure accessibility problems are set out in Chapter 8 'Measuring and Improving Accessibility'.

Within rural areas lack of transport to jobs, employment, education and other facilities can be a major barrier. We have progressed initiatives using Rural Bus Grants, Rural Bus Challenge Schemes and those instigated by the Rural Transport Partnerships in Kirklees, Calderdale and the Coalfields area.

Examples of schemes implemented or in progress during 2002/03 include:

- Calderdale Rural Transport Project;
- Otley 'Transport for All' Project;
- the Hebden Bridger Project (see Case Study 6);

- Coalfields Rural Transport Partnership; and
- Pennine Taxibus.

These initiatives will assist in achieving new targets being developed for rural accessibility set out in Chapter 3 'Targets and Progress'.

Within the urban areas two key schemes have helped promote public transport use:

- The Leeds 'Buddying' Scheme, targeting disabled and older people. The aim is to give people the understanding and confidence to use public transport independently through a structured support programme. Skilled staff work on a one to one basis with customers until they are confident enough to use public transport on their own; and
- The East Leeds Employment Link (see Case Study 27), although in a development phase, has had advanced marketing during 2002/03. The scheme targets public transport provision to aid access to work and facilities in Aire Valley Leeds regeneration area.

Accessibility is also about making links at a local level by connecting locations and making movement between areas easier. This can be as simple as providing a crossing point across a major road or by comprehensive treatment of an area to allow for increased mobility by a particular mode such as cycling or walking (see Strategies 1 and 2).

Of particular importance are pedestrian schemes such as:

- The Northern Wetherby and Headingley Accessibility Improvements;
- Pontefract Horsefair;
- Bradford City Centre Mobility measures (see Case Study 18); and
- Huddersfield bus-rail link (see Case Study 12).

All these schemes provide simple design solutions to ensure the safe and efficient movement of pedestrians from one area to another. Other schemes, such as the Rawthorpe to Lindley Public Transport Accessibility Project in Huddersfield and the Calder Valley Cycleway in Calderdale (see Case Study 11), provide similar solutions for public transport users and cyclists respectively.





Catering for Impaired Mobility

To complement more general accessibility projects we have made improvements to ensure that facilities are more accessible and usable by those with mobility difficulties. Examples are shown in Table 2.4.

Table 2:4	Examples of Schemes Catering for Impaired Mobility	
	SCHEME	DETAILS
	Pontefract Bus Station	Refurbishment of the bus station will ensure that current accessibility standards are met
	Horsforth Ticket Office and Waiting Rooms	New buildings compliant with current accessibility standards
	Todmorden Rail Station	Improved entrance, subway and access to platforms.
	Class 144 units	Units refurbished with measures to improve accessibility
	Replacement rail passenger waiting shelters	New rail station shelters compliant with current accessibility standards
	Bus shelter replacement	New bus shelters compliant with current accessibility standards
	Rawthorpe to Lindley Public Transport Accessibility Project	Improvements to bus stops and shelters and raised kerbs at stops and improvements to road crossings.
	56 Service in Leeds; 126/7 Service in Horbury; A61 south route in Leeds and Boar Lane Bus Point Leeds	New bus shelters and boarding facilities compliant with current accessibility standards
	Bradford City Centre Mobility Measures	Tactile paving and dropped kerbs, designed to allow better accessibility

Improving Safety and Security

Fear of crime and injury are considerable barriers to mobility. Work has centred upon:

- new street lighting;
- illuminated bus shelters;
- CCTV cameras at bus stations, rail stations and town centres;
- individually targeted safety schemes; and
- the promotion and delivery of safe routes to schools.

Schemes have contributed towards the road safety targets, especially those relating to children and pedestrians. The issue of safety is a common theme

dealt with by many LTP projects in particular engineering measures such as reduced speed limits, traffic calming, new pedestrian crossings and junction improvements.

Examples of schemes completed in 2002/03 include:

- lighting improvements on the A61 Scott Hall Road and the A658 Harrogate Road in Leeds;
- installation of CCTV cameras at both Horsforth and Keighley Rail Stations; and
- use of further Home Office funding to integrate Metro and local authority CCTV systems.



Case Study 18 - Bradford City Centre Mobility/Accessibility Measures

An accessibility scheme has been completed in Bradford City Centre that allows people with mobility and vision impairments to move around the City Centre and access public transport. The scheme involves the provision of dropped crossings, tactile paving and the removal of footway obstructions on Westgate.

The scheme was developed with the involvement of the Mobility Planning Group and was developed in accordance with the guidelines contained in the DfT's 'Inclusive Mobility' document. The scheme aims to assist Bradford to become 'a place which ensures that people with disabilities can participate in a better future for all'. In addition to assisting those with impaired mobility the scheme improves conditions for walking generally and therefore is of benefit to all.

Local Objectives:  Ec3, So1, So2  Sb2

Local Targets:  L4, L5, L6, L8

National Targets:  N2, N3

Contact: City of Bradford MDC

Concessionary and Discounted Travel

Metrocard is a season ticket for use on public transport in West Yorkshire and is valid for periods of a week or more. Agreement has been reached between Metro and the transport operators for the introduction of a new concessionary MetroCard which offers discounts for scholars in full time education up to the age of 18. The 'Student Plus' concessionary Metrocard has also been extended to include all persons under 22, or those over 22 in full time education for more than 16 hours a week.

Legislative changes have resulted in men between 60 and 64 being eligible for concessionary travel permits from April 2003. In advance of this date we have through promotional activities, including a free month's travel, encouraged the uptake of these concessions in advance of their availability.



Progress on Major Schemes

There are eight major schemes in West Yorkshire, which have been approved or provisionally approved by DfT. This section provides details on the development of each of these major schemes and provides information on future major schemes that are currently being developed.

Approved Schemes

LEEDS SUPERTRAM

Progress on the 28km Leeds Supertram system has continued in accordance with the programme in 2002/03 with Invitation to Negotiate Documentation (ITN) issued to the four pre-qualified bidders. Two bids have been received and are being evaluated with the process involving discussions with DfT before proceeding to 'Best and Final Offers'. Other activities in 2002/03 are set out below:

- commencing the land acquisition programme with several critical sites acquired by agreement or General Vesting Declarations (GVDs) issued;
- advance works contract (£5 million) let to facilitate Supertram construction and minimise disruption during construction on Hunslet Road;
- C4 cost estimates commissioned and received from utilities;
- continuous liaison with individuals and groups interested in the scheme;
- a programme of information for schools implemented;
- group liaisons with bus operators established;
- establishment of a Liaison Group by Leeds City Council to ensure that potential social and regeneration benefits offered by the scheme are recognised and captured. The St James Partnership, formed with private and public sector representatives to exploit opportunities in an inner city area, is an example;
- reference design updated with particular reference to signalised junctions to define average tram waiting times with specific attention to questions posed by bidders submissions;
- extension of city centre kerbside study to encompass all commercial and business premises fronting onto the alignment;
- confirmation of land requirements for reference design and Compulsory Purchase Order (CPO) published for land requirements outside the limits of deviation and planning consent obtained;
- listed building consent obtained for the works required to Leeds Bridge;
- design standards guide reviewed and specific site requirements simplified to assist in determining planning applications;



- a tree strategy produced to mitigate any adverse effects of the scheme, particularly the utilities diversions;
- £0.5 million secured as further local contributions to the scheme via legal agreements attached to new developments along the route;
- local procurement initiative set up in conjunction with the Chamber of Commerce and Yorkshire Forward;
- significant progress made on securing agreements for building fixings (to avoid a proliferation of poles); and
- archeological investigations at Grimes Dyke park and ride site completed.

Subject to DfT agreement the scheme is now in a position to proceed to the next stage of procurement.



LEEDS INNER RING ROAD STAGE 7

The Leeds Inner Ring Road Stage 7 was accepted in December 2000 and was considered suitable for funding via the Private Finance Initiative (PFI) by the Government. To this end the Council have been developing Outline Business Cases for PFI proposals in consultation with the DfT, GOYH and The Public Private Partnership Programme (4P's). Potential changes to the PFI procedures have required the re-examination of the financial modelling and have cast doubt as to the potential of the project being delivered via PFI. Leeds City Council is currently awaiting direction from the DfT following the submission of Outline Business Case. It is anticipated that the scheme outturn costs will continue to increase with the continued delay in bringing the project forward.

EAST LEEDS LINK ROAD

Approval to this scheme was given by the Government in December 2000 on the basis of a DfT contribution of £9.5

million, the current forecast outturn cost is £28.5 million. The balance of the funding is to be provided through the Council's partners in the Aire Valley Leeds Area, which is the focus of a Single Regeneration Budget (SRB) round 6 programme underpinning opportunities for employment for some of the areas of highest unemployment in the city.

Due to a number of factors, principally slippage to the main contract works and increase in the costs of public utility works the cost of the scheme has increased since last reported in the APR. The scheme has a funding shortfall of £5.48 million which has been discussed with GOYH. Leeds City Council is seeking additional financial support from the Government to meet these costs and ensure the delivery of the strategic transport and regeneration objectives in east Leeds.

During 2002/03 advance works have taken place with Yorkshire Electricity, sewer protection and highway drainage. Negotiations are continuing to complete the funding agreement with private sector partners and also around issues related to the long term implications for the motorway. A strategic study has also been commissioned to investigate in detail transportation and access issues for the whole regeneration area.

SOUTH BRADFORD INTEGRATED TRANSPORT IMPROVEMENTS

The South Bradford Integrated Transport Scheme was fully accepted in December 2000. The scheme comprises the modification of two major road junctions on the outer ring road and the introduction of traffic management measures on a number of local roads. During 2002/03 it was necessary to submit a revised bid to the DfT following the failure of the Odsal Stadium development and the subsequent removal of a park and ride site from the scheme. Consultations have taken place through neighbourhood forums and leaflet distribution throughout the year. The tender invitation and award for a partnering contract has been made.

Extensive surveys have been undertaken to establish baseline 'before' data for the scheme to allow for future monitoring.

Provisionally Approved Schemes

BRADFORD CITY CENTRE INTEGRATED TRANSPORT SCHEME

This scheme was provisionally accepted in December 2000, subject to the completion of the relevant statutory procedures and final approval by Ministers with funding of up to £2.5 million. Discussions have subsequently taken place regarding a potential £1.6 million increase in funding



over and above the agreed total contribution, along with a change to the forecast expenditure profile.

The current status of this project (as of May 2003) is that:

- the statutory procedures involved have now been satisfactorily completed apart from detailed planning approval being granted; and
- further progress now awaits the imminent completion of the formal agreement between all the parties involved to proceed with the overall central area development which will be confirmed following granting of planning approval.

Further progression of the detailed funding and programming issues will be discussed and agreed on completion of the above formal agreement.

HEMSWORTH-A1 LINK ROAD

During 2002/03 work on this project has centred upon two aspects. Firstly the finalisation of detailed design work following two consultation exercises with local communities and interest groups held last year and secondly the preparation of the Environmental Statement which will accompany the planning application. The latter is due to be submitted in July 2003 and will be supplemented by further exhibitions within the local communities. These are scheduled for early August 2003.

The outturn scheme cost estimate has increased by £4.607 million, from £15.991 million (July 2002 bid) to £20.598 million (current 2003 bid). There are four key reasons for this increase:

- the improvement of Wrangbrook Lane has been extended from its initial finishing point at Wrangbrook village through to its junction with the A639. Additional capacity has been added at this junction;
- the proposed scheme alignment crosses two railways. Until detailed alignments were available during the last year both of these bridges were to be 'new road over existing rail' and both with assumed conventional single spans. One bridge continues as 'road over rail' but is now a three span bridge and allows for the additional width of a crawler lane. The second bridge is now a new road under existing rail bridge and has attracted a higher cost estimate. A requirement for two box culverts has been identified by the commissioned drainage report. The structures element of the scheme estimate has therefore increased overall;
- the estimated costs for diversion or protection of statutory undertakers apparatus, as supplied by the undertakers themselves, has increased by approx £0.9 million when compared to the initial in-house estimate; and

- the land compensation element of the scheme cost estimate has also increased by approximately £0.6 million. The preferred alignment identified through the public consultation exercises requires more farming land, and compensation experiences from recently completed major schemes has influenced the estimated increase.

GLASSHOUGHTON COALFIELDS LINK ROAD

The proposed route has been developed to tie in with the Glasshoughton development site. The past year has seen an amendment to the previously approved highway alignment as it approached the A639. This received planning approval in February 2003.

In addition, draft documents for CPO and Side Road Orders have been completed and submitted to Central Government.

A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE

Ministers have provisionally accepted the A65 Kirkstall Road Quality Bus Corridor Initiative subject to the completion of the relevant statutory procedures and final approval. The scheme comprises extensive bus priority measures along this highly congested corridor into the city centre as well as significant measures to benefit pedestrians and cyclists. In light of the comments made in the Government's 2002 settlement letter, work has continued towards the completion of statutory procedures through preliminary design and preparation work.

As the preparatory work has been progressed a number of new issues have emerged and currently a design review of the scheme is being conducted. In parallel with this, work has been taking place to develop a project delivery programme which will dovetail with the Supertram project works on the A660 corridor. It is currently intended to progress works on the Abbey Road section (which does not form part of the major scheme) ahead of the main works, for completion by 2006.

Scheme Submissions for 2003

YORCARD - A WEST YORKSHIRE SMARTCARD

A bid for a comprehensive smartcard system is being submitted on behalf of West and South Yorkshire PTEs. Yorcard will be a multi-modal multi-operator ticketing system for South and West Yorkshire which could be extended to other authorities in the region. The scheme will include concessionary travel, travelcards, multi-operator day tickets, single and return tickets.



The scheme was previously submitted to the DfT (as a major LTP scheme) jointly by the two PTEs and bus operators in July 2001. At this time it was stated that further information including actual costs and operator contributions would be provided at a later date following the availability of costs from a tendering exercise.

Since then tenders have been received, and evaluated to accurately determine costs. A significant part of this cost is to establish a back office computer system capable of managing the scheme which would be available to other authorities and transport operators.

In the event of this funding bid being successful implementation of the scheme will commence in early 2004, with cards entering into service in 2005. The speedy commencement of implementation of the Yorcard scheme is possible because the detailed specification has been written and the tendering exercise has already been undertaken.

Yorcard will develop links with local authority e-government initiatives to share the card platform and other common infrastructure as appropriate to evolve the system to a multi-application card. In addition revenue streams from the use of spare capacity on the card for third party commercial applications are likely to be forthcoming which will further reduce the scheme operating costs.

EDUCATION TRANSPORT VISION - EXTENDING 'YELLOW BUS'

A bid for extending home-to-school public transport schemes is being submitted following successful pilot schemes in Hebden Bridge and Ilkley, with 60% and 70% of children having previously arrived at school by car. Corresponding reductions in congestion around the schools involved in the schemes have also been significant.

In addition to the pilot schemes known as 'Yellow Bus' we have also undertaken a Best Value Review of home-to-school transport. This review, including the results of consultation, were the starting point for the major scheme bid now being submitted. The objective set out in Metro's vision for education transport is:

To work in partnership to provide an attractive, high quality home-to-school bus service designed to:

- Reduce car dependence; and,
- Encourage bus use into adult life.

Evidence has shown that an Education Transport scheme has the potential to deliver the following benefits:

- significant modal transfers from car to bus;
- increasing parent and student confidence in independent bus use by young people;

- congestion reduction particularly around schools;
- accident reduction and environmental improvements;
- synergy with school travel plans to encourage walking and cycling; and,
- improved education standards and attendance.

The proposed scheme will expand the pilot schemes to clusters of primary and secondary schools within each of the five West Yorkshire districts. The scheme has been developed in consultation with local stakeholders, representatives from all five West Yorkshire districts as well as representatives from four government departments (reflecting the benefits to health, education, social inclusion and the environment as well as transport).

Capital funding sought (of the order of £15-£20 million) will be used to deliver a fleet of up to 150 vehicles, infrastructure and an overall management structure for the scheme. Surveys of people who currently drive their children to school have indicated that 40-50% would use the Yellow Bus service if provided thereby indicating a significant reduction in car journeys to the schools. The vehicles purchased for the scheme will also be available for use by schools outside of peak times to provide transport for extra curricular activities.

Metro's vision is to roll out the scheme on a countywide basis for which around 900 vehicles would be required.

Future Schemes

A65 MANOR PARK BENDS

A bid was made to the DfT in July 2002 for a proposed highway improvement scheme for A65 Manor Park Bends near Burley in Wharfedale. In the Settlement Letter of December 2002 the Department indicated that they recognised the importance that Bradford Council attached to finding a solution to the transport problems on Manor Park Bends. They did, however wish to explore more fully the transport benefits offered by either a lower cost option and/or more environmentally sensitive alternatives.

Following discussions with GOYH regarding the potential economic viability of the scheme, it has been decided to defer the submission of a revised bid until the impact of the recently introduced 40mph speed limit on the level of casualties on the bends has been determined. Consequently it is not intended to submit a revised bid with this APR. City of Bradford Metropolitan Council remains keen, however, to resolve the problems caused by the substandard alignment of the road and its proximity to residential properties.



YORKSHIRE BUS INITIATIVE

Following a 'Bus Forum' in summer 2002, Metro and the authorities in West Yorkshire, South Yorkshire and York together with bus operators have developed an initiative designed to generate a step change in the quality of bus services by accelerating and co-ordinating investment programmes as well as addressing social exclusion issues. The overall objectives of the initiative are to:

- deliver a step change in the quality of bus travel within five years;
- generate a 30% increase in patronage (together with significant mode shift from the car);
- identify a 'fast track' programme of investment that can assist in delivering the patronage growth;
- identify the level of service that would address social exclusion objectives;
- identify 'soft' measures that would also be required to meet the patronage target (such as ticketing and promotions); and
- develop a mechanism for implementing the above.

A key aim of the project is to accelerate current investment programmes (including the current LTP 'bus infrastructure' programme) by more clearly linking individual schemes to investment by bus operators in new vehicles and the overall project outcomes. The project will also build on the successes to date in Yorkshire (such as the Guided Busways in Leeds and Bradford, Quality Bus Corridors in South Yorkshire) and seek to demonstrate what could be achieved by developing the successful partnership approach for individual projects in a more comprehensive manner.

ELEMENTS OF THE INITIATIVE

The initiative will include the following elements:

- corridor improvements including bus priorities and bus stop improvements;
- urban centre improvements including additional priorities;
- traffic signal priorities for buses;
- new buses, incorporating new vehicle designs;
- ticketing improvements (to improve integration and reduce boarding times); and
- a high profile marketing and promotion campaign.

Elements of the initiative will be delivered through the South and West Yorkshire RTPI and the proposed Yorcard (Smartcard) ticketing scheme (for which a revised major scheme bid is being submitted this year).

The accelerated investment will initially be focussed on the core networks of high frequency services (as this is where the greatest potential for patronage increases lie). In parallel to developing the accelerated investment

programmes, work has been undertaken to identify changes that would be required to networks to meet social objectives.

In parallel with the work on core networks, work has been undertaken to define the complementary networks necessary to meet social exclusion objectives. Following discussions with the government's Social Exclusion Unit, a methodology has been developed to assess the current level of service against accessibility criteria for the following facilities:

- employment;
- education;
- health services;
- food shopping; and
- recreation.

For a number of pilot areas, revised networks have been developed to address the accessibility criteria. Proposed changes to services include a supplementary network of services (including orbital services) that link into the high frequency networks at interchange points as well as a number of flexible, demand responsive services.

The Yorkshire Bus project aims to provide the framework to facilitate the use of additional revenue generated through investment in the core networks to offset the cost of providing the additional 'social' networks. Discussions have taken place with the DfT regarding the net additional cost of providing the social networks and the appropriate framework for delivery. Further work is currently underway to qualify the benefits and develop appropriate funding bids.

WEST YORKSHIRE

In West Yorkshire the infrastructure part of the initiative will focus initially on delivering a step change across the core bus networks. A significant number of schemes have already been delivered through the LTP that link highway works (including bus priorities and raised kerbs) with shelter enhancements on main corridors. The Yorkshire Bus Initiative will build on this work by accelerating the current LTP programme and expanding the scope to include treatment of all stops and shelters (where they have not already been treated) over the whole of the bus routes forming part of the core network. Work has been undertaken to define the core networks in each district based on the 'Overground' or equivalent high frequency networks.

For the core network a comprehensive scheme has been developed which includes bus stop and shelter works, enhancements to pedestrian routes and adoption of a standard bus stop clearway (to improve bus reliability) or other appropriate physical measures. Stop upgrades include the provision of raised kerbs, bus borders or bus



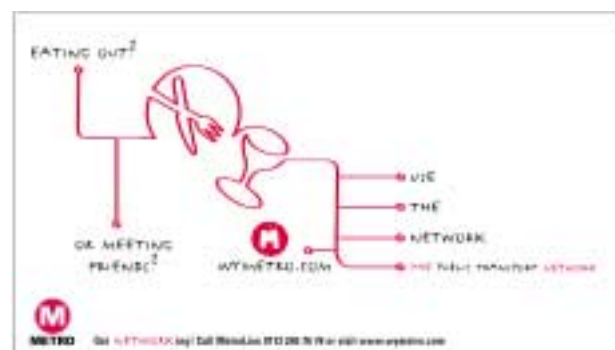
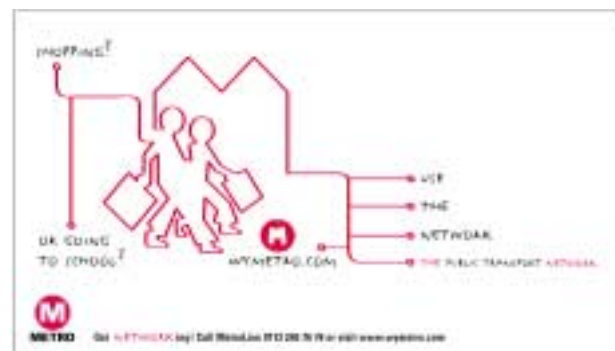
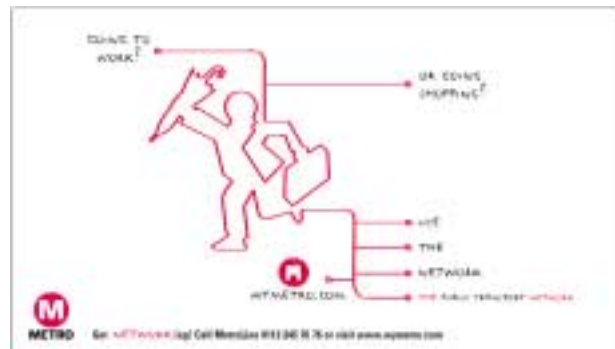
lay-by re-alignments and bus stop pole/plate replacements. Other infrastructure includes the provision of bus lanes, traffic signal priorities and the introduction of improved interchange facilities. Detailed programming of the works is currently taking place to ensure that the works complement existing programmes where possible. The indicative programme is shown in Table 2:5.

Table 2:5 Indicative Yorkshire Bus Initiative Programme in West Yorkshire

	Stop upgrades		Shelter upgrades		Other infrastructure
	Number	Cost £ million	Number	Cost £ million	Cost £ million
Overall	3,220	9.3	1,223	6.1	20.5
2003/04	656	1.9	277	1.4	4.7
2004/05	854	2.5	273	1.4	8.4
Subsequent years	1,710	5.0	673	3.4	7.3

In order to deliver such an ambitious programme of infrastructure upgrades, new working methods are being developed. The emphasis will be on an overall 'major' project with dedicated project management resources. Where appropriate, Metro will make resources available to the West Yorkshire local authorities to work alongside their own teams to assist with the project co-ordination. Commitments from Metro and the five districts must be matched by bus operators' investment in new vehicles.

Additional capital funding will be required for the infrastructure upgrades and it is envisaged that a Major Scheme Bid will be developed for submission in 2004. It is proposed to commence the project during 2003/04 (using existing resources and accelerating delivery). If further progress is to be made in 2004/05, it will be necessary to have an increased level of resources available through the block allocation. The projected programme indicates an additional requirement above the provisional allocation.



CHAPTER THREE



VARIABLE MESSAGE SIGN
R642 WAKEFIELD



CHAPTER THREE TARGETS and PROGRESS

This chapter highlights the progress being made towards achieving the targets set out in the LTP and the seven national transport targets set out in Chapter 1, the Introduction. More details can be found in Annexes A and B in the format requested by the Government and in Appendix 1 Monitoring Report, which can be made available on request.

Where a target is not being met the reasons or barriers to this are identified individually for each case. Where the target is being exceeded the progress towards revising the target is discussed further. Finally, the last part of this chapter deals with five newly reported targets that will assist in assessing local progress towards national transport targets N2, N6 and N7.

In addition to the LTP targets some districts; Bradford, Kirklees and Leeds authorities have also adopted LPSA targets relating to road safety. Progress towards these targets is reported at the end of this chapter.

Overall Progress

Within the LTP there are 13 targets although one, traffic growth in the main centres (L3), is recorded separately for four different centres bringing the total number of targets to 16. Of the 16 targets we are on track to meet over three quarters, three are not on track and there is no clear evidence for two. Progress is summarised in Table 3:1.

Table 3:1 Summary of Progress towards LTP Targets

CODE	LTP TARGET	PROGRESS
L1	Road Traffic 16 hour, all roads, traffic growth not to exceed 5%.	On track
L2	AM peak inbound traffic crossing cordon around Leeds centre not to increase.	Not on track
L3	AM peak inbound traffic crossing cordons around Bradford, Halifax, Huddersfield, Wakefield centres not to grow by more than 3%.	On track except for Wakefield
L4	Public Transport Total bus patronage to grow by 5% (revised).	On track
L5	Total rail patronage to grow by 40%.	No clear evidence
L6	Cycling To double the number of cycling trips.	Not on track
L7	To reduce fatal and serious cycle casualties by 20%.	On track
L8	Walking To halt the overall long-term decline in journeys made on foot and increase the proportion of pedestrian journeys by children and young people.	On track
L9	To reduce fatal and serious pedestrian casualties by 40% with no increase in slight casualties.	On track



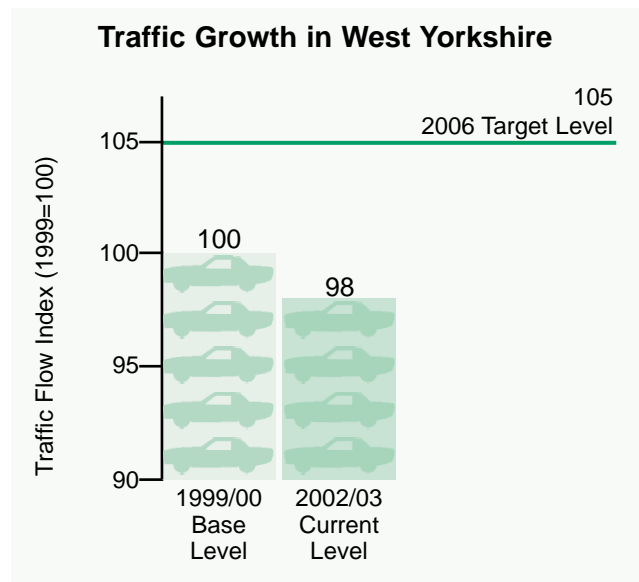
Table 3:1 Summary of Progress towards LTP Targets Continued...

CODE	LTP TARGET	PROGRESS
L10	Air Quality Not to exceed an annual average of 40µg/m ³ NO ₂ in main urban areas.	✓ On track
L11	Road Safety To reduce fatal and serious casualties by 20%.	✓ On track
L12	To reduce the number of children killed or seriously injured by 25%.	✓ On track
L13	To reduce the rate of slight injury accidents by 5%.	Data not yet available
Targets Reported in the APR for the First Time		
L14	At least 95% of bus services to run no more than 6 minutes late and no services to run early.	✗ Not on Track
L15	No more than 0.5% of bus services to be cancelled.	✗ Not on Track
L16	Accessibility of rural households - to be set in 2004.	
L17	Principal Roads - to reduce the percentage of roads requiring structural maintenance to 10% by 2006/07.	✓ On Track
L18	Non-Principal Classified Roads - to reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 11.2% by 2004/05.	✓ On Track
L19	Unclassified Roads - to reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 22.6% by 2004/05.	✗ Not on Track

Traffic Growth

L1 GENERAL GROWTH
TARGET L1
ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Weekday traffic growth not to exceed 5% from 1999 to 2006.	YES ▲ N1





Monitoring carried out at 93 sites across West Yorkshire shows that there has been a fall in traffic of 0.2% since 1999. As a consequence the LTP target is on course to be achieved. Measurement of traffic growth is also being used to highlight progress towards national target N1 which aims to reduce congestion on the inter-urban network and in large urban areas below 2000 levels by 2010. Evidence collated during the year shows that the target is being contributed to and will be achieved.

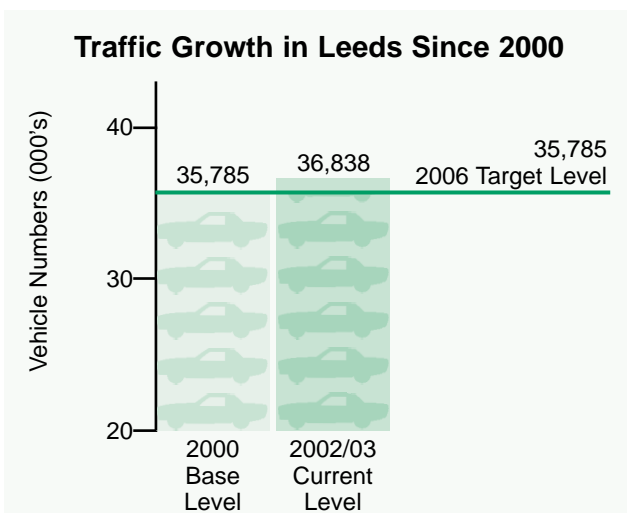
Whilst this target is being achieved quite comfortably, targets L2 and L3, set out below, show that growth varies between individual centres. The need for reviewing this target is acknowledged but given the local fluctuations any alteration will be dealt with comprehensively at the end of the plan period once a firm trend is established at both a West Yorkshire and district centre level.

L2 **TRAFFIC GROWTH IN LEEDS**
TARGET L2
NOT ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Stabilise morning peak inbound traffic growth at 1999 levels.	YES ▲ N1

Traffic growth data is collected every two years for Leeds. Recent monitoring data shows a 3% growth since 2000. Leeds has a strong and growing economy with the potential to generate growth in both traffic and public transport use. For example, between 1996 and 2001 the number of jobs in the city centre increased by around 19,700 (20%), according to the ONS Annual Business survey. Leeds is a major destination for rail journeys in West Yorkshire, however, and the dip in rail patronage in 2000 and 2001 due to poor rail service performance was unforeseen when the LTP target was set. The effect on traffic growth will be evident during the period under review, although rail performance has now fully recovered.

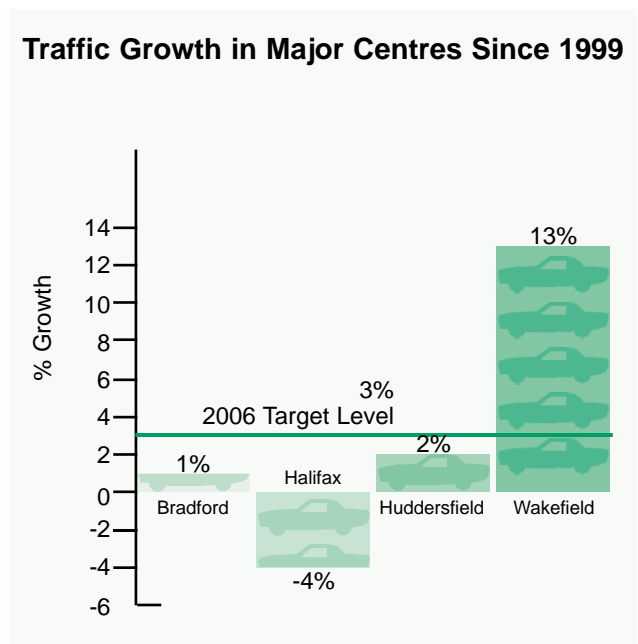
Further information is contained in Annex C 'Congestion in West Yorkshire'



L3 **TRAFFIC GROWTH IN THE MAIN CENTRES**
TARGET L3
ON TRACK (EXCEPT WAKEFIELD)

DfT core indicator	Local target	Links to National Targets
NO	No more than 3% growth in morning peak traffic into Bradford, Halifax, Huddersfield and Wakefield. (1999-2006)	YES ▲ N1

As with both targets L1 and L2 this target complements the national target N1. The LTP programme has been successful in achieving this target to date in three of the four main centres outside Leeds. In Halifax there has been a 4% decrease whilst in Bradford and Huddersfield there have been increases of 1% and 2% respectively. The increased growth (13%) in Wakefield is discussed in more depth in Annex C 'Congestion in West Yorkshire'.



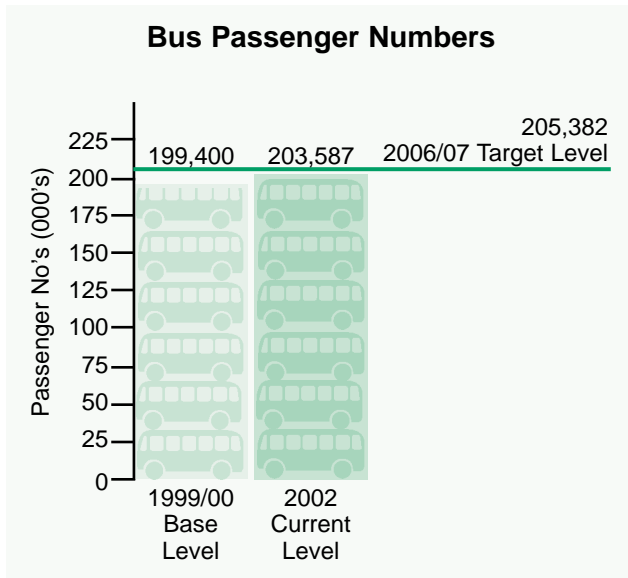
Using Public Transport

L4 **INCREASED BUS USE**
TARGET L4
ON TRACK

DfT core indicator	Local target	Links to National Targets
YES	Total bus patronage to grow by more than 3% by 2006/07 from a 1999/00 base (target to be revised).	YES ▲ N2



Bus passenger journeys have increased by 2.1% since the start of the LTP. Progress towards the local LTP target of 3% growth by 2006/07 is therefore on track and contributing towards the national target of a 12% increase in use by 2010. Due to a review of the data from Metro's survey system and current discussions between Public Transport Executives (PTEs) and DfT to establish a common methodology for reporting patronage, caution is required when interpreting trend data.



Although data is not yet available for the financial year 2002/03, data for the calendar year to 2002 shows that, at the current rate of growth, the initial LTP target of 3% growth will be met before 2006. Progress against a new LTP target of 5% will be reported in July 2004.

Progress towards the national target (N2) from 2000/01 to 2002 shows an increase of 1%.

**L5 INCREASING RAIL PASSENGERS
TARGET L5
NO CLEAR EVIDENCE**

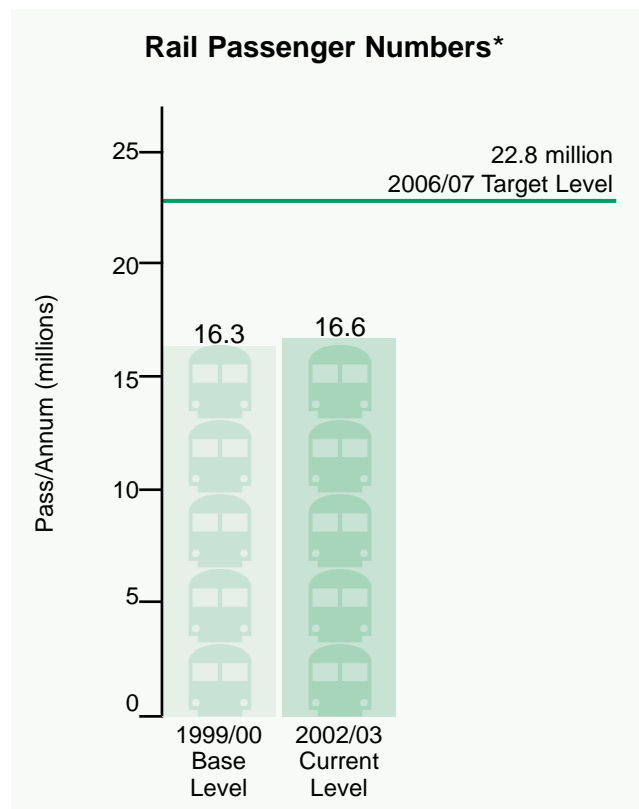
DfT core indicator	Local target	Links to National Targets
YES	Total number of rail passengers to grow by 40% by 2006/07 from a 1999/00 base.	NO

A dip in rail patronage after the LTP target was set was caused by:

- service unreliability during the rebuilding of Leeds railway station;
- poor service punctuality after the Hatfield derailment;
- driver shortages at Arriva Trains Northern; and
- strike action.

Following the restoration of a full timetable after the driver shortage, the completed regeneration of Leeds Station and the end of strike action rail passenger journeys are now increasing after the decline at the start of the LTP period. Strong peak time patronage growth of 33% occurred last year. Reliability is well within the target of 99% of trains to run and punctuality is close to the 91% target, better than the current industry average.

We believe that the LTP target is still achievable, providing additional train capacity can be provided. Metro has continued to make the case for additional rolling stock, as well as working with other PTEs and the SRA on the new Northern Franchise which will cover all local services in West Yorkshire and the majority of the North of England.



* Note: A different measure of rail passengers is used in Metro's Best Value Performance Plan, which includes cross-boundary services.

Cycling

**L6 INCREASING CYCLING
TARGET L6
NOT ON TRACK**

DfT core indicator	Local target	Links to National Targets
YES	Double the number of cycling trips between 1996 and 2006 and double again by 2012.	YES ▲ N5



Monitoring of progress on cycling activity has been adjusted this year to take account of activity at 195 selected sites across West Yorkshire. The numbers calculated use 3 year moving averages. This method reveals a decline of 10% in cycling trips since the 1996 base year and a 2% fall since 2000. As a consequence the target is unlikely to be met.

This decline does not reflect our commitment to improving facilities for cyclists. Chapter 2 'Delivery of Schemes' shows how we have built upon achievements since the implementation of the LTP programme and continued to commit resources to cycling schemes. Indeed 2002/03 saw 45% more cycling schemes delivered than was actually programmed.

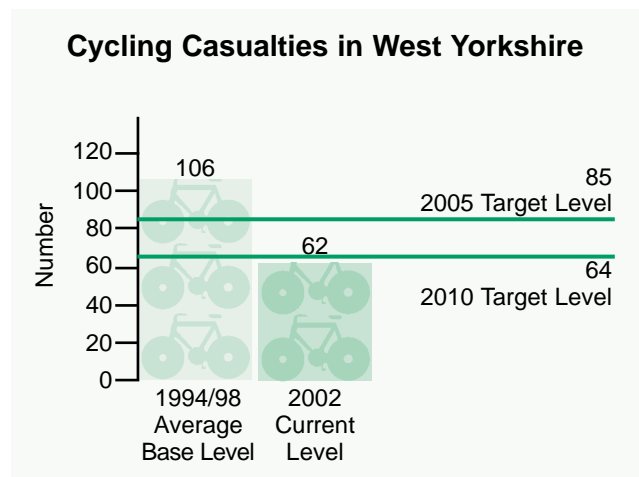
A more positive, if not wholly representative, picture of progress towards the target has been obtained from the monitoring of individual schemes. Larger cycling schemes such as the Leeds-Liverpool Canal towpath project (see Case Study 5) show an increase in cycling activity particularly at weekends. In previous years, schemes such as the Spen Valley Greenway (reported in 2000/01) also showed an increase in cycle use. In addition to data collated on larger showcase schemes information from the 2001 census reveals that journeys to work by cycle in West Yorkshire have remained broadly static since 1991.

Whilst the target is not being met the broader picture shows some evidence of individual successes. As a result, and before the existing target is revised, the methodology for recording cycling trips will be reviewed to ascertain whether or not data can be collected from a wider range of sources.

L7 REDUCING CYCLING CASUALTIES TARGET L7 ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Reduce serious and fatal cycling casualties by 20% between 1994/98 (average) and 2005.	NO

The number of fatal and serious cycling accidents has declined during the year to 62 from 106 in the base year (1994/98 average). This is a fall of 41.5%, which exceeds the target set in the LTP. A further year's monitoring will be required to establish whether the sharp fall since the 2001 level of 91 casualties is typical and the target needs to be adjusted.

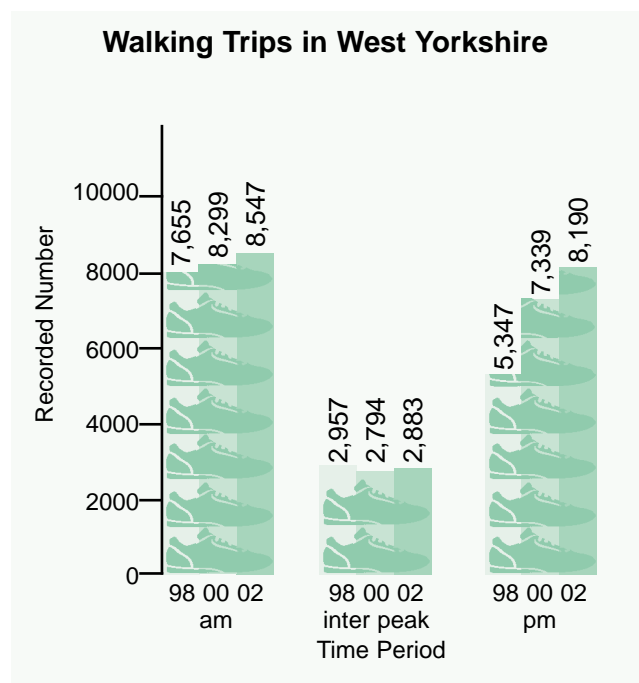


Walking

L8 HALTING THE DECLINE IN WALKING TRIPS TARGET L8 ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Halt the long term decline in journeys made on foot and increase the number of walking journeys by young people. (1998 to 2006)	NO

Modal split data is collected at all the major centres in West Yorkshire every two years. The last survey was undertaken in 2002. Combining data collected at district level shows an increase in walking trips for the peak periods and a slight decline in the inter peak period across the five main centres since 1998. If this trend continues then the target is likely to be achieved.





Walking Trips in West Yorkshire

Year	am Peak	Inter Peak	pm Peak
1998	7655	2957	5347
2000	8299	2794	7339
2002	8547	2883	8190

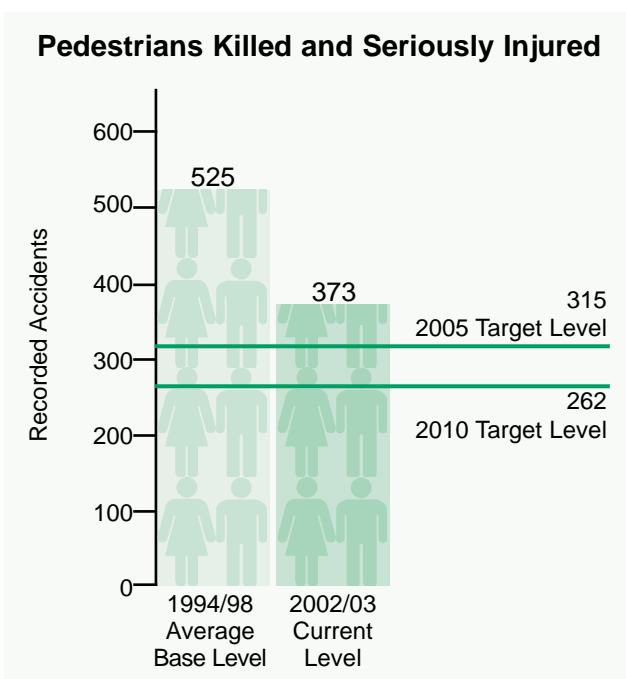
In order to monitor whether more walking trips are being made by young people some surveys of school travel have been undertaken. However these are not statistically robust enough to report any clear trends. In order to address this issue the methods used to collect the data are to be reviewed over the year to introduce a greater level of consistency across the districts.

Individual schemes, however, such as the Weetwood Primary School Walking Bus (Case Study 17), show that where measures are put into place to encourage this mode there is a successful increase in walking trips to school.

L9 REDUCING PEDESTRIAN CASUALTIES TARGET L9 ON TRACK

DfT core indicator	Local target	Links to National Targets
YES	Reduce fatal and serious pedestrian casualties by 40% between 1994/98 average and 2005 with 50% by 2010.	YES ▲ N3

This target is on track to be met. The numbers of pedestrians killed or seriously injured recorded across West Yorkshire for 2002 was 373. This is a reduction of 157 or 30% on the 1994/1998 average.



Air Quality

L10 TACKLING NO₂ EMISSIONS TARGET L10 ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Not to exceed the annual average NO ₂ standard of 40µg/m ³ in main urban areas in any given year	YES ▲ N4

This target has been developed from the original LTP, which contains a general commitment to assisting in achieving national emissions targets. Given that road transport contributes approximately 75% of total urban emissions of NO₂, the LTP policy will provide the key driving mechanisms to help reduce emissions and improve local air quality.

Since NO₂ monitoring began in 1998, there is a clear trend of improving air quality. During 2001 Bradford just exceeded the annual NO₂ local target of 40µg/m³. There were no exceedances in West Yorkshire during 2002 these recordings provide a good indication that road traffic emissions of NO₂ are declining.

In addition to this specific NO₂ target data collected as part of the local performance indicators show that CO₂ emissions on the primary road network in West Yorkshire have reduced by 3% from 2.88 million tonnes in 1999 to 2.79 tonnes in 2002. Proposed regional/district groups will be set up to provide additional CO₂ auditing capabilities. The Eco-Management and Audit Schemes (EMAS) operated by Kirklees and Leeds already audit transport related CO₂ emissions and set targets/action plans to help reduce the CO₂ burden.



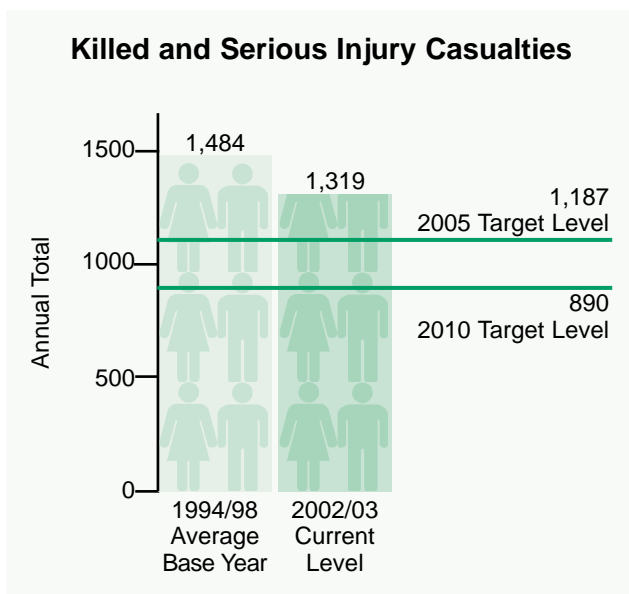
Road Accident Casualties

L11 REDUCING FATAL AND SERIOUS CASUALTIES TARGET L11 ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Reduce fatal and serious casualties by 20% between 1994/98 average and 2005 and 40% by 2010.	YES ▲ N4

Whilst there was a slight increase in the overall number of reported casualties in this category since the 2000 level (from 1,299 to 1,319) there has been an 11% reduction since the base year of the 1994/98 average. As such we remain on track to meet both the 2005 and 2010 LTP targets. This optimism is reinforced by the fact that reported casualties have shown a reduction from 2001 levels of 1,331.

The national target - N3 - is similar to that set locally, as a consequence, this target is likely to be met if the current trend continues. Some authorities have also set LPSA targets to cover this area. These are reported at the end of this chapter.

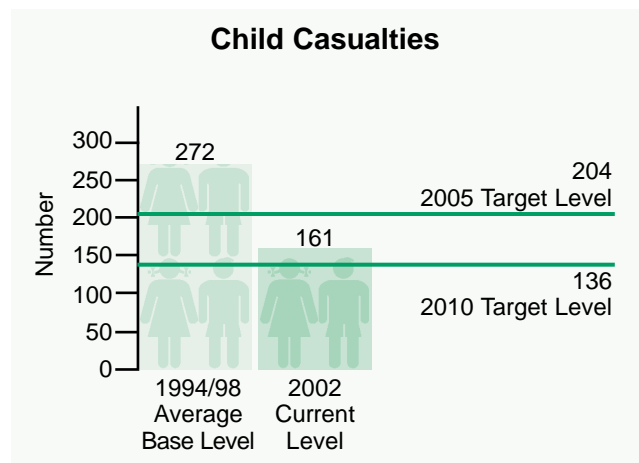


L12 REDUCING CHILD CASUALTIES TARGET L12 ON TRACK

DfT core indicator	Local target	Links to National Targets
YES	Reduce number of children killed or seriously injured by 25% between 1994/98 average and 2005 and by 50% by 2010.	YES ▲ N3

In 2002 there were 161 children killed or seriously injured on the roads of West Yorkshire, a 41% decline from the 1994/98 average. This exceeds the milestone target for 2005. Data collected this year indicates that the target may be too low. However caution needs to be exercised by ensuring that this year is not atypical as fluctuations in annual casualty figures are not unusual. As a consequence the need to revise the target will be reviewed for the next APR once a further years' evidence has been collated.

Progress towards LPSA targets for this aspect is reported at the end of this chapter.



This aspect is also a national target. Given current trends we can report with some confidence that this target is being contributed to within West Yorkshire.

L12 REDUCING SLIGHT INJURIES TARGET L12 ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	Reduce the rate of slight injuries by 5% between 1994/98 average and 2005.	NO



This target is based upon traffic flow information which is to be supplied by the DfT. As this is still awaited it has not been possible to calculate the local casualty rates and report on these results.

New LTP Targets

To ensure that we are contributing to the seven national targets set out in the introductory chapter five targets are being reported in the APR for the first time covering bus punctuality, reliability and road maintenance. A sixth, measuring rural accessibility, is under development.

L14 BUS PUNCTUALITY TARGET L14 NOT ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	At least 95% of bus services to run no more than 6 minutes late and no services to run early.	YES

The bus punctuality target forms part of the LTP Bus Strategy adopted in 2000. This will now be reported in the APR to help indicate progress towards the national target. Performance in 2002/03 is below target with 90% of buses services running no more than 6 minutes late and 1.4% early. The Traffic Commissioner is responsible for monitoring operators' performance and taking appropriate action where operators' performance is unacceptable. The measures that we are taking to provide bus priority measures and parking 'clearways', along with half-width bus lay-bys and bus-boarders, will assist bus operators reduce late running. Development work on the 'real time' passenger information system is described in Case Study 10. We also monitor the performance of bus operators and will continue to exert pressure on bus operators to improve their performance in 2003/04.

L15 BUS RELIABILITY TARGET L15 NOT ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	No more than 0.5% of bus services to be cancelled	YES

This target also forms part of the Bus Strategy. Performance in 2002/03 is below target with 1.4% of buses cancelled. Driver shortages are currently believed

to be the biggest cause of bus cancellations. We monitor the performance of bus operators and will continue to exert pressure on bus operators to improve their performance in 2003/04.

L16 ACCESSIBILITY OF RURAL HOUSEHOLDS TARGET L16

It has not been possible to set a target for this area principally because the baseline figure for the number of rural households within approximately 800m walk of an hourly bus service in West Yorkshire of 56% uses a 1991 Census population figure. The national target (N6) seeks to improve on this figure by a further one third by 2010/11. Consideration will be given to setting a local target during Metro's Best Value Review of accessibility in 2003/04 which will revise the baseline figure to take account of changes in population reported in the 2001 Census. The result will be reported in the next APR.

L17 CONDITION OF PRINCIPAL ROADS - ON TRACK

L18 CONDITION OF NON PRINCIPAL ROADS - ON TRACK

L19 CONDITION OF UNCLASSIFIED ROADS - NOT ON TRACK

DfT core indicator	Local target	Links to National Targets
NO	L17. Principal Roads - To reduce the percentage of roads requiring structural maintenance to 10% by 2006/07 from a 2000/01 base year.	YES
NO	L18. Non-Principal Classified Roads - To reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 11.2% by 2004/05. (Base Year 2000/01).	YES
NO	L19. Unclassified Roads - To reduce the percentage of roads requiring structural maintenance to 0% by 2010/11 with an interim target of 22.6% by 2004/05. (Base Year 2000/01).	YES



New targets are being reported for highway maintenance. These are based on the road condition indicators using BVPI indicator methodology.

The condition indicators for principal roads suggest that the network condition is no longer deteriorating and is in fact now beginning to improve. This is based upon a fall of over 9% in the percentage of principal roads requiring structural maintenance between the base year of 2000/01 (37%) and the current year 2002/03 (27.8%). Further improvement is anticipated over the next five years as the impact of major maintenance works is reflected in condition data. This is however dependant upon current levels of funding being made available.

Trends in the condition of the non-principal network are more difficult to determine as the method of analysis has varied. However, funding of these roads and footways has increased and the target to halt deterioration by 2004/05 is likely to be met on B and C classified roads. At present (2002/03) the percentage of non-principal roads requiring structural maintenance is 12.9% compared to the interim target of 11.2% for 2004/05.

In 2002/03 maintenance on 25.4% of the network was required. The length of the unclassified network is so great that improvements will be more difficult to achieve on these roads. The Ten Year Plan target to remove the backlog of maintenance by 2010/11 will only be achieved with a significant increase in maintenance funding.

Local PSA Targets

Three of the five local authorities have LPSA targets. The progress on each is reported below. Both Calderdale Metropolitan Borough Council and City of Wakefield Metropolitan Council are seeking to finalise and adopt similar targets in 2003/04.

CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL

City of Bradford MDC has set road safety LPSA Targets. These relate to killed and serious injury (KSI) casualties for all road users. The target figure for 2002/03 of 278 has almost been met at 279 KSI casualties. This will be monitored until 2005/06 with targets of 283, 268 and 222 for 2003/04, 2004/05 and 2005/06 respectively.

KIRKLEES METROPOLITAN COUNCIL

Kirklees has adopted the following road safety LPSA target:

'To reduce casualties to fewer than 196 KSI and child casualties to fewer than 33 KSI by 2005/06.'

The child target has already been achieved, with 28 casualties in 2002/03, and the overall figure (216 in 2002/03) is on track.

LEEDS CITY COUNCIL

Leeds City Council has set the road safety LPSA targets set out below:

- to reduce all KSI by 30% by 2005; and
- to reduce child KSI by 35% by 2005.

Both of these targets relate to improvements from the 1994/98 average baseline. Leeds City Council is on track to meet both of these.



CHAPTERFOUR

BUS FACILITIES ON WOODHOUSE LANE
LEEDS



CHAPTERFOUR LTP SPENDING PROGRAMME

This chapter shows how the Government's capital funding allocation for the LTP has been spent. It sets out the actions we are taking to ensure that funding is fully utilised over the LTP period and the effect of expenditure levels on LTP targets. We have also shown our revenue expenditure on transport for 2002/03 and the planned capital programme for 2003/04.

The Government provides a block allocation for integrated transport and highway maintenance (minor schemes). Major schemes (over £5 million) are funded separately. The Government's funding allocations for the five years of the first LTP are shown in the Table 4:1. Future LTP allocations are indicative and subject to confirmation.

Table 4:1 Five-year LTP Settlement Allocations

LTP Funding Allocation					
	2001/02	2002/03	2003/04	2004/05 Indicative	2005/06 Indicative
	£000's				
Integrated Transport	29,000	27,500	28,321	26,000	27,500
Highway Maintenance	28,607	30,446	28,894	33,227	22,835
TOTAL Block Allocation	57,607	57,946	57,215*	59,227	50,335
TOTAL Major Schemes	6,800	21,004	15,467		

* Includes a specific allocation of £2,521,000 for the RTPI project

The Government's allocation for 2002/03 was £57.946 million as a block allocation for integrated transport and highway maintenance and £21.004 million for major schemes.

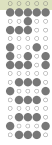
LTP funding was supplemented by external funding of £6.034 million from developer, local authority discretionary funding and own resources as well as through partnership schemes and grants. £14.786 million was carried-over from 2001/02, supplementing the block allocation.

During 2002/03 we spent £58.214 million on integrated transport and highway maintenance, which was £0.268 million more than the block allocation received for 2002/03. In addition we spent £16.193 million on major schemes.

Total funding and expenditure is summarised in Table 4:2.

Table 4:2 Summary of Funding and Expenditure in 2002/03

	Funding	Expenditure
	£000's	
Block allocation carried forward from 2001/02	14,786	58,214
Block allocation 2002/03	57,946	
TOTAL Minor Schemes	72,732	58,214
TOTAL Major Schemes	21,004	16,193
TOTAL External (Minor/Major)	6,034	6,034



In 2002/03 £14.518 million of the block allocation was not spent. £14.291 million of this amount has been transferred into the LTP programme for 2003/04. The reasons for this and the measures we have put in place to ensure that this funding is fully utilised in 2003/04 are described later in this Chapter.

Expenditure using the Block Allocation and External Funding

Table 4:3 shows the breakdown of expenditure in 2002/03 on integrated transport and highway maintenance.

Table 4:3 Expenditure on Minor Schemes using the Block Allocation and External Funding in 2002/03

STRATEGY AREA	TOTAL	Block allocation	External Funding*	
	Expenditure £000's		Contribution / source £000's	
Public Transport				
Bus Priority Measures	738	738	0	
Information and Ticketing	2,209	2,124	85	SYLTE
Safety & Security	431	127	304	Home office
Bus Quality Partnerships	2,373	2,063	310	Rural Bus Challenge
Bus Passenger Facilities	676	676	0	
Rail Passenger Facilities	1,495	1,440	55	Arriva Trains Northern
Interchange	931	931	0	
Access to Public Transport Facilities	585	585	0	
SUB TOTAL	9,438	8,684	754	
Personal Travel				
Cycle Network Improvements	1,493	1,460	33	Countryside Agency
Walking Strategy Measures	3,733	3,414	319	Developer contributions
Motorcycling	0	0	0	
SUB TOTAL	5,226	4,875	352	
Highway and Traffic Management				
Area Traffic Calming/Home Zones	1,716	1,638	78	Government Home Zone initiative
City/Town Centre Schemes	1,842	1,717	125	City of Bradford MDC capital receipts
UTMC	624	624	0	
Traffic Management	977	939	38	Developer contributions
Highway Network Improvements	853	853	0	
Other (Studies/Minor Works)	338	338	0	
SUB TOTAL	6,350	6,109	241	
Highway Safety				
Local Safety Schemes	2,419	2,419	0	
Speed Management	62	62	0	
Other Safety Schemes	673	673	0	
SUB TOTAL	3,154	3,154	0	



Table 4:3 Expenditure on Minor Schemes using the Block Allocation and External Funding in 2002/03... continued

STRATEGY AREA	TOTAL	Block allocation	External Funding*
	Expenditure £000's		Contribution / source £000's
Demand Management			
Safer Routes/Schools Initiatives	1,168	1,168	0
Travel Plans	355	355	0
Parking Schemes	13	13	0
SUB TOTAL	1,536	1,536	0
Highway Maintenance			
Principal Carriageways	11,585	11,103	482 Developer contributions
Non Principal Carriageways	14,500	14,500	0
Structures	8,254	8,254	0
SUB TOTAL	34,339	33,857	482
TOTAL	60,043	58,214	1,829

* Excludes Leeds City Council £2.594 million own capital resource contribution

Figure 4.1 shows the breakdown of LTP expenditure in 2002/03 on integrated transport. It shows that the highest level of expenditure was on public transport, followed by highway and traffic management.

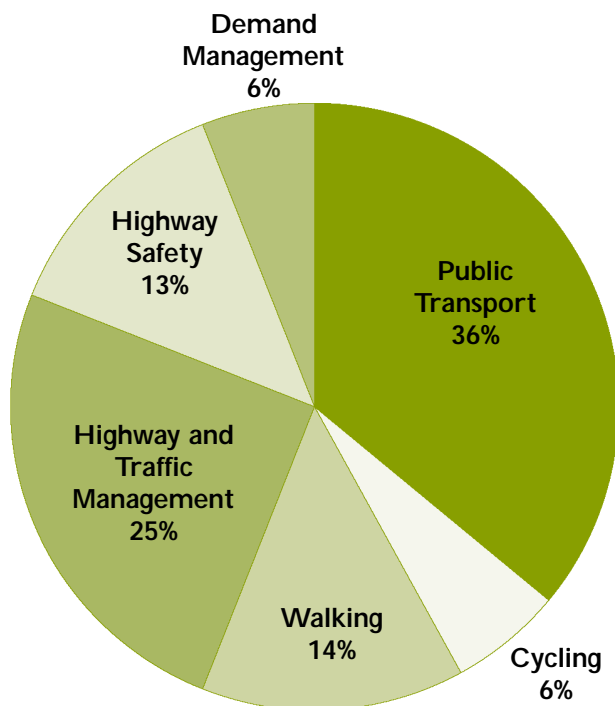


Figure 4.1
Expenditure using the Block Allocation on Integrated Transport in 2002/03

Funding transferred from 2002/03 and Single Capital Pot

We spent our block allocation in 2002/03 and £6.034 million of external funding but still had funding of £14.291 million to transfer into 2003/04. The reasons for this, the effect on targets and the measures we have put in place to ensure that this funding is fully utilised in 2003/04 are described later in this Chapter.

£8.190 million of the funding transferred into 2003/04 is allocated to Metro with 2-year Supplementary Credit Approval (SCA).

£6.101 million of the funding transferred into 2002/03 is allocated to the West Yorkshire local authorities as Single Capital Pot (SCP) funding. The local authorities have managed their internal programmes across all service areas to ensure that this funding is available for transport in 2003/04.

In addition to the main LTP allocation, Kirklees allocated £0.2 million from the discretionary element of the SCP to maintenance and integrated transport schemes. This was not used in 2002/03 and it will be used to deliver the LTP programme in 2003/04. Leeds City Council has spent £2.594 million from own capital resources on highway related schemes and LTP funded schemes, part funded by the SCP discretionary element. No discretionary funding was allocated to transport in the other local authorities.



Figure 4.2 illustrates how we are increasing our expenditure to deliver the LTP programme to reflect the increase in availability of funding.

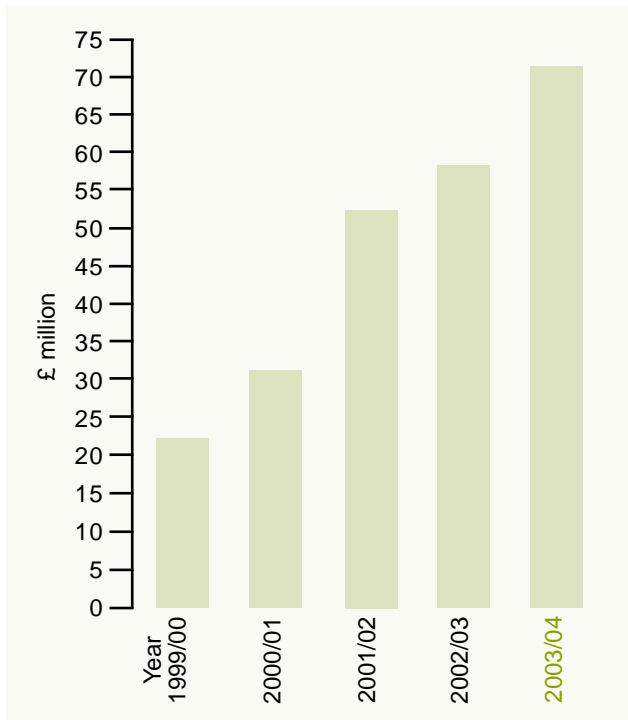


Figure 4.2
Increasing Actual and Programmed Expenditure on Minor Schemes

Figure 4.3 shows how the delivery of the 2003/04 programme requires both the block allocation and transferred funding to be fully utilised.

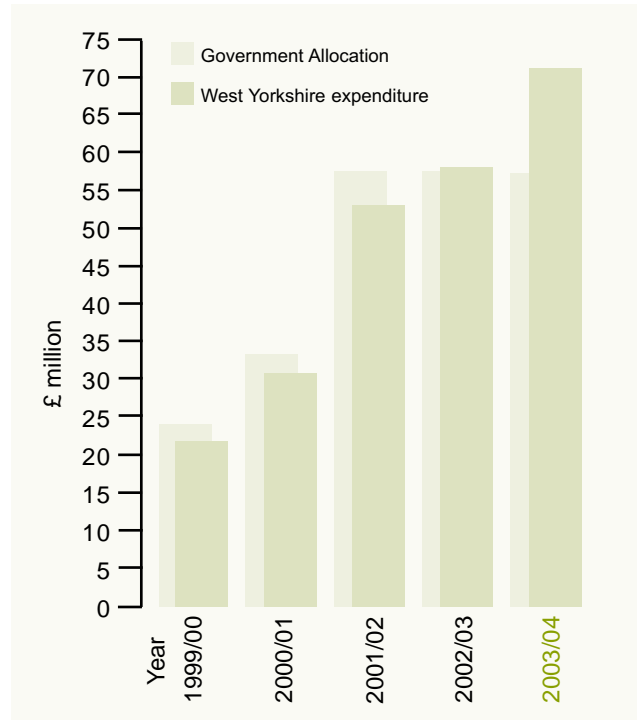


Figure 4.3
LTP Programme: Block Allocation versus Actual and Programmed Expenditure

Comparison of Programmed and Outturn Expenditure using the Block Allocation in 2002/03

Table 4:4 and Figure 4.4 show the variance between programmed and actual expenditure in 2002/03. The programme envisaged expenditure of the carry-over funding from 2001/02.

Table 4:4 Comparison of Programmed and Outturn Expenditure using the Block Allocation and Carry-Over in 2002/03

STRATEGY AREA*	LTP Funded Block Allocation + carry - over from 2001/02	Programmed Expenditure	Actual Expenditure	Variance	% Expenditure
£000's					
Highway Maintenance		34,415	33,857	-559	98%
Demand Management		1,750	1,536	-214	88%
Highway Safety		4,366	3,154	-1,212	72%
Highway & Traffic Management		8,255	6,109	-2,146	74%
Personal Travel		6,183	4,875	-1,308	79%
Public Transport		18,381	8,684	-9,697	47%
SUB TOTAL		73,350	58,214	-15,136	79%
Over-programming		(618)	-	-	-
TOTAL	£72,732	72,732	58,214	-14,518	79%

* Within the strategy categories shown £2.3 million has been spent on schemes that directly contribute towards social inclusion.

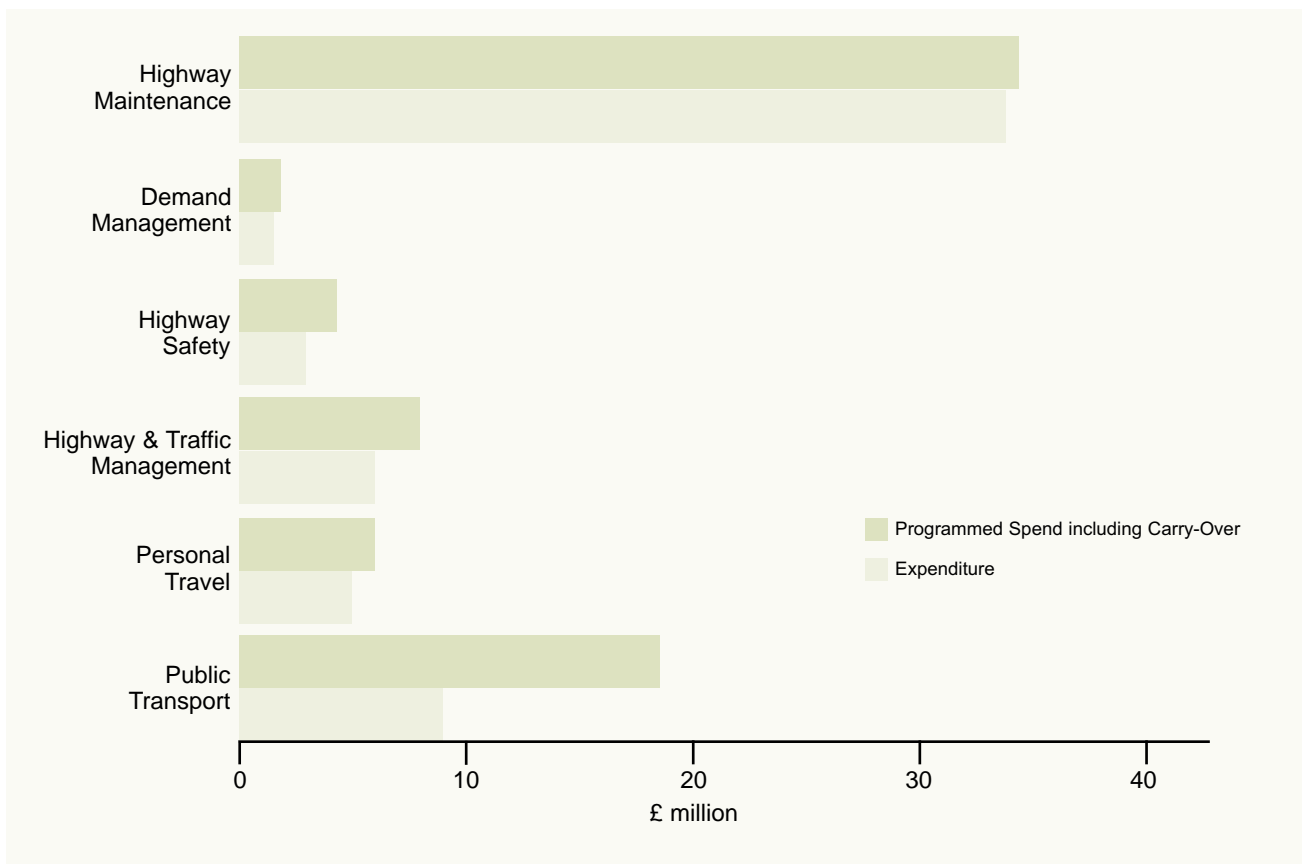


Figure 4.4
Comparison of Programmed and Outturn Expenditure using the Block Allocation in 2002/03

These comparisons show that the largest variations between the predicted programme and the actual expenditure occurred in public transport, highway safety and highway and traffic management, with the least variations in highway maintenance and demand management. The reasons for this are discussed in the next section, along with the measures we have taken to ensure that transferred funding is fully utilised in 2003/04.

PUBLIC TRANSPORT EXPENDITURE

Public transport formed the largest element of integrated transport expenditure in 2002/03, however, the predicted programme, which envisaged expenditure of the carry-over from 2001/02, was not fully delivered. Delays to rail schemes and a handful of large single schemes with significant third party involvement accounted for much of the underspend. Delays to bus priority schemes accounted for the remainder.

Independent research commissioned by DfT has shown that local authorities have faced considerable problems delivering rail schemes through the LTP process. As a result of our efforts in 2002/03, however, our programme in 2003/04 will see the delivery of several rail schemes (Table 4:6).



Factors affecting public transport expenditure in 2002/03 are shown in Table 4:5.

Table 4:5 Comparison of Programmed and Outturn Expenditure Minor Public Transport Schemes in 2002/03

SCHEME	Programmed Expenditure	Expenditure	Variance	Key Factors responsible for the variance
	£000's			
Leeds New Station Street bus/rail interchange	1,700	97	1,603	Additional legal and financial conditions imposed by Network Rail prior to work commencing
Glasshoughton rail station	1,300	300	1,000	Additional legal and financial conditions imposed by Network Rail prior to work commencing
CCTV at rail stations	750	0	750	Temporary suspension of SRA revenue funds for operation of new and/or additional facilities
Park and Ride facilities at Shipley, Crossflatts, Steeton & Silsden, Sowerby Bridge and Mytholmroyd rail stations	550	0	550	Temporary suspension of SRA revenue funds for operation of new and/or additional facilities
Passenger facilities at Moorthorpe, Castleford and Steeton & Silsden stations	22	0	226	Temporary suspension of SRA revenue funds for operation of new and/or additional facilities
Access improvements on Airedale and Wharfedale Lines	225	0	225	Temporary suspension of SRA revenue funds for operation of new and/or additional facilities
Bus stations Cleckheaton, Batley, Ossett	3,600	40	3,560	Detailed contractual negotiations required to resolve complex ownership issues
Other Public Transport schemes	10,030	8,247	1,783	Some smaller bus priority schemes were deferred during 2002/03 to take account of consultation or changes in scope. In future, these schemes will be delivered as part of the Yorkshire Bus Initiative
TOTAL Public Transport	18,381	8,684	9,697	



Measures to Deliver the 2003/04 Public Transport Programme in Full

The 2003/04 public transport programme is underpinned by:

- commitments relating to schemes started in 2002/03;
- advanced feasibility work having been completed for many schemes; and
- identification of substitute schemes to replace any in the programme subject to slippage.

Table 4:6 illustrates how several large single schemes are firmly on track for delivery in 2003/04, with expenditure committed and work underway.

Table 4:6 Minor Public Transport Schemes with Committed Expenditure in 2003/04

SCHEME	Committed LTP Expenditure £000's
New Station Street bus/rail interchange, Leeds	1,603
Glasshoughton rail station	803
South and West Yorkshire Real Time Public Transport Information System	4,074
Pontefract Bus Station refurbishment	2,145
Leeds Bus Station enhancements	358
Boar Lane bus point enhancement	409
Platform extensions at Burley Park and Headingley Stations	376
Rail station shelter upgrades	151
On-street infrastructure renewal	750
SUB TOTAL	10,669
Balance	11,651
TOTAL Public Transport	22,320

Impact on LTP Targets

LTP targets potentially directly affected by the delays to schemes in 2002/03 include the bus and rail patronage targets; Targets L4 and L5 (for more information see Chapter 3 'Targets and Progress').

The major bus schemes delivered earlier in the LTP programme such as the Bradford and Leeds bus guideways, major bus stations, information systems, other rural and urban bus schemes and partnerships with operators have helped to maintain momentum towards the original bus patronage growth target, however, the achievement of the stretched target for bus patronage will

be dependent on the delivery of the remaining programme, which in turn will generate more partnership investment from bus operators.

The achievement of the rail patronage target depends on further investment, particularly in relation to access and vehicle parking capacity at rail stations and fundamentally, sufficient seating on trains. The programme for 2003/04 including a new rail station and station car park expansion, will assist achievement of the LTP target. We believe that the LTP target will be met providing the LTP programme is maintained and additional train service capacity provided to accommodate suppressed and forecast demand.



HIGHWAY TRAFFIC MANAGEMENT AND HIGHWAY SAFETY

Delivery of both these strategy areas was better than the financial variance suggests because outturn costs were often lower than forecast (see Chapter 2 'Delivery of Schemes'). For example, the installation of safety barriers on the A647 Stanningley Bypass in 2002/03 had an outturn cost of £0.5 million compared to a forecast of £1.0 million in part because a non-critical element of the scheme proved poor value for money and was omitted from the scheme.

Other factors leading to unspent funds in both these strategy areas were as follows:

- slippages in the delivery of the programme due to a shortage of staff resources;
- more consultation than originally anticipated resulting in delays to the introduction of schemes; and
- over-optimism with insufficient schemes in reserve to cater for those which, for various reasons, could not be progressed in 2002/03.

Measures to Deliver the 2003/04 Programme in Full

Framework consultants are being used for investigation, design and construction supervision to supplement the work of our existing staff. Local authorities are actively recruiting staff to fill vacancies and hence progress work quicker. More details are provided in Chapter 9 'Barriers to Implementation'.

Chapter 6 'Consultation and Best Practice' illustrates the extensive consultation we undertake in relation to the LTP programme in West Yorkshire. Future programming timescales are being designed to reflect experience of the expanded consultation programme.

Robust programming with additional schemes in reserve for those instances where programmed schemes do not progress as fast as expected has been undertaken for the 2003/04 programme. To complement this enhanced monitoring systems have been adopted.

Impact on LTP Targets

Highway and traffic management schemes contribute towards a range of LTP targets including road safety, air quality and traffic growth. This year lower levels of expenditure than anticipated in this category do not seem to have unduly affected progress towards targets generally, however continued delivery of the programme in future years is important to mitigate any delayed adverse impact.

Highway safety schemes contribute towards the road safety targets set out in the LTP. In general all the targets are on course to be met. This, in part, reflects the fact that other areas of the LTP programme will also be contributing to this achievement. For example cycling and walking schemes, part of the personal travel expenditure, will be helping to reduce the numbers of cyclist and pedestrian casualties (Targets L7 and L9 respectively).

Given the general trend in road casualty targets, increased levels of expenditure to tackle road safety issues seem to have been fruitful, even in the short space of time that they have been available. However there are annual fluctuations in casualty rates, an example being the total numbers of killed and seriously injury casualties across West Yorkshire. As a consequence we believe that funding needs to be maintained and spending levels improved to ensure that the targets are successfully met at the end of the plan period.

Chapter 9 'Barriers to Implementation' sets out more of the general issues and the measures we are taking to increase expenditure in future years.

Major Schemes

There were four major schemes that received funding in 2002/03. In addition there were three schemes that had been provisionally accepted but their level of development was such that no finances were requested for 2002/03. Progress on these schemes is described fully in Chapter 2 'Delivery of Schemes'.



Table 4:7 Major Scheme Funding and Expenditure in 2002/03

SCHEME	LTP Funding Allocation	Expenditure	Variance	% Expenditure
£000's				
A644 Manchester Road Guided Busway, Bradford	416	347	-69	83%
South Bradford Integrated Transport Scheme	3,588	1,466	-2,122	41%
East Leeds Link Road	4,500	1,880	-2,620	42%
Leeds Supertram*	12,500	12,500	0	100%
TOTAL Major Schemes	21,004	16,193	-4811	77%

* Additional funding of £1.611 million was received from external sources and spent in 2002/03

SOUTH BRADFORD INTEGRATED TRANSPORT SCHEME

The lower than anticipated expenditure on this scheme was due to abandonment of the park and ride facility at Odsal, and also a late start because of maintenance of Yorkshire Water mains.

EAST LEEDS LINK ROAD

The main issue with this scheme has been a continuing delay in progressing the main contract works. This has been due to protracted negotiations with match funding partners needed to complete the final financing package.

2002/03 Revenue Expenditure

Capital funding alone cannot implement our LTP Strategy, revenue funding (for example bus subsidy) is essential. Unfortunately, revenue funding has not kept pace with the increases in capital that have become available in recent years. Issues include inflationary trends in the bus industry and operational and maintenance costs of new schemes.

The revenue expenditure on transport in 2002/03 is set out in Table 4:8.

Table 4:8 Transport Revenue Expenditure in 2002/03

Area of Expenditure	2002/03 Revenue Expenditure
£000's	
Public Transport	109,815
Rights of Way	938
Traffic Management	7,676
UTC	1,699
Supertram	5
Road Safety	968
School Crossing Patrols	998
Travel Plans	110
Parking Services	-6,114
CCTV	1,593
Accessibility	9
Structural Highways Maintenance	10,446
Highway Structures	3,690
Routine Highway Maintenance	46,273
Support Services	3,422
TOTAL	181,528



2003/04 Capital Programme

The capital programme for 2003/04 (excluding major schemes) is shown in Table 4.9. The programme utilises LTP funding transferred from 2002/03.

Table 4:9 Transport Capital Programme for 2003/04

STRATEGY AREA	TOTAL	Block allocation	External Funding	
	Programme Expenditure £000's		Contribution / source £000's	
Public Transport				
Bus Priority Measures	1,707	1,707	0	
Information and Ticketing	5,905	4,222	1,683	SYLTE
Safety & Security	0	0	0	home office
Bus Quality Partnerships	2,250	2,250	0	Rural bus challenge
Bus Passenger Facilities	2,977	2,045	932	Rural bus challenge
Rail Passenger Facilities	4,050	3,350	700	Arriva Trains Northern
Interchange	7,872	7,760	112	Leeds CC
Access to Public Transport Facilities	986	986	0	
SUB TOTAL	25,747	22,320	3,427	
Personal Travel				
Cycle Network Improvements	1,707	1,525	182	Local authority
Walking Strategy Measures	4,550	4,377	173	Local authority
Motorcycling	5	5	0	
SUB TOTAL	6,262	5,907	355	
Highway and Traffic Management				
Area Traffic Calming/Home Zones and District Councils	2,290	2,019	271	Home Zones Initiative
City/Town centre Schemes	2,257	1,457	800	City of Bradford MDC
UTMC	662	662	0	
Traffic Management	1,458	1,458	0	
Highway Network Improvements	1,483	1,483	0	
Other (Studies/Minor Works)	254	254	0	
SUB TOTAL	8,404	7,333	1071	
Highway Safety				
Local Safety Schemes	3,170	2,670	500	Kirklees Road Safety PSA
Speed Management	419	419	0	
Other Safety Schemes	486	486	0	
SUB TOTAL	4,075	3,575	500	



Table 4:9 Transport Capital Programme for 2003/04 continued

STRATEGY AREA	TOTAL	Block allocation	External Funding
	Programme Expenditure £000's		Contribution / source £000's
Demand Management			
Safer Routes/Schools Initiatives	1,375	1,375	0
Travel Plans	160	160	0
Parking Schemes	48	48	0
SUB TOTAL	1,584	1,584	0
Highway Maintenance			
Principal Carriageways	11,287	11,287	0
Non Principal Carriageways	10,889	10,889	0
Structures	8,611	8,611	0
SUB TOTAL	30,787	30,787	0
TOTAL	76,858	71,505	5,353

Conclusion

The step change in LTP funding has provided a challenge to Metro and the West Yorkshire authorities. We have managed and developed our capacity to implement the LTP strategy so that expenditure in 2002/03 exceeded the LTP allocation for that year. We are confident that we have the capacity to implement a future programme that will fully utilise all transferred and indicative levels of funding for the remainder of the programme of the LTP period. We have ambitions to achieve more, as demonstrated by the stretched bus patronage target and need for additional funding to deliver the Yorkshire Bus Initiative, set out in Chapter 2 'Delivery of Schemes'.



CHAPTER FIVE



YELLOW BUS SCHOOL SERVICE
CALDERDALE



CHAPTER FIVE EVIDENCE of IMPROVEMENT

In December 2002 the Government Office sent out a letter giving details of the financial settlement for 2003/04. This letter also contained comments on the APR for 2001/02. The following table, set out in the format requested (Pro-forma C), summarises the comments made in the letter and the actions we have taken.

Table 5:1 Evidence of Improvement (Pro-forma C)

Summary of the comments contained in the settlement decision letter that indicated a need for improvement or clarification

Summary of actions taken in response to comments contained in the decision letter



Progress towards targets and objectives

It would be helpful if the APR provided greater clarity regarding targets and indicators. Many targets/indicators are described as an 'increase' or 'decrease'; more rigorous, quantifiable targets need to be specified in these areas. It is difficult to assess progress towards the achievement of some targets/indicators and objectives.

Chapter 3 'Targets and Progress' has been completely redrafted to provide better clarity.

There are a number of indicators where transport only has a limited or un-quantifiable effect. We do not class these as targets but in last year's APR we did indicate the direction of the trend we were looking for. To avoid confusion, these indicators are no longer reported with the LTP targets (now in Appendix 1 Monitoring Report).

It may be necessary to develop new targets for some areas (e.g. bridge assessment and strengthening).

Targets have been requested where we did not previously have targets. These specifically relate to the national targets.

Targets are now shown or being considered in four areas - bus reliability and punctuality, accessibility of rural households and road maintenance (see Chapter 3 'Targets and Progress' and Annexes A and B).

The table setting out progress does not include the baseline position for all targets, and this should be completed as soon as possible. Establishing a baseline for 2000 would make it easier to assess what progress has been made in the period covered by the LTP.

The baseline position for most of the targets in our LTP was set as 1999 i.e. the last year for which we had data available when we were setting the targets in May 2000.

The Government has set its own targets in its 10-year plan based on 2000 data.

When reporting against government targets and indicators we have now used a base year of 2000 where possible (see Annex A).



Table 5:1 Evidence of Improvement (Pro-forma C)...continued

Summary of the comments contained in the settlement decision letter that indicated a need for improvement or clarification

Summary of actions taken in response to comments contained in the decision letter

The APR does not make clear why some targets are classed as 'on track' when no new data is available. Where targets are 'not on track', the APR would be improved if the narrative clearly identified what remedial action is being taken.

This has been addressed in Chapter 3 'Targets and Progress'. Areas where no new data was available were generally indicators only. These are not shown in the main APR document this year.

The authority also needs to consider setting stretching targets where exceptional progress is being made.

The bus patronage target has been revised. More information is provided in Chapter 3 'Targets and Progress' and in the supporting tables in Annexes A and B.



Delivery of schemes on the ground

The structure of this section makes it easy to identify how schemes relate to the different themes of the LTP but less easy to relate schemes to the delivery of targets.

The case studies in Chapter 2 'Delivery of Schemes' indicate how these scheme examples relate to the delivery of targets.

We have some concerns about the rate of progress on the implementation of accepted and provisionally accepted major schemes.

Discussion on the progress of major schemes is given in the 'Progress on Major Schemes' section of Chapter 2 'Delivery of Schemes'



Spending programme

It would have been helpful if an indication of how projected spend was to be funded had been included.

Information is provided in Chapter 4 'LTP Spending Programme'.

Details of carry over and funds from other sources would be helpful.

Information is provided in Chapter 4 'LTP Spending Programme'.

A comparison of spend against allocation would be helpful to identify how effective the spending programme has been and where slippage has occurred.

This is addressed in Chapter 4 'LTP Spending Programme'. However, a number of authorities showed an element of over-programming in the 2002/03 programmes in last year's APR.



Consultation arrangements

The APR does not say whether the public is satisfied with the consultation arrangements

Chapter 6 'Consultation and Best Practice' looks at consultation issues. The feedback



Table 5:1 Evidence of Improvement (Pro-forma C)...continued

Summary of the comments contained in the settlement decision letter that indicated a need for improvement or clarification	Summary of actions taken in response to comments contained in the decision letter
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and this is something future consultations should consider addressing.

questionnaire has been expanded to incorporate a specific question relating to public satisfaction with our consultation methods.



Best Practice sharing and learning

The APR gives clear evidence of activities targeted at seeking out best practice but it is not as clear how this activity has impacted on delivery.

This is addressed in Chapter 6 'Consultation and Best Practice' and in some of the case studies.



Presentation


The APR covers all the items requested although some are included in the appendices rather than in the main document. It would be helpful if all the core items were included in the APR itself with clear cross-references to the detailed supporting information in the appendices.

The APR structure has been amended. Appendix 1 Monitoring Report contains information on indicators and detailed scheme impact reports.

Appendix 2 now only includes the Government requested forms (finance and maintenance). The finance and maintenance forms have not been included in the main document as we consider that to include them would make the document less publicly accessible.

The APR has been made available in alternative formats and on the intranet but no reference is made to its availability at accessible locations. It would be helpful if the APR stated where the document could be found.

Information provided on the inside front cover.



CHAPTER SIX



HIGHWAY MAINTENANCE WORKS
CHAPEL HILL, HUDDERSFIELD



CHAPTER SIX

CONSULTATION AND BEST PRACTICE

Consultation and Participation

Consultation with stakeholders, the public and Passenger Consultative Committees is key to the success of the LTP. The aims of consultation in West Yorkshire are to:

- develop projects/strategies to meet local aspirations and requirements;
- instill local ownership;
- promotion and marketing;
- be seen to be delivering the LTP strategy; and
- inform the second LTP.

COMMUNITY AND INTEREST GROUPS

Community and interest groups were invited to a seminar which was held in Leeds on 5 April 2003, the latest in a regular series of consultation events. The event was advertised in the local press, resulting in sixty people attending. Three previous seminars have been held during the period of the current LTP often with the same groups and delegates attending, giving a high degree of continuity.

Some of the achievements highlighted are as follows:

- improvements made to bus and rail stations;
- the setting up of Rural Transport Partnerships;
- the Airedale and Wharfedale rail lines as examples of best practice in rail; and
- the gradual introduction of more accessible buses.

Further improvements called for at the seminar were:

- better quality of travel information;
- more consultation and publicity given to proposed timetable changes;
- better security and safety on public transport; and
- reducing traffic speeds to improve road safety.

For the next LTP it was suggested that:

- reducing the need to travel by better land use planning should be given more prominence;
- more emphasis be given to spreading the economic benefits of Leeds to other districts;
- an emphasis should be given to PROW in the LTP; and
- more should be done to improve disabled and other disadvantaged people's access to all facilities.

A feedback form was completed by 24% of the attendees after the event. This showed:

- most respondents stated that they had found the seminar very useful;
- all respondents said they would like to attend future similar events;
- all respondents also said that they thought the seminar was a good method of consulting/ involving stakeholders; and
- it was felt that car drivers and younger people were under represented.

We will use these findings to inform the implementation of the LTP and future consultation.

LOCAL STRATEGIC PARTNERSHIPS

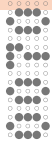
Transport is increasingly being recognised as a key cross-cutting issue by the Local Strategic Partnerships (LSPs) across West Yorkshire. LSPs will be involved in the development of the second LTP. Kirklees LSP has consulted on the next LTP as part of a major exercise addressing issues such as land use, transport, housing economy and leisure and recreation. The consultation was carried out during December 2002 and January 2003. The findings will be considered as part of the development work on the next LTP. It is likely that other authorities will follow suit over the next two years. More information is provided in Chapter 7 'Wider Issues'.

FREEPOST QUESTIONNAIRE

This APR contains a freepost feedback questionnaire for the second year running. This year the questionnaire has been expanded to ascertain the public's level of satisfaction with the way they are consulted on the APR.

Approximately 4,000 questionnaires were distributed with the 2001/02 APR. Of those who replied the following feedback was received:

- 94% of respondents said the APR was easy to understand;
- 80% found the APR helpful; and
- 72% said the document was easy to obtain and had mainly obtained the APR from council offices.



Individual comments were taken on board where possible to improve the APR, which included using a conventional print layout, lower page colour and recycled paper. To extend the response this year the questionnaire will be publicised in the local press and will be available on-line at the address given on the inside cover of this document.

Scheme and Strategy Consultation

Consultation on schemes and strategies is undertaken at all stages of development. It is a valuable way to receive feedback, define the issues, discuss options and help to shape individual schemes.

On some projects, as part of the final consultation asking how well we have performed, questions are now being asked on how people consider the effectiveness of the overall consultation on the project. This is being done partially because of points raised in the Government's settlement letter in December 2002. (see Chapter 5 'Evidence of Improvement')

A good example of utilising consultation to its full extent is given in Case Study 19 for the A638 Dewsbury to Cleckheaton corridor scheme. Consultation has been taking place on all scales of schemes during 2002/03, other examples being:

- **Supertram Development** - during Supertram development over the last year a programme of information for schools has been implemented. Various newsletters and press releases have been issued during the year. A Liaison Group has been established by Leeds City Council to ensure that potential social and regeneration benefits offered by the scheme are recognised and captured, for example the St James Partnership formed with private and public sector representatives to exploit opportunities in an inner city area.
- **A6120 Leeds Outer Ring Road Study** - this aims to develop a future strategy for the entire 22km of the A6120. At key stages during the study 70,000 newsletters and questionnaires will be delivered to households in the vicinity of the route and community information days will be advertised in the local press. Throughout the study a website will be maintained and advertised to give continual opportunity to comment for those with access to the Internet.
- **Hebden Bridge Strategic Traffic Review** - consultation has included the distribution of 5,000 leaflets and questionnaires, a public exhibition, displays in libraries and information on a website to discuss the results of a wide-ranging study of

transportation and environmental issues in the town. There have also been public exhibitions, public meetings and working groups to discuss the issues. Approximately 16% of the questionnaires were returned and the results were fed back into the study. As a result of the consultation some of the findings of the study were discounted following adverse public reaction.

- **Wakefield to Horbury Cycle Route** - consultation via letters, press releases, public exhibitions, leaflet drops and questionnaire surveys has been carried out on the plans to extend and upgrade the cycle route. The results of the consultation were produced in a booklet and fed back to attendees of the exhibitions and made available in local libraries. The consultation exercise has helped to shape priorities for the route and highlight particular problems such as personal safety under the M1 bridge. As a consequence lighting is now being introduced along this section of the route.
- **Wakefield Cycling Forum** - set up during 2002 building on the experience gained on other successful forums already operating in West Yorkshire. Sub Groups have been established to help shape action plans for different parts of the district.
- Consultation with residents for 'Hebden Bridger' (see Case Study 6) and 'Otley Transport for All' local and rural bus services to ensure that a service tailored to residents' and visitors needs is provided.





Case Study 19 - A638 Dewsbury to Cleckheaton Corridor Consultation

Improvements for pedestrians, cyclists and bus users and to road safety were being considered for the A638 corridor from Dewsbury ring road to the M62 at Cleckheaton.

A widespread consultation exercise was carried out along the corridor using:

- local media;
- bus back advertising;
- exhibitions (on the Council's exhibition bus) at 6 locations;
- leaflets; and
- in Heckmondwike there was also a very productive meeting with the Chamber of Trade/Commerce.

For most of the corridor, consultees were presented with draft proposals. However in Heckmondwike a 'blank plan' approach was used to find out what were the key issues and problems.

The consultation resulted in:

- additional traffic calming on 'rat running' routes;
- parking provision for businesses affected by bus lane; and
- in Heckmondwike, 6 key issues were identified, including a possible new bus station and redevelopment of part of the town centre.

Local Objectives: ■ Ec1, Ec2 ◆ So1, Sb1, Sb2

Local Targets: ● L1, L4, L6, L9, L11, L12

National Targets: ▲ N2, N3, N5

Contact: Kirklees MC

Sharing Best Practice

LEARNING FROM OTHERS

We believe that there is much to be learnt from other authorities and external bodies when developing new schemes or strategies. Key examples of these activities are as follows:

- acting upon guidance from Hertfordshire County Council and Sustrans on how to develop walking bus schemes;
- liaison with Scotrail on the introduction of CCTV at rail stations;
- using experience of Manchester Piccadilly Rail Station to inform refurbishment of the travel centre at Leeds Bus Station;
- the Supertram Access Group consulting other authorities with light rail systems on how best to involve disabled people in the development of tram systems;
- the Supertram team maintaining contact with operators and builders of other tram schemes to import best practice, notably South Hampshire, Manchester, Croydon and Nottingham;
- in order to improve the APR grade for 2002/03, studying the APR's of authorities who scored 'well above average' for 2001/02.

At a European level, the Target 2 project led by Metro and the Access Network (formerly Car Free Cities) led by Leeds City Council are resulting in shared experiences of promoting sustainable travel including:

- the roll out of SAFemark across West Yorkshire informed by the South Yorkshire model;
- development of an integrated travel planning service for Yorkshire and Humber, in parallel with a similar approach in Gothenburg, Sweden; and
- the start up of a car club for Leeds inspired by the Bremen, Germany model.



DISSEMINATION

We were designated a 'Centre of Excellence for Integrated Transport Planning' by the Government in March 2001. Case Study 20 shows how information on Centre of Excellence (COE) best practice has been disseminated. Other events are planned.

Case Study 20 - Centre of Excellence Dissemination Seminars - Bus Interchanges, Guided Bus

Two seminars were held in October and November 2002. Over 50 local authority, PTE, consultants and developers representatives attended each event. Part of the day involved presentations and a question and answer forum. The rest of the day was spent visiting schemes. All attendees received a CD-Rom containing presentations, photographs, video footage and reports relating to the guided bus and interchange schemes.

Following the seminar questionnaires were sent to all attendees to establish their views on the seminars. The feedback was positive with all respondents reporting that they had gained an understanding of issues around development, delivery and operations.

Some authorities and consultants have contacted us since the seminars to inform us of progress and request further information. For example:

- Stoke on Trent CC asked for recommendations of consultants to design a bus station. They have now appointed consultants who have designed several Metro bus stations. Metro also provided data on bus manoeuvring distances and design information on help points;
- South Yorkshire PTE met with Metro officers to discuss development, design and implementation of our award winning Bus Stations. A visit to the Keighley bus station was also arranged;
- WSP consultants have a commission with Warrington BC to provide advice on a proposed Interchange at Warrington. They have requested information on angles of approach, complementary reversing area requirements, usage of bays and guidance on formulating a management plan/operational protocol; and
- Hampshire County Council have met with officers from Leeds and Bradford and visited the guideways in both cities to aid the development of their proposals for the Crawley Fastway Project.

Local Objectives:  En1, Ec2, Ec3  Sb2

Local Targets:  L4

National Targets:  N2

Contact: Metro

In addition to disseminating Centre of Excellence best practice, dissemination on schemes regularly takes place by the West Yorkshire authorities to external organisations. Case Study 21 describes the dissemination of training information on travel plan and travel awareness in the region which was facilitated by officers from the West Yorkshire authorities. Other examples of best practice shared during 2002/03 are listed below:

- Guided Bus and Supertram - presentations at various conferences;
- Ilkley and Hebden Bridge Yellow Bus Scheme - presentation at Yellow Bus Conference in January 2003, organised by Metro and GOYH;
- Development of Walking Buses - presentations given in the NE of England and to a Mobility Conference in Barcelona;
- Calder Valley Cycleway - interest from cycling groups around the country through CVC newsletter. Information on consultation and construction techniques disseminated. Featured in the Sustrans newsletter, generating several enquiries;
- In Town Without My Car (ITWMC) promotion - experience reported in 2003 ITWMC Good Practice Guide;
- Home Zone development - information about the Methleys Home Zone widely disseminated. Several groups have met officers on-site to discuss the scheme. Presentations given at conferences. A standard information pack about the scheme has been developed and widely distributed to individuals and organisations;
- Huddersfield Northern Quarters - Dissemination through the Yorkshire Forward Renaissance Towns Study;
- Calderdale Rural Transport Partnership - Rural Shopmobility is used as an example of best practice by the Countryside Agency. Other ideas have been shared with other RTPs both in Y&H and nationally;
- Air Quality Review and Assessment - Presentations given at appropriate conferences/seminars. Partnership set up with Leeds University to pool resources on issues of air quality; and
- Language Line - Customers whose first language is not English can use this service to access public transport information. Details of the operation were shared with the Department for Transport researchers.



A full list of these achievements can be found in Annex F 'Learning from Others and Best Practice'

Case Study 21 - Delivery of Travel Plan and Travel Awareness Training in Y&H Region

A training programme has been developed and delivered by the Yorkshire and Humber Regional TravelWise, with Kirklees and North Yorkshire Councils taking the lead role.

The programme is targeted at meeting the training needs of DfT Travel Plan Bursary posts but is also open to local government officers with a responsibility for travel plans and external partners. 7 one-day seminars were held between April and December 2002 covering 7 different topics. The training was available for free and a total of 189 delegates participated. We contributed to the delivery of the programme by providing venues and/or speakers. Costs were met from revenue budgets. We facilitated a 'learning environment' utilising locally available examples of practice, whether good or bad. Speakers and examples of practice were drawn from all the West Yorkshire authorities, SYPTE, Kingston Upon Hull CC, North Yorkshire CC, Sheffield CC, York CC, GOYH, Hull & East Yorks Hospital, Sheffield Northern General Hospital, Mid Yorkshire Hospitals Trust, Eastern Wakefield PCT, North West Leeds PCT, Sustrans, Robson Brown advertising Consultants, Solar Design (graphic artists) and WS Atkins Consultants. The training programme was identified by the Chair of National TravelWise Association at the National TravelWise Conference 2002 as an example of significant achievement in 2002/03 and has been positively received by GOYH and DfT. Delegate questionnaires were completed for each training seminar and the feedback, which was very positive, fed back into the planning of the next events.

Local Objectives:  En1  Sb2

Local Targets:  L4, L5, L6, L8

National Targets:  N2, N5

Contact: Kirklees MC

Local sustainable travel has been promoted across the districts. This has included the production of a sustainable travel video for use at a public roadshow in Leeds City Centre and the publication of a newspaper called 'Active Travel'. The video received 235 viewings and 'Active Travel', which contained details of the 60 events organised locally for National Bike Week, was distributed to 240,000 households in Leeds.



Promotional Activities in Support of Sustainable Travel

In addition to the dissemination activities highlighted in Case Study 21, we promote sustainable travel through national events such as Bike Week, ITWMC initiative, European Mobility Week and local events. Over 60 events in support of Bike Week were organised in Leeds alone run by volunteers and the local authority.



CHAPTER SEVEN

LEEDS CITY TRAIN STATION



CHAPTER SEVEN WIDER ISSUES

Shared Priorities

In July 2002, the Government and the Local Government Association agreed a set of seven shared priorities. The aim of the priorities is to make a real difference to local communities. Transport improvements delivered by the LTP strategy can contribute to six of the priorities. Examples of relevant LTP strategy achievements in 2002/03 are shown below.

1 SHARED PRIORITY
Improving quality of life for children, young people, families at risk and older people.

Case Study 22 - Featherstone Traffic Calming Scheme

Priory Road Estate, Featherstone is a predominantly residential area with local facilities such as schools (Featherstone Girnhill Infants School) and post offices. Accident monitoring from 1997 to 2002 showed that children and cyclists were particularly at risk with 15 accidents involving 7 children and 8 cyclists or pedestrians. Following consultation with residents, bus operators, the Parish Council and Featherstone Road Safety Committee a traffic calming scheme was completed in 2002/03 including:

- speed tables;
- pedestrian crossings;
- humps;
- cushions;
- textured surfacing;
- mini roundabout; and
- full width tables to aid pedestrian crossing.

In 2003/04, accident data will be monitored to assess the impact of the scheme.

Local Objectives: Ec3 So1
Local Targets: L6, L9, L11, L12, L13
National Targets: N3
Contact: City of Wakefield MDC

2 SHARED PRIORITY
Creating safer and stronger communities.

Case Study 23 - Kirklees Neighbourhood Paths

Neighbourhood paths are an important and convenient way to connect communities to shops, bus stops, schools and other local facilities.

Kirklees' programme of clearing vegetation and reconstructing neighbourhood paths enables these links to become a more desirable and safe option for shorter journeys.

Projects in 2002/03 have been undertaken in Linthwaite, Taylor Hill, Spenborough, Batley, Dewsbury, Heckmondwike and Holmfirth.

Local Objectives: So2 Sb2
Local Targets: L8
National Targets: n/a
Contact: Kirklees MC

3 SHARED PRIORITY
Promoting the economic vitality of localities

Case Study 24 - Halifax Town Centre

During 2002/03, £0.7 million was spent on pedestrian measures, upgrading street furniture, signage and providing cycle parking. This is part of a 6 year programme of works in Halifax to improve the vitality of this busy town centre.

The work has taken into account the needs of disabled people and also involved close liaison with English Historic Towns Forum to ensure that the historic character of the town centre is maintained.

Local objectives: So1, En1
Local targets: L8
National targets: N5
Contact: Calderdale MBC



4 SHARED PRIORITY
Transforming our local environment.

**Case Study 25 -
 Leeds City Square**

Leeds City Square was completed this year adding a further quality public space to the city to complement work carried out in Millennium Square two years ago.

City Square provides an attractive public space with seating and sculpture work. However this emphasis on quality urban design also provides practical pedestrian, cycling and public transport links for the city. In particular this is now the focal point for those leaving the main rail station providing new and improved pedestrian links to the key employment and retail areas of the city.

Local Objectives:  Ec3, So2  Sb2

Local Targets:  L6, L8

National Targets:  N5

Contact: Leeds CC

5 SHARED PRIORITY
Promoting healthier communities by targeting key local services.

**Case Study 26 -
 Bus Accessibility Mapping Tool**

Over 200 million people every year rely on the bus to get to work, community facilities and services.

The introduction in 2002/03 of a countywide accessibility mapping tool enables the coverage of bus services in West Yorkshire to be related to facilities like hospitals and health centres. Bus service planners and district authorities can now use this tool to plan accessible developments, and to plan subsidised bus services. More information on this tool is outlined in Chapter 8 'Measuring and Improving Accessibility'

Local Objectives:  So2  Sb4

Local Targets:  L16

National Targets:  N2, N6

Contact: Metro

6 SHARED PRIORITY
Meeting transport needs more effectively.

**Case Study 27 -
 East Leeds Employment Links Challenge**

It is estimated that the Aire Valley Employment Area in East Leeds will create at least 10,000 jobs in the next 10 years. The area is surrounded by communities with high levels of unemployment and deprivation such as Richmond Hill, Hunslet, Belle Isle and Middleton.

In 2002/03 Metro has been progressing an initiative to provide public transport links between the employment area and these communities. A successful bid for Urban Bus Funding will now allow the purchase of three buses. Extensive consultation with employers and residents has resulted in a proposed bus route. The scheme will be launched in 2003/04.

Local Objectives:  Ec1, So2

Local Targets: n/a

National Targets:  N2

Contact: Metro

Links to Other Strategy Areas

The LTP strategy links to wider strategy and policy areas concerned with the environment, health and spatial planning as well as central government legislation and initiatives. Some of the key areas of action are outlined below.

LOCAL STRATEGIC PARTNERSHIPS

Transport is increasingly an impartial cross-cutting issue for the West Yorkshire local authorities' LSPs to consider. LSPs will facilitate greater integration of transport with economic, social and environmental strategies including neighbourhood renewal and urban renaissance. Metro has been asked to join the boards of these partnerships as a sub-regional partner. Metro is already a full partner in the AWYA Economic Development partnership which, with LSP representation, provides input to a sub regional action plan to deliver Yorkshire Forward Investment. Examples of LSP work in local authority areas are provided below.

The Vision in Bradford is bringing together the public, private and not-for-profit sectors to make Bradford a successful 21st Century European City. Its principal aim is to achieve the goals set out



in the District's long term vision for the year 2020 - to be a high skilled, high waged economy where people are justifiably proud of living, working, investing and playing in the District. Its main transport objective is to create 'A District with a modern transport infrastructure, which makes every part of it easily accessible to those who live within it and those who want to visit'.

The Leeds Initiative is the city's local strategic public, private and community partnership that has provided a strategic approach to the city's long-term development since its foundation in the early 1990s. The Leeds Integrated Transport Partnership was established under the Leeds Initiative to address strategic issues affecting transport policy and comprises a range of key stakeholders including business representatives, community groups, Leeds City Council officers and transport operators. In July 2002 the partnership produced a document summarising the key elements of the LTP strategy for Leeds and highlighting a shared vision for the development of transport to 2011:

'To develop a high quality transport system, allowing people to travel and goods to be moved efficiently, safely and with minimum adverse impact on the environment. A system which:

- provides ACCESS to opportunities and services for all sectors of the population, for business and personal use;
- shifts the BALANCE of resources and priorities from the car to public transport, walking and cycling; and
- gives a genuine CHOICE of quality alternatives for car users and non-car users alike.'

Kirklees LSP has consulted on the second LTP as part of a major exercise addressing issues such as land use, transport, housing, economy and leisure and recreation. The consultation was carried out during December 2002 and January 2003 and the findings will be considered as part of the development work on the next LTP.

URBAN RENAISSANCE

The Renaissance Towns Initiative led by Yorkshire Forward, includes a wide variety of local bodies and interested parties who are developing a vision and future plans for local areas. In West Yorkshire, plans are being developed for Wakefield, the Five Towns (Pontefract, Castleford, Featherstone, Normanton and Knottingley), Halifax, Huddersfield and the Upper Calder Valley. In Wakefield work on this initiative has resulted in the production of a 20-year vision for Wakefield District -

'Getting Connected'. Transport is central to this vision with better connections both within the district and outside seen as the key to greater opportunity for individual communities, particularly from an employment, education and training perspective. Sustainable transport solutions to reduce the reliance upon the car are also proposed.

In the Five Towns the initiative is at a much earlier stage. However, consultation with the relevant community stakeholders was undertaken in April 2003. The findings from this exercise will be reported in the next APR.

Calderdale Council has welcomed an offer from Yorkshire Forward to include Halifax in their Urban Renaissance programme and the Upper Calder Valley in their Rural Market Towns Renaissance programme. There is an objective to 'restore civic pride and economic dynamism in the town centre by involving local people in designing then implementing masterplans in over 20 towns and market towns.'

Both initiatives have involved a core team of consultants working with the Council, local communities (represented by Town and Valley teams) along with a number of experts in various disciplines including transport.

Work on Huddersfield Renaissance is concentrating on the town centre and its immediate surroundings. Following widespread consultation in December and January the draft plan is being developed. It is expected that traffic restrictions will be a key element of the adopted plan.

NEIGHBOURHOOD RENEWAL

Leeds has an established neighbourhood renewal strategy with a focus on supporting and regeneration of the city's most disadvantaged communities. At the local level community involvement teams are working with local people across the city to address issues of concern. A major part of the long term planning is integrating transport into regeneration plans.

During 2002/03 key actions have involved looking at the potential for integrated local transport and regeneration measures in the Harehills area of the city. Initially it has been hoped that support could come from Government road safety projects alternative approaches to progressing these initiatives which could deliver major benefits to the safety and quality of life to residents in these areas. Substantial resources are being directed to the development of a long term strategy for the Aire Valley Leeds area and the adjacent communities. Early work has centred upon the commissioning of a transportation study.



Work outlined elsewhere in the report covers the extensive activity to improve local safety which is a priority for Members and local communities. Over time Home Zones are expected to gain in importance as part of an integrated approach to raising the quality of life in communities, and plans are being progressed to implement the 'Littlemoor Home Zone Challenge' scheme. Design guidance 'Neighbourhoods for Living' is also being prepared to assist in developing a more community focussed approach to neighbourhood planning and this is being supported by a review of the future potential and role of Home Zones in the light of the Council's pioneering experience with the Methleys Home Zone national pilot scheme.

Wakefield MDC has used Neighbourhood Renewal Funds to set up community transport in the Havercroft area. This presently services local health care facilities.

AIR QUALITY INITIATIVES

Road transport emissions remain the most significant source of air pollution in urban areas with nitrogen dioxide and particulates (NO₂ and PM₁₀) representing the two major transport pollutants of concern.

The National Air Quality Strategy (NAQS) requires all districts in West Yorkshire to review and assess their local air quality. All districts have completed the first stage of the process with Leeds and Wakefield indicating a risk of exceeding the background NO₂ standard for the year 2005.

In Leeds a number of AQMAs have been declared close to busy junctions on the Inner Ring Road and M621. A draft Air Quality Action Plan has been developed to tackle these issues and is currently out to consultation. The plan contains five main themes aimed at reducing vehicle emissions. These have been highlighted in Case Study 4.

In Wakefield two traffic related AQMAs have been proposed close to the A1 and M1. These are yet to be confirmed.

Chapter 3 'Targets and Progress' has already highlighted progress made so far in relation to the specific target for NO₂. It is important to note that all districts complied with the annual average NO₂ standard of 40µg/m³. In terms of PM₁₀ a similar picture can be reported.

NOISE

As part of an EU Directive thresholds will need to be developed to assess 'annoyance' for various parts of the day. To comply with this task it is

anticipated that noise maps for each district will be produced in 2004. A Regional Project Board has been set up to co-ordinate this exercise.

HEALTH

During 2002/03 schemes have been implemented which improve health indirectly either through the encouragement of increased physical activity or the reduction in car fumes or through schemes which have been directly targeted at health facilities themselves.





Health Authorities and PCTs have been consulted on many of the schemes that have been implemented during 2002/03 and some of the larger schemes, such as the study of the A6120 Ring Road in Leeds will include a health impact assessment. Examples of schemes specifically targeted at improving access to health services include the development in rural Calderdale of 'access to health' community transport services in partnership with the Health Authority. Accessibility schemes in Huddersfield and Bradford have targeted access improvements on foot, cycling and public transport to local hospitals.

REGIONAL TRANSPORT STRATEGY

We have been closely involved in the development of a number of areas of the revision of the Regional Transport Strategy. In particular, we were involved in the development of a monitoring framework to measure progress on the regional transport targets and in the setting of the regional transport priorities. The information contained in this APR will feed directly into the first regional monitoring report using the new framework that is due to be published in autumn 2003.

LAND USE PLANNING

Bradford Replacement Unitary Development Plan

The revised deposit stage took place in July and August 2002. Revisions to the Unitary Development Plan (UDP) included changes to aspects of the transport policies such as updating car parking standards to reflect the approved RPG12 and PPG13. The Inquiry into outstanding objections opened on 7th January 2003 and is likely to close at the end of June. The Council remains on target for adoption of the replacement UDP in 2004.

Although the replacement UDP is not yet adopted it is a material consideration in determining planning applications. Staff who are dealing with planning applications have received training on how to deliver higher density housing and this will help in delivering the higher density, reduced car parking and access to public transport agenda.

The Draft Replacement Calderdale UDP

The Draft Replacement Calderdale UDP (DRCUDP) was published for public comment on the November 1 2002. The Council is currently working upon responses to objections received and is developing proposals for revisions to the draft plan. The current timetable aims to have these revisions published as second deposit documents in the autumn of 2003. The DRCUDP sought to reflect more closely the strategies, policies and priorities of the LTP, and provides a basis for the planning

of the district based upon the principles of sustainable land use and transport development.

Leeds City Council UDP Review

A selective review of the Leeds UDP commenced during 2002/03 and as part of this the transport elements of the plan will be updated. Consultation on the first deposit stage of the review is due to close in early August 2003 and it is likely that a public inquiry will be held during 2004.

In terms of transport issues the review is considering amendments to UDP policies in order to reflect the LTP strategy. In particular it is proposed to revise the current UDP parking standards and consolidate these with changes in national policy. In addition the review has initiated new Supplementary Planning Guidance (SPG) to specifically address the issue of developer contributions to public transport accessibility improvements.

City of Wakefield Metropolitan District UDP First Alteration

The new plan was formally adopted in January 2003. This placed sustainable development at the heart of the development strategy. In particular transport policies seek to maximise travel opportunities by modes other than the car. New maximum car parking standards have been adopted to reflect the latest guidance in RPG12 and PPG13. At present further SPG is being prepared to assist in the interpretation of this part of the plan.

A review of the plan is likely to commence shortly to take into account the results of an Urban Capacity Study and any implications brought about by the proposals set out nationally in the Planning and Compulsory Purchase Bill.



CHAPTER EIGHT

IMPROVING RURAL ACCESSIBILITY
RURAL BUS SERVICE IN MELTHAM



CHAPTER EIGHT MEASURING AND IMPROVING ACCESSIBILITY

Providing access to a wide variety of goods and services, particularly by modes other than the car, is one part of the vision for transport in West Yorkshire. As such, accessibility and social inclusion are key objectives of many of the schemes implemented. Progress towards the social inclusion strategy is reported in Chapter 2 'Delivery of Schemes'. This chapter, however, deals specifically with progress being made on measuring and improving accessibility in West Yorkshire.

Measuring Accessibility

2002/03 has seen the further development of a GIS accessibility mapping tool. This uses a database of bus routes, timetables and stop locations together with local demographic details and information on important facilities such as education, employment, leisure and health. The tool is able to provide a summary of the bus network and accessibility information to various facilities. The coming year is likely to see the tool updated further particularly through the introduction of more sophisticated multi-leg trips and rail options.

The nature of the tool means that it has a wide range of applications. It is of particular importance as a policy tool, identifying excluded areas and was particularly useful in developing Urban Bus Challenge schemes.

This year the mapping tool has been used to aid the following initiatives.

YORKSHIRE BUS INITIATIVE

This initiative (see Chapter 2 'Delivery of Schemes') has made extensive use of mapping tools including the GIS system. This has enabled the mapping of high frequency services and the identification of poorly served communities which will allow feeder services to be developed into the core network.

In Bradford the catchment areas to key destinations were mapped to illustrate the need for additional bus services between areas of need and important destinations such as hospitals and education sites.

DIVERSIONS OF BUS SERVICES AT BIRSTALL RETAIL PARK

The expansion of retail facilities and other services at this retail development adjacent to the M62, has meant that the existing bus services need to be extended and reviewed. Part of the

application of the mapping model has been to assist in developing new services to be funded by developers as required by their planning permissions and as part of their travel plans.

TRAVEL PLANS AND ACCESS STRATEGIES TO HEALTH AND EMPLOYMENT SITES

The mapping tool has enabled the PCTs in Leeds and Bradford to identify travel catchment areas for a number of facilities in their areas. This information will be useful not only for the allocation of resources and facilities but also in the development of travel plans.

A relocation of a major call centre (First Direct) has benefited from catchment area mapping in identifying areas to target for recruitment drives. This involves identifying areas where public transport access to the site is good.

Accessibility Mapping in Land Use Planning and Transport Policy


The new mapping facility is likely to prove beneficial from a land use planning perspective particularly in the determination of planning applications, travel plan assessments and the information requirements to satisfy accessibility related planning policy requirements. One example from this year has been the use of the model to inform a retail proposal in Elland; outputs from the mapping tool were sold to the developer and used in the planning application.

The tool is also likely to assist in land use and transport policy formulation within UDPs or the emerging Local Development Frameworks. Ultimately there will be a use in quantification of LTP core indicators. This year there has been some input into the Leeds Urban Capacity Study to identify areas where higher density activity is to be encouraged.





CHAPTER NINE



CLASS 333 TRAIN WITH DEDICATED CYCLE SPACE
AIREDALE AND WHARFEDAILE LINES



CHAPTER NINE BARRIERS to IMPLEMENTATION

Barriers

Factors affecting the authorities' progress on the LTP strategy in 2002/03 have included:

- reliance on third parties to make progress, particularly on rail schemes;
- shortage of revenue funding; and
- staff and skill shortages.

Revenue funding has not kept pace with increased capital funding. This reduces authorities' ability to recruit staff, progress feasibility work and fund maintenance and upkeep of new schemes. For example, in Kirklees, the running costs of new pedestrian crossings may have to be funded from the road maintenance budget, which is already fully committed.

The SRA has temporarily suspended sources of funding for the running costs of new rail schemes which has led to delays to implementing our rail strategy. For example, Castleford ticket office/waiting room and various car park improvements were due to be completed in 2002/03. This scheme will now start in 2003/04 once the running costs of the scheme can be resolved with SRA.

Changes to schemes arising from consultation are often made. Where consultation results in significant changes however, these can affect the progress of schemes. Two examples are shown below:

- Huddersfield Northern Quarters - a strategy to improve land use, buildings, streetscape, access and traffic flows. Some parts of the strategy were due to be implemented in 2002/03. Findings from public and business consultation showed concern about the effect of traffic in the town centre. The effect on traffic is now being examined in a study before the scheme starts. New ideas from Yorkshire Forward's 'Renaissance Towns' initiative are also being taken into account; and
- The new bus station at Ossett was due to open in 2002/03. However, following public consultation, major changes resulted and a different site is to be used. Amended designs have been produced and further consultation on these has been undertaken. The scheme is now programmed for completion in 2004.

Actions to Overcome Barriers

The examples set out below show how we have taken positive action to reduce the impact of factors affecting scheme delivery.

- Partners have been encouraged to fund running costs, for example, in Huddersfield, funding is being sought from retailers and the University for a town centre shuttle bus.
- In Bradford, consultants have been used to design the A647 Great Horton Rd/ Little Horton Lane corridor improvements.
- The authorities have employed new staff and made greater use of consultants. For example Wakefield have used agency staff for engineering and design tasks. Some staff still need considerable training and close supervision; most of the training needs to take place on the job with inevitable calls on other staff time. Further initiatives to deal with staff shortage are set out in Case Study 28.
- Both Kirklees and Wakefield have developed framework contracts with consultants. In Wakefield this process has been used on the Hemsworth to A1 link project particularly the preparation of the Environmental Statement. Leeds is in the final stages of agreeing a partnering framework contract. Training of travel plan staff has been undertaken by the Yorkshire and Humber Travel Wise Association because a lack of suitable training elsewhere (see Case Study 21).
- Implementation of the rail strategy has been revised to focus in the short term on schemes with no additional running costs whilst discussions are held between Metro and the SRA to resolve the scheme running cost issue. For example, replacement of old rail station shelters creates no additional running costs. A scheme was initiated in 2002/03 to replace 19 old stone shelters at rail stations. Similar schemes will be developed while feasibility work continues on the main programmed schemes to ensure that they are ready to proceed when the funding of the running costs is agreed.
- Where schemes have been delayed, work on other schemes has been brought forward. Leeds New Station Street bus/rail interchange was due



for completion in 2002/03. Network Rail imposed additional contractual and legal requirements that delayed the start of the main part of the scheme. Work on a complementary scheme (without rail industry involvement) at Boar Lane, Leeds was brought forward. Work is now underway and both elements will be completed in 2003/04.

- The Yorkshire Bus Initiative (see Chapter 2 'Delivery of Schemes') will provide a more strategic emphasis on bus enhancement schemes enabling more efficient scheme development and delivery.
- Where staff resources allow, consultation on projects is starting earlier than previously. However, this can introduce raised expectations in local communities who are then frustrated by the length of time taken to get the project on the ground.
- Where possible there is an element of over-programming so that if a scheme slips for any reason there is a possibility of an alternative scheme in a reasonable state of readiness that can be brought forward for implementation at short notice.

Case Study 28 - Improving Staff Supply and Skills; WY TESA

In 2003 the West Yorkshire Transport Education and Skills Alliance (WY TESA) was launched. Representatives from Metro, the Learning and Skills Council, Education Leeds, Leeds University, Operators, Leeds Bradford International Airport and consultancy organisations met to agree actions for the future. Other parties are also being invited to participate. The group, co-ordinated by Metro, aims to:

- identify the skills requirements of transport organisations;
- identify links to school curriculum and university courses;
- raise awareness of the transport sector as an employer amongst young people;
- attract school leavers and graduates into the transport sector;
- ensure continuing education and development of employees in the transport sector; and
- improve the image of the transport sector.

Contact: Metro



SAFETY CAMERAS
WAKEFIELD



CHAPTER TEN



BUS GUIDEWAY
EAST LEEDS



CHAPTER TEN DEVELOPMENT of the SECOND LTP

Work on developing the second LTP, which will cover the period 2006/07 to 2010/11, has already begun. Consultation has taken place with Passenger Consultative Committees, interest and community groups.

In Kirklees, the 'Kirklees 2016' consultation with the LSP, businesses, councillors and the public on key issues relating to land use, transport, housing, and economic development will also feed into the LTP development. This is a major exercise with the aim of linking and co-ordinating the land use, transport, economic development, housing, environment, culture and leisure policies and strategies of the Council and ensuring that these tie in with the aims of the Kirklees Partnership.

The following challenges and issues have been highlighted through these consultations:

- improved integration;
- review of targets;
- new objectives/themes;
- rapid transit development;
- social exclusion;
- further accessibility improvements;
- walking, cycling and sustainable modes;
- improved public transport;
- spreading benefits of economic growth; and
- further developing partnerships.

The development of objectives and targets for the next LTP will inform the development of a strategy and programme. Work is already progressing on developing possible schemes for that may be taken forward in the second LTP. Some of the more significant projects are identified below. These schemes are in addition to the future major schemes identified in Chapter 2 'Delivery of Schemes'.

RAPID TRANSIT DEVELOPMENT

In 2002/03 Metro undertook a major study into rapid transit development across West Yorkshire. Working closely with the five districts and other key stakeholders, over 20 corridors were identified where a rapid transit solution might be feasible. The demand led study considered a range of public transport solutions including heavy rail, light rail (including extensions to the initial three line Leeds Supertram system), and 'bus rapid transit'. The study is currently being finalised

and public consultation followed by more detailed development work (towards an Annex E submission) is planned for 2003/04.

HARROGATE LINE ROUTE STUDY

Recent patronage growth on the Airedale and Wharfedale lines reflects the quality of service now being provided on these lines, which have received major investment in station and service improvements over recent years. A detailed study is being undertaken in partnership with City of York Council and North Yorkshire County Council to assess the scope for replicating these effects on the Harrogate line. Many journeys to Leeds and West Yorkshire originate from the catchment area of the line and it is felt that there is considerable potential for more patronage with considerable scope for modal shift.

Part 1 of the study work will identify the relative economic case of various rail service and station options. It is proposed that a second stage will identify the cost of recommended option(s) for development and a possible future funding submission.

A6120 LEEDS RING ROAD ROUTE STUDY



A year-long study commenced in February 2003 to develop an integrated route strategy that will be taken forward in the next LTP. Major sections of the A6120 Ring



Road became the sole responsibility of Leeds City Council in April 2003. The study is multi-modal and covers wide ranging issues such as road safety, traffic congestion, severance, health impacts and reviews the strategic role of the route for Leeds and the wider region.

During 2002/03 the study has included the organisation of the first series of consultation, preliminary assessment of baseline conditions and development of a multi-modal transport model.

A650/A657 CORRIDOR IMPROVEMENTS, BRADFORD

Consultants undertook consultations with local residents and other stakeholders on the development of a transport strategy for the A650/A657 Corridor in Airedale during the spring of 2002. The consultation revealed a desire for new road construction and public transport improvements in the Saltaire and Shipley areas to address congestion and safety problems.

Further development, assessment and consultation work following the opening of the Bingley Relief Road is required before any major transport strategy measures can be implemented for this part of Airedale. It is envisaged that a bid for funding of the preferred scheme would be made in the second LTP in July 2005.

CITY CENTRE IMPROVEMENTS IN BRADFORD

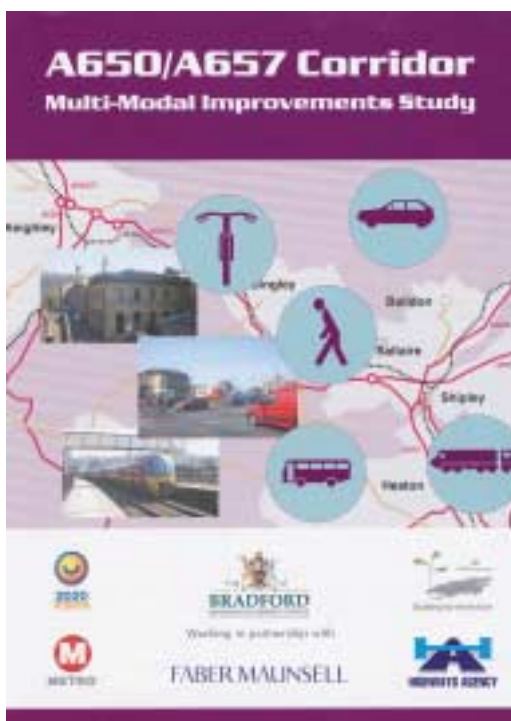
Consultants reviewed transport opportunities within the western sector of Bradford City centre in 2002, and their subsequent report recommended further work on developing highway options to remove through traffic from Godwin Street and Westgate. Bradford Council has commenced this process, and work is ongoing in the development and appraisal of a number of schemes. It is anticipated that a bid for major scheme funding will be submitted as part of the next LTP.

HUDDERSFIELD RENAISSANCE

In partnership with Yorkshire Forward a programme of improvements for Huddersfield town centre is being developed. Some of these will be fairly challenging transport projects, which will need to be undertaken during the next LTP period.

CASTLEFORD TOWN CENTRE

A study is being undertaken by consultants to develop the transport proposals that were previously outlined in the Castleford town centre study that was produced in late 2001. The key proposal was to relocate the bus station to a site adjacent to the railway station, to create a combined bus and rail interchange. The consultants are examining the feasibility of this, and will also advise on issues associated with extending pedestrianisation, car parking strategies and the development of sustainable transport links between the millennium village proposed for Allerton Bywater and Castleford. It is anticipated that the proposals will be submitted as a major scheme submission, possibly as part of the next LTP.





ANNEXAtoF





ANNEX A PROGRESS AGAINST GOVERNMENT CORE INDICATORS

PRO-FORMA A The following table, in the format set by Government, shows the contribution we are making towards the national targets and indicators.

Annex A Progress towards Government Core Indicators

CORE INDICATOR	UNITS/DEFINITIONS	BASELINE POSITION		MOST RECENT POSITION		TARGET*		LA VIEW ON PROGRESS	SOURCE OF DATA
		YEAR	DATA	YEAR	DATA	YEAR	DATA		
Road Condition (% where structural maintenance should be considered)	(1) principal roads - BV 96	2000/01	37.0%	2002/03	27.8%	2006/07	10.0%	Conditions are beginning to improve but settlements are insufficient to meet 10% target.	Deflectograph data
	(2) non-principal classified roads - BV97a	2000/01	11.2%	2002/03	12.9%	2004/05 2010/11	11.2% 0%	Flexibility to spend settlement on non principal roads is enabling progress to be made against 10	UKPMS CVI data
	(3) unclassified roads - BV97b	2001/02	22.6%	2002/03	25.4%	2004/05 2010/11	22.6% 0%	Year Plan target to halt deterioration by 2004/05 but will not eradicate backlog in ten years.	UKPMS CVI data

*National Targets where available

Annex A

Progress towards Government Core Indicators

CORE INDICATOR	UNITS/DEFINITIONS	BASELINE POSITION		MOST RECENT POSITION		TARGET*		LA VIEW ON PROGRESS	SOURCE OF DATA
		YEAR	DATA	YEAR	DATA	YEAR	DATA		
Number of bus passenger journeys	Thousands of bus passenger journeys (i.e. boardings) per year in the authority	2000/01	201,600	2002	203,600 (+1.0%)	2010	225,799 (+12.0%)	On Track	BVPI 102 applied to calendar year. Includes journeys starting/terminating outside W Yorks. Includes registered school surveys. Continuous sample of scheduled bus services : 0.3% sample : large operators 0.7% sample medium operators 1% sample small operators Grossed up by scheduled bus hours and calibrated by a comparison of declared farebox revenue & surveyed farebox revenue.
Bus passenger satisfaction	Percentage of bus users satisfied with local bus services - BV104u	2000/01	54%	Base Year	Base Year	No National target	No National target	Next survey due 2003/04	Users surveyed in accordance with guidance from ODPM
Number of cycling trips	Number of cycling trips at a representative number of counting points	1999 - 2001 ave	425 (1.00)	2000 - 2002 ave	415 (0.98)	2010	1275 (3.0)	Not on track. But individual schemes show increased use.	DfT National Traffic Census data. Sample of 195 sites in a 3 year rolling sample

*National Targets where available





Annex A

Progress towards Government Core Indicators

CORE INDICATOR	UNITS/DEFINITIONS	BASELINE POSITION		MOST RECENT POSITION		TARGET*		LA VIEW ON PROGRESS	SOURCE OF DATA
		YEAR	DATA	YEAR	DATA	YEAR	DATA		
Number of deaths and serious injuries (all ages)	Number of people killed or seriously injured on roads in the authority	1994 - 1998 average	1484	2002	1309	2005	1187	On track	W.Yorks Police STATS 19 data.Calendar year - all roads
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured on roads in the authority	1994 - 1998 average	272	2002	161	2005	204	Achieved target - but possible that large drop 2001-02 (29% fall) is atypical. If continues target will be revised	W.Yorks Police STATS 19 data. Calendar year -all roads

*National Targets where available

Annex A

Progress towards Government Core Indicators

CORE INDICATOR	UNITS/DEFINITIONS	BASELINE POSITION		MOST RECENT POSITION		TARGET*		LA VIEW ON PROGRESS	SOURCE OF DATA
		YEAR	DATA	YEAR	DATA	YEAR	DATA		
Light rail passenger journeys (authorities with light rail systems)	Thousands of light rail passengers per year	n/a	n/a	n/a	n/a	n/a	n/a	Construction of the 28km. Leeds Supertram scheme is due for completion in 2007	n/a
% of rural households within 13 minutes walk of an hourly or better bus service (authorities with a mix of rural and urban areas)	Number and % of rural households within 800 metres of an hourly or better bus service	2003	35,708 (56% of total)	Base Year	2010	47,490 (33% increase)	n/a	A provisional baseline figure is supplied. A local target will be set in 2004 following receipt of 2001 census data	Accessibility Mapping from OS and METRO data (2002 bus timetables). ONS definitions of urban & Rural areas.
Congestion - Average time lost per vehicle kilometre (large urban authorities)	Average time lost per vehicle kilometre	2000	20.0 secs per veh.km.	2002 data not yet available from DfT	2010	20.0 secs per veh.km or less			DfT data

*National Targets where available





ANNEX B PROGRESS TOWARDS LOCAL TARGETS

PRO-FORMA B The following table, in the format set by Government, shows the progress we are making towards the targets in our LTP.

Annex B Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Maintain Transport Infrastructure	C1 Maintenance Management BV 100	Local surveys: Average number of days of roadworks in place per km of busy road.	LTP Outcome Improve performance relative to national mean value	1999/2000 1.54 days/km.	2002/03 0.91 days/km.	n/a	
	C2 Maintenance Programme BV Indicators 96 97	Deflectograph data. UKPMS CVI data	New LTP Target Improve conditions relative to national target (see Annex A)	2000/01 BV 96 : 36.5% BV 97a : 11.2% 2001/02 BV97b : 22.6%	2002/03 BV 96 : 27.8% BV 97a : 12.9% BV97b : 25.4%	Not on track On track (see comments on Pro-forma A) On track (see comments on Pro-forma A)	DfT Core Indicator
	C4 Bridge assessments completed	Local surveys	LTP Outcome 100 % of Bridges with spans of 1.5 m or greater to be assessed by 2004	31/3/2000:1156: (76.3%)	31/3/2003 : 1361 (84.5%)	n/a	
	C5 Bridges Strengthened	Local surveys	LTP Outcome 100% of Council Owned structures to be strengthened by 2009	31/3/2000 :147 strengthened (45.3% total)	31/3/2003 : 210 strengthened (49.5% total)	n/a	

Annex B

Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Safety, security and Health	D1 Road casualty trends	W.Yorks Police : STATS 19 data	LTP Target 40% reduction in number of people KSI	1994/98 Av. KSI = 1484	2002 KSI = 1319(-11%)	On track (3 year moving average trend)	
			10% reduction in slight casualty rate (cas/100 mvkm.)		Awaiting data from DfT (veh. km on minor roads)		
	D2 Casualty rates for different road user groups	W.Yorks Police : STATS 19 data	LTP Target 50% reduction in number of pedestrians KSI	1994/98 Av. Ped KSI = 525	2002 Ped KSI = 373 (-29%)	On track (3 year moving average trend)	
			40% reduction in number of cyclists KSI	1994/98 Av.Cyclists KSI = 106	Cyclist KSI = 62 (- 42%)	On track - 2002 figure below target. (3 year moving average on track)	
	D3 Casualty trends for children	W.Yorks Police : STATS 19 data	LTP Target 50% reduction in numbers of children KSI on the road	1994/98 Av. Child KSI = 272	2002 Child KSI = 161 (- 41% reduction)	On track (3 year moving average trend)	





Annex B Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Safety, security and Health (cont)	D4 Town centre car parking spaces with CCTV	Local Surveys	LTP Outcome Increase % covered in major centres by 2006	2000 : Brad 63 Halifax 34 H'field 67 Leeds 95 W'field 100	2002 : no change, totals now : Brad 93 Halifax 31 H'field 72 Leeds 95 W'field 74	n/a	
	D5 Rail station car parks with CCTV cameras	Inventory Data	LTP Outcome Increase % of rail station car parks with CCTV cameras	1999 22 stations (43%)	2002/03 : 1 bringing total to 24 (45%) (major programme to start from 2004)	n/a	
	D6 Bus stations/points with CCTV cameras	Inventory Data	LTP Outcome Increase % of bus stations/points with CCTV cameras	1999 :11 (42%)	2002/03 : 0, current total remains at 24 (89%)	n/a	

Annex B Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Social Inclusion and Equal Opportunities	E2 Accessibility of bus fleets	Bus operator returns (buses based at depots in W.Yorks)	LTP Outcome Increase % of accessible buses	March 1999 10% of buses low floor 7% of buses equipped with access ramps	Progress against the baseline by 2003: 31% of buses low floor (+21%)25% of buses equipped with access ramps (+18%)	n/a	PSA
E3 Accessibility of rail stations	Inventory Data		LTP Outcome Increase no. rail stations with accessible facilities	March 1997 Ramped access to all platforms:39	2002/03 = 0 Current total = 50	n/a	
				Ramped access to some platforms:14	2002/03 = 0 Current total = 15		
				Information screens:10	2002/03 = 0 Current total = 21		
				Public address:31	2002/03 = 20 Current total = 65		





Annex B

 Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Social Inclusion and Equal Opportunities (cont)	E4 Accessibility of bus stations	Inventory Data	LTP Outcome Increase % of accessible bus stations/points	2002/03 Fully accessible:7 (26%) A new baseline has been set following an audit against DDA criteria, although the other 20 bus stations/points meet most DDA criteria.	Currently DDA compliant = 7 (26%). DDA compliance works at all outstanding bus stations/points programmed in the LTP period.	n/a	PSA
E6 Provision at controlled pedestrian crossings	BV 165 submissions		LTP Outcome Increase the proportion of pedestrian crossings meeting the requirements of BV165	1997 60% compliant	2002 69% compliant (BV165 requirement changed, new baseline to be established in 2003).	n/a	
F1 Air quality	AQ Monitoring in City/Town centres		LTP Target Not to exceed the annual average NO ₂ standard of 40µg/m ³	1999 : Exceedances for Calderdale and Leeds	2002 : No exceedances	On track	

Annex B

Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Greenhouse Gas Emissions	G1 Daily Traffic flow	ATC data from 93 sites	LTP Target Daily Traffic growth 1999-2006 not to exceed 5% (all roads)	1999 : 1,311,373 (100)	2002 : 1,308,425 (99.8)	On track if current trends continue	
G2 Bus Patronage	BV 102 (see DfT Core Indicator for details)		LTP Target Total bus patronage to grow by 3% between 1999 and 2006	1999/00 199.4 million passengers	2002 +0.7% 203.6 million passengers(+2.1% against the baseline)	On track - target may be exceeded. Progress towards a revised target of 5% will be reported against in 2004. See Chapter 3 'Targets and Progress' for further information.	10 year plan target
G3 Rail Patronage	Continuous on-train passenger surveys. Approx 1% sample. Data grossed up by scheduled rail hours		LTP Target Total rail patronage to grow by 40% to 22.8 million passengers by 2006	1999/00 16.3 million passengers	2002/03 +3.1% 16.6 million passengers (+1.8% against the baseline)	No clear evidence. Previous strong growth trend interrupted by service disruption. See Chapter 3 'Targets and Progress' for further information.	
G4 Carbon Dioxide emissions	Regional Airviro emission maps		LTP Outcome Reduce CO ₂ emissions for Primary Road Network in West Yorkshire	1999 : 2.88 million tonnes	2002 : 2.79 million tonnes	n/a	





Annex B Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
Traffic Reduction	H1 Town centre traffic flows	ATC cordon counts	LTP Target No increase in AM peak traffic into Leeds (1999-2006)	2000 : 35,785 (0800-0900)	2002 : 36,838 : a 3% increase	Not on track. Refer to Chapter 3 'Targets and Progress' and Annex C 'Congestion in West Yorkshire'	
			LTP Target No more than 3% increase in AM peak traffic (1999-2006) into : Bradford Halifax Huddersfield Wakefield	1999 : 18,550 (0800-0900) 1999 : 9,360 (0800-0900) 1999 : 11,180 (0800-0900) 2000 : 10,379 (0800-0900)	2001 : 18,690 : a 1% increase 2001 : 8,970 : a 4% decrease 2001 : 11,370 : a 2% increase 2002 : 11,749 : a 13% increase	On track at time of last survey On track at time of last survey Not clear, a sample of sites surveyed in 2002 suggests rate of increase slowing. Not on track. Refer to Chapter 3 'Targets and Progress' and Annex C 'Congestion in West Yorkshire'	

Annex B

Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
To encourage a greater proportion of trips by PT, cycling & walking	I3 All day commuter parking supply and costs	Local Surveys	LTP Outcome Reduction in number of LA owned commuter parking spaces.	2000 95,666 spaces	2003 84,467 spaces (12% reduction)	n/a	
	I4 Cycle Monitoring	NTC: sample of 195 sites	All day charges to increase at greater than rate of inflation	2000 £2.51 (weighted ave)	2003 £2.72 (weighted ave) 8.4% increase	n/a	
	I6 Local bus services vehicle km. per year	Data collated by Metro	LTP Target Double number of cycle trips by 2006 from a 1996 base	1996 425 (100)	2000-2002 ave. 415 (0.98)	Not on track - Explanation set out in Chapter 3	'Targets and Progress
	I7 Satisfaction with PT Information (Bv 103)	BVPI methodology	LTP Outcome Reduce decline in vehicle km. operated	1999/00 107 million	2001/02 107 million, however data is not collected annually and no data is available for 2002/03	n/a	
	I8 satisfaction with Bus Services BV104	See DfT core indicator data in Pro-forma A	LTP Outcome Increasing % users satisfied with PT information	2000/01 56% satisfaction level	Next survey to be undertaken in Autumn 2003	n/a	





Annex B Progress towards Local Targets

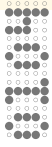
LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
To encourage a greater proportion of trips by PT, cycling & walking (cont...)	I9 Satisfaction with local rail services	SRA National Passenger Survey. Those completing their journey in West Yorkshire from a minimum of 500 respondents commencing their journey in West Yorkshire	LTP Outcome Increasing % of users satisfied with local rail services	2001 61% satisfaction level	2002 77% (+16%) against the baseline	n/a	
	I10 % h'holds in rural wards within 800m of an hourly or better bus service	See DfT Core indicator data - Pro-forma A. Will form basis of new LTP Target in 2004				n/a	
	I11 Age of bus fleet	Bus operator returns	LTP Outcome Reducing average age of bus fleet	1999 6.9 years	Progress against the baseline by March 2003: Current 6.5 years (-0.4 years)	n/a	

Annex B

Progress towards Local Targets

LOCAL OBJECTIVES CONTAINED IN LTP	LOCAL PERFORMANCE INDICATORS CONTAINED IN LTP	SOURCE OF DATA	LOCAL TARGETS OR OUTCOMES IN LTP	BASELINE DATA	PROGRESS MADE IN 2002/03 AGAINST LOCAL OUTCOMES	ON TRACK/ NOT ON TRACK TO MEET TARGETS	LINK TO NATIONAL PSA OR 10 YEAR PLAN TARGET
To encourage a greater proportion of trips by PT, cycling & walking (cont...)	New indicator Bus punctuality	Roadside monitoring (sample) Early is measured as more than 2 minutes early (for contract purposes)	New LTP Target 95% of services to run no more than 6 minutes late and none to run early.	2002/03 90% no more than 6 minutes late 1.4% early	n/a	Not on track See Chapter 3 'Targets and Progress'	PSA target
	New indicator Bus reliability	Roadside monitoring (sample)	New LTP Target No more than 0.5% of services to be cancelled.	2002/03 1.4% cancelled	n/a	Not on track See Chapter 3 'Targets and Progress'	PSA target





ANNEX C CONGESTION IN WEST YORKSHIRE

The West Yorkshire LTP has a primary objective 'To improve operational efficiency within the transport system'. We take this to be improving the movement of people by the most efficient method rather than just movement of vehicles.

We are aiming to reduce the modal share of cars in favour of more sustainable forms of transport. These measures should help to reduce car use and hence road vehicle congestion. Public transport in particular is being targeted as we consider that this is a key way to provide accessibility efficiently.

We are introducing a number of measures that should lead to a reduction in road vehicle congestion:

- improving bus and rail public transport facilities and services to increase the number of people using public transport;
- introduction of Supertram in Leeds;
- providing better facilities for, and encouraging, cycling and walking;
- developing and encouraging business and school Travel Plans;
- TravelWise promotional initiatives;
- increase in Car Parking Charges;
- reduction in long-stay parking spaces (in preference for short-stay); and
- improvements to UTC and UTMC systems and traffic signal timings.

There are some areas of our strategy that, although they will increase efficiency overall and may assist to reduce congestion in the long term, in the short term they will probably increase road vehicle congestion. For example:

- road capacity reallocation for bus and cycle lanes - less space for other vehicles; and
- construction of the Supertram lines - although minimised, inevitable disruption during the construction work.

Other areas of our strategy will probably lead to increased road vehicle congestion. For example:

- traffic calming in residential areas - leading to motorists using other routes;
- speed reduction measures to increase safety (e.g. safety cameras); and

- pedestrian crossing facilities - reducing the time available for road vehicles.

Monitoring

Monitoring of traffic levels has shown that there is a significant increase in traffic levels in Leeds and Wakefield Districts. In Leeds, this is partly because of the increasing prosperity of the City, which has seen a 20% increase in jobs within the city centre between 1996 and 2001. Despite the overall increase in vehicle numbers in Leeds the proportion of car trips to the city centre during the morning peak remains roughly the same.

Our journey time monitoring (see Appendix 1 Monitoring Report) has only just established the base case. It will be a few years before we will have reliable information on trends in traffic speeds and congestion. We are also investigating the use of GPS based databases to enhance our understanding and monitoring of congestion.

Traffic Growth in Individual Centres

Traffic growth beyond the target levels has been identified in two areas across the districts which may be contributing to congestion. This is being tackled in a number of ways.

Leeds City Centre

One of the LTP targets for Leeds is to maintain peak period traffic flows at 1999 levels. Current monitoring suggests that these flows have increased by 3% in the period 2000 - 2002. During this period the economy of Leeds has been very buoyant with an increase of city centre job opportunities and associated developments. Between 1996 and 2001 the number of jobs in the city centre increased by around 19,700 (20%), according to the ONS Annual Business Inquiry. In addition it is worth noting that the proportion of people entering the city centre by public transport during peak periods has remained the same.

Measures that are being implemented to influence the growth in traffic are:



- increase commuter parking charges at more than the rate of inflation. Long Stay City Centre car parking under control of the local authority has recently been increased by 12.5%. On street parking in the city centre was also increased by the same amount;
- construction of the final stage of the Inner Ring road, Stage VII, should help to relieve the city centre of through traffic; and
- continuing investment, in conjunction with Metro and bus operators, in quality public transport services, including the development of the A65 Quality Bus Corridor, the Yorkshire Bus Initiative; and
- in the longer term the introduction of Supertram will further enhance public transport providing an alternative to travelling by car.

- Priority study was completed September 2002. This identified several potential bus priority schemes focused mainly on the radial routes into Wakefield City Centre. Detailed feasibility work has begun on a scheme on Doncaster Road, the first phase should be implemented in 2003/04; and
- Car Park Charges - In line with the Council's car parking strategy long stay parking charges in Wakefield City centre were increased by 20% (£2.50 to £3.00) in January 2003. This is the first increase since 1998. Further increases are expected.

Wakefield City Centre

For the years 2000 to 2002 traffic growth was 13%. It is not clear what the reason was for this level of growth as the growth from 1992 to 2000 was only 7%. Possible explanations are:

- the 2001 Census shows a 20% increase in car ownership across the district since 1991;
- there has been some larger developments at the edge of Wakefield but these are either partially built or occupied and are unlikely to have caused a major increase in growth although these will need to be monitored further as they become more active; and
- some extra traffic could be 'through' traffic that was using the M1. High levels of congestion on that route traffic may be transferring to local roads.

The problem is now recognised and measures have been undertaken to remedy the situation. These are:

- City Centre Transport Strategy - A Multi Modal Model has now been completed. The next stage, a study of the City Centre, will be complete by the end of July 2003. This will identify transport schemes that will address current and predicted future transport demand;
- Road Capacity Reallocation - A Wakefield Bus



ANNEX D ROAD SAFETY IN DEPRIVED AREAS

Summary

West Yorkshire has sought to prioritise road safety initiatives to include areas of greatest need and the reductions in road injuries to pedestrians particularly emphasise the success of that approach. Very many of the initiatives including engineering, education, training and enforcement have been applied over many years in areas of deprivation and there have been comprehensive treatments to deal with the consequences of disadvantage.

Partnership working is key to making progress in this area and there are many in existence. In Bradford, for example road safety is being progressed through New Deal for Communities, Surestart, the Neighbourhood Support Service, the Local Strategic Partnership, Primary Care Trusts, traffic engineering, education, training and publicity - and enforcement.

Cycle training is given and pedestrian skills training progressed through government funding. Work is undertaken to involve and empower local people and many other community groups are included in the partnership. Three of the five highway authorities in West Yorkshire put forward strategies to deal with road safety in disadvantaged areas in the bidding process for the Inner City Road Safety Demonstration Project.

We are working with Neighbourhood Renewal to promote road safety and maximise benefits to local people.

These activities will continue in 2003/04 and in the future to promote road safety, reduce road injuries and with others to promote social cohesion, particularly in disadvantaged areas.

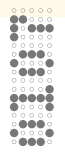
Information

There are 27 council wards in West Yorkshire in the 10% most deprived wards in the country and a further 32 wards in the 10% to 20% most deprived - out of a total of 126 council wards. That is 47% of the wards in West Yorkshire. In both the 10% and 20% ranges the number of wards included are more than double the national average.

The wards are generally inner city areas with high levels of vehicles and pedestrians, housing, business and industry with particular problems of road safety. Clearly this reflects in the numbers of injuries. Whilst much road safety work has been done the available information indicates that, in recent years, 2000 - 2003, the numbers of collisions causing death and serious injury have increased in those wards in the 10% most deprived. Further detailed analysis is being carried on each of those wards to determine the factors behind the subsequent casualties and the action needed to address them.

The establishment of baseline figures related to the national and West Yorkshire target reductions will in future be provided as a supplement to the Annual Progress Report. With 59 wards in West Yorkshire within the 20% most deprived wards in the country there is a large amount of information to be gathered and analysed.

Summary information given in Table D1 indicates a range of problems from the concentration of injuries on 'A' class roads to high percentages of injuries to pedestrians and children. Whilst many of these issues are being addressed further detailed analysis and evaluation needs to be carried out at local level.



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ANNEX D ROAD SAFETY IN DEPRIVED AREAS

Annex D Table D1 Summary of Accidents in Deprived Areas

WARD NAME	LA NAME	INDEX OF MULTIPLE DEPRIVATION SCORE (MDS)	RANK OF MDS	KSI ACCIDENTS		
				2000	2001	2002
Bowling	Bradford	66.82	132	12	14	13
Bradford Moor	Bradford	70.45	81	13	7	12
Heaton	Bradford	47.55	672	7	11	13
Keighley South	Bradford	50.70	538	8	4	10
Little Horton	Bradford	73.48	42	9	9	12
Toller	Bradford	66.77	134	6	16	12
Tong	Bradford	61.02	247	8	6	8
Undercliffe	Bradford	56.41	352	16	20	16
University	Bradford	68.59	104	25	24	23
Mixenden	Calderdale	45.01	813	1	8	5
Ovenden	Calderdale	49.27	595	5	8	6
St. John's	Calderdale	58.43	298	3	5	7
Deighton	Kirklees	59.08	284	11	10	13
Dewsbury West	Kirklees	48.24	642	9	7	8
Thornhill	Kirklees	49.63	583	9	3	9
Burmantofts	Leeds	53.66	444	8	12	13
City and Holbeck	Leeds	55.41	378	47	42	47
Harehills	Leeds	54.07	429	14	7	11
Hunslet	Leeds	47.97	656	11	10	20
Richmond Hill	Leeds	52.52	484	10	15	13
Seacroft	Leeds	55.07	388	7	7	6
University	Leeds	47.76	666	15	19	29
Castleford Ferry Fryston	Wakefield	54.71	399	2	4	3
Hemsworth	Wakefield	56.78	337	10	7	10
South Elmsall	Wakefield	44.91	824	11	12	13
South Kirkby	Wakefield	52.15	493	7	8	8
Wakefield East	Wakefield	51.77	503	10	9	6
				294	304	346
ALL WEST YORKSHIRE				1,181	1,156	1,168
% IN DEPRIVED AREAS				24.9	26.3	29.6



ALL ACCIDENTS				ON 'A' ROADS		CASUALTIES					FATAL	SERIOUS	%
2000	2001	2002	(00-02)	2002	% 2002	ALL	CHILD	CHILD	PED	PED	(F)	(S)	F/S
								%	%				
170	130	148	448	255	57	727	85	12	78	11	5	36	6
115	110	100	325	164	50	490	97	20	100	20	1	32	7
59	79	70	208	42	20	259	59	23	48	19	2	37	15
82	66	74	222	101	45	288	59	20	84	29	3	22	9
125	108	119	352	124	35	503	86	17	98	19	7	24	6
102	91	118	311	37	12	416	83	20	87	21	4	32	9
79	66	76	221	93	42	320	51	16	33	10	3	19	7
169	170	187	526	371	71	850	104	12	87	10	7	67	9
331	297	329	957	377	39	1,405	139	10	235	17	6	76	6
33	38	23	94	6	6	129	20	16	22	17	0	14	11
45	29	38	112	44	39	162	33	20	32	20	2	21	14
52	51	51	154	54	35	233	31	13	31	13	0	16	7
119	122	141	382	255	67	543	51	9	76	14	6	33	7
60	60	74	194	97	50	297	53	18	40	13	4	23	9
41	40	51	132	0	0	198	45	23	37	19	2	19	11
82	73	74	229	102	45	329	47	14	59	18	7	26	10
436	414	429	1,279	514	40	1,835	116	6	358	20	4	140	8
114	103	123	340	78	23	469	84	18	85	18	4	31	7
92	85	92	269	123	46	371	44	12	55	15	6	37	12
79	67	85	231	64	28	358	54	15	47	13	8	37	13
72	43	46	161	57	35	221	48	22	44	20	2	18	9
225	229	233	687	275	40	1,077	86	8	119	11	9	59	6
22	18	24	64	5	8	87	26	30	17	20	0	10	11
42	33	38	113	8	7	148	24	16	25	17	9	22	21
58	54	66	178	57	32	294	33	11	17	6	6	49	19
39	25	43	107	4	4	158	29	18	37	23	2	23	16
97	97	92	286	152	53	383	42	11	81	21	3	22	7
2,940	2,698	2,944	8,582	3,459	40	12,550	1,629	13	2,032	16	112	945	8
9,200	8,739	8,663				39,830	5,316	13	5,366	13	379	3,570	10
32.0	30.9	34.0				31.5	30.6		37.9		29.6	26.5	



Annex E Criteria for Assessing APRs - Checklist

CRITERIA	DEFINITIONS	PRIMARY EVIDENCE	CHECK	REFERENCE
Delivery on the Ground	Delivery of schemes on the ground in 2002/03 and management of variations in the delivery of outputs across the LTP period	Table and/or commentary comparing programme and outturn delivery of schemes	✓	Chapter 2
	Delivery of major schemes	Commentary on progress of major schemes	✓	Chapter 2
	Delivery of schemes that will contribute towards national transport targets and evaluation of schemes delivered	Section providing examples of schemes delivered in 2002/03	✓	Chapter 2
Progress towards targets and objectives	Progress in areas for which a core indicator exists and quality of core indicator data provided	Pro-forma A and the supporting commentary	✓	Chapter 3 and Annex A
	Progress towards local targets	Pro-forma B and the supporting commentary	✓	Chapter 3 and Annex B
Effective spending programme	Management of the 2002/03 spending programme and variations in spend across the LTP period	LTP-F finance forms and tables/commentary on 2002/03 and 2003/04 spending programmes	✓	Chapter 4
Evidence of improvement	Extent to which any issues for improvement cited in decision letters have been addressed	Pro-forma C	✓	Chapter 5
Consultation, Good Practice and Presentation	Use of consultation in aid of the delivery programme	Section on consultation & examples provided throughout the APR	✓	Chapter 6
	Use of best practice work in aid of own and others' delivery programmes	Section on best practice & examples provided throughout the APR	✓	Chapter 6
	Clarity of the APR and availability of the document to stakeholders and the general public	Whole APR document, arrangements for making the document available to stakeholders/the public and arrangements for publishing in accessible formats	✓	Whole Document Chapter 6 Inside cover



ANNEX F LEARNING FROM OTHERS AND SHARING BEST PRACTICE

Annex F Table F1 - Examples of Learning from Others

PROJECT	EXTERNAL ORGANISATION	OUTCOME
SAFEMark	SYLTE	Partnership working.
School and Neighbourhood Paths Projects	Barnsley MDC	Identification of suitable materials.
School Travel Initiative Reference Group	Regional Forum	Development of new travel initiatives.
Walking Buses	Hertfordshire CC and Sustrans	Guidance used on development of schemes.
Workplace Travel Plans	South Yorkshire TOPS scheme	Learning from success of scheme and how information can be used in West Yorkshire.
CCTV at Rail Stations	Scotrail	Learning from their experience on camera positions and system design.
Real Time Information	National groups	Guidance used as part of the development of real time bus information system.
Refurbishment of Travel Centre at Leeds Bus Station	Manchester Piccadilly Rail Station	Using experience to develop the travel shop.
Bradford Interchange Integration Showcase Scheme	Visits to other recently upgraded bus stations	Improvements in layout and signage.
Cycling and Supertram	Croydon and Nottingham	Learning from their experiences of cycling and light rail systems.
Cycle Parking	Other authorities and manufacturers	Learning from their experience to produce better parking facilities.
Air Quality and Supertram	Sheffield and Nottingham	Learning from their experience of light rail systems in the development of Leeds Supertram project.
Halifax Town Centre Regeneration	English Historic Towns Forum	Discussions to use Halifax as one of four Historic Core Zones Project Schemes.



Annex F Table F1 (cont...) - Examples of Learning from Others

PROJECT	EXTERNAL ORGANISATION	OUTCOME
Highway Maintenance	A Regional Claims Benchmarking Group	Best practice is shared through participation in the Roads Board, various CSS groups and active membership of National HAUC.
Calderdale Rural Transport Partnership	Other transport authorities, other RTPs and the Countryside Agency	Learning experience and best practice on the development of taxibuses for use in the planned scheme.
Supertram Access Group	Other authorities with light rail systems	Established how disabled people have been involved in the development of tram systems.
Decriminalised Parking	Other authorities including Brentwood	Imported best practice from Brentwood in relation to developing a computerised TRO system.
Annual Progress Report	Above average APR Authorities	We are keen to improve on the APR grade for 2002/03 and have studied the APR's of authorities who scored 'well above average' for 2001/02 to learn from their experience.

**Annex F** **Table F2 - Examples of Sharing Best Practice with Others**

PROJECT	EXPERIENCE SHARED
Guided Bus	Presentation by Metro at conference in Nottingham
Supertram	Presentations at various conferences
Ilkley Yellow Bus Scheme	Presentation at Yellow Bus Conference in January 2003, organised by Metro and GOYH
School Paths Project	Discussions on use of materials for paths that need to be 'kept in character' with Lincolnshire, East Yorkshire and York.
School Projects in Bradford	TravelWise training seminars organised and Uklast.
Pedestrian Skills Training in Inner City Leeds	Dissemination through national road safety networks
Development of Walking Buses	Presentations given in the NE of England and to the Mobility Conference in Barcelona
School Travel Initiative Reference Group	Dissemination through national school travel and road safety networks
Manchester Road Guided Bus	Dissemination event held September 2002 for interested local authorities, transport operators and consultants. Other authorities are now actively considering guided bus schemes.
Electronic Information at Leeds Bus Station	Visits made to see the electronic information at the bus station
Bradford Interchange Integration Showcase Scheme	The strategy has been explained to various organisations following recent COE visits
Redevelopment of Ossett Bus Station	COE seminar disseminated examples of best practice
CCTV expansion	Dissemination through membership of Bremen, PTEG Security Sub Group, National CCTV User Group, TAG CCTV User Group, Crime Concern, Crime and Disorder Partnerships
Cleaning and Maintenance of Street Infrastructure	Dissemination to District Councils, Police and other PTEs
Provision of New Passenger Shelters	Dissemination to District Councils, other PTEs and COE visits by other authorities.
Class 333 RPP Bid	Dissemination with reference to Airedale and Wharfedale lines and presentations at conferences
Cyclist Training	Dissemination to several authorities



Annex F Table F2 (cont) - Examples of Sharing Best Practice with Others

PROJECT	EXPERIENCE SHARED
Calder Valley Cycleway	Interest from cycling groups around the country through CVC newsletter. Information on consultation and construction techniques disseminated. Featured in the Sustrans newsletter, generating several enquiries.
Cycling in West Yorkshire	Hosted the Local Authority Cycle Planning Group
In Town Without My Car promotion	Leeds experience reported in 2003 ITWMC Good Practice Guide
Workplace travel partnership with Health Sector	Dissemination via newsletter 'Healthcare Travel in West Yorkshire' and seminar hosted by Metro in October 2002
Target 2 Project	Dissemination via a website, newsletter and presentations at POLIS and other seminars
Home Zone development	Information about the Methleys home zone widely disseminated. Several groups have met officers on-site to discuss the scheme. Presentations given at conferences. A standard information pack about the scheme has been developed and widely distributed to individuals and organisations.
Huddersfield Northern Quarters	Dissemination through the Yorkshire Forward Renaissance Towns Study.
Calderdale Rural Transport Partnership	Rural Shopmobility is used as an example of best practice by the Countryside Agency. Other ideas have been shared with other RTPs both in Y&H and nationally
Accessibility mapping	Information has been shared with other PTEs, Health Authorities, Planning Authorities and developers
Supertram Access Group	Shared information with Merseytravel
DDA Controlled Crossing Programme	Other authorities interested in the audit process used
Parking	Issues shared at the Regional Parking Forum
Introduction of Parking Charges in outlying towns	Best Practice shared at Best Value Benchmarking Group and at the Regional Parking Forum
Noise Mapping	Dissemination via presentations and seminars. Work with Leeds University to initiate new research into noise modelling and the assessment of tyre noise
Air Quality Review and Assessment	Presentations given at appropriate conferences/seminars. Partnership set up with Leeds University to pool resources on issues of air quality