



**West Yorkshire
Local Transport Plan 1
Annual Progress Report 2004/05
July 2005**

Contact details for the five West Yorkshire local authorities and Metro are:

City of Bradford Metropolitan District Council
Ian Gallacher
Tel: 01274 757402
Email: ian.gallacher@bradford.gov.uk

Calderdale Metropolitan Borough Council
Dave Holdstock
Tel: 01422 392160
Email: david.holdstock@calderdale.gov.uk

Kirklees Metropolitan Council
Stuart Clewlow
Tel: 01484 225553
Email: stuart.clewlow@kirklees.gov.uk

Leeds City Council
Andrew Hall
Tel: 0113 2475296
Email: andrew.hall@leeds.gov.uk

City of Wakefield Metropolitan District Council
Andrew Spittlehouse
Tel: 01924 306696
Email: aspittlehouse@wakefield.gov.uk

Metro
Paul Roberts
Tel: 0113 2517255
Email: paul.roberts@wypte.gov.uk

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1. INTRODUCTION

2004/05 has been the most successful year for delivering the West Yorkshire Local Transport Plan (LTP).

HEADLINES FOR 2004/05

Delivering targets and objectives

- 73% of targets are on track. One of the best performances to date.

Effective LTP spending

- 100% of the LTP allocation for 2004/05 of £63.3 million has been spent. The best performance since the beginning of the LTP.
- Overall £74.7m was spent exceeding our planned programme, of £71.9m, by 4%.

Scheme delivery

- The number of schemes delivered during the year exceeded the number planned by 19%.
- Two new bus stations have been completed at Batley and Cleckheaton.
- Glasshoughton rail station has been opened, the first in the UK since 2003.

The headlines above indicate that the West Yorkshire Authorities are already performing strongly against the Governments shared priorities of:

Road safety

- All of the road safety targets are on track to be achieved with child casualty and slight injury rates exceeding target expectations.

Congestion

- The West Yorkshire wide traffic level has grown by 1% since 1999. This is significantly below the national average.
- Traffic growth targets in Bradford, Halifax, Huddersfield, Leeds and Wakefield are on track.

Air quality

- There are now lower levels of NO₂ than at the beginning of the LTP period in Bradford, Halifax, Huddersfield and Leeds urban centres.

Accessibility

- Rural accessibility has improved beyond the expected target level, with 94% of rural households within 800m of an hourly or better bus service.

Asset management

- We have made solid progress towards the three maintenance targets and have spent an extra £6m above that planned for maintenance during the year.

INTRODUCTION

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2. PROGRESS TOWARDS TARGETS AND OBJECTIVES

2.1 INTRODUCTION

73% of LTP targets are on track. This is one of the highest levels of achievement by West Yorkshire during the LTP period.

This chapter highlights the progress being made during the year towards achieving LTP targets and objectives. Proforma's A and B at the end of this report set out current performance and future targets.

Target graphs are provided in a separate appendix (Appendix 1). A full monitoring report will be available at the end of July 2005.

2.2 KEY ACHIEVEMENTS FOR 2004/05

The key achievements are:

2.2.1 Road safety

The numbers of children killed or seriously injured in West Yorkshire has fallen to its lowest level since the beginning of the LTP and is now 46% below the 1994/98 base level, exceeding the target expectation of 25% by 2005/06.

The casualty rate for slight injuries is already 14% below the base level. This is significantly below the 5% target level set for 2005.

The number of people killed or seriously injured on roads in West Yorkshire has fallen by 18.1% since the 1994/98 base year. The target of a 20% reduction by 2005/06 is likely to be met.

The targets set for reducing cycling and pedestrian casualties are on track to be met.

2.2.2 Air quality

Annual air quality targets, relating to NO₂, are being achieved in Bradford, Halifax, Huddersfield and Leeds. These four centres now have lower levels of NO₂ than at the beginning of the LTP period.

2.2.3 Traffic growth

Weekday traffic across West Yorkshire has grown by only 1% since 1999. This is significantly below the anticipated 5% growth expected during the plan period.

AM peak traffic growth in Bradford, Halifax and Huddersfield is below the target of 3% growth set in the LTP. Evidence indicates that all urban centre traffic growth targets will be met.

2.2.4 Public transport

Rail patronage has increased by 29% since 1999/00, the target growth of 25% has now been achieved.

2.2.5 Walking and cycling

The number of cyclists recorded across West Yorkshire has increased for the first time since the beginning of the LTP period.

The aim to ensure long term walking trips do not decline has been exceeded. Between 1998 and 2004 morning peak walking levels into the five main urban centres has grown by 28%.

2.2.6 Rural accessibility

Modelling information shows that 94% of rural households are within 800m of an hourly or more frequent bus service. This exceeds the target level of 90% set last year.

PROGRESS TOWARDS TARGETS AND OBJECTIVES**2.3 SUMMARY OF OVERALL PROGRESS TOWARDS CORE INDICATORS AND LOCAL TARGETS**

Table 2.1 shows progress towards achieving the LTP targets. 73% of targets are on track, one of the highest recorded performances during the LTP period.

Table 2.1 – Progress towards LTP Targets

Year	Targets on track	Targets not on track	Targets with no clear evidence
2002/03	64%	27%	9%
2003/04	73%	14%	13%
2004/05	73%	18%	9%

2.4 EXPLANATION OF PROGRESS AND REMEDIAL ACTION

In line with current APR guidance this section provides an explanation of targets which:

- have exceptional progress;
- have slower than anticipated progress;
- have no clear evidence; or
- are not on track.

2.4.1 Core indicators and local targets with exceptional progress

There are four targets where achievements will exceed expected target levels.

(i) LTP Target L5 - Total rail patronage to grow by 25% by 2006/07 from a 1999/00 Base

Rail patronage has increased by 9% from 19.2 million last year to 21.1 million this year, an increase of 29% since the beginning of the LTP. This indicates that the target of a 25% increase in patronage by 2006 has been met.

The opening of Glasshoughton station, and ongoing investment in rail facilities and rolling stock refurbishment, have helped meet this target and enable rail to support economic growth in Leeds and other centres. Capacity is still the major constraint preventing rail playing a greater role in supporting the economy. There is also widespread concern that the Northern Franchise has been let on a 'no growth' basis. As such, Metro is working with local partners to secure additional capacity.

Metro is in the process of introducing a new system for rail surveys. Information from the new system is not yet available. For this year, patronage has been estimated using the relationship between morning peak arrivals at Leeds city station and overall travel in West Yorkshire over the past 12 years. Statistical analysis of these data shows a strong correlation between morning peak arrivals at Leeds Station and West Yorkshire wide patronage levels. This relationship gives statistical confidence in the estimates.

(ii) LTP Target L12 – To reduce the number of children killed or seriously injured by 25% by 2005/06.

148 children were killed or seriously injured on our roads this year. This equates to a 46% reduction since the base year of 1994/1998 and is better than the 25% target set in the current LTP. Performance in this area reflects a commitment by all the district authorities in West Yorkshire. The current target remains relevant and it is expected to be stretched in the second LTP (LTP2).

(iii) LTP Target L13 – To reduce the rate of slight injury accidents by 5% between 1994/98 average and 2005/06.

The slight casualty rate for West Yorkshire is 70.7 casualties per 100 mvkm. This is 14% below the base level of 81.9 casualties per 100 mvkm set for 2005/06 and is significantly below the 5% target set for 2005. We remain committed to continued progress in this area. The LTP2 target is likely to seek further improvement with a reduction of 15% between the 2002 to 2004 average and 2010.

(iv) LTP Target L16 – 90% of rural households within 800 metres of an hourly or better bus service.

In West Yorkshire, 94% of rural households are within 800 metres of an hourly or more frequent bus service. This exceeds the current target of 90%.

2.4.2 Core indicators and local targets with slower than anticipated progress

There are four targets where progress is slower than anticipated. In each case the target is expected to be achieved.

(i) LTP Target L2 – To stabilise morning peak inbound traffic into Leeds at 1999 levels

Progress on this target needs to be taken in the context of the economic growth that has occurred and Leeds' role as a driver of economic growth within the Regional Economic Strategy and Regional Spatial Strategy.

There has been a continued growth in city centre employment. Between 1998 and 2002 14,500 new jobs were created in the city centre with a further 18,500 forecast by 2013. This has resulted in an estimated 40% increase in work related trips to the city centre during the morning peak. The chart below shows that since 1990, despite continuous strong economic growth, traffic levels have changed very little. The trend line over this longer period also shows that overall traffic levels have remained constant.

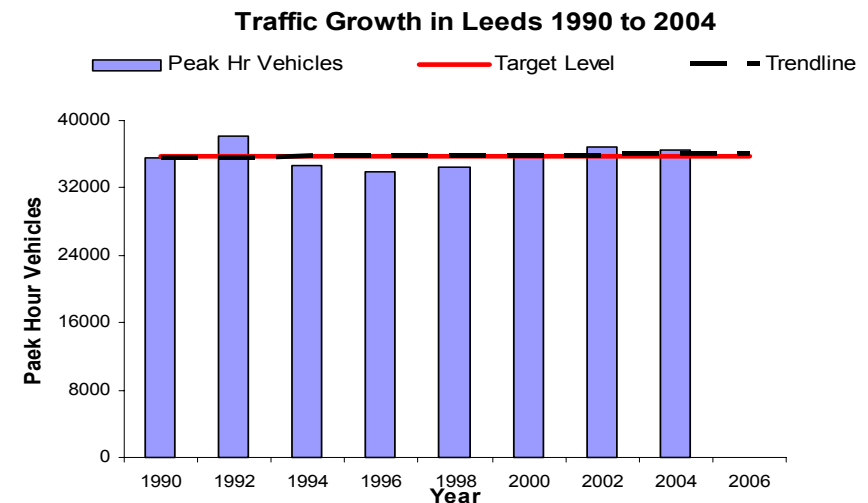


Figure 2.1 Traffic growth in Leeds 1990 -2004

Whilst the impact of this growth was mitigated to some extent by the removal of 4800 cars which now use the A1/ M1 Link (opened in 1999) the key evidence of success is via an examination of modal share surveys. These show that the modal share of morning peak trips by car to Leeds city centre has fallen from 61% in 2000 to 57% in 2005. This demonstrates a successful strategy to manage the transport demands placed upon Leeds during a period of economic expansion and underlines the importance of continued investment in public transport within the city. It should be noted that the difference between the target of zero growth and the current performance is only 750 vehicles per hour, or 25 per radial route into Leeds.

Suppression of traffic growth in future years, including 2005/06, will require continued investment in public transport, particularly via the Bus Strategy and Yorkshire Bus Initiative, as well as ensuring that demand management measures are in place to support this investment. Parking charges within the city remain the key demand management tool. Long stay charges have now increased by 73%

PROGRESS TOWARDS TARGETS AND OBJECTIVES

since 1997 and will continue to be a significant policy intervention. To complement this there will be:

- a continued reduction in the number of all day parking spaces in the central area;
- further conversion of all day parking spaces to short stay parking;
- continued extension of city centre parking control zones;
- land use planning favouring city centre living; and
- the use of initiatives linked to park and ride.

As part of the long term strategy to address this issue: travel planning initiatives; the management of road space and land use measures will play a vital role. Development areas, with an emphasis on public transport access, have been allocated to the east of the city centre in the Aire Valley. These will provide the necessary growth areas for jobs and help to relieve transport pressures experienced closer to the city centre as well as assisting in wider regeneration.

It should be recognised that the target of zero traffic growth in Leeds was, and still is, very challenging, particularly given the high level of employment growth within the city. Traffic growth over the long term has remained constant therefore it is felt that the target will be achieved.

(ii) LTP Target L3 – No more than 3% growth in AM peak traffic into Wakefield centre.

As reported in last year's APR, traffic surveys undertaken for Wakefield in 2002 showed morning peak growth at around 13%. Data collected from surveys in 2004 shows growth of around 4%.

Demand management in the form of parking charges is playing an important role in controlling traffic growth into Wakefield centre. During this financial year long stay parking charges in the city centre

have been increased to £4.00, an overall increase of 100% since 1997.

To complement parking charges, investment is being made in bus priority measures on Doncaster Road, one of the busiest corridors into the city. There are approximately 1400 vehicles travelling inbound on this corridor in the peak hour. It is perceived as the worst approach into the city for delay and congestion in the morning peak.

As a consequence, measures have focussed where congestion is worst and a 1km section of bus lane will be implemented on the A655 Black Road in 2005.

Bus priority measures will also be provided at the traffic signal controlled junction of the A655 and the A638. This will allow inbound buses to access an existing section of bus lane.

In combination, these bus priority measures will provide significant time savings for all buses. Since there are significant queues that the bus will be able to pass, the benefits will be clearly visible to car users. It is anticipated that this will promote modal shift from private cars onto buses along the corridor.

Wakefield MDC recognises the need to address other corridors into the city centre where there are limited bus priority measures. As such, LTP2 proposes a major scheme to create bus priorities on Leeds Road and Wentworth Street/Old Bradford Road to the north of the city centre. High occupancy vehicle lanes are also proposed for the A636 Denby Dale Road. These two corridors have experienced the greatest growth over the last 4 years. A review of the city centre car park strategy is also underway.

It should be noted that a reduction of as little as 150 vehicles across the cordon (less than 10 per count site) would move this to within the 3% target level. Taking this factor into account and the measures being put in place on the most congested corridor it is anticipated that the target will be met by the end of plan period.

(iii) LTP Target L10 – Not to exceed an annual average of 40µg/m³ NO₂ in main urban areas in any given year

Four of the five main district centres in West Yorkshire are on track to meet the target for NO₂. These four centres now have lower levels of NO₂ than at the beginning of the LTP period.

In Wakefield the overall air quality reading for NO₂ is marginally above the 40µg/m³ target level at 42µg/m³. This is influenced by a single monitoring station close to Chantry Bridge on the south side of the city. To tackle this issue the Doncaster Road corridor, on which Chantry Bridge lies, is already targeted for bus priority measures in an attempt to encourage a modal shift towards bus from car. These measures will be implemented in 2005.

Given the success in all other centres and the efforts being made in Wakefield this target is considered to be on track.

(iv) LTP Target L18 (BV97a) – To Eliminate the backlog of non Principal Classified Roads requiring structural maintenance by 2010/11

The weighted average value for BV97a is 12.8% which is just outside the upper quartile for both the Metropolitan and English authorities. This is the third year where the result has been around 13% and indicates that deterioration has been arrested. Reducing the backlog is considered to be achievable provided appropriate funds are made available.

2.4.3 Core indicators and local targets with no clear evidence.

There are three areas where there is no clear evidence.

(i) LTP Target L17 (BV96) – To Reduce the Percentage of Principal Roads Requiring Structural Maintenance to 10% by 2006/07.

The condition indicators for principal roads identify that the network condition is no longer deteriorating and there is some evidence that the backlog is being addressed. Further improvement is anticipated, subject to sustained funding of these important routes.

The methodology for assessing the condition of the principal road network was significantly revised in 2004/05. Up until this change the target was on track. This target has therefore been classed as no clear evidence.

(ii) LTP Target L19 (BV97b) – To eliminate the backlog of unclassified roads requiring structural maintenance by 2010/11

2004/05 was the fourth year for the calculation of BV97b. The result for each year is based on data collected in the preceding 12 months for 25% of the unclassified roads. The results have fluctuated over the four years as shown in Proforma A. It is not possible to determine whether this fluctuation is a consequence of variation in condition between the 25% samples, variations in the rules and parameters used for the analysis, actual changes in condition or a combination of factors. Indeed caution was recommended against interpreting last year's low result of 15.2% as an actual improvement.

The weighted average for 2004/05 is 20.4%. The average result for the four years is 21.1%. Both figures are in the bottom quartile to median range. These results suggest that there has been no significant improvement in the network. The condition of unclassified roads is not as good as the classified roads and this difference reflects the relative priority of the network hierarchy. In addition, the length of unclassified road currently in need of major maintenance is well over 1000km and consequently there is minimum probability of reducing the backlog in the next five years unless there is a considerable increase in funding.

The West Yorkshire authorities believe that a performance indicator based on the full 100% survey would be a more realistic overall measure of carriageway condition and that the 2005/06 result would be best compared with a baseline of 21.1%. As such this target has been categorised as no clear evidence.

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(iii) BV104 - Percentage of Bus Users Satisfied with Local Bus Services

The data required to support this indicator is yet to be released by the Office of the Deputy Prime Minister (ODPM). In the absence of correct data the target has been categorised as no clear evidence.

2.4.4 Core indicators and local targets not on track

There are four targets which are not on track.

(i) LTP Target L4 – Total Bus Patronage To Grow by 5% by 2006/07 from a 1999/00 Base

Background

Prior to LTP1 there had been a long term decline in bus patronage of between 2% to 3% per annum. At the time of setting the LTP target there was evidence that investment in public transport, for example bus stations, Quality Bus Corridor (QBC) schemes and new buses, was starting to have a positive impact on bus patronage. Accordingly, Metro in consultation with bus operators, set a 3% patronage growth target.

Bus patronage rose by 2.1% during the first 3 years of the LTP. Because the target appeared to be achievable it was decided, again in consultation with operators, to 'stretch' the target to a 5% increase by the end of LTP1. Bus patronage then fell in 2003/4 and again this year to 1.9% below the base.

Whilst bus patronage has declined there has still been an increase in public transport (bus and rail) trips in West Yorkshire. There are now 217 million public transport journeys in West Yorkshire compared to 215 million at the beginning of the LTP.

Details of Patronage Decline

There are a number of factors affecting bus patronage. The fuel crisis and problems on the railways (the redevelopment of Leeds station; floods; the Hatfield disaster and driver/guard strikes) may

have contributed to the patronage increase in the early part of the LTP period. At the same time, lack of funding for the Yorkshire Bus Initiative (YBI – major scheme), the YorCard smartcard scheme and the A65 Quality Bus Initiative have hampered attempts to maintain the growth in patronage. This has been demonstrated by the fact that patronage growth has continued on LTP funded QBC. For example the East Leeds and Bradford Manchester Road Quality Bus Initiatives saw patronage increases of 2.5% and 1.3% respectively during 2004/5.

Some additional negative influences on bus patronage were not foreseen. Poor performance by one of the major operators in West Yorkshire has been a factor in the significant loss of passenger journeys in specific parts of West Yorkshire.

Higher than anticipated fare increases due to higher insurance, fuel costs and drivers wages has fed through into passenger journey decline. Pressures on revenue budgets have also resulted in increases in concessionary fares. The increase in bus operating costs has also resulted in increased tender prices and Metro having to reduce the tendered service mileage.

Metro has undertaken work to investigate underlying trends in patronage and a model has been developed (SIMBUS). This work shows that demographic trends; increasing car ownership and increased numbers of people holding driving licenses; as well as economic trends, are exerting negative pressure on bus patronage. These factors are not unique to West Yorkshire.

Actions and Interventions

Metro is working with operators and highway authorities to develop Punctuality Improvement Plans (PIPs) - further information is provided in the section below relating to bus reliability and punctuality targets - and the West Yorkshire Transport Education and Skills Alliance (WYTESA). WYTESA aims to improve customer care and driver retention and recruitment.

Metro has sought to mitigate loss of patronage through initiatives, including:

- the award winning ‘free month offer’ for people first applying for their senior permit;
- an extension of flat-fare travel through the afternoon peak;
- the introduction of new pre-paid tickets for young people (the SchoolPlus and StudentPlus tickets) which have resulted in growth in those parts of the market, and
- the implementation of the first phase of the MyBus Yellow Bus project across schools in West Yorkshire.

The decline in patronage due to the loss of tendered service mileage has been partially off-set by new MetroConnect schemes often financed through Urban or Rural Challenge funds.

Metro is consulting on a new West Yorkshire Bus Strategy, which will form part of LTP2. This proposes greater intervention in the market to deal with issues that have led to patronage decline.

In recognition of the need to improve progress towards bus patronage, punctuality and reliability targets, West Yorkshire’s capital programme for 2004/05 has been proactively managed to direct resources towards these areas. With evidence that LTP investment in QBC’s increase patronage locally, part of the reward funding for this year was invested in these types of schemes. The implementation of new bus infrastructure has been a particularly successful area of delivery during the year.

Time Frame for Improvement

Every effort is being made to address the issue of declining patronage. At this stage forecasts from the SIMBUS bus patronage model suggest that patronage can be increased 5% by 2010/11 and 10% by 2015/6 from a base year of 2004/5.

(ii) LTP Target L6 – To Double the Number of Cycling Trips between 1996 and 2006 and Double Again by 2010.

Background

This year has seen an increase in cycling. As the graph below suggests, the large decline experienced in the early part of the LTP appears to be at an end. Monitoring from 182 on road sites recorded the largest number of cyclists since 2001/02.

Cycling Trips in West Yorkshire

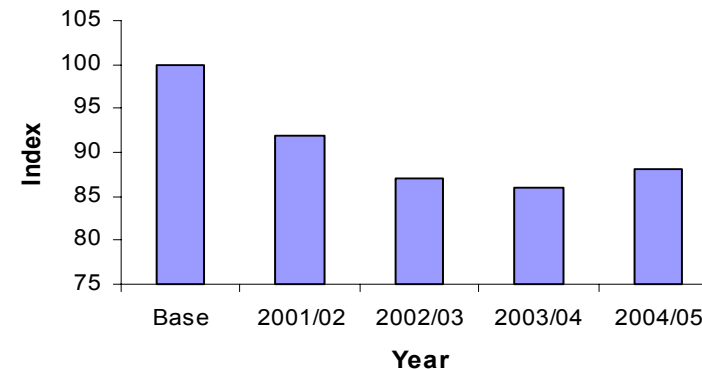


Figure 2.2 Increase in cycling trips – West Yorkshire

It is clear that adopting the national target for cycling was, and still is, very challenging within West Yorkshire. However specific schemes do show signs of success. For example, Sustrans’ surveys of the Spen Valley Greenway, an off road route in Kirklees, revealed a 50% increase in the number of cyclists using the link midweek (Monday to Friday during school term times) during 2004.

The ‘Hands Up’ school survey conducted across West Yorkshire shows that cycling to school has increased significantly, by 129%, since 2000, within the schools surveyed. For example, in

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Todmorden High School, where cycle storage has been provided cycle use increased from 1% to 1.8% of all trips made to the school.

In addition a number of on road urban count sites close to Leeds city centre have shown an increase in cyclists between 1994 and 2004 over and above the general trend across West Yorkshire.

Actions and Interventions

This evidence of local increases in cycling is encouraging and reflects the level of commitment and investment in cycling within West Yorkshire. It also highlights the need for long term commitment. Each district has a dedicated cycle officer who is involved in highway scheme design, ensuring that cyclists are considered from the earliest possible stage. As such the programme of investment in cycle infrastructure, supported by promotion, training and work within schools will continue.

For example, in Kirklees a programme of off road cycle route provision will continue, with schemes in the Colne and Calder Valleys making good progress. Fenay Greenway and Metham Branch Line schemes have been added to the programme. In Wakefield, the Horbury to Wakefield city centre route, Sandal Curves and the Pontefract Park route, together with a number of on road signed quiet routes will be completed in 2005/06.

Timeframe for Improvement

To assist in monitoring cycling in future years our monitoring programme for LTP2 has been revised. This will allow more robust monitoring of the cyclists in West Yorkshire. A network of automatic cycle counters has been installed (18 have been installed in Kirklees this year) and further sites have been identified for dedicated manual counts within key urban areas. It is anticipated that the decline in recent years has been arrested and that there will be growth in this area. Work on developing targets for LTP2 indicate a 10% increase between 2004/05 and 2010/11 is achievable.

(iii) LTP Target L14 – At Least 95% of Bus Services to Run No More Than 5 minutes Late and 1 minute Early

(iv) LTP Target L15 – No More Than 0.5% of Bus Services to Be Cancelled

Background

DfT require the Traffic Commissioner's targets to be reported in the APR. Current performance against these targets is 86.8% of buses are running to time and 1.7% of services were cancelled. The achievement of these targets is predominantly outside the control of Metro and the district authorities. This is demonstrated by the fact the most commonly reported reasons for cancelling services are driver shortages and vehicle breakdowns. Although the provision and enforcement of bus priority measures does have an important role.

Actions and Interventions

Recently the Bus Partnership Forum recommended that Punctuality Improvement Partnerships (PIPs) be formed between operators, transport authorities/Passenger Transport Executives and highways authorities to identify the causes of punctuality and reliability problems and to pose solutions.

Metro's PIPs will replace and build upon the work already undertaken by Metro for many years to improve performance and develop Joint Action Plans with operators and highway authorities. PIPs are expected to be in place by the end of 2005/6.

The "yournextbus" Real Time Information (RTI) scheme is currently being rolled out across bus fleets in West Yorkshire and is already available to some of the participating operators. This will have a number of positive effects on both punctuality and reliability as operators will be able to base schedules on better information and improve their service management. The technology will be used to provide bus priority at signals when a service is delayed and identify sources of delay.

Metro's work with operators through WYTESA aims to improve bus driver recruitment, retention and customer care. This should have a direct affect on the reliability target as driver shortages cause most service cancellations.

Timescale for Improvement

RTI is programmed to be launched later in 2005 which will assist in improving reliability and punctuality. PIP's will be in place by the end of 2005/06.

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3. LTP SPENDING AND SCHEME DELIVERY

3.1 INTRODUCTION

2004/05 has been the best year for LTP spending and scheme delivery in West Yorkshire. A total of £74.7m has been spent, 104% of planned expenditure.

The West Yorkshire Local Transport Plan Partnership was awarded £63.3m of LTP funding for 2004/05. In addition £7.8m of funding not spent in 2003/04 was brought forward and a further £0.8m of was allocated to Leeds for road de-trunking. This provided total funding of £71.9m.

This chapter sets out how this funding was used to deliver the LTP strategy during 2004/05 and highlights two key elements:

- LTP spending and scheme delivery; and
- progress on major schemes.

3.2 KEY ACHIEVEMENTS FOR 2004/05

3.2.1 LTP spending

This is West Yorkshire's best level of spending and performance to date.

A total of £74.7 million was spent in 2004/05. This equates to 104% of the £71.9 million planned expenditure in 2004/05.

100% of the £63.3m awarded in 2004/05 to West Yorkshire was spent.

This is West Yorkshire's best achievement to date and supports the approach to deliver schemes over the lifetime of the LTP. It also addresses the emphasis placed upon annual spend in previous APR assessments.

3.2.2 Scheme delivery

Some of the key schemes delivered as part of the 2004/05 programme were:

- completion of Batley and Cleckheaton bus stations;
- construction and opening of Glasshoughton rail station, the UK's first new station to open since May 2003;
- completion of the Calderdale DDA programme to ensure signal controlled pedestrian crossings are DDA compliant;
- good progress with the Real Time Information scheme, now launched in test mode with a full launch planned in the autumn;
- completion of the Kirklees section of the A641 quality bus corridor with complementary operator investment in new buses;
- partnership working to deliver 3 km of segregated cycle ways around Wetherby;
- completion of Bradford West End City Centre pedestrianisation;
- access improvements on the Airedale and Wharfedale rail lines; and
- new waiting facilities on the busiest platforms at Shipley station.

3.3 PROGRAMME MANAGEMENT

In recognition of the importance of addressing the cumulative carry over of funding within the first LTP, a West Yorkshire wide finance task group was established to enhance monitoring and delivery of the overall capital programme. This assisted in:

- achieving 100% spend of the 2004/05 LTP allocation of £63.3m; and
- highlighting the potential for the transfer of funding to authorities who had the resources to deliver additional Yorkshire Bus

Initiative (YBI) related schemes to address a number of LTP targets.

3.3.1 Reward funding and Yorkshire Bus Initiative

The Yorkshire Bus Initiative (YBI) aims to deliver a step change in the quality of bus travel including a significant increase in bus patronage on core routes. This will be delivered through a fast track programme of investment focussed on core routes (where there is the highest potential for patronage growth) together with developing a means of addressing social inclusion issues away from the core networks. The targets that will benefit as a result of this investment will be:

- Traffic growth in urban areas - LTP targets L2 and L3
- Bus patronage – LTP target L4
- Air Quality – LTP target L10
- Bus punctuality – LTP target L14

Of the £63.3 million LTP settlement for 2004/05, £2.7 million was reward funding to reflect West Yorkshire's performance to date in delivering LTP objectives. The West Yorkshire Partnership agreed that this money could be held by Metro for subsequent re-distribution once detailed programmes were developed in order to accelerate the YBI. Expenditure of the YBI related funding was included in the planned expenditure shown in the 2004 APR.

The West Yorkshire Partnership, in consultation with operators, identified further schemes that contributed towards delivering the YBI objectives. In recognition of the need to target funding at bus infrastructure, and as part of the overall management of the West Yorkshire LTP capital programme, Metro made further funding available to deliver these additional schemes in 2004/05.

Table 3.1 – Scheme delivery and LTP spending - Proforma C

Scheme Type	No. Planned	No. Delivered	Predicted Cost (£000s)	Outturn Cost (£000s)	Divergence	
					No. of Schemes [+/- %]	Cost (+/- Absolute)
Bus Priority Schemes (BL, BG)	21	13	3,114	1,537	-38	-1,577
PT Interchanges (IN)	18	39	8,329	5,851	+117	-2,478
Park & Ride Schemes (PR)	2	0	108	0	-100	-108
Bus Infrastructure Schemes (BI)	5,066 ¹	6,120	5,210	6,056	+21	+846
Cycling Schemes (CY)	141	109	1,631	1,290	-23	-341
Light Rail Schemes (LR)	0	0	0	0	0	0
Walking Schemes (WA)	65	71	1,590	2,105	+9	+515
Travel Plans (TP)	108	132	63	45	+22	-19
Safe Routes To Schools (LS1 and 2)	49	63	1,243	1,360	+29	-117
Local Safety Schemes (LS3, 4 and 5)	178	206	3,636	2,908	+16	-728
Traffic Management and Traffic Calming Schemes (TM)	159	155	5,029	4,973	-3	-56
Road Crossings (RC)	196	194	1,482	2,003	-1	+521
New Roads and Local Road Schemes (RD)	19	18	1,971	1,599	-5	-372
Maintenance – Carriageway and Footway (MM 1, 3 and 5)	383	545	25,438	31,402	+42	+5,964
Maintenance – Bridge Strengthening (MM7)	27	27	4,125	4,002	0	-123
Structural Maintenance (MM8)	52	51	5,864	5,660	-2	-204
Other Maintenance Schemes (MM9)	21	42	735	1,028	+100	+293
Other Schemes (OS)	3	5	2,539	2,920	+167	+381
TOTALS	6,508	7,790	72,107²	74,739	+20	+2,632

1 The planned number of Bus Infrastructure Schemes was overstated in the 2004 APR by 4000 schemes. This related to the number of improvements delivered through the On Street Infrastructure scheme which should have been split between 2004/05 and 2005/06.

2 The total planned allocation includes £182k of funding that Wakefield reported in the 2004 APR. This funding was however spent in 2003/04 and was not brought forward. The total planned expenditure should therefore be £71,925k.

3.4 SCHEME DELIVERY AND LTP SPENDING – PROFORMA C

Proforma C (Table 3.1) compares the 2004/05 West Yorkshire capital programme, as set out in the previous APR, with the actual number of schemes delivered and expenditure incurred. Where the number of schemes delivered has varied by greater than 25% or expenditure has varied by 25% or £250,000 further detail is provided.

The key achievements in 2004/05 are:

- expenditure of £74.7m - 104% of planned expenditure; and
- 15 of the 17 scheme types shown in Proforma C have been delivered on target or exceed the expected outputs.

3.5 EXPLANATION OF DIVERGENCES

It should be noted that the capital programme across a complex, multi-authority, metropolitan area will inevitably result in a divergence from the programme advised in last years APR. Changes to programmes occur in response to procurement issues, consultation outcomes and modification in scheme scope and costs as well as third party and resource issues.

As part of the overall management of the capital programme it is important to maintain a flexible approach to programming whilst still delivering schemes that support LTP objectives and deliver improvements. This flexible approach has meant that overall, despite the delivery of a number of large schemes being affected by factors beyond the authorities' control, the level of expenditure for 2004/05 exceeded that set out in the previous APR.

The key areas of variation are set out below.

3.5.1 Bus priority schemes

Scheme divergence (-ve)

Leeds

The Tong Road scheme in Leeds was delayed to allow further studies to be conducted. These have now been undertaken, and the scheme, which commenced in 2004/05, will be completed in summer 2005.

Two further schemes, on Wellington Road and Burley Road, were delayed due to unforeseen highway structural issues. This has led to cost increases on both schemes. The Wellington Road scheme needed further approval for the increased costs. The time taken to resolve this meant the scheme could not be commenced in 2004/05.

There were highway engineering issues associated with the Burley Road scheme. In addition it was necessary to improve an adjacent junction within the scheme which had a poor accident record.

Both schemes will now be delivered in 2005/06.

Bradford

The Church Bank, New Otley Road (A658 to Shipley Airedale Road) and the extension of A647 Leeds Road bus priority schemes in Bradford were originally intended for implementation in 2004/05. However a number of objections were raised during consultation. Progress on the schemes was delayed whilst these objections were considered.

The Church Bank scheme was implemented in May 2005. Further studies on the Otley Road and Leeds Road schemes are currently underway and are due to be completed in September 2005. The outcome of these studies will determine an appropriate implementation programme.

Calderdale

The Ainley Top bus priority scheme in Calderdale was delayed whilst additional traffic and passenger data was gathered to provide a robust business case. The scheme will be implemented in 2005/06 subject to Members' approval and appropriate funding will be allocated in the programme.

Wakefield

The Traffic Regulation Order (TRO) for the Barnsley Road scheme in Wakefield was due to be completed this year. However, following revisions to the times of operation of the bus lane, the TRO needed to be re-advertised and implementation of the bus lane will be delayed until 2005/06. TRO's have been successfully obtained for the A638 Doncaster Road (outbound) and the A655 Black Road bus lanes. These are expected to be operational in July 2005.

Expenditure divergence (-ve)

The slippage of the three schemes in Leeds, accounted for approximately £1,180k of the divergence in this area of the capital programme. Leeds were able to utilise this funding to deliver an enhanced maintenance programme in 2004/05 and will ensure that the equivalent funding will be made available to progress the outstanding bus priority schemes in 2005/06.

The three bus priority schemes delayed in Bradford accounted for £305k of the under spend in this area of the capital programme. Bradford were able to utilise this under spend to deliver an enhanced structural maintenance programme. The delay to the implementation of the Barnsley Road scheme in Wakefield resulted in slippage of approximately £10k.

3.5.2 Public transport interchanges

Scheme divergence (+ve)

Metro

The increased level of schemes delivered in 2004/05 was the result of successfully delivering the majority of the large schemes, including Batley and Cleckheaton bus stations and Glasshoughton rail station. An enhanced programme of smaller scale improvements also contributed to the over delivery. Examples include improved waiting facilities at 11 rail stations, accessibility improvements at 14 rail stations and schemes to improve lighting at four rail stations.

Expenditure divergence (-ve)

Metro

The successful delivery of the key schemes set out above was accompanied by an under spend. This relates, in part, to the delay to construction work on Ossett Bus Station. Originally the scheme was intended to be complete in 2004/05 but due to extended negotiations with local businesses regarding access arrangements the scheme was delayed by approximately six months. Subsequently, expenditure was reduced by £810k. Construction work has commenced but will not be completed until summer 2005. Provision has been made in the 2005/06 capital programme to fund the completion of this scheme.

Progress on Low Moor Rail Station scheme was affected by changes made to the timetable by the SRA. Benefits that would have been achieved under the old timetable were compromised and progress was delayed whilst consideration was given to a revised timetable. As a result some of the land purchase was held back and expenditure was reduced by £275k. Provision has been made in the 2005/06 programme to progress the scheme. Implementation will be included in the 2006/07 programme subject to the resolution of timetable issues on the Caldervale line.

LTP SPENDING AND SCHEME DELIVERY

The scheme to improve facilities at Wakefield Kirkgate Station was programmed for delivery in 2004/05 but due to the unusually long time it took to obtain the necessary consents to work on the listed building the main parts of the scheme could not be delivered until early 2005/06. Provision of £186k has been made in the 2005/06 programme to allow the completion of the scheme.

£456k was forecast to be spent on several schemes to enhance Leeds Bus Station which included the development and implementation of a signing strategy and DDA enhancements. Following consultation it was decided that, in order to minimise disruption to passengers, these works would be undertaken at the same time as the mid life refurbishment of the bus station to take place in future years.

The cost of planned work on a number of schemes was either less than expected or alternative funding sources were found. For example, the electrical rationalisation at Bradford Interchange was delivered as programmed but revenue funding was drawn upon to fund specific elements of the project. As a result LTP spend was reduced by £80k.

External funding, of £67k, was drawn upon in place of LTP funding to contribute to the cost of the lighting improvement scheme at Shipley Rail Station. Provision had been made in the 2004/05 for the settlement of the final account for the Pontefract Bus Station Scheme which was completed in 2003/04. This funding was not required in 2004/05 resulting in a reduction of planned expenditure of £100k. Design work for the Halifax Bus Station travel centre was completed in 2004/05 but was funded from an alternative budget and expenditure in this area of the programme was reduced by a further £50k.

The majority of this under spend was redirected to other areas of the programme which would contribute towards reducing the decline in bus patronage. This included further funding for the Yorkshire Bus Initiative, additional CCTV cameras on buses and the procurement of vehicles which enabled a partnership approach with Leeds

Bradford International Airport (LBIA) for MetroConnect airport services.

3.5.3 Park and ride

Scheme divergence (-ve)

Metro

Two park and ride schemes were programmed to be delivered in 2004/05. The implementation of the Mytholmroyd scheme was dependant on a third party leasing land from Network Rail and meeting the cost of surfacing the access road to the site. The timing of the surfacing work is dependant on the developer and Network Rail reaching agreement over the lease of the land and adjacent buildings.

Problems with the drainage of the site of the Morley park and ride scheme were identified shortly before work was due to commence. This related to infrastructure belonging to Network Rail. Rectifying the problem would have significantly increased the cost of the scheme and would have delivered limited additional passenger benefit. Metro requested that Network Rail resolve the drainage problem but this was unsuccessful due to Network Rail's lack of funding for this type of activity. The scope of the scheme is now being amended to work around this issue and ensure the scheme still delivers value for money.

Expenditure divergence (-ve)

Metro

No construction works were undertaken on park and ride schemes in 2004/05 due to the issues highlighted above. Funding will be allocated to allow these schemes to be implemented in 2005/06 providing the outstanding issues can be resolved.

3.5.4 Bus infrastructure

Expenditure divergence (+ve)

In addition to the £2.7m of funding that was set aside for allocating between the districts to fund the implementation of the Yorkshire Bus Initiative, Metro made a further £965k available to Calderdale and Kirklees to fund schemes which support the objectives of the YBI. This latter element was not included in the programme set out in the 2004 APR and contributed towards the additional 21% of schemes delivered in this area of the programme.

3.5.5 Cycling schemes

Expenditure divergence (-ve)

The main reasons for the divergence in this area of the capital programme were a reduction in expenditure on the schemes delivered by Leeds and the inclusion of additional funding that Kirklees were able to secure for cycling schemes during 2004/05.

Kirklees

Kirklees received a total of £219k in grants in 2004/05 which were used in place of LTP funding to support cycling schemes. This came from the New Opportunities Fund (£19k to fund the Spen Ringway), a Lottery Grant (£40k towards Calder Valley Greenway) and a Yorkshire Forward contribution (£160K towards the Calder Valley Greenway).

Leeds

A feasibility study was completed for the King Lane scheme which identified that the cost of implementing the scheme was significantly higher than estimated. As a result expenditure of £32k was slipped to 2005/06. The scheme is currently being reviewed to establish whether there are alternative options which offer better value for money.

The Kirkstall Brewery to Beckett Park scheme in Leeds was deferred during prolonged consultation regarding street lighting. This resulted in slippage of £27k. The scheme started in March 2005 and will be completed in Summer 2005.

In addition the LTP expenditure on the Thornes Farm scheme was reduced as £135k of external funding was secured and used in 2004/05.

3.5.6 Walking schemes

Expenditure divergence (+ve)

Expenditure on walking schemes exceeded that planned. In part this was due to additional schemes delivered in response to minor slippage elsewhere in the programme but also due to how some forecast expenditure was defined in the 2004 APR.

Bradford

£359k of the over spend in this area related to the Bradford City Centre improvements. This was reported in the 2004 APR as planned expenditure within the traffic management programme. However the expenditure incurred in 2004/05 related to the pedestrianisation element of this scheme.

Calderdale

Calderdale began preliminary works on the Halifax Town Centre scheme ahead of schedule which resulted in £86k of expenditure originally planned for 2005/06 to be incurred in 2004/05.

Leeds

Following the delay to a variety of small schemes within the Leeds walking programme, a number of schemes to improve public rights of way were brought forward which met LTP objectives. These schemes were however more extensive than those they replaced resulting in £208k of additional spend in this area.

3.5.7 Travel plans

Expenditure divergence (-ve)

A low level of expenditure was forecast to fund capital works supporting the implementation of travel plans. The minor under spend (£19k) occurred where works have overlapped with schemes within the safe routes to school programme. Where this has occurred costs have been included in expenditure presented for the safe routes schemes.

3.5.8 Safe routes to schools

Scheme divergence (+ve)

Bradford

Due to the planned number of schemes costing significantly less than forecast Bradford were able to deliver 11 additional safe routes to school schemes to those presented in the 2004 APR. The overall cost of the Bradford safe routes programme remained close to the original plan.

3.5.9 Local safety schemes

Expenditure divergence (-ve)

Leeds

Divergence relates to the Armley Ridge Road scheme in Leeds which was forecast to cost £700k. An initial public consultation exercise identified an issue which necessitated further action and consultation. This needed to be completed before the Traffic Regulation Orders could be completed. This led to the scheme slipping to 2005/06. All approvals have now been obtained and the contract documentation has been drawn up. This scheme is due to commence on site in June 2005.

3.5.11 Road crossings

Expenditure divergence (+ve)

Bradford

The increased spend reported in this area predominately relates to Bradford's road crossings programme. The planned expenditure for road crossings was shown in the 2004 APR as zero with the cost of the schemes included within other programme areas such as safe routes to schools, walking and traffic management. However the cost of delivering these schemes is now included against the road crossing element to give a better indication as to how funding has been used. In addition Bradford were able to deliver 27% more road crossing schemes than planned in 2004/05.

3.5.12 New roads and local road schemes

Expenditure divergence (-ve)

Wakefield

In order to implement the Badsworth Bends scheme (total forecast cost £250k) land needed to be purchased from four separate parties. Negotiation relating to the cost of land took longer than expected causing the scheme to slip. The sale of the land was finalised in May 2005 which will allow work to commence in July 2005.

Feasibility work undertaken on the Dewsbury Road / Broadway Scheme identified that land purchase will be required to implement the scheme. The additional time required to arrange the land purchase has meant the scheme has slipped to 2005/06.

The Fryston Road / Hollywell Lane scheme has been delayed following the identification of a need to include additional pedestrian facilities at this location. The revised scheme will be delivered in 2005/06.

3.5.13 Maintenance - carriageway and footway

Scheme divergence (+ve)

Leeds

To address the under spend in other areas of their programme Leeds successfully delivered a significantly enhanced programme of carriageway and footway improvements as part of the overall management of their LTP resources. This has resulted in both an increase in the number of schemes delivered and expenditure in this area of the LTP programme. In the consultation undertaken for LTP2, maintenance of highways and footways was identified as a priority by the public. The equivalent level of funding will be available in 2005/06 to ensure the delivery of the integrated transport schemes which it was not possible to progress in 2004/05.

Expenditure divergence (+ve)

The increased level of expenditure in this area of the programme is primarily as a result of the enhanced programme delivered by Leeds.

3.5.14 Other maintenance schemes

Scheme divergence (+ve)

Calderdale

26 additional street lighting schemes were delivered by Calderdale to that set out in the 2004 APR. A street lighting programme was accelerated on the A644 Brighouse Road / Denholme Gate Road scheme to support improved community and road safety and ensure that lighting is improved in advance of future maintenance schemes.

Expenditure Divergence (+ve)

Kirklees

Kirklees have reported additional spend of £400k within this area of the programme. This relates to street lighting work which was not

included in the planned expenditure reported in the 2004 APR and has been funded from Kirklees' own resources.

3.5.15 Other schemes

Scheme divergence (+ve)

Metro

Metro added the 'MetroConnect LBIA' scheme to the programme following the submission of the 2004 APR. The 'MetroConnect LBIA' scheme was included when an opportunity arose to work in partnership with LBIA to provide a dedicated bus service between Bradford City centre, rail interchanges (Forster Square, Bradford Interchange and Guiseley) and the airport.

Expenditure divergence (+ve)

Metro

The delivery of the 'MetroConnect LBIA' scheme resulted in additional spend of £296k that was not included in the finance figures in the 2004 APR. An additional £230k was also made available to support the second phase of the CCTV-on-buses scheme. This followed positive results from the first phase and a higher level of interest from the operators than anticipated and allowed the provision of additional cameras to those originally planned. Funding for these schemes was available following slippage in the public transport interchange area of the capital programme.

3.6 PROGRESS ON APPROVED AND PROVISIONALLY APPROVED MAJOR SCHEMES

Table 3.2 below shows the progress on the approved and provisionally approved major schemes in West Yorkshire during 2004/05. Details of costs and anticipated start and end dates are provided for assessment.

LTP SPENDING AND SCHEME DELIVERY

There is one scheme with increased costs since the last APR – East Leeds Link Road and three schemes where start and/or end dates have been adjusted during the year - East Leeds Link Road, Leeds Inner Ring Road Stage 7 and Hemsworth – A1 Link. The reasons for the alterations are set out below.

3.6.1 East Leeds Link Road

The total scheme cost has increased, however the additional major scheme bid of £5.3m remains as reported in the 2003/04 APR.

The start date of this scheme has been delayed until April 2006. The delay is due to Highway Agency (HA) concerns relating to M1 capacity, protracted negotiations with landowners and the resolution of funding issues. During 2004/05 Leeds City Council reached in principal agreements with the Highways Agency and landowners. In addition, a revised Annex E case and Economic Impact Report were submitted to the DfT for consideration.

3.6.2 Leeds Inner Ring Road Stage 7

There are no cost increases to report on this scheme. Detailed design is in progress with Alfred McAlpine who were appointed for Phase 1. The start date for this scheme has been delayed due to changes in the procurement procedure. In an attempt to minimise further delay the scheme will be delivered through an Early Contractor Involvement (ECI) contract. This process is allowing the construction period to be compressed which will allow completion in advance of the original programme. A revised funding profile has been included in the Finance Forms.

3.6.3 Hemsworth – A1 Link

Scheme costs have decreased since the last APR, however, the programmed start and end dates have been revised. To take account of increased costs reported last year a Revised Annex E has been submitted to DfT. This is still being considered and

clarification on certain aspects have been requested prior to the scheme being presented to Ministers for final approval.

Whilst this process is being completed land acquisition has been concluded following negotiations with objectors to the published Compulsory Purchase and Side Roads Orders. This eliminated the need for a public inquiry which could have delayed the process further. The Orders were confirmed in April 2005. The parliamentary challenge period to Compulsory Purchase and Side Roads Orders expires on 2nd July 2005.

3.7 OTHER MAJOR SCHEMES IN WEST YORKSHIRE

3.7.1 Leeds Supertram

Leeds Supertram remains the highest priority major scheme in LTP and is essential to support economic growth in Leeds and its role in West Yorkshire and the region.

A revised submission was made to the DfT in November 2004 which included an appraisal of possible alternative modes, significant cost reductions (with the revised scheme costing close to the original funding allocation) and a revised approach to risk sharing with a better balance between bidders, promoters and the DfT.

A meeting on the revised submission was held with the Transport Minister on 7th March 2005 at which the need for a quick decision was emphasised. At the meeting, some additional work was requested related to the accounting treatment and the proposed risk sharing profile. This work has been completed and relayed back to the DfT.

The main threat facing the project is the expiration of powers for compulsory purchase of land. The DfT has been fully briefed on the impact of this and the need for a speedy decision.

3.7.2 Yorcard

Provisional approval for this scheme was withdrawn following issues raised by the operators. The DfT has agreed to a pilot scheme. The pilot will test the equipment, software, communication links and customer experiences. It will also inform the business case for each partner. The bus element of the pilot will be in Sheffield and the rail element between Sheffield and Doncaster. The pilot will be funded by the DfT and EU Objective 1 funding, which is available to South Yorkshire authorities.

3.7.3 A65 Quality Bus Initiative

The A65 Kirkstall Road Quality Bus scheme remains a high priority major scheme and is a key part of the Yorkshire Bus Initiative strategy for enhancing infrastructure and vehicles on the core bus network.

In the December 2005 settlement, this was identified as being 'remitted to the region', but DfT has recently advised that it may be possible to consider this as part of the 2005 settlement. There are a number of questions to address, including confirmation that the lower cost alternative (which can be delivered at the same costs as the previously approved scheme) is an acceptable option.

Metro and Leeds City Council are developing an appropriate response. It is proposed to submit this to DfT before the end of July 2005.

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Table 3.2 – Progress on approved and provisionally approved major schemes in West Yorkshire

Scheme	Progress to Date	Cost Increases since last APR?	Reasons for Cost Increases & Action	Start of Main Works/ Project	End of Main Works/ Project	Change to Programme Since Last APR?	Reasons for Programme Change and Action
Education Transport Vision – Yellow Bus	On track to meet expected project deadline. 25 buses are currently operational as a result of the expenditure in 2004/05.	No	N/A	May 2004	August 2006	No	N/A
Leeds Inner Ring Road Stage 7	Detailed design in progress. Alfred McAlpine appointed for Phase 1 using Early Contractor Involvement contract.	No	N/A	April 2006	May 2008	Yes	Delayed start due to change in procurement procedure (now using ECI contract). This process will mean a compressed construction period in an attempt to avoid further delays.
East Leeds Link Road	Negotiations continuing to progress scheme to conclusion. In principal agreements reached with Highway Agency and landowners.	Yes	Total scheme cost increased. However major scheme additional bid remains as reported in 2003/04 at £5.3m. Additional costs will be met by Leeds City Council and landowner contributions.	April 2006	March 2008	Yes	Delay due to Highway Agency concerns relating to M1 capacity, landowner agreements and funding issues. Updated Annex E case and economic Impact Report submitted to DfT in June 2005.
South Bradford Integrated Transport Scheme	Major scheme funding has been utilised and related works are complete. Traffic calming element, funded separately, being completed.	No	N/A	Nov 2001	March 2006	No	N/A

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Scheme	Progress to Date	Cost Increases since last APR?	Reasons for Cost Increases & Action	Start of Main Works/ Project	End of Main Works/ Project	Change to Programme Since Last APR?	Reasons for Programme Change and Action
Bradford City Centre Integrated Transport Scheme	Highway elements now completed.	No	N/A	October 2003	March 2007	No	N/A
Hemsworth- A1 Link Road	Land acquisition has been completed following successful negotiations with objectors to the published Compulsory Purchase and Side Roads Orders. This eliminated the need for a public inquiry. Orders were confirmed in April 2005. Revised Annex E submitted to DfT is still being considered. Clarification on certain aspects have been requested prior to scheme being presented to Ministers for final approval.	No Scheme cost stands at £21.36 million	N/A	October 2005	October 2007	Yes	Still awaiting final approval from DfT as well as completion of parliamentary challenge period to Compulsory Purchase and Side Roads Orders. This expires on 2 nd July 2005.
Glasshoughton Coalfields Link	Compulsory Purchase and Side Road Orders are to be sealed in July 2005. The scheme is now programmed for a start of construction in July 2006.	Yes Costs increased to £11.293m from £9.570m	The revised start date and additional land compensation costs have led to the latest cost increase. The additional costs will be met by the private sector.	July 2006	Sept 2007	Yes	Compulsory Purchase and Side Road Orders were delayed whilst private sector finance package was being finalised. This element has now been completed enabling Orders to be sealed in July 2005.

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LTP SPENDING AND SCHEME DELIVERY

Scheme	Progress to Date	Cost Increases since last APR?	Reasons for Cost Increases & Action	Start of Main Works/ Project	End of Main Works/ Project	Change to Programme Since Last APR?	Reasons for Programme Change and Action
Castleford Interchange	<p>Advertised expressions of interest for architectural consultants to design and build.</p> <p>Design Specification document being drawn up.</p> <p>Discussions with Wakefield Legal department regarding submission of Compulsory Purchase Orders have begun.</p> <p>Discussions with Wakefield planners regarding requirements/timescale of submissions of outline and full planning application also ongoing.</p>	No	N/A	April 2007	March 2010	No	N/A

ANNEX 1 - PROFORMA A – PROGRESS AGAINST GOVERNMENT CORE INDICATORS

Core Indicator	Definitions	Year	Value	Year Type ³ (Enter C for Calendar Year and F for Financial Year)	Actual and Trajectory Data ²													Is your LA on track to meet its target for this core indicator?	Please indicate if your reported or target figures have changed since you previously reported.	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.	
					Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
Road Condition (% where structural maintenance should be considered) ⁴	(1) principal roads - BV96	Base Data ¹	2000/01	36.50%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	No Clear Evidence	2010/11 target methodology based on 1 years work to represent zero backlog (20 year return period)		
		Target Data ²	2006/07	10%		Actual Figures	36.50%	32.30%	27.80%	12.11%	36%										
		Units		Percentage		Trajectories	36.50%	28.30%	21.10%	13.50%	12.00%	11%	10%	9%	8%	6.50%	5%				
	(2) non-principal roads - BV97a	Base Data ¹	2000/01	11.20%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes		UKFMS CVI's and realistic approach to eradicating backlog	
		Target Data ²	2010/11	5%		Actual Figures	11.20%	10.40%	12.90%	13.37%	12.80%										
		Units		Percentage		Trajectories	11.20%	11.20%	11.20%	11.20%	12.00%	10.00%	9.00%	7.00%	6.00%	5.00%	5%				
	(3) unclassified roads - BV97b	Base Data ¹	2001/02	22.60%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	No Clear Evidence		Base Year 2001/02. Straight line improvement. NE Not achievable without increase in funding. UKFMS CVI's and realistic approach to eradicating backlog	
		Target Data ²	2010/11	2%		Actual Figures	no data	22.60%	26.20%	15.20%	20.40%										
		Units		Percentage		Trajectories	no data	22.60%	19.50%	16.00%	14.00%	12.00%	10.00%	8.00%	6.00%	4.00%	2%				
Number of bus passenger journeys ⁵	Thousands of bus passenger journeys (i.e. boardings) per year in the authority - BV102	Base Data ¹	1999/00	199,400	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	No	Base Year 1999/2000 BV102 methodology.		
		Target Data ²	2006/07	209,370		Actual Figures	201,600	202,000	203,500	199,100	195,700										
		Units		Thousands		Trajectories	200,560	201,140	201,720	202,000	202,300	205,900	209,400								
Bus passenger satisfaction ⁶	Percentage of bus users satisfied with local bus services - BV104u	Base Data ¹	2000/01	54%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	No Clear Evidence	Survey of users carried out every 3 years following BVFI guidelines. Data submitted to ODPM. Validated results for 2003/04 awaited from ODPM.		
		Target Data ²	2004/05	80%		Actual Figures	54%	no data	no data	no data	no data										
		Units		Percentage		Trajectories	54%	58%	62%	66%	72%	75%	80%								
Number of cycling trips	Number of cycling trips across the authority or number of cycling trips at a representative number of counting points (please state which)	Base Data ¹	1996	100	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	No	Base Year 1996 DfT National Traffic Census data. Sample of 152 sites in a 3 year rolling sample.		
		Target Data ²	2006	200		Actual Figures	94	91	87	86	87										
		Units		Indexed to 100		Trajectories	140	150	160	170	180	190	200								
Number of deaths and serious injuries (all ages) ⁷	Number of people killed or seriously injured on roads in the authority	Base Data ¹	1994/98 av	1484	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Yes	Base Year 1994/1998 Average West Yorkshire Police Stats 19 data used		
		Target Data ²	2010	890		Actual Figures	1299	1331	1319	1238	1215										
		Units		numbers		Trajectories	1397	1355	1313	1271	1229	1187	1128	1068	1009	949	890				
Number of children killed and seriously injured ⁷	Number of children (aged less than 16) killed or seriously injured in the authority	Base Data ¹	1994/98 av	272	C	Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Yes	Base Year 1994/1998 Average West Yorkshire Police Stats 19 data used		
		Target Data ²	2010	136		Actual Figures	230	227	161	203	148										
		Units		numbers		Trajectories	254	244	239	229	214	204	190	177	163	150	136				
Light rail passenger journeys ⁹	Thousands of light rail passengers per year	Base Data ¹				Year													Not Applicable to this Authority		
		Target Data ²				Actual Figures															
		Units				Trajectories															
% of rural households within 13 minutes walk of an hourly or better bus service ⁸	% of rural ⁸ households within 13 minutes walk of an hourly or better bus service or % of rural ⁸ households within 800 metres of an hourly or better bus service (please state which)	Base Data ¹	2003	88%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Yes	Percentage of Households within 800 metres. Accessibility mapping from OS and METRO data and current bus timetables.		
		Target Data ²	2006	90%		Actual Figures				88%	94%										
		Units		percentage		Trajectories					89%	90%									

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ANNEX 2 – PROFORMA B – PROGRESS TOWARDS LOCAL TARGETS

Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Date	LOCAL TARGETS : Actual and Trajectory Data										On track/not on track?	Source of Data
				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11		
Safety, Security & Health	D2 Casualty Rates for different road user groups	L13 : 5% reduction in slight casualty rate by 2005/06	1994/98 Av 81.9 cas. Per 100mkkm	79.5	76.9	74.9	70.7	77.8	77	76.1	75.3	74.5	73.7	On track	Stats 19 and DfT flow data
		L9 : 50% reduction in number of pedestrian KSI's by 2010/11	1994/98 av 525	378	373	340	360	394	368	342	315	289	263	On track	Stats 19
		L7 : 20% reduction in number of cyclist KSI's 2005/06	1994/98 av 106	91	62	101	78	85	81	77	72	68	64	On track	Stats 19
Traffic Reduction	H1 Town centre traffic reduction	L2 : No increase in AM peak traffic into Leeds 1999-2006	2000 35,790	no data	36,840	no data	36,540	35,790						On track	ATC data : biennial central cordon survey
		L3 : Less than 3% increase in AM peak traffic (1999-2006) into: a) Bradford	1999 18,550	18,690	no data	18,240	no data	19,110						On track	ATC data : biennial central cordon survey
		b) Halifax	1999 9,360	8,920	no data	9,480	no data	9,640						On track	ATC data : biennial central cordon
		c) Huddersfield	1999 12,280	12,250	no data	12,280	no data	12,650						On track	ATC data : biennial central cordon
		d) Wakefield	2000 10,380	no data	11,750	no data	10,844	10,690						On track	ATC data : biennial central cordon

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Local Objectives contained in LTP	Local Performance Indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline Date	Actual and Trajectory Data										On track/not on track?	Source of Data	
				2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11			
Halt the Overall decline in journeys made by foot	I1 Modal split data on urban area cordons	L8 To maintain pedestrian flows at at 1998 levels	1998 AM Peak 7660 (100) Inter Peak 2960 (100) PM Peak 5350 (100)	AM : 112 IP : 98 PM : 167	no data	AM : 128 IP : 91 PM : 172	no data	AM : 100.0 IP : 100.0 PM : 100.0							On track	Cordon Surveys
Encourage a greater use of PT	I12 Bus Punctuality	L14 : 95% of services to run no more than 5 minutes late & 1 minute early per annum	2002/03 86.1% : 1.7%	no data	86.1; 1.7	85.7; 1.5	84.4; 2.4	95% : 0%							Not on track	Roadside Monitoring
	I13 Bus Reliability	L15 : No more than 0.5% of services to be cancelled annually	2002/03 1.4%	no data	1.40%	2.10%	1.70%	0.50%							Not on track	Roadside Monitoring
	I6a Rail Patronage	L5: Total rail patronage to grow by 25% by 2006	1999/00 16.3 million	16.1	16.6	19.2	21.1	20.1							On track	On train surveys (1% sample grossed up to scheduled rail)
Environmental Quality	F1 Air Quality	L10 : Not to exceed the annual average NO2 standard of 40ug/m3	2000 Bfd 38 Cal 32 Kirk 34 Lds 37 Wak 31	Bfd 44 Cal 38 Kirk 32 Lds 36 Wak 32	Bfd 36 Cal 34 Kirk 34 Lds 38 Wak 38	Bfd 38 Cal 32 Kirk 31 Lds 40 Wak 42	Bfd 32 Cal 29 Kirk 32 Lds 31 Wak 42	<40 all centres							On track	Permanent Monitoring stations/sites
Greenhouse Gas Emissions	G1 Daily traffic flow	L1 : Daily traffic growth 1999-2006 not to exceed 5%	1999 100	98	99.8	101.6	101	105							On track	ATC data : 93 sites

ANNEX 3 - PROFORMA D TABLES FOR REPORTING MAINTENANCE DATA**a. Latest available carriageway and footway condition data from 2004/5 surveys**

Indicator	Best Value Performance Indicator	Bradford	Calderdale	Kirklees	Leeds	Wakefield	West Yorkshire Average
Principal Road Condition	BV 96	No Result	39*	47	27	29	35
Non-principal classified road condition	BV 97a	3	6	17	16	16	13
Non-principal unclassified road condition	BV 97b	12	19	16	26	25	20
Categories 1 & 2 footway condition	BV 187	13	6	6	35	23	19

The BV indicators show the proportion (%) of the network that should be considered for structural treatment.

* estimated based on preliminary result from survey provider

b. Latest bridgedData - Following further requests by DfT this data will be submitted at a later date.

District	No. of Bridges Requiring Strengthening - Council owned / Privately owned	No. of Bridges Requiring major maintenance (>£50,000) - Council owned	Total No. Of Bridges (excluding footbridges and gantries) - Council owned/Privately owned
Bradford	24/13	11	465/98
Calderdale	20/9	16	263/66
Kirklees	37/16	31	456/86
Leeds	33/31	67	360/113
Wakefield	3/14	16	139/60
TOTAL	117/83	141	1683/423

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c. Latest strengthening and major maintenance data for bridges and retaining walls on the "nationally recognised" Primary Route Network (PRN)

District/Owner	Structure Name	Primary Route	Strengthening or Major Maintenance	Cost (£000s)	Date
Bradford					
CBMDC	PRN Retaining Walls	Various	Strengthening	622	04/05
CBDMC	Bowling Hall Road Subway	A6177	Strengthening	127	05/06
CBMDC	Harrogate Road	A658	Structural Maintenance	50	05/06
CBMBC	Buttershaw	A6036	Structural Maintenance	100	05/06
CBMDC	Woodhead Beck	A65	Structural Maintenance	50	05/06
CBMDC	Bolton Road	A6177	Strengthening	200	06/07
CBMDC	Station Road	A6177	Strengthening	200	06/07
CBMDC	Odsal Phase 3	A6036	Strengthening	520	06/07
CBMDC	Odsal Phase 2	A6036	Strengthening	510	07/08
CBMDC	Odsal Phase 5	A6036	Strengthening	130	07/08
CBMDC	Odsal Phase 4	A6036	Strengthening	450	08/09
CBMDC	PRN Retaining Walls	Various	Strengthening	630	09/10 Onwards
Calderdale					
CMDC	Patmos Culvert	A646	Strengthening	150	05/06
CMDC*	Burdock Way Parapets	A58	Major Maintenance (combined scheme see text below)	1,633	06/07
CMDC*	King Cross Viaduct	A58		1,325	07/08
CMDC	River Calder Bridge	A629	Major Maintenance	250	08/09
CMDC	Park Road	A629	Major Maintenance	250	08/09
CMDC	Godley	A58	Major maintenance	60	08/09
Kirklees					
KMC	K33634 Penistone Road R.W	A629	Strengthening and Major Maintenance	50	05/06
KMC	K33148 Far Owers R.W	A62	Strengthening	50	05/06
KMC	K34228 Dogley Lane B.W	A629	Strengthening	50	05/06

District/Owner	Structure Name	Primary Route	Strengthening or Major Maintenance	Cost (£000s)	Date
KMC	Birds Edge R. Walls	A629	Strengthening	52	05/06
KMC	Kirkburton R. Walls	A629	Strengthening	50	05/06
KMC	K34526 Retaining Wall	A642	Strengthening	50	05/06
KMC	K34525 Retaining Wall	A642	Strengthening	50	05/06
KMC	Cooper Bridge Walls	A644	Strengthening	71	05/06
KMC	K34034 Cellars Clough R.W	A62	Strengthening and Major Maintenance	52	05/06
KMC	Ashworth Rd Bridge – Over Dewsbury Ring Road	A638	Strengthening and Major Maintenance	500	06/07
KMC	Queensgate Underpass – Huddersfield Ring Road	A62	Major Maintenance	250	06/07
KMC	Unna Way - Huddersfield Ring Road	A62	Major Maintenance	375	06/07
KMC	Cooper River Bridge	A62	Strengthening	500	06/07
KMC	Huddersfield Ring Road	A62/A629	Parapet Strengthening	1,350	06/07 & 07/08
KMC	Retaining Walls General	PRN	Strengthening and Major Maintenance	400	06 Onwards
KMC	Leeds Road Railway Bridge	A62	Strengthening	200	06 Onwards
KMC	Mining Museum	A642	Strengthening	750	06 Onwards
KMC	Whitehall Way- Dewsbury Ring Road	A638	Strengthening	500	07/08
Leeds					
LCC	IRR Retaining Walls	A58(M)	Major Maintenance (Phase 2)	515	2005/06
LCC	IRR Parapets	A58(M)	Major Maintenance (Phase 5)	900	2005/06
LCC	Westgate Tunnel	A58(M)	Major Maintenance	420	2005/06
LCC	IRR Retaining Walls	A64(M)	Major Maintenance (Phase 3)	600	2006/07
LCC	IRR Parapets	A58(M)	Major Maintenance (Phase 6)	900	2006/07
LCC	Crown Point Bridge	A653	Parapet Upgrading and Painting	210	2006/07
LCC	IRR Retaining Walls	A64(M)	Major Maintenance (Phase 4)	600	2007/08
LCC	Wetherby Bridge	A661	Major Maintenance	500	2007/08
LCC	North Street Tunnel	A64(M)	Major Maintenance	1,000	2007/08

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District/Owner	Structure Name	Primary Route	Strengthening or Major Maintenance	Cost (£000s)	Date
LCC	IRR Parapets	A58(M)	Major Maintenance (Phase 7)	900	2007/08
LCC	IRR Parapets	A58(M)	Major Maintenance (Phase 8)	1,000	2008/09
LCC	Clay Pit Lane Bridge	A58(M)	Strengthening	1,000	2008/09
LCC	IRR Retaining Walls	A64(M)	Major Maintenance (Phase 5)	600	2008/09
LCC	West Street Tunnel	A58(M)	Major Maintenance	500	2008/09
LCC	Lovell Park Road Bridge	A64(M)	Strengthening	1,000	2009/10
LCC	New York Road Flyover	A64(M)	Major Maintenance	400	2009/10
LCC	Wellington River Bridge	A58(M)	Major Maintenance	400	2009/10
LCC	Wellington Canal Bridge	A58(M)	Major Maintenance	150	2009/10
LCC	Calverley Canal Bridge	A6120	Major Maintenance	300	2010/11
LCC	Calverley River Bridge	A6120	Strengthening	700	2010/11
LCC	Bangor Terrace Bridge	A6110	Strengthening	250	2010/11
Wakefield					
WMDC	Dyehouse Culvert	A642	Major maintenance	120	05/06
WMDC	Brackenhill	A638	Major maintenance	50	05/06
WMDC	Horbury School Subway	A642	Major maintenance	70	05/06-06/07

BradfordBolton Road and Station Road

Forming phase 1 of the Bradford Beck structural strengthening and refurbishment programme which will make up a substantial part of the LTP2. Both structures comprise to make a 130m long 8m span brick arch ring which has de-bonded and deformed over substantial lengths. Preliminary investigative and design works are to be carried out during 05/06 with works planned to be carried out during 06/07. Bradford Beck is a confined space and subject to regular flooding programming will be subject to access availability.

Odsal Phase 3

Interchange Parapets: originally planned as part of the 04/05 PRN retaining walls programme, problems were highlighted during the scheme feasibility which identified substandard parapets and weak parapet anchorages which substantially changed the nature of the original scheme which was based on concrete repairs. The most at risk parapets are being addressed during 05/06 from the 04/05 PRN retaining wall allocation.

Dudley Hill Interchange Footbridge A6177/A650

Additional project 06/07. Recent inspections have highlighted substantial defects with the structure which will require major works, investigative works to be carried out 05/06.

PRN retaining walls 09/10 onwards

We have identified in excess of £3million works required to the PRN retaining wall stock which totals over 20km in length. We are looking to carry out a long term programme (10 year) of strengthening, stabilising and major structural maintenance to the PRN wall stock from 09/10 onwards at around £300k per year. It is envisaged that the PRN bridge strengthening would be completed prior to these walling works being carried out.

CalderdaleKing Cross Repairs and Burdock Way Parapets Combined Scheme

King Cross Viaduct and Burdock Way Parapet schemes are situated adjacent to each other on the A58 dual carriageway in the centre of Halifax.

King Cross Viaduct:

The 2004/2005 scheme of testing and investigation has shown the need for major maintenance of this structure. The proposed works involve the replacement of the parapet edge beams, concrete repairs, new bridge deck waterproofing, parapet rails and central reserve crash barrier.

Burdock Way Parapets:

In early 2005 a vehicular collision with the parapets highlighted major defects. Subsequent testing and investigation has shown that the concrete parapet beam and steel parapets require replacing. As a safety measure temporary concrete/steel barriers will be installed over the length of parapets affected

Combined Scheme:

Both schemes require the implementation of a contra-flow traffic management scheme with resultant traffic delays and disruption. Implementation of a combined scheme would allow a significant reduction in traffic disruption, with cost savings on traffic management and site supervision.

Detailed cost estimates for the 3 options have been completed with a summary shown in the table below, with scheme design and preparation ongoing in the current financial year.

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	1 Burdock Way Parapets	2 King Cross Viaduct Repairs	3 Combined Scheme	Savings
Duration (weeks)	75	62	82	55
Cost (£000s)	1,923	1,300	2,873	350
Funding requirement -combined scheme (£000s)	1,573 (06/07)	1,300 (07/08)	2,873	

The preferred option would be to undertake this work as a single contract, over two financial years to obtain the cost and time benefit shown above, with the funding requirements shown.

KirkleesAshworth Road Bridge – Over Dewsbury Road

Scheme of parapet strengthening and major maintenance required.

Queensgate Underpass – Huddersfield Ring Road

Concrete repairs and water proofing required

Unna Way – Huddersfield Ring Road

Concrete repairs and water proofing required

Huddersfield Ring Road

Sub-standard parapets are in need of replacement. There are safety concerns. Works planned over two years – 06/07 £600k and 07/08 £750k

A642 Mining Museum

Failed the assessment at zero tonnes, hence strengthening required. Planned expenditure is 06/07 - £300k and 07/08 - £450k.

Retaining Walls General

Various works. Planned expenditure 06/07- £200k and 07/08 - £200k

LeedsIRR Retaining Walls Major Maintenance (Phase 3)

The Inner Ring Road Retaining Walls are reinforced concrete cantilever structures. Repair work is required to damaged concrete and corroding reinforcement caused by chloride ingress from de-icing salt within the splash zone adjacent to the hardened verges. The Phase 3 proposals consist of repairs to walls between Woodhouse Lane and Lovell Park Road. Design work is planned for 2005/06 with works planned for 2006/07.

IRR Parapets Major Maintenance (Phase 6)

Inner Ring Road Parapets Phase 6 is part of an ongoing programme to replace corroded parapets which do not conform to current containment standards. The Phase 6 proposal is to replace parapets on retaining walls and bridges between Woodhouse Lane and Bridge Street. Design work is planned for 2005/06 with works planned for 2006/07.

Crown Point Bridge Parapet Upgrading and Painting

Crown Point Bridge (Listed Grade 2) is a single span steel arch structure with cast iron outer arch ribs and cast iron parapet, which carries Crown Point Road over the River Aire. The height of the existing parapet is below current minimum height requirements. This scheme, to carry out maintenance painting and to raise the parapet height, is programmed for design in 2005/06 with works in 2006/07.

Wakefield

There are no proposed PRN schemes for 06/07 but the A642 Horbury School Subway currently scheduled for 2005/06 may continue into 2006/07.

d. Percentage of "Appendix B" lighting inventory completed

District	Percentage Completed
Bradford	25
Calderdale	95
Kirklees	95
Leeds	90
Wakefield	33

e. Schemes on recently de-trunked roads

The DfT provides separate funding for schemes on recently de-trunked roads. The table below shows those schemes that have been identified as requiring funding in 2006/07.

Route and location	Description of works	Cost (£000s)	Issues
A646 Halifax Road, Hebden Bridge (Church Lane to Underbank Avenue)	Carriageway Resurfacing	290	The condition of the road surface has deteriorated badly since formal de-trunking and this section of A646 Halifax Road has been included in the draft capital reconstruction and resurfacing programme for 2006/2007, its condition having been assessed and prioritised against all other principal roads within Calderdale
A650 Drighlington By-Pass (B6135 Wakefield Road to B6125 Field Head Lane)	Re-kerbing and carriageway resurfacing incorporating vertical re-alignment.	210	This section of the former A650 Trunk Road, Drighlington Bypass is of overlaid continuous reinforced concrete construction and is constructed on the made ground of a former landfill facility. The kerbing and carriageway has undergone differential settlement resulting in excessive changes to longitudinal profile. The settlement is progressive and will soon become a hazard to road users. The proposed repairs to this road receive a high priority when its condition is assessed and prioritised against all of the other principal roads within Leeds.

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Route and location	Description of works	Cost (£000s)	Issues
A65 Addingham/Wharfedale Road (Roundabout at junction with A6034 to lay-by at north end of Addingham By-Pass)	Surface Dressing	25	This section is the only part of the Addingham By-Pass that has not had structural maintenance since it was built (believed to be approximately 20 years ago). It is now showing signs of advancing deterioration with initial loss of surface material and fine cracking (including in the wheel track) being apparent. Surface dressing during 2005/06 is expected to arrest the deterioration by sealing the surface against ingress of water and to prevent further erosion of the surface giving the road 5/7 years additional life. If the deterioration is not arrested, resurfacing during the following 2/3 years may well be necessary. The proposed repairs to this road receive a high priority when its condition is assessed and prioritized against all of the other principal roads within Bradford.
A65 Church Street/Leeds Road, Ilkley. (Bolton Bridge Road to Castle Road)	Carriageway Resurfacing	80	This section of the road exhibits Major and Minor Cracking, Wheel Track Rutting and Surface Course failure including de-lamination of the surface and loss of surface chippings/surface material. In addition the Skid Resistant Surfacing on the Brook Street junction approach is also failing due in part to the lack of integrity of the underlying surface course. The proposed repairs to this road receive a high priority when its condition is assessed and prioritized against all of the other principal roads within Bradford.
A6120 Ring Road, Moortown. (King Lane to Tongue Lane)	Carriageway resurfacing	314	This section of the former A6120 Trunk Road, Ring Road Moortown is suffering severe chipping loss over the majority of its area with isolated structural failures. The resurfacing of the continuation of the Ring Road, between Tongue Lane and the A660, was in a similar condition and resurfaced as part of the hand-over in 2004. The proposed repairs to this road receive a high priority when its condition is assessed and prioritised against all of the other principal roads within Leeds.
A660 Otley Road Adel (Kingsley Drive – New Adel Lane)	Carriageway resurfacing	154	This section of the former A660 Trunk Road, Otley Road has both structural and surface failures over 45% of its area, Temporary maintenance has been carried out, however more significant structural attention is needed before any significant surfacing can be undertaken, The proposed repairs to this road receive a high priority when its condition is assessed and prioritised against all of the other principal roads within Leeds.