West Yorkshire
Local Transport Plan
Partnership

West Yorkshire Local Transport Plan 2001/02 to 2005/06

Final Delivery Report

July 2006

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FOREWORD

This is a report on the progress made in delivering the first West Yorkshire Local Transport Plan (LTP1).

The West Yorkshire LTP1 was produced in July 2000. The objectives, strategies, programmes and targets contained in the LTP1 document covered the 5 year period from April 2001 to March 2006.

The West Yorkshire LTP Partnership was identified by the DfT in 2002 as one of 16 Centres of Excellence in the UK for Integrated Transport Planning. This designation recognised particular expertise in West Yorkshire in the areas of interchange, smartcard ticketing and guided busways. The purpose of this initiative was to recognise those authorities that had produced a high quality LTP and to encourage the sharing of expertise. The West Yorkshire authorities have used this designation to both disseminate best practice and to learn from others.

Overall, the West Yorkshire authorities and their partners made very good progress in delivering LTP1.

Good progress has been made on delivering both our core and local targets. We have either achieved or are on track to meet (where targets had an end date after 2006) 68% of LTP1 targets, including 3 of the 5 core targets relating to Integrated Transport.

Very good progress has been made in managing LTP funds and coordinating other funding to ensure the most effective expenditure towards achieving LTP aims, objectives and targets.

There have been significant successes in respect of delivering road safety, congestion, air quality, accessibility and asset management improvements.

Some key transport impacts of LTP1 have been:

- improved road safety with casualty reductions exceeding national and local targets, leading to the lowest ever casualty figures for West Yorkshire;
- spreading economic growth and assisting in economic regeneration, whilst at the same time constraining traffic growth;
- increasing the role and attractiveness of rail and bus for certain journeys and in certain geographic locations;
- improving social inclusion through concessionary fares and new fully accessible services; and
- creating better road conditions.

Progress in delivery has been achieved despite pressures exerted by external influences, for instance performance in increasing total bus patronage has been hindered by unexpected factors, such as higher insurance and fuel costs and recruitment difficulties, impacting on bus operators. Operational difficulties experienced by one of the major operators was a factor in the significant loss of passenger journeys in parts of West Yorkshire.

LTP1 has been instrumental in raising the profile of transport at a local, sub-regional and regional level. This has been achieved through effective delivery and genuine partnership working with a wide range of partners and stakeholders.

The LTP1 period has been characterised by a process of continuous learning and of making improvements in the way that we deliver projects. The results are shown in improved performance achieved year on year.

The learning process instigated in LTP1 has informed the development of LTP2 (2006 to 2011) and provides the platform from which to enable future transport improvements to be delivered better.

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1. INTRODUCTION

This document provides a report on the progress made in delivering the first West Yorkshire Local Transport Plan (LTP1) in the format requested by the Department for Transport (DfT).

The objectives, strategies, programmes and targets contained in the LTP1 document covered the period from April 2001 to March 2006.

The West Yorkshire authorities and their partners have made very good progress in delivering the LTP1 over the last 5 years:

- improvements in performance achieved year on year over the lifetime of LTP1;
- 68% of the targets have been achieved or are on track;
- good progress has been made towards the Primary and Subsidiary objectives;
- there have been substantial benefits for the people of West Yorkshire;
- over £324m has been spent on the authorities' minor capital schemes (schemes costing less than £5m), which is £36.5m more than the DfT allocations of £287.5m; and
- there has been considerable complementary expenditure by our partners and we have made good use of using funding from other sources.

1.1 STRUCTURE OF THIS DOCUMENT

The document follows this structure:

- Part 1 presents the LTP1 Vision, Objectives and Transport Strategy adopted and the context in which they were set. It also contains an analysis of the changes that have influenced LTP delivery;
- Part 2 provides an analysis of the achievement of the key aims and objectives, key achievements of LTP1, what has worked well / not so well and lessons learned, the impact LTP1 made to West Yorkshire and the foundations laid down for the longer term improvements;
- Part 3 considers the contribution of the LTP1 strategy to wider aims or service delivery themes. We have chosen to report on Economic Growth and Regeneration, Health and Social Inclusion;
- Part 4 considers the progress on delivering the core targets with explanations where targets are not met. Progress on local targets is also reported;
- Part 5 provides information on the delivery of our strategies covering public transport, road safety, sustainable transport, school travel and road and bridge maintenance

This document has been written to meet DfT Guidance on Delivery Reports and as a result the information provided is often relevant to more than one section. There is by necessity some duplication across the five parts of the document. An attempt has been made to limit duplication by cross referencing.

1.2 LOCAL TRANSPORT PLAN FOR 2001 TO 2006

The LTP1 contained a Transport Vision, Objectives and Strategy. These are reproduced here as a reference for the reporting of progress in the rest of this document.

Transport Vision

The Transport Vision was identified in LTP1 as:

> The West Yorkshire authorities and key partners are working together in order that residents, businesses and visitors will enjoy a high quality integrated local 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;
> - does not have unacceptable effects on the local or global environment.

Transport Objectives

The primary transport strategy objectives were set to ensure that the transport strategy supports this overall vision. They were developed through consultation and were reviewed to ensure consistency with national and regional objectives. We also developed subsidiary objectives, which are not considered to be ends in themselves but were to be important in achieving the primary objectives.

Primary Objectives

Economic

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

Social

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

Environmental

- to improve environmental quality and reduce the impacts of transport on air quality and noise;
- to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions.

Subsidiary Objectives

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

Strategy

The strategy was developed to achieve the Plan objectives. It was consistent with, and informed, the draft Regional Transport Strategy. The LTP1 strategy was based upon four key, interrelated themes.

Improving the quality and availability of alternative modes to the car and lorry:

- improving public transport provision, including high quality bus and rail services, introduction of light rail, development of the role of taxis, interchange facilities, integrated ticketing, information systems and safety and security improvements;
- improving facilities for cyclists and pedestrians to encourage these modes as an alternative to the car for shorter journeys;
- improving the safety of motorcycling, which can in some circumstances be a less polluting mode than the car;
- facilitating greater use of rail and waterway for freight movements.

Managing the use and condition of the highway:

- highway network management, primarily the use of traffic management measures and UTMC, together with limited improvements to the road network, to complement other strategy measures, to facilitate environmental improvements to city and town centres and to improve accessibility to regeneration areas;
- implementing and promoting best practice for the distribution of freight by road;
- reducing road injuries and addressing perceptions that walking and cycling are unsafe by implementing a comprehensive road safety strategy that includes the role of danger reduction as well as specific safety improvements to the road network;
- implementing road and bridge maintenance strategies that take account of the role of different roads within the overall transport strategy and technical assessments of their condition in determining priorities for action.
- There have been close links with the Highways Agency on LTP schemes and initiatives that impact on the strategic network.

Managing the demand for travel:

- discouraging inappropriate car use through managing the supply and price of parking, the allocation of road space and (possibly) the use of new powers to introduce charges for the use of roads;
- reducing the need to travel through the land use planning system;
- implementing TravelWise initiatives to influence attitudes and travel habits, including encouraging firms to introduce travel plans;
- safer routes to school initiatives to reduce car use for travel to and from school.

Promoting social inclusion:

- a comprehensive concessionary public transport fares scheme for elderly and disabled people;
- improved facilities for people with impaired mobility in order to remove barriers and make transport facilities and services accessible;
- public transport provision to assist access to work and facilities from deprived communities;
- development of a strategy for securing personal safety for transport users;
- development of a consultation and partnership approach with the relevant excluded communities;
- integration with other themes of the strategy.

1.3 WEST YORKSHIRE CONTEXT

At the time of drafting LTP1 an analysis was made of West Yorkshire that identified the key transport issues to be faced. This was the background against which LTP1 was set. This context section summarises those findings.

Geography

West Yorkshire has an area of 2,000 sq. km and a population of 2.1 million. The topography varies from flat, quality agricultural land to the east to steep sided valleys and exposed Pennine moorland to the west.

There is a highly urbanised central core within a cordon around Leeds, Wakefield, Huddersfield, Halifax and Bradford. Other heavily populated areas include the Aire Valley (Shipley, Bingley, Keighley) and the Five Towns (Castleford, Pontefract, Normanton, Featherstone, Knottingley). The urban areas of Huddersfield, Bradford, Halifax and communities to the west are all in hilly terrain where flat development land is at a premium.

The overall population density was around 10 persons per hectare, reflecting a significant proportion of rural areas outside of the central urbanised core.

Communications

Strategic transport links (as defined in the draft Regional Transport Strategy) to/from West Yorkshire are provided by:

- the M1 and M62 motorways, and A1 and A64 trunk roads;
- East Coast Main Line, Trans-pennine and Leeds-Sheffield (forming part of a north-east-south-west link) rail services;
- Leeds-Bradford International Airport;
- the Leeds-Liverpool, Calder and Hebble and Aire and Calder waterways.

The local transport system is based upon road links, extensive bus services and a rail network with 65 stations in West Yorkshire.

Economy

Employment in West Yorkshire grew by 8% between 1988 and 1997. West Yorkshire, with 42% of the region's population, contributed 44% of the region's economic output.

Economic strength varied considerably across the sub-region, with the employment growth in some areas, particularly Leeds, contrasting with the difficulties of economic adjustment elsewhere.

The traditional textile industries had been in decline for 30 to 40 years and have been replaced by newer industries such as mechanical engineering, chemicals, clothing, food and drink in many areas. Coal mining had almost disappeared, with severe economic and social consequence for the affected communities.

The key growth sectors were expected to be financial and business services, distribution, hotels and catering.

The strength of the Leeds economy was vital to the sub-region, with transport being of vital importance in the functioning of the labour market.

Demographic Trends

West Yorkshire was the only metropolitan area to experience population growth (of 2%) between 1981 and 1997. Further growth was forecast; between 1991 and 2001 the population had risen by 4% and this, together with trends in housing demand, had implications for the allocation of land for new housing development.

Demographic trends included both an ageing population, with implications for the provision of accessible transport and concessionary travel, and an increase in the numbers of young people in some urban areas.

Transport Issues

The key issues originally for the period of LTP1 were identified as:

- the forecast growth in car ownership (car ownership increased by 27% between 1991 and 2001), with the associated likelihood of increased demand for car travel unless attractive alternatives were developed and the demand for car travel effectively managed;
- the opportunity to build upon a relatively strong public transport base (network coverage and patronage) with the priorities being to reverse the decline in bus travel, to cater for the demand for rail travel and develop new modes (light rail and guided bus) where these were the most cost-effective means of meeting demand and achieving mode switch from cars;
- the need to make the transport system safer (including personal security), particularly for vulnerable groups;
- the need to ensure that the transport strategy contributed to the achievement of air quality standards in general and to develop transport Action Plans for air quality management areas;
- the need to remedy the poor condition of much of the existing transport infrastructure.

1.4 WHAT HAS CHANGED

During the period of LTP1 there were a number of changes that influenced local transport and our approaches to transport. None of these has been sufficient to change our objectives and strategies but they have influenced the relative priority of some of the measures so that more or less money was spent in some areas than originally envisaged.

External Influences

There have been a number of changes that were largely outside our control but have had or are likely to have, a significant effect on demand for transport and the way that we cater for this demand.

- the economy of Leeds has grown faster than predicted, leading to an increase in employment and hence an increase in commuting into Leeds;
- changes in demographics associated with inward migration and people living longer and the ncrease in the number of small households through divorce and people staying single for longer;
- increase in car ownership and demand for travel by car;
- Railtrack's failure to maintain the rail network and lack of engagement with LTP sponsored projects;
- no provision for growth in the local rail franchises leading to overcrowding on parts of the local rail network;
- poor performance of one of the main local bus operators, which was accompanied by a significant loss of patronage;
- energy price increases affecting operators' costs and impacting on fares;
- problems on the rail network during Leeds City Station improvements, post Hatfield delays and industrial action - all

affecting the Arriva Trains Northern franchise - (temporarily) affecting rail patronage;

- DfT and the Local Government Association agreeing a set of shared priorities that influenced thinking in the last two years of LTP1;
- revised Regional Planning Guidance (Regional Spatial Strategy) containing the revised Regional Transport Strategy which was approved in December 2004. A revised Regional Spatial Strategy has just finished its public consultation phase; and
- advances in Information and Communications Technology and accessibility to these technologies (through increased ownership of mobile phones and broadband enabled computers) has provided new opportunities in delivery mechanisms.

Finances

The changes to the funding available have led to a modification of initial ideas for programmes:

- The first LTPs were developed without the benefit of financial planning guidelines. We did not receive all the funding we bid for to spend on integrated transport or maintenance and as a result the original programmes have had to be modified;
- Rail Passenger Partnership funding was withdrawn, reducing our ability to make improvements to the rail system;
- funding delays for major schemes - the delays in making a decision and ultimate cancelling of funding for Leeds Supertram leading to a major rethink on public transport provision for Leeds which is now taking place;
- funding from DfT was made available for maintenance of non principal roads as well as for principal roads; and
- the ability to raise capital through the prudential borrowing process enabled additional works to be undertaken.

Internal Influences

The situation within the authorities has not stood still:

- changes to the political control of a number of the West Yorkshire authorities resulting in a shift in emphasis;
- other (non-DfT) capital funding from capital receipts or prudential borrowing was made available for transport schemes in some authorities; and
- an increase in perception of the importance of transport both politically and by other local authority services, largely as a result of profile raising by transport professionals

2. OVERALL IMPACT OF LTP1

This section identifies the impacts of delivering LTP1. A summary and an analysis of the impacts are provided in respect of:

- Our achievements in meeting the key aims (high level Primary Objectives and supporting Subsidiary objectives) identified in LTP1;
- Key transport achievements of LTP1, identified in respect of specific outcomes and outputs. This section addresses in detail minor and major scheme capital expenditure and revenue expenditure. It also addresses developments in partnerships and policy approaches;
- Lessons learned arising from the experience of delivering LTP1, encompassing what has worked well and worked not so well;
- The overall difference LTP1 has made to West Yorkshire;
- Foundations for longer term improvements that have been established by the programme of delivery and the learning processes instigated in LTP1.

2.1 ACHIEVEMENT OF THE KEY AIMS AND OBJECTIVES

We set a number of high level outcome objectives in LTP1, not all of which leant themselves to easy quantification and measurement.

We have been successful in achieving or partially achieving most of these objectives. Tables 2.1 and 2.2 give a summary of progress towards achieving our Primary and Subsidiary objectives. The assessments given have in some cases had to be subjective assessments.

Details of indicators and progress towards our targets are given in Part 4.

During the period of LTP1 there were no changes made to the West Yorkshire LTP key aims and objectives.

PART 2
OVERALL IMPACT OF LTP1

Table 2.1 Achievement of Primary Objectives

Objective	Achievement	Comment
Economic		
• to provide opportunities for fostering a strong, competitive economy and sustainable economic growth	Achieved	The local economy has improved particularly in Leeds and to a lesser extent in the other main centres (See section 3.1 for details). The core LTP1 strategy, which included public transport, UTC, traffic management and local road schemes, has ensured that the increased movement generated by economic growth was largely accommodated by providing improved efficiency and throughput.
• to improve operational efficiency within the transport system	Achieved	Our UTC, traffic management and variable message signing schemes have improved the efficiency of the road network. Bus priority measures have enabled bus operators to improve service punctuality, but further improvements are still required.
• to maintain the transport infrastructure to standards to allow safe and efficient movement of people and goods	Achieved	The backlog of road maintenance and bridge strengthening schemes has been removed and there have been significant improvements in the condition of the infrastructure. However, this is still not up to the standard we would like and there are further improvements to achieve during LTP2.
Social		
• to improve safety, security and health, in particular to reduce the number and severity of road casualties	Achieved	We have achieved or exceeded all of our road safety targets, in many cases years ahead of the target date. New or extended CCTV systems both on street and on the public transport system have reduced the fear and levels of crime in those areas. Improved provision for cycling and walking has made health improvements more likely.

Objective	Achievement	Comment
• to promote social inclusion and equal opportunities for access to transport	Achieved	Metro Connect bus services in both urban and rural areas are filling missing links in the transport network. They provide links to employment sites, rail stations, shopping, health, etc. The Leeds Free City Bus which started towards the end of the LTP1 period is a model for the future if revenue funding can be found Low floor buses and raised kerbs at bus stops have improved physical access to buses (e.g. 2250 bus stops received accessibility upgrades). Drop kerbs and pedestrian crossing facilities have improved physical access along and across the highway network.
Environmental		
• to improve environmental quality and reduce the impacts of transport on air quality and noise	Air quality - achieved Noise - partially achieved/ no evidence	We have achieved our targets for traffic based pollution and overall pollution levels are on a downward trend. However, it has been necessary to declare some Air Quality Management Areas. We have not been able to measure noise levels across the road network as we do not have the necessary software and methodology. However, we have continued to install low noise surfacing, noise insulation and noise barriers as part of highway improvement schemes.
• to contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions	Partially achieved	We have achieved our target of limiting daily traffic growth to less than 5%. Which will, coupled with vehicle technology improvements have constrained the growth in carbon emissions.

Table 2.2 Achievement of Subsidiary Objectives

Objective	Achievement	Comment
• to reduce the general rate of growth in road traffic and, where feasible, to reduce absolute traffic levels	Partially achieved	We have achieved our target of limiting daily traffic growth to less than 5%. Average weekday traffic volumes across West Yorkshire have grown by only 3% since 1999. Targets to reduce am peak hour traffic growth to the major centres have been achieved in 4 of the 5 centres. Peak traffic growth in Bradford, Halifax and Huddersfield is below the target of 3% growth set in the LTP. In Leeds the challenging target of no increase in peak hour traffic has been attained in spite of continuing strong economic growth. The absolute level of traffic has been reduced in some locations (e.g. Bingley town centre and roads parallel to the M606 / A641 Manchester Road).
• to encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car	Partially achieved	Rail use has grown considerably and the increase in mode share into Leeds is significant, rising from 9.5% in 2000 to over 12.5% in 2005 in the morning peak. Although there were initial signs of growth in bus use this has declined over the LTP1 period. We have implemented many schemes to improve public transport which should set a good foundation for future mode shift. The decline in the number of cyclists has been halted with the level of cycling activity stabilised during the last 2 years of the LTP1 period. This reflects the level of investment in cycle infrastructure, promotion and training. The aim to ensure long term walking trips do not decline has been achieved. Between 1998 and 2006 morning peak walking levels into the five main urban centres has grown by 33%.

Objective	Achievement	Comment
• to encourage more use of rail and waterways as alternatives to lorries	Partially achieved	The already established Europort rail freight terminal, Stourton rail freight terminal and Lafarge Wharfe near Castleford have continued to be well used. A Freight Partnership was formed which funded a freight study. This identified good practice and included a conclusion that a regional / national approach was needed as many freight origins and destinations are outside of West Yorkshire. We also contributed to the development of the Regional Freight Strategy which is part of the draft Regional Transport Strategy, the implementation of which should bring benefits
• to improve integration between transport modes, between the various policy areas and the strategies of different relevant organisations	Partially achieved	Integration between modes has improved through: • new or improved bus stations with better pedestrian access • increased car parking and cycle parking at rail stations • bus services linking to more rail stations Integration between various policy areas and strategies of different relevant organisations has improved despite a slow start, e.g: • recognition of transport issues and inclusion of transport strategies increasingly being included in other council policies, e.g. LDFs, Housing Action Plans; • other organisations recognising transport implications often through involvement in the Local Strategic Partnerships; • closer working between Metro, district authorities, transport operators and the Highways Agency; and • the recognition of the role of transport in the Regional Economic Strategy and the inclusion of Metro on the Board of the West Yorkshire Economic Partnership.

2.2 KEY ACHIEVEMENTS OF LTP1

Impacts

The key transport impacts of LTP1 have been:

- spreading economic growth and assisting in economic regeneration by accommodating increased economic activity in the main urban centres while restraining the growth in car traffic;
- constraining traffic growth;
- improved road safety with casualty reductions exceeding national and local targets, leading to the lowest ever casualty figures for West Yorkshire;
- better road conditions;
- raising the profile of transport at a local, sub-regional and regional level;
- increasing the role of rail into urban centres for commuters and shoppers;
- increasing the role of bus travel on a number of inter and intra urban routes;
- improving social inclusion through concessionary fares, new MetroConnect services including improved rural transport and the AccessBus service;
- reduction in antisocial behaviour on public transport; and
- substantial reductions in the backlog of bridges and structures maintenance and strengthening.

Actions

The successful actions during the LTP1 period included:

- a successful and well-targeted road safety programme;
- a substantial programme of investment in bus and rail stations (including some rail based park and ride) delivering higher standards of passenger comfort, security and information;
- good progress on delivering a step change in bus facilities on core bus routes (including accessibility improvements and new bus lanes) through the Yorkshire Bus Initiative;
- improved safety and security including the provision of CCTV at bus stations and on a proportion of the West Yorkshire bus fleet;
- improvements to accessibility through the launch of new MetroConnect services;
- establishing a Travel Plan Network and influencing mode choice for commuting;
- good progress on school travel including school travel plans, Safe Routes To School, MyBus, SafeMark and the SchoolPlus ticket;
- launch of the largest real time passenger information system in the country covering West and South Yorkshire;
- delivery of successful, off-road cycle routes;
- significant improvements to the public realm, including enhanced pedestrian facilities; and
- good progress in highway network maintenance with programmes that have stabilised the condition of carriageways.

Awards

The West Yorkshire LTP partners and projects were recognised with a number of awards during the LTP1 period, these included:

- LTP Centre of Excellence designated in 2001, recognising expertise in interchange, smartcard ticketing and guided busways;
- Metro won the Passenger Transport Authority of the Year Award in 2001, 2002 and 2003, and was short-listed in 2004, 2005 and 2006;
- The East Leeds Quality Bus Initiative won the Millennium Award for Service to the Community by the Yorkshire Business Times, the Institute of Logistics and Transport Award, 1st prize in the Marketing Award for Local Authorities and 2nd prize in the Bus Industry Award for Accessibility (all in 2001);
- The Bradford Manchester Road Quality Bus Initiative won 2nd prize in the Bus Industry Awards 2002 Award for Accessibility, and an ICE Yorkshire Region Award. The innovation design of bus shelters won the Bradford District Design Award for Architecture in 2003 and received a commendation in the 'Roses Design Award';
- In 2002, the Keighley bus station won 1st prize in the Transport Award at the British Council of Shopping Centres Town Centre Environment Awards and 2nd prize in the Institute of Logistics and Transport Public Transport Infrastructure Award and 2nd prize in the National Bus Awards Award for Infrastructure;
- Metro won 1st prize in the 2001 Bus Industry 'Bus in the Countryside' Award and were runners up in 2002;
- Metro's Leeds 'Buddying' scheme won 1st prize in the Award for Accessibility at the 2003 Bus Industry Awards;
- Kirklees Council was awarded Beacon Council Status for Street and Highway works in 2003;
- Metro was awarded Beacon Council Status for Public Transport in 2004;
- Bradford Council was awarded Beacon Council status for Rural Services in 2006;
- Yournextbus was Mobile Information Project Award runner up at the 2005 European Information Management Awards;
- MyBus won 1st prize for 'Working Together' at the National Public Servants of the Year Awards 2006;
- Metro's new system to automate and speed up production of new bus timetable displays to coincide with bus service changes won 1st prize in the Technology category of the National Transport Awards 2006
- Kirklees Council's Dewsbury Moorside Home Zone project won 1st prize in the Institute of Civil Engineer's Yorkshire and Humberside Award 2006 for excellence in concept, design and execution of Civil Engineering Works and 1st prize in the Local Government New Street Design 2006 Home Zone Category.

Strategy/ Programme Delivery

Partnership Working

The authorities have not been able to deliver the LTP strategies on their own. There have been a number of partnerships that have been set up. These have included:

- partnerships with bus and rail operators (with projects short-listed for award) and other infrastructure providers such as the Highways Agency;
- partnerships with other authorities to develop and implement projects e.g. with SYPTE, on real time passenger information, Yorkshire Bus Initiative and Yorcard (Smart card ticketing);

- working with developers, e.g. Bradford City Centre, Glasshoughton Rail Station;
- partnerships with key stakeholders, e.g. Yorkshire Forward;
- working with the Highways Agency on LTP links with the strategic network (e.g. Leeds IRRS7 and East Leeds link).
- Rural Transport Partnerships; and
- benefiting from best practice elsewhere including international co-operation through the EU Interreg funded TARGET project.

Joint Working

There is considerable joint working between the West Yorkshire authorities. To progress delivery of LTP1 a variety of task groups were established to develop 'daughter' strategies. These task groups have continued to meet to oversee implementation. There has been considerable benefit for dealing with cross boundary issues, sharing best practice and monitoring progress. Details are provided in section 2.3.

Minor Schemes Capital Expenditure

Over the period of LTP1 we were allocated capital by DfT to spend on schemes costing less than £5m. Table 2.3 gives the overall allocations

Table 2.3 Block Capital Allocations from DfT

Year	Integrated Transport (£000s)	Maintenance (£000s)	Total (£000s)
2001/02	29,000	28,607	**57,607**
2002/03	27,500	30,446	**57,946**
2003/04	25,800	28,894	**54,694**
2004/05	28,688	34,591	**63,279**
2005/06	27,500	26,467	**53,967**
Total	**138,488**	**149,005**	**287,493**

The Integrated Transport allocations from DfT included 'bonus' funding, with the amounts being based on the assessment of the Annual Progress Reports.

In addition to spending this capital allocation we also spent significant amounts of our own capital either from capital receipts or prudential borrowing. The overall capital expenditure for the LTP1 period is therefore over £36.6m higher than that allocated by DfT.

Table 2.4 shows the levels of expenditure split into broad category themes mainly according to the most significant element of a scheme. Many of our capital projects were integrated or holistic schemes addressing a number of issues, for example, expenditure on a bus priority scheme can include elements on walking, cycling and safety.

Table 2.4 Capital Expenditure on Minor Schemes

Scheme Type	Expenditure (£000s)
Bus Priority Schemes	5,508
PT Interchanges	18,950
Park & Ride Schemes	92
Bus Infrastructure Schemes	29,700
Cycling Schemes	5,767
Walking Schemes	12,742
Travel Plans	164
Safe Routes To Schools	5,912
Local Safety Schemes	14,172
Traffic Management and Traffic Calming Schemes	27,799
Road Crossings	6,447
Local Road Schemes	8,343
Other Schemes	9,542
Integrated Transport Total	**145,138**
Carriageway and Footway, Strengthening and Maintenance	130,777
Bridge Strengthening and Structural Maintenance	43,726
Other Maintenance Schemes	4,496
Maintenance Total	**178,999**
GRAND TOTAL	**324,137**

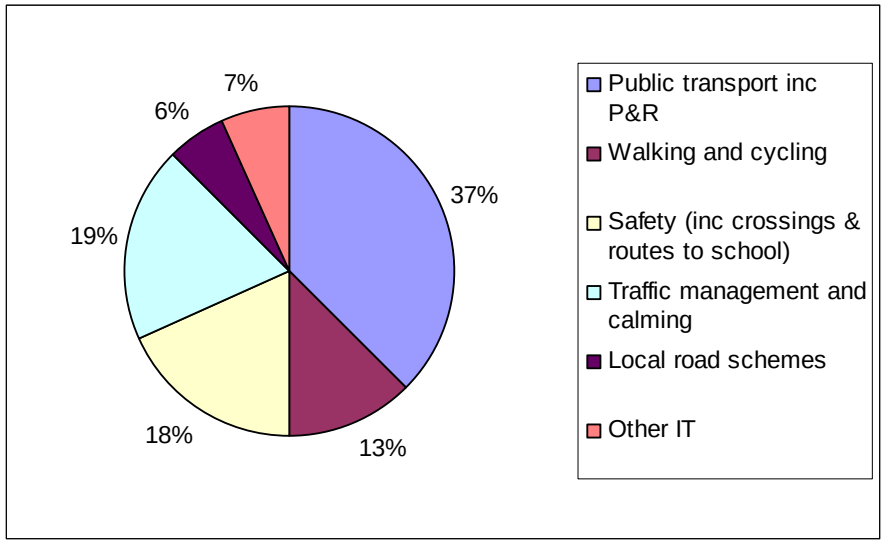

Figure 2.1 Integrated Transport Minor Schemes Expenditure

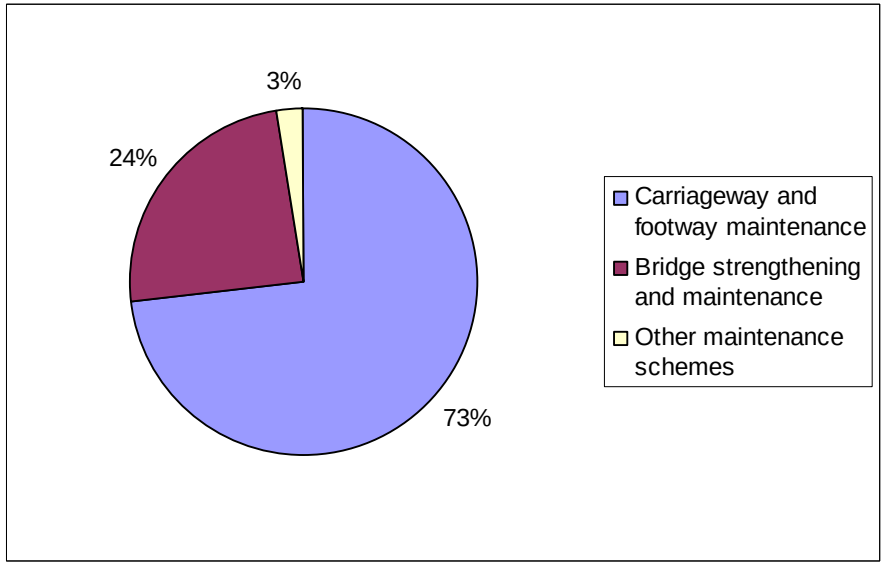

Figure 2.2 Maintenance Minor Schemes Expenditure

Minor Capital Schemes Implementation

Table 2.5 shows how we have spent the minor schemes capital funding and the outputs achieved. The cumulative outcomes of all the schemes are given elsewhere in the document. This includes schemes funded through LTP funding from DfT and internal capital funding.

The table also indicates which objectives the different measures have addressed.

The table cannot show the whole picture as we have implemented a number of holistic schemes (mainly corridor schemes) where a number of measures were combined into a single scheme.

Key to table 2.5

Primary Objectives		**Subsidiary Objectives**	
S Ec	Sustainable Economy	TF Gr	Traffic Growth
Op E	Operational efficiency	Al C	Alternatives to the car
M In	Maintain Infrastructure	Fr R	Freight to rail and water
SSH	Safety, Security and Health	Int	Integration of modes and policies
Soc I	Social Inclusion		
I Env	Improve Environment		
Gh G	Greenhouse Gases		

Table 2.5 Minor Capital Scheme Implementation

Strategy	Schemes	Outputs	Contribution to Objectives										
			Primary							Subsidiary			
			S Ec	Op E	M In	SSH	Soc I	I Env	Gh G	Tf Gr	Al C	FrR	Int
Integration	Bus Stations	1 major interchange built at Leeds Rail Station with facilities for rail, bus, taxi and cycle interchange 5 bus stations built at Batley, Cleckheaton, Keighley, Ossett and Wakefield 3 bus stations improved at Bradford, Huddersfield and Pontefract 1 bus point significantly upgraded at Boar Lane, Leeds forming part of the overall interchange arrangements serving Leeds Rail Station	✓	✓		✓	✓	✓		✓	✓		✓

Strategy	Schemes	Outputs	Contribution to Objectives										
			Primary							Subsidiary			
			S Ec	Op E	M In	SSH	Soc I	l Env	Gh G	Tf Gr	Al C	FrR	Int
	Rail Stations	1 rail station built at Glasshoughton with 100 car parking spaces 2 platform extensions at Headingley and Burley Park Rail Stations to accommodate longer trains 3 improvement schemes with passenger waiting facilities at Guiseley, Horsforth, and Shipley Rail Stations Accessibility improvements at stations on Airedale, Wharfedale, Caldervale, Huddersfield, and Wakefield lines	✓	✓		✓	✓	✓		✓	✓		✓
	Bus stop improvements	Over 2,200 bus stops upgraded with raised kerbs for accessible boarding 1,100 new bus shelters provided at selected locations. 14,500 bus stops provided with new posts and flags	✓	✓		✓	✓	✓		✓	✓		✓
	Park and Ride	100 car parking spaces were provided at Glasshoughton Rail Station. 1 rail park and ride site was extended at Horsforth, providing 20 additional spaces.	✓	✓		✓		✓	✓		✓		✓
	Integrated corridors	7 Quality Bus Corridors implemented with bus priority measures and comprehensive bus stop and shelter upgrades	✓	✓		✓	✓	✓	✓	✓	✓		✓
Sustainable Travel Choices	Bus Priority Schemes	31 individual bus priority schemes across the districts, covering a total of 46km. A variety of positive outcomes have resulted for example on the Tong Road scheme in Leeds (Route 4) around three minute savings have been recorded.	✓	✓		✓	✓	✓	✓	✓	✓		✓

PART 2
OVERALL IMPACT OF LTP1

Strategy	Schemes	Outputs	Contribution to Objectives										
			Primary							Subsidiary			
			S Ec	Op E	M In	SSH	Soc I	I Env	Gh G	Tf Gr	Al C	FrR	Int
	Cycling Schemes	Completion of 98 km of cycle track and 47 km of urban cycle lanes. Schemes implemented include Spen Valley Greenway and the Leeds-Liverpool Canal Towpath Cycle Routes, both part of the National Cycle Network. Other cycling provision has included 208 parking facilities, 184 advanced stop lines at signals; and 53 other cycling/shared use schemes, including one cycle/pedestrian shared use bridge in Bingley.	✓			✓	✓	✓	✓		✓		
	Countywide improvement of key pedestrian routes	General improvement to kerbs, signage, street furniture, widening and provision of new footways. A total of 138 km of new and improved footways have been provided; a number of pedestrianisation schemes in the main centres have been implemented, for example pedestrianisation and environmental enhancements on Briggate and City Square in Leeds. In addition to this, almost a hundred other walking schemes have been implemented including Rights of Way and specific schemes to promote health.	✓			✓	✓	✓	✓		✓		
Traffic and Demand Management	Countywide Urban Traffic Control & Management	116 UTC instations implemented 274 signalling/signal upgrading schemes (outstations) implemented.	✓	✓				✓	✓				
	Traffic Management and Traffic Calming Schemes	212 Traffic Management Schemes implemented. 233 Traffic Calming Schemes (including 25 in rural areas) implemented.	✓	✓		✓		✓					
	New Roads and Local Road Schemes	70 junction improvement schemes implemented.	✓	✓				✓					

Strategy	Schemes	Outputs	Contribution to Objectives										
			Primary							Subsidiary			
			S Ec	Op E	M In	SSH	Soc I	I Env	Gh G	Tf Gr	Al C	FrR	Int
Safety and Security	Local Safety Schemes	852 Local Safety Schemes were implemented and 364 of these included improvement to street lighting.				✓		✓					
	Safe Routes To Schools	202 schools implemented their first 'Safer Routes to Schools' scheme. This is tied partially to the 264 school travel plans that were developed.				✓	✓	✓			✓		
	Road Crossings	885 road crossing schemes were implemented, including 154 toucan and puffin and 313 other signalled crossings. Many of these works also brought the crossings up to DDA compliant standards.				✓	✓	✓					
	Speed Management	54 (20 mph) Zones (including 3 in rural areas) implemented.				✓		✓					
	CCTV for public Transport	CCTV installed at 25 bus stations with central monitoring and plasma screens for public display (at the larger bus stations) CCTV installed on 498 buses through LTP funding 29 re-locatable CCTV cameras for use at bus stops				✓	✓	✓					
Highway Network Management	Carriageway Maintenance	Structural improvement and provision of noise reducing and skid resistant surfacing to 988 km of principal and non principal roads.	✓	✓	✓	✓		✓					
	Footway Maintenance	180 km of footway maintenance completed.	✓	✓	✓	✓		✓					

PART 2
OVERALL IMPACT OF LTP1

Strategy	Schemes	Outputs	Contribution to Objectives										
			Primary							Subsidiary			
			S Ec	Op E	M In	SSH	Soc I	I Env	Gh G	Tf Gr	Al C	FrR	Int
	Structural maintenance and enhancement of existing highway structures	170 bridges strengthened to carry 40 tonne vehicular loading, opportunity also taken to install local safety measures and provide pedestrian and cycling facilities. 224 structural maintenance and enhancement schemes completed.	✓	✓	✓	✓		✓					

Revenue Expenditure

Although LTP1 was a bid for capital funds we depended on revenue expenditure to implement many of the strategies. As an example of the levels of expenditure that have been incurred, the expenditure for 2005/06 is shown in Table 2.6 and Figure 2.3

Table 2.6 Revenue Expenditure 2005-06

	Expenditure (£000s)
Local Rail Services	**53,915**
Subsidised Bus Services	**20,736**
Concessionary Travel	**20,140**
Prepaid Tickets	**23,923**
Direct Passenger Support	**11,482**
Traffic Management	**7,041**
UTC	**2,091**
Road Safety	**1,679**
School Crossing Patrols	**1,593**
Travel Plans	**296**
Parking Management	**-11,336**
CCTV	**1,354**
Other Integrated Transport	**1,851**
Private Street Works	**14**
Rights of Way	**1,522**
Highway Structures Maintenance	**792**
Surface dressing and thin surfacing	**1,862**
Resurfacing	**408**
General maintenance	**18,938**
Winter Maintenance	**5,394**
Horticultural maintenance	**2,946**
Gully cleansing	**5,331**
Signs, guardrails and road markings	**1,586**
Lighting energy	**5,911**
Street lighting maintenance	**8,534**
Public Liability Insurance	**7,634**
TOTAL	**195,636**

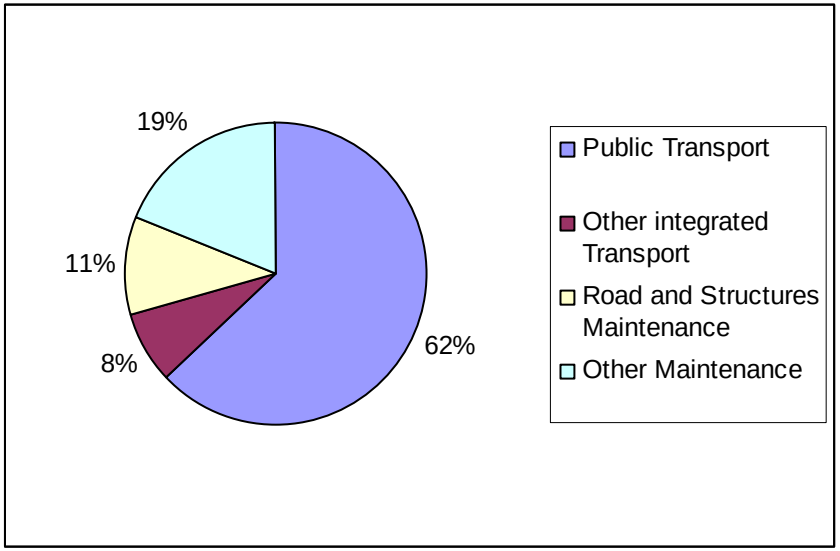

Figure 2.3 Revenue Expenditure 2005/06 (excluding Parking)

Major Scheme Expenditure

Major Schemes (costing over £5m) were a key part of the LTP1 strategy, supplementing the work undertaken with other capital and revenue funding. Table 2.7 shows the expenditure over the LTP1 period on major schemes.

Table 2.7 Major Schemes Expenditure

Scheme	Expenditure (£000s) during LTP1
A641 Manchester Road Guided Bus Scheme, Bradford	3,375
South Bradford Integrated Transport Improvements	10,285
Bradford City Centre Integrated Transport Scheme (Connecting the City)	2,500
Yellow Bus (MyBus)	10,107
Leeds Inner Ring Road Stage 6	1,249
Leeds Inner Ring Road Stage 7	3,328
East Leeds Link Road	6,186
TOTAL	**37,030**

Completed Major Schemes

Details of the Major Schemes and their impacts are given in Appendix 1. This section provides a simple summary only.

A641 Manchester Road Quality Bus Initiative, Bradford

The A641 Manchester Rd Quality Bus Initiative (QBI) was implemented at a total cost of £7.3m, with Major Scheme funding of £6.3m. The scheme featured sections of guided busway and other bus priority measures. The scheme was completed in January 2002 and has proved successful, with surveys showing an increase in bus passenger journeys and improvements in peak bus reliability and journey times. Traffic levels decreased along the corridor as a result of the scheme and there is evidence of modal shift.

South Bradford Integrated Transport Improvements

The total scheme cost, excluding traffic management measures was £11.3m. The traffic management measures were funded from the integrated transport budget.

The A6177/M606 improvement has been very successful, surveys show that significant journey time savings have been achieved at the junction. There has also been a significant increase in traffic volumes on the M606, 8% overall increase, 27% am peak northbound and 12 % pm peak northbound, together with decreases on parallel minor roads. The A6177/A641 improvement has also been successful in improving journey times for all traffic. Whilst the scheme, has not improved bus journey times along the A641 corridor (buses already benefited from the guided bus way and conventional bus lanes), it does provide a more controlled movement for buses when entering and exiting the guided bus way.

Bradford City Centre Integrated Transport Scheme (Connecting the City)

The scheme was entirely funded from the public sector at a total cost of £20.6m. Contributions were: £10.6m Bradford Council, £6 m ERDF, £2.5m DfT Major Scheme funding and £1.5m REGEN 2000.

The scheme has been successful in removing substantial volumes of through traffic from the city centre, with flows through Forster Square reduced by some 27,000 vehicles per day. The majority of the displaced traffic has been accommodated on City Ring Road or the Central Ring Road with only small increases in average journey times for vehicles on these roads.

Pubic reaction to the scheme has been good. There is a mood of optimism in the city and more investment is planned. The transport investment has been part of the catalyst for economic regeneration.

Yellow Bus (MyBus)

Major Scheme funding of £18.7m capital funding enabled Metro to implement a Yellow Bus scheme within West Yorkshire in 3 phases. The project is on-track. A total of 99 buses were purchased during LTP1. 70 buses were operational at the end of LTP1, transporting 3000 pupils to and from 100 schools across all 5 districts.

Monitoring shows that the scheme removed 8,000 km of car travel from West Yorkshire's roads each week, and saved each family a weekly average of 65 minutes driving time.

The scheme is a central part of delivering Metro's Vision for Education Transport. The scheme won the award for 'Working Together' at the 2006 national Public Servants of the Year Awards. 'My bus' has been praised by Prime Minister Tony Blair for its "'remarkable achievement'' in "revolutionising school transport".

Major Schemes in Progress

Leeds Inner Ring Road Stage 7

Leeds Inner Ring Road Stage 7 provides the final link in the Inner Ring Road, connecting Stage 6 (completed in 2000) to the M621 and the wider motorway network. The scheme completes this strategic route and reinforces the traffic reduction and public transport benefits achieved in the city centre by previous transport measures. The scheme also has beneficial effects for access to the inner Cross Green part of the Aire Valley Leeds regeneration area.

East Leeds Link Road

An increase in funding from the DfT was secured in December 2005 for the East Leeds Link Road which will link the M1 (Junction 45) to Leeds Inner Ring Road and open up access to undeveloped land in the regeneration area of Aire Valley Leeds. The potential for the creation of 30,000 new jobs and the fulfilment of the SRB 6 Regeneration Programme is dependent upon the delivery of the road. Construction is expected to commence in November 2006

Hemsworth–A1 Link Road

The scheme would create a high quality section of highway linking the area to the north east of Barnsley/south east of Wakefield directly with the A1 at Barnsdale Bar. The areas of Barnsley and Wakefield that this link would serve are areas of significant deprivation. Traffic from the Barnsley area currently travels through a number of urban areas, the scheme would divert this through-traffic onto the purpose built A1 Link Road.

Glasshoughton Coalfields Link Road

The link road is planned to extend the recently completed Normanton Bypass north-eastwards to the A639 Leeds Road at Glasshoughton, Castleford. The scheme enables traffic from the Normanton Bypass to access Castleford and the M62 avoiding the heavily-used M62 Junction 31 and the heavily congested section of the M62 between Junctions 31 and J32.

Castleford Town Centre Integrated Transport Scheme

The scheme includes the relocation of the existing Castleford Bus Station adjacent to Castleford Rail Station and the construction of a modern interchange, the creation of a new link road serving the interchange, the revision of the town centre bus network, further pedestrianisation of the retail centre and creation of development land within the town centre. DfT confirmed in December 2004 that the bid for £14.5m had been successful and detailed development work has begun. There is evidence that the decision to go ahead with the project has already provided a catalyst for economic regeneration.

A65 Kirkstall Road Quality Bus Corridor, Leeds

The scheme has been developed to provide a high standard of bus service along a highly congested route into Leeds city centre. The scheme comprises extensive 24 hour bus lanes along a 3.5km stretch of the A65, including road widening, junction improvements and UTC measures to give greater priority for buses, improving journey times and reliability, as well as delivering benefits to pedestrians and cyclists. The scheme will be delivered by Leeds City Council and Metro. Programme Entry was granted in 2006.

Yorcard – Smartcard ticketing

Yorcard is a combined commercial and concessionary smartcard ticketing system. South Yorkshire and Metro are project partners. A pilot scheme will test the equipment, software, communication links and customer experiences. The bus element of the pilot will be in Sheffield and the rail element between Sheffield and Doncaster. The pilot will provide information on the potential of smartcard systems to increase the attractiveness of public transport, speed up journey times, reduce fraud and improve administrative efficiency. Yorcard offers the first opportunity to see smartcards on deregulated bus and rail services for commercial 'pay as you go' style products and concessionary tickets. The pilot will be funded by the DfT and EU Objective 1 funding. DfT granted Full Approval in 2006. Subject to successful completion of the pilot, full implementation of the scheme is anticipated in 2008.

Other Funding

LTP capital, Metro and district revenue and Major Scheme funding for the delivery of transport improvements has been complimented by other funding drawn from a variety of sources. Some of the key sources of funding during LTP1 are given below.

Bus Operator funding

In the delivery of Quality Bus Initiative and YBI corridor schemes, bus operators have contributed accelerated investment in the purchase of new low floor buses. Over 240 new modern low floor accessible buses were provided during LTP1.

First Group and Arriva contributed a total investment of £11m (in new low floor vehicles and infrastructure) to the East Leeds Quality Bus Initiative (Major Scheme).

A partnership scheme with 6 bus operators has installed CCTV cameras on 500 buses. The operators agreed to the return of 50% of the overall LTP1 capital outlay (£1.024m) for installation to Metro for re-investment in public transport improvements, as well as committing funding for the future transfer of cameras from decommissioned vehicles to new and maintenance (details are provided in Part 5 Table 5.1). The operators are also committed to funding all future maintenance of real time on-bus (computer and navigation system) equipment (Part 5 Table 5.5).

Bus operators contributed 70% of the revenue costs of the Metroline telephone information bureau (approx. £260,000 per annum). This provides comprehensive information on all operators' services, 362 days a year and forms part of the Traveline service. Operator funding also extended early morning and late evening hours of operation of Metroline, which has been well received (details are provided in Part 5 Table 5.5).

Rural Bus Subsidy Grant (RBSG)

This DfT funding, which commenced in April 2004, is used to subsidise non-commercial bus services in rural areas. Metro received approx. £1m per annum. RBSG was introduced to improve the access of those living in rural areas to jobs, services and facilities and to broaden the range of choice available in those areas.

Kickstart / Bus Challenge Funding

The aim of DfT Kickstart funding was to pump-prime new bus services, or bus service improvements, which will increase bus patronage and develop services as an alternative to car use. Funding is given to projects which have a clear prospect of

becoming commercially viable, or otherwise fully self-sustaining with a guarantee of local authority subsidy or other sources of funding.

Kickstart replaced the Rural and Urban Bus Challenge schemes. The Rural Bus Challenge (RBC) scheme was successfully used over recent years for a number of new bus services, including demand responsive services (details of RBC funded projects are provided in Part 5 Table 5.10).

Countryside Agency (Rural Transport Partnerships)

The Countryside Agency (CA) provided transport grants totalling over £1 million to West Yorkshire. All Countryside Agency funding needed to be matched with at least 25% funding from other sources. In reality nearer 50% match funding was found for many projects. CA funding provided for 4 Rural Transport Partnerships to be set up across West Yorkshire. These in turn were able to access other CA funds to implement rural transport schemes. The Partnerships were also instrumental for identifying transport needs and solutions funded from other sources e.g. DfT's Rural Bus Challenge Competitions. Yorkshire Forward inherited the CA's socio-economic remit on 1 April 2005 (details of rural transport strategies and schemes are given in Part 5 Table 5.10).

Rail Passenger Partnership funding

During LTP1, rail passengers in West Yorkshire benefited from two successful Rail Passenger Partnership (RPP) bids for additional capacity developed by Metro in partnership with the local rail operator. These resulted in an additional 13 diesel carriages and facilitated the lengthening of all the Class 333 electric trains from 3 to 4 carriages. Although further growth has meant that there are still capacity problems on the network, Metro was able to take advantage of this additional source of revenue funding to improve the situation for passengers.

Travel Plan Officers

In 2001 the DfT provided bursary funding for Travel Plan Officers, initially for 3 years, for either for business or schools. The West Yorkshire authorities submitted a bid for funding and were successful in gaining funding for 6 travel plan officers. In April 2004 the DfT extended funding to all authorities for School Travel Plan development through the Travel to School Initiative.

Neighbourhood Road Safety Initiative (NRSI)

The DfT launched the NRSI as part of the Government's "Dealing with Disadvantage" programme. Its purpose is to find fresh and innovative ways to reduce road casualties, particularly those involving children from disadvantaged backgrounds. Fifteen local authorities are taking part, including Bradford in West Yorkshire. The Government has provided around £20m for NRSI, over 2 years (2004/05 and 2005/06); with Bradford's allocation being £1.16 m.

Neighbourhood Renewal Funding

Neighbourhood Renewal Funding is available for renewal and regeneration schemes in Super Output Areas which exhibit a certain level of deprivation. In 2004/05 the districts (excluding Calderdale) gained £25.6m, however such funding, allocated by Local Boards, was not significantly directed to transport projects. An exception was the commitment of several thousand pounds to support Community Transport in the south east of Wakefield.

Yorkshire Forward

Yorkshire Forward (the Regional Development Agency for Yorkshire and the Humber) has a number of funding pots that have been used for transport purposes. These pots included:

- Renaissance Towns - parts of Huddersfield, Halifax, Bradford, Airedale, Wakefield and the 'Five Towns' all received funding from this initiative. Most of the transport related expenditure was directed to streetscape improvements.

- Market Towns - Todmorden, Marsden and Slaithwaite received funding under this initiative. Streetscape and traffic management measures have already been implemented in Todmorden.
- Sub-Regional Investment Plan - The regional and sub-regional economic investment planning process offered an opportunity to harness capital and revenue funding for transport projects delivering economic benefits. Projects brought forward during LTP1 included £8.6m funding for additional rolling stock for rail services in West Yorkshire and 2 transport projects: West Yorkshire Travel for Work (development of travel planning network) and West Yorkshire Community Connect (support for Community Transport operators for training, vehicle renewal, administration and sharing of best practice)

European Interreg Programme

The implementation of LTP1 was supported by funding from the North Sea region Interreg IIIB programme, directed through the . TARGET (Travel Awareness Regional Groups for Environmental Travel) project. TARGET developed and promoted the use of sustainable transport modes through trans-national co-operation with partners (Goteborg, Bremen, Odense and Euregio Schedelmond). Metro was the lead partner.

A total of euro 7.7m was expended over 3 years (2002-05) by the TARGET project comprising 50% grant from Interreg (euro 3.85m) matched by the same amount from project partners. Within West Yorkshire, activities included promotion of car club in Leeds, the development of SAFEMark and Junior SAFEMark initiatives and a range of cross-boundary initiatives between West Yorkshire and the Yorkshire Dales National Park.

Interreg exchange has assisted in the development of the real time passenger information scheme, transport support for regeneration and marketing initiatives.

Developer Contributions

Developers have contributed to the funding of transport projects through the development control planning process. The overall amounts can be large e.g. Leeds Council on average received approx. £5m per annum in developer funding. The majority were fully funded schemes such as junction improvements but some were linked to related LTP1 schemes.

As well as site specific initiatives, developers are also beginning to purchase Metrocards for issue to people moving into new residential developments.

Grants from other Bodies

Grants from other bodies have been used for a number of years, examples include:

- Heritage Lottery funds used in Todmorden, Halifax and Huddersfield
- Sustrans (through New Opportunities Fund) contributed to cycling schemes , notably Calder Valley cycleway, Hebden Trail and the Horbury to Wakefield cycle route

Implementing Policy Initiatives

In addition to infrastructure improvements we have implemented policy initiatives to assist in achieving our objectives.

Car Parking Policy

It is widely accepted that the control of commuter parking is a powerful demand management tool. If commuters are to be encouraged to use alternative modes to the car then the number of commuter parking spaces in centres should not increase.

In Leeds, commuter car parking has been restrained by defining the number of spaces permitted as part of new development, controlling the number of long stay on-street parking or public off-street spaces available and extending the city centre controlled parking zone.

There has been a small increase in the total stock of long stay parking spaces within Huddersfield. However, this has been largely off-set by a 45% reduction in the number of spaces which are provided free of charge and a corresponding 53% increase in the number of spaces to which charges apply.

Long-stay parking charges for public spaces in Wakefield were increased by more than the rate of inflation over the period of LTP1. At the same time charges for short stay parking were increased by a lesser amount to help support demand for the city centre retail offer.

The progress made by the districts in raising parking charges is shown in the Table 2.8. This shows the average cost of council controlled all day parking, where charges are levied, and the percentage change in parking charges between 1997 and 2005.

It must be recognised that the effect of any increase in long stay parking charges will be limited by the influence of both Private Non Residential parking and, to a lesser extent, by privately operated publicly available long stay parking. Table 2.8 also shows the percentage of total all day parking provision in the main centres actually under council control.

Table 2.8 Council controlled all day parking

Centre	Cost for stay of >8 hrs (2005)	% change in council controlled all day parking charges (for stay of >8 hrs) 1997 - 2005	% of all day parking under council control
Bradford	£1.90	7%	33%
Halifax	£2.70	71%	28%
Huddersfield	£2.80	65%	28%
Dewsbury	£2.80	65%	47%
Leeds	£5.80	84%	12%
Wakefield	£4.00	80%	22%

Note: Parking charges in Bradford were increased from £1.50 in July 1997 by 33% just prior to the survey period. Bradford data also includes several hundred on street spaces which were previously free but are now charged at £1.50.

Progress has been made across West Yorkshire with the introduction of Decriminalised Parking Enforcement (DPE). The implementation of this procedure should improve safety and improve the flow of traffic, by enforcing illegal parking in bus and cycle lanes, Double Yellow Lines and Limited Waiting areas etc.

The DPE scheme was introduced in Leeds in March 2005. Instances of illegal parking fell by 70% from 1097 in 2004 to 333 in 2005. Evidence from Leeds City Council's Urban Traffic Control section, Metro and bus operators has indicated that there has been an improvement in traffic flow and reduced congestion since the scheme was introduced.

Proposals are well developed in Kirklees (becomes operational in July 2006) and Calderdale for the implementation of DPE and investigative work has taken place in Bradford and Wakefield.

Land Use Policy

Land use policies in particular relating to (maximum) car parking standards and road safety aspects of access to developments have continued to be implemented.

2.3 WHAT HAS WORKED WELL / NOT SO WELL AND LESSONS LEARNED

The period of LTP1 has been a process of continuous learning and improvements in the way that we have worked and the projects that have been implemented. Some areas of delivery have worked particularly well, other areas of delivery have been less successful.

Programme management procedures

The way in which annual programmes were managed improved greatly during LTP1. Programme management evolved from independent monitoring by individual partners in the early years, to coordinated management at a West Yorkshire level, facilitated by the establishment of a joint officer Finance Monitoring Group (FMG) in 2004. Initially, achieving full LTP spend was an issue, identified in Annual Progress Reports. Following the establishment of the Finance Monitoring Group, the Partnership has delivered 100% LTP spend.

A number of practices have proved very effective:

- Quarterly reviews of authority level programme delivery;
- Reallocation of resources between Partners to ensure spend is maximised; and
- Use of over-programming as a management tool, particularly in programme areas where delays to schemes are common.

These practices have been further developed in the LTP2 Performance Management Framework.

Project management procedures

Project management procedures have evolved throughout LTP1 e.g. Metro, as one example, introduced new project management procedures in 2003 based on a Prince 2 methodology, which had benefits include:

- Each project follows the same guidelines;
- Project appraisals are standardised and include the identification of business process issues as well as value for money appraisal in delivering LTP objectives;
- Encouraged involvement of end users at all project stages;
- Improved identification and management of risk;
- Each project is evaluated when complete.

All Metro delivered LTP capital schemes above £50,000 are subject to a formal business case procedure, scrutinised by a Business Case Group of senior managers. This process was under review at the end of LTP1 for further refinement to assist LTP2 delivery. A similar process of development and refinement of project management procedures has been followed by the districts.

LTP management structure

LTP development and delivery took place within a management structure, refined during the course of LTP1. The structure included:

- Member Steering Group – a member steering group comprising Lead Members from each of the districts with responsibility for Transport. Steering Group reports to the Association of West Yorkshire Authorities;
- Overview Group – a high level officer steering group comprising senior managers from the districts and Metro. Overview Group has co-opted representation from the Finance Monitoring Group, other Task Groups, Core Team and latterly, from Government Office;
- Core Team – a small working group of officers from the districts and Metro, responsible for coordinating work activities and producing reports;
- Task Groups - a number of joint task groups set up to develop LTP1. Most of the Task Groups have continued to meet to share best practice. New groups have been established as required e.g. Finance Monitoring Group and Accessibility Task Group; and
- A strategic overview of synergy with partners activities was provided through the Integrated Transport Forum.

Project partnerships

Partnerships have been established to progress the delivery of specific initiatives. Examples of evolving and successful partnerships include the Yorkshire Bus Initiative and Safety Camera Project Partnership.

The Yorkshire Bus Initiative was established in 2002 with the aim of maximising impacts through the targeting and coordination of expenditure by partners. To drive forward the YBI programme, steering groups comprising representatives of Metro, the district council and bus operators were established in each of the districts. Partnership working was further facilitated by the secondment of Metro officers to the districts to share expertise in bus related infrastructure and planning. The district steering groups reported to a West Yorkshire Overview Group. YBI has achieved patronage growth on improved core frequency routes. Furthermore the YBI structure has been instrumental in achieving accelerated delivery of these core frequency route improvements and in developing and rolling out best practice, which will continue in LTP2 (details are provided in Part 5 Table 5.1).

The Safety Camera Project Partnership was developed as an extension to the Safety Partnership to oversee the introduction and operation of safety cameras to improve safety through reducing speeds and violation of red lights at signals. The Partnership has been very successful in reducing casualties.

Listening to customers/end users

LTP1 has been characterised by a change in the way that end users are treated as customers, both in the quality of the product and in the process by which the product is delivered.

Consultation methods have evolved throughout LTP1 e.g. consulting on whole corridors rather than on a number of small schemes and seeking to identify initially people's needs and wants within a broad remit rather simply asking for views on a proposal. Groups or mechanisms utilised for consultation included:

- Integrated Transport Forum;
- Passenger Consultative Committees; and
- User and interest groups.

Metro made significant use of market research in LTP1 to monitor customer satisfaction with public transport facilities and services. An August 2003 survey set the benchmark and the survey was repeated with 6 monthly tracker surveys, most recently in December 2005. The information helps plan responses to customer needs and perceptions.

Detailed scheme specific feedback is also sought to assist in informing design iterations e.g. the introduction of CCTV cameras to Bus Stations provided good results in reducing anti-social behaviour but did not immediately show results in increased public perceptions of safety. Many customers were unaware of the investment in CCTV. The subsequent introduction of highly visible plasma screens within the stations with linked continuous footage show CCTV in operation and reassures passengers of their safety.

Influencing land use policy

The revision of Unitary Development Plans and the preparation of the new Local Development Frameworks have been influenced by the objectives and strategies in LTP1. They have also been influenced by the analysis of the agreed DfT / LGA shared priorities for transport and the development work for LTP2.

Learning and sharing good practice

A number of opportunities have been exploited to share, learn from and develop good practice. These have included:

- LTP Centres of Excellence programme of events and publicity material;
- Beacon Councils;
- Passenger Transport Executive Group (PTEG) – including the production of good practice guides;
- Yorkshire and Humber Regional Cycling Benchmarking Project;
- Yorkshire and Humber Regional TravelWise Association;
- Interreg Target Project; and
- Add hoc visits to originators / sites of good practice.

2.4 WHAT DIFFERENCE HAS LTP1 MADE TO WEST YORKSHIRE

During the course of LTP1 a great number of organisations from the public, private and community / voluntary sectors were working towards improving the general quality of life for the people of West Yorkshire, on many fronts. Implementation of LTP1 made a positive contribution to these efforts in the following areas:

Economy

Improvements have been made for commuters to access jobs in the areas where the economy is growing in West Yorkshire. Access to tourist and retail areas was also improved along with the quality of parking facilities.

The capacity of rail services was increased through successful Rail Passenger Partnership projects and the number of car parking spaces at railway stations was increased, widening the pool of available labour for businesses. Those preferring to travel to work by bus can do so in less time than previously as a result of the introduction of bus priority measures.

Congestion has also prevented from becoming a greater difficulty through traffic management measures and UTMC systems. Part 3 focuses more on how LTP1 has made a difference to the West Yorkshire economy.

Environment

The urban road environment has been made much safer through LTP1 spending, allowing residents including children,a fuller enjoyment of their environment. The new areas of towpath, greenway or shared use cycleway have had a similar effect, often allowing people to safely access rural or semi-rural areas from an urban base. The provision of facilities like these has opened up mode choice to many, decreasing the need for car dependency.

Air quality has been improved through managing the level of car parking and the promotion of more sustainable alternatives to car travel. Where feasible traffic routes have been diverted around sensitive areas to protect and preserve habitats or tranquil areas. Public spaces and “streetscapes” have been enhanced using LTP1 funds and designed to complement the existing conserved areas.

LTP1 spending has improved and enhanced the network of infrastructure that the people of West Yorkshire depend upon. The rate of deterioration in the road and footway network has been slowed and many areas are now enjoying a higher quality urban environment as a result.

Street lighting has been progressively improved, adding more safety and security to communities. Bridges have been improved and strengthened, opening up the network to more users. Potential flooding and ponding problems have been averted or mitigated with improvements to road and other hard surface drainage.

There are new and modernised bus and rail stations that are a now credit to their locations, rather than the generally uninviting buildings they were previously.

Social Inclusion

LTP1 has contributed to social inclusion in several ways. Concerted efforts have been made to provide or adapt infrastructure to be more “barrier-free” for disabled or elderly and infirm people. Improvements here have served to increase the level of facilities on offer to these groups and thereby increase their life opportunities. Improvements to the public transport network have similarly increased opportunities to access work, health, education or recreation for some groups, particularly for young people and those on lower incomes.

Part 3 focuses more on how LTP1 has made a difference to promoting social inclusion.

A better quality of life

There are a myriad of factors that go into creating a good quality of life for the people of West Yorkshire and LTP1 has contributed to some of them. The improvements made have added to the sense of community safety and security that is enjoyed by residents.

The widespread provision of pedestrian and cycling training has enabled children to enjoy a greater degree of independence than they otherwise might have had. The encouragement to walk or cycle has probably contributed to increasing levels of personal fitness.

Part 3 focuses more on how has LTP1 made a difference to health.

2.5 FOUNDATIONS FOR LONGER TERM IMPROVEMENTS

During the period of LTP1 there were a number of actions taken that assisted in the development of LTP2 and which will enable future transport improvements.

Partnership working

LTP

The district councils and Metro have strengthened their partnership working over the period of LTP1. This includes sharing best practice, secondment of staff, co-ordination of projects, programme monitoring and management.

Many of the Task Groups set up to prepare the LTP1 document have continued to meet and others such as financial monitoring were established part way through the delivery period. A Congestion Management Partnership that covers the wider Leeds City Region was established in the last few months of LTP1.

Adjacent Authorities

As part of the development of the Northern Way and the Leeds City Region Partnership working arrangements have been set up which include North Yorkshire County Council, York City Council, Harrogate District Council, Craven District Council, Selby District Council , Barnsley Metropolitan Council and South Yorkshire PTE. This partnership, in particular the Congestion Partnership element, is developing a joint TIF pump priming bid which was submitted in July 2006.

There have been long standing working arrangements between Metro and SYPTE, for example, on the Real Time Passenger Information System, Yorkshire Bus Initiative and Yorcard (Smart card ticketing).

Transport Operators

Metro meets formally with the Managing Directors of the larger bus companies on a regular basis. The second LTP and Bus Strategy have been discussed extensively with bus operators. Railplan 6 has been discussed in depth with the rail industry and corresponds with Northern Rail's Partnership document.

Metro has agreed a funding package with Yorkshire Forward, Northern Rail and Department for Transport to secure 12 additional rail cars to provide much needed additional capacity to meet growing demand.

The West Yorkshire Passenger Authority agreed in 2005 the approach to be taken to establish bus Punctuality Improvement Plans (PIPs), setting action plans to achieve incremental improvement in punctuality performance. Meetings have been held with operators to establish targets and action plans for the PIPs.

From January 2006 Real Time data was available to provide a much larger, more robust sample than had previously been the case to help monitor bus punctuality. Real Time data is informing a better understanding of punctuality issues and how they can be addressed.

Metro and bus operators are finalising proposals for a Ticketing Company to manage the MetroCard product range (pre-paid multi-operator tickets). Metro also hopes to build upon the Yorcard (smartcard ticketing) pilot taking place in Sheffield.

Travel for Work partnership

LTP1 saw the formation of the West Yorkshire Travel Plan Network and the piloting of work with jobseekers through the SRB-funded "On the Way to Work" project. This led to the commissioning by the West Yorkshire Economic Partnership of the "West Yorkshire Travel for Work Partnership" proposal, coordinated by Metro, in support of the Regional Economic Strategy and the Sub-Regional Investment Plan.

The Partnership brings together a wider range of support organisations than before, including Business Link West Yorkshire and Business in the Community. Key outputs will be the provision of advice to businesses and jobseekers and reductions in carbon dioxide emissions. The funding will enable the employment for three years of four staff who will work flexibly across West Yorkshire, supported by a marketing budget.

This project is now at contract discussion stage with Yorkshire Forward and is due to commence April 2007. It will significantly expand the provision of workplace travel planning and combine with ticketing and information support to jobseekers via Job Centre Plus.

Physical infrastructure

Public Transport Infrastructure

Improvements to rail stations, bus stations and bus shelters have provided more attractive facilities that should encourage people to use public transport more often. Bus priority measures have set the foundation for improvements in bus reliability.

Highway Infrastructure

Better quality highway infrastructure in particular better quality roads and footways, strengthened bridges and better facilities for pedestrians and cyclists, have provided a better physical environment for all road users.

Improved UTC/UTMC and CCTV systems have provided the control mechanisms that will enable better use to be made of the highway network.

More detailed information on public transport and highway infrastructure provision is given in Part 5.

Communications

UTMC

The use of variable message signing has enabled better use to be made of the highway network.

The linkage of information from the GPS equipment on a substantial proportion of the bus fleet to UTC systems will enable bus priority at signal controlled junctions to be implemented and controlled in a more effective way than existing detector systems.

Real Time Passenger Information

Real time passenger information and better methods of providing the information will enable passengers to make better informed choices about public transport.

Technology

The use of new computer technology and protocols (e.g. XML) has enabled significant improvements to be made in providing real time passenger information via a number of different media outlets. This same technology will be used for the future analysis of transport data and enable better control mechanisms to be established.

The development of communications and ICT systems will also be of fundamental importance to future Gershon savings.

Data and Analysis

We have well established programmes for collecting and analysing traffic data which have provided information for monitoring and for studies for future projects. The availability of GPS data for buses and other traffic should enable a better 'picture' to be developed.

Each authority has undertaken (and continues to develop) a range of studies on issues or problems, most of which will lead to projects in LTP2 or LTP3. For example:

- A county wide study of potential park and ride sites will lead to bids for funding for schemes, if the revenue issues can be resolved;
- Withdrawal of the Supertram funding resulted in studies to review public transport in the Leeds area and to determine what public transport improvements were required to meet the gap left by Supertram. This has led to Major Scheme proposals for bus rapid transit and improvements for access to Leeds Rail Station;
- A study of the A6120 Outer Ring Road in Leeds, including the examination of links to Leeds Bradford International Airport, was completed in October 2005. The findings of the study will inform a potential Major Scheme bid which is likely to address short term issues in relation to congestion hotspots along the A6120; and
- The relationship between the sub-regions economy and transport are explored through the Strategic Economic Assessment under-pinning aspects of the Regional Economic Strategy.

Policy Development

Transport policies developed for LTP1 and more recently LTP2 have and are continuing to influence the reviews of Unitary Development Plans and development of the new Local Development Frameworks.

Transport policies, based on the LTP1 or evolving LTP2 strategies, were included in the Community Strategies for each of the districts.

The LTP partners have influenced the development of the Regional Spatial Strategy and Regional Transport Strategy (the consultation period has recently finished on the latest version).

Transport issues, policies and objectives have been included in the Local Area Agreements developed by the district councils and Local Strategic Partnerships. This will ensure that other organisations identify transport issues as part of their agendas.

3. CONTRIBUTIONS TO WIDER POLICY AIMS AND SERVICE DELIVERY

We have been asked to report on at least two policy aims or service delivery themes as examples of the effect of LTP1. The themes for the three LTP1 Primary Objectives were Economic, Social and Environmental; consequently, we have chosen to report on Economic Growth and Regeneration, Health and Social Inclusion. Environmental considerations are covered in Part 5.

3.1 ECONOMIC GROWTH

The total population of West Yorkshire is just over two million people (see Table 3.1), about half the population of the whole Yorkshire & Humber region. Given the modest land area of the core of the county and its growth prospects the result is a high population density and inevitable pressures in terms of transport and congestion. West Yorkshire covers a large area with a large urban fringe and (semi) rural areas and villages, as well as its array of towns and cities.

Table 3.1 West Yorkshire Population by District

District	Population (2001)
Leeds	715,000
Bradford	468,000
Kirklees	389,000
Wakefield	315,000
Calderdale	192,000
Total	**2,079,000**

Leeds and Bradford provide a range of higher order services; a critical mass of knowledge institutions; and a concentration of culture, leisure and sporting facilities; and the transport hubs. Both cities attract a proportion of their workforces from the neighbouring districts which provide a wider range of urban and rural housing options; distinctive centres with niche retail experiences; business sites and premises; cultural attractions and opportunities for leisure. All of the districts in West Yorkshire bring something unique to it, and it is the combination of strengths, roles and assets that have enabled the county to grow.

West Yorkshire's economy has prospered over the LTP1 period. Table 3.2 shows the rate of growth in two key economic indicators across the districts in West Yorkshire and compares them with the regional and Great Britain averages. The total growth in employment over the period is also shown for comparison.

Table 3.2 Growth in average employment and unemployment rates compared to growth in total employment, 2001-04

Geographic area	No of people aged 16 - 74 employed in area	Average employment growth (%)	Average un-employment rate (%)	Total employment growth (%) 2001-04
Bradford	194,677	0.6	3.5	1.7
Calderdale	83,269	1.9	2.6	5.9
Kirklees	151,887	1.7	2.3	5.2
Leeds	378,007	2.9	2.8	8.8
Wakefield	131,149	4.2	2.4	13.0
West Yorks	938,989	2.3	2.8	7.0
Yorks & Humber	2,171,694	2.1	2.8	6.5
England	22,376,119	0.7	2.5	2.1

Source: Employment, Annual Business Inquiry and Claimant Count Unemployment, NOMIS (employment figures from Census 2001)

Leeds is by far the largest centre of economic activity in the Yorkshire and Humber region. In 2003, Leeds' Gross Value Added (GVA) was £13.87bn; it had increased by 31% from the 1998 level. Leeds' GVA is around 43% of West Yorkshire's, 19% of Yorkshire and the Humber's and 1.5% of Great Britain's.

Leeds has over 1,000 shops in the city centre and is the UK's fifth largest shopping location by retail floor space, ranked 4th best shopping centre in 2004 by Experian. More than £1.2bn is spent annually on retail alone within the area. The tourism industry supports 10,000 full time equivalent jobs and growth in this sector further demonstrates the position of Leeds as the regional centre with the industry generating an estimated £483m in 2002.

A key indicator of West Yorkshire's extent and linkages are commuting patterns (see Table 3.3). West Yorkshire is characterised by strong local catchments based on the traditional urban centres and the City-Region wide draw of Leeds. The 2001 Census shows that there are nearly 108,000 commuters travelling into Leeds to work each day (over 55,000 net in-commuters). Nevertheless there are still strong local labour markets within West Yorkshire, for instance in Bradford 77% of the workplace population live in Bradford (2001 census figures).

There were also substantial commuting flows to and from neighbouring districts, for example, about 9,500 commuters are travelling daily from Harrogate to Leeds, over 6,000 commuted daily from Selby to Leeds and around the same level from Barnsley to Wakefield.

Equally, there are linkages across regional boundaries and the connection between the broader Leeds and Manchester City Regions and Manchester is especially important, with these two city-regions together having over 5 million people and significant commercial and commuting flows between them.

Table 3.3: West Yorkshire Districts' Journey to Work Flows

		Destination					
		Bradford	**Calderdale**	**Kirklees**	**Leeds**	**Wakefield**	**Total Out**
Origin	**Bradford**	150,000	4,500	4,000	21,500	1,500	**31,500**
	Calderdale	7,000	64,000	6,500	4,500	1,000	**19,000**
	Kirklees	9,000	8,500	124,000	17,500	6,000	**41,000**
	Leeds	16,000	2,000	6,000	271,000	9,000	**33,000**
	Wakefield	2,000	500	5,500	21,000	97,000	**29,000**
	Total In	**34,000**	**15,500**	**22,000**	**64,500**	**17,500**	

Source: 2001 Census. Figures rounded to nearest 500.

Economic investment in the core of West Yorkshire has been supported and facilitated by transport communication links which are coming under increasing pressure. The West Yorkshire LTP partnership increased the degree of partnership working with the groups responsible for economic development across the region. Closer working with external agencies was prioritised during the course of LTP1 and, as can be seen in some of the case studies, schemes have been developed in partnership with these agencies.

Improved connectivity underpins economic growth. Improved rail connectivity within West Yorkshire linking with Leeds and externally to other city regions and the wider UK was identified during the LTP1 period as central to supporting sustainable economic growth in West Yorkshire.

Rail Connectivity

Leeds Rail Station is the major interchange point in West Yorkshire between local and long distance services. Completion of the Leeds 1st Rail Station project in 2002 by Railtrack (encompassing major track, platform and station remodelling) provided increased capacity for all rail services to and from Leeds. Metro and Leeds Council were members of the Leeds 1st Working Group.

Metro worked in partnership with Arriva Trains North (ATN) to improve the timing of connections between services at Leeds and at other interchange stations. Timetabling changes were introduced in December 2004 and 2005, reducing some connection times for passengers at Leeds, Shipley and Wakefield Westgate.

Metro also worked in partnership with South Yorkshire PTE and Yorkshire Forward to introduce a new hourly semi-fast service between Leeds and Sheffield, and intermediate stations such as Barnsley. The project was delivered in 2004. Metro project managed infrastructure modification works to enable the operation of additional services.

Completion of the Leeds 1st Rail Station improvements was followed by Metro and Leeds Council funded enhancements with a £2.1m multi-modal rail/bus/taxi/cycle interchange coming into operation in March 2004. This interchange facility allows rail passengers to catch their bus directly outside Leeds Rail Station entrance in a high quality sheltered environment.

In February 2005 a new state of the art railway station was implemented at Glasshoughton, Wakefield, close to Junction 32 of the M62. The station is designed to contribute to the continuing success of the expanding retail and leisure park and enable a broader range of people to access these facilities by sustainable travel. The project was delivered by Metro in partnership with Wakefield Council at a cost of £2.5 million. Contributions to the cost were made by the SRA and a local developer. Glasshoughton Station is served by an hourly rail service to Leeds city centre.

Although some additional carriages were delivered during LTP1 (see part 2 ‘other funding’). A lack of train capacity has resulted in overcrowding being experienced on lines serving Leeds at peak times. Platform lengthening at Headingley and Burley Park Rail Stations on the Harrogate Line were completed in 2003/04 to enable the stations to accommodate longer trains to alleviate overcrowding. This project was delivered by Network Rail at a total cost of £435k including an LTP1 contribution of £331k contribution from Metro.

A partnership of Metro, Yorkshire Forward and Northern Rail responded to the absence of provision for growth in the Northern Rail franchise by delivering £21m investment for the lease and operation of 12 additional rail carriages. Introduction of the additional capacity commenced towards the end of LTP1, to be completed by December 2006. The extra carriages will increase capacity by 6% (an extra 1,500 seats per day over the peak periods) on West Yorkshire’s busiest routes including Leeds-Harrogate and Leeds-Bradford-Halifax. The additional rolling stock (Class 158) also allows better deployment of units within the Northern Rail feet, with particular benefits to the Caldervale line and Leeds-Sheffield (semi-fast).

Access to employment

Bus

Quality Bus Corridors have been implemented in Leeds, Bradford Kirklees and Wakefield featuring substantial infrastructure investment (see Part 5 for more details). All of these routes serve commuters and provide the level of frequency and quality of service that is necessary to support a variety of shift-work patterns. The delivery of Quality Bus Corridors has been driven by the Yorkshire Bus Initiative.

Metro Connect is a key component of the Yorkshire Bus Initiative, aimed at promoting social inclusion through enhanced access to employment and other essential services. Metro Connect services were introduced from 2003 onwards. There are currently 9 Metro Connect services that provide vital links to the core frequency bus network in rural and urban areas and direct to key sites. Metro Connect services have been introduced in consultation and partnership with local development agencies.

Metro Connect Aire Valley links areas of high unemployment in south and east Leeds with new jobs in an employment development area. Metro Connect Europort links Castleford and Normanton with two industrial parks. The service increased employment opportunities for the 'Five Towns' and helped businesses to staff their operations. Wakefield MDC provided improved passenger waiting facilities from LTP funding and staff time to help initiate and market the service.

Metro Connect Lowfields is a shuttle bus service linking Elland and Lowfields industrial estate in Calderdale connecting this expanding industrial site with the core bus network and Huddersfield and Halifax.

Metro Connect Airport Services operates a half hourly bus service between Leeds-Bradford International Airport and city centre rail and bus stations in Leeds and Bradford.

Cycling

Sustainable access to employment has also been improved by providing routes for cyclists that link to city centres. The Leeds-Liverpool canal tow-path was opened up to cyclists between Leeds city centre and Silsden in Bradford. It now provides a safe, segregated cycle route for cyclists. A high specification cycle route linking Horbury to Wakefield city centre was largely completed and will be finished during the term of LTP2. This will link a desirable residential area with employment, shopping and educational opportunities in the city centre by means of sustainable transport.

Interchange

During LTP1, five bus stations have been completely rebuilt and six refurbished. In partnership projects with the districts, Metro invested £7.4m in new bus stations, replacing dilapidated stations with high specification facilities at sites in Batley, Cleckheaton, Keighley and Ossett. Wakefield bus station site was improved by the owner, Arriva, with the financial and project management assistance of Metro.

Metro invested a further £4.1m in the major refurbishments of three bus stations and travel centres at Bradford, Huddersfield and Pontefract. Minor refurbishments and access improvements took place at Holmfirth, Todmorden and Wetherby bus stations.

A state of the art bus-rail interchange at Castleford was progressed during the LTP1 period to the stage of provisional approval. In addition to improving the accessibility of the town it will help revitalise the town centre as part of a more general integrated transport scheme.

Bus station enhancements have been accompanied by an extensive programme to introduce CCTV coverage in bus stations, stops and buses. Over £2m was invested in installing a monitored CCTV system covering 25 bus stations, re-locatable cameras for use at bus stops and a partnership scheme with bus operators to install CCTV cameras on 500 buses. This CCTV network is monitored

continuously from the central control room in Leeds. Image exchange between Metro, the five districts and West Yorkshire Police allows an extension of the CCTV network throughout town centres.

Further partnership with the Police Force has included Metro funding Police Community Support Officers and using ASBOs at bus stations to reduce anti-social behaviour. This is a part of a strategy to increase public confidence in bus travel. Incidents of anti-social behaviour in bus stations have fallen year on year.

The bus station improvement programme contributes to other enhancement programmes directed at improving the attractiveness and vitality of the town centres. The new Keighley bus station won an award for accessibility and contribution to town centre vitality. Huddersfield bus station refurbishment was a key element of a Kirklees Council regeneration scheme for the 'Macauley Street Triangle' nearby. Huddersfield Lord Street improvements combined a high quality bus point / boarding area incorporating custom built shelters and quality streetscape improvements.

Town Centre Improvements

The level of congestion has impact on town centre vitality.

During the LTP1 period Kirklees began implementation of targeted congestion management measures in the district using UTC and traffic management, variable message car park signing; and increased parking charges. Careful consideration went into selecting the locations for these measures so that they might have the maximum impact on relieving congestion with the minimum impact on travel required for economic activity.

A major refurbishment of Leeds City Square in 2002 by the Council has turned it into a popular focal point for the city. The remodelling of the pedestrianised area in Briggate, located in the prime Shopping Quarter, has helped to contribute to large volumes of sales for the retail outlets located in the vicinity.

The case study below summarises the efforts made by Leeds City Council and Metro to manage the demand for travel in the peaks during the LTP1 period, a time of strong economic growth for the city.

Case Study: Managing the demand for travel to Leeds City Centre

It was expected that the level of economic growth in Leeds would create a strong demand for car travel in the peaks. The LTP1 strategy has addressed this through the implementation of a number of policies and initiatives.

Across West Yorkshire, employers and other organisations have introduced travel plans as a means of reducing the number of car journeys to and from the workplace. Take up of the policy has been most successful in Leeds, the major employment centre in the county. A workplace travel plan adviser is employed by Leeds City Council to provide support to organisations that have adopted travel plans. This work has contributed to an improved modal split in the companies with travel plans, when compared to the peak period modal split data for Leeds. The Council's workplace travel plan adviser is working closely with over 40 city centre employers to implement travel plan measures.

A number of city centre organisations now take advantage of the city's car club ('Whizz-Go') which was established in Leeds in 2004 using pump-priming funding from the Council and the Interreg Target Project. Membership of the scheme now stands at over 500 and the cars are used by businesses, residents and the two universities. A recent survey revealed that 21% of members had disposed of a car since joining the scheme and 37% had reduced the number of miles driven by car.

Parking policies have been implemented in line with UDP guidelines which encourage the use of car parks in the core car parking policy area for short stay users to support shopping, cultural and entertainment functions, whilst commuter car parking has been restrained by defining the number of spaces permitted as part of new development, controlling the number of long-stay on-street or

public off-street spaces available and extending the city centre controlled parking zone.

The decriminalised parking enforcement scheme was introduced in Leeds in March 2005. Instances of illegal parking fell by 70% from 1097 in 2004 to 333 in 2005. Evidence from the Council's Urban Traffic Control section, Metro and bus operators has indicated that there has been an improvement in traffic flow and reduced congestion since the scheme was introduced.

In January 2006 Metro launched a MetroConnect FreeCityBus in Leeds city centre following consultation with Leeds Initiative, the local strategic partnership, and major city employers. It provides a distributor service calling at 17 key stops on a city centre loop including Leeds Rail and Bus stations, Leeds General Infirmary, the Universities, Park Lane College and the shopping, business and cultural districts. The service carries on average 31,000 passengers per week (Monday to Saturday) and monitoring identifies an achievement of 5% modal shift from car to bus and the generation of new journeys into Leeds.

Whilst there has been a growth in the number of people entering the city centre in the peak period, there has also been an increase in the proportion of people accessing the city centre by public transport (bus or train) – 38.2% in 2005 compared to 33.5% in 1998. Car use in Leeds as a proportion of the total travel to work journeys is on a declining trend; it decreased by 6.7% between 1998 and 2005

3.2 REGENERATION

Transport is now an integral component of regeneration schemes and urban renaissance programmes across the county.

Town Centres

Town/city centre improvements are the most visually obvious areas were highway and transport improvements have assisted to regenerate the area.

LTP1 has been supporting urban renaissance initiatives, notably Bradford City Centre where an Urban Regeneration Company has been set up and in the Airedale towns of Shipley, Bingley and Keighley where Yorkshire Forward are deploying the Renaissance Towns initiative. A Master Plan has been prepared for Bradford City Centre and detailed proposals are currently being progressed through a series of Neighbourhood Development Frameworks.

The major 'Bradford City Centre Integrated Transport Scheme', which has recently been implemented, will play an important role in delivering the regeneration of the City Centre. The bus station has also been redeveloped and there are proposals to improve the pedestrian movements to the rail station forming part of the same site.

The case study below describes a flag-ship project aimed at revitalising Halifax, the district centre of Calderdale.

Case Study: Halifax Town Centre Regeneration 'Blueprint'

The Halifax Town Centre Improvement Scheme, funded through LTP1, has formed part of a wider Town Centre Strategy developed in response to a perceived decline relative to other large West Yorkshire towns during the 1990's. Under the Scheme the town centre has been designated a 20mph zone and is divided into a number of 'quarters' around a pedestrianised core. Access for pedestrians, buses and taxis is prioritised whilst the circulation of other traffic is restricted.

Additional funding drawn in from Heritage Lottery Fund and Action Halifax SRB6 has enabled delivery of the on-street works to high standard. The Scheme has complemented two urban regeneration initiatives - Action Halifax SRB6 and Halifax Renaissance, funded through Yorkshire Forward – resulting in a dramatic transformation of the town centre and significant benefits to the local economy. Analysis of a range of indicators shows:

- a shift from car to public transport for travel into Halifax - 2% increase in bus mode share on inbound peak journeys (1998-2005) and 14% increase in bus mode share among daytime users (2001-2005);
- a steady increase in footfall levels over the period to almost 6% above the May 2001 level in the central pedestrian core, and daytime survey respondents indicating more frequent visits compared to 2001;
- a reduction in vacant retail and office floor space from 10.5% in 2002 to substantially below 10% in late 2004;
- an increase in rental values of industrial and office premises (minimum 12%), and shops (20-40%); and
- Renewed confidence in the town centre is demonstrated by the commencement of work on a £2million high quality traffic free, covered shopping arcade in the heart of town, promoted through Halifax Urban Renaissance. Sites at Broad Street and The Shay on the outskirts of the town are the subject of further major proposals for mixed-use development.

The success of the Halifax scheme has led it to be designated as a blueprint for regeneration of the district's smaller towns. Following the principles set at Halifax, work under the Hebden Bridge Review commenced in September 2005. In addition to similar attributes to the Halifax scheme, it has complementary enhancements to local public transport facilities funded by Rural Bus Challenge and other partners.

A project with similar objectives to that for Halifax was implemented by Kirklees Council. The 'Northern Quarters' project sought to revitalise Huddersfield town centre. The project was developed in close partnership with the public, businesses, Yorkshire Forward and other regeneration agencies. Two substantial phases of the works were completed during LTP1 and further phases are planned up until the target completion date of 2012.

Connectivity

Transport and connectivity are key elements of urban renaissance.

In Leeds, the programme includes plans to create better linkages between the city centre and surrounding inner city neighbourhoods and ensure that the city has the infrastructure and urban design framework in place to sustain projected levels of economic development and growth. Initial work has taken place to improve pedestrian access into the city centre and address personal safety concerns: a ground level crossing has been installed on Woodhouse Lane which removes the need for pedestrians to use the existing sub-way and proposals have been developed to improve a sub-way in the Holbeck Moor area, connecting the community with the city centre, the plans include lighting improvements to improve security.

Disadvantaged Communities

Regeneration is also about improving local neighbourhoods and the welfare of the people living there. Much of this work is done through the Government's Neighbourhood Renewal Fund. Highway and transport improvements can be an important part of this process and transport funding has continued to support schemes in regeneration areas to improve safety and environmental conditions.

In the Trident area south of the Bradford City Centre, traffic calming projects have complemented housing renewal projects. A key element in the Trident Master Plan is the concept of a 'Living Street' (similar to a Home Zone) through the spine of the area.

In the Regen 2000 area east of Bradford city centre an

Environmental Improvement Master Plan for the A647 Leeds Road corridor is currently ongoing. A Master Plan for the Airedale / Canal Road corridor has also been prepared and currently being progressed.

A public realm project in partnership with Transport 2000 has been implemented on Oak Lane in the Manningham area. This initiative reduced the impact of through traffic on the local business and residential community. A Master Plan for regeneration of this deprived area is also currently being progressed.

An excellent example of neighbourhood regeneration is the Moorside Home Zone in Dewsbury which was a combined Home Zone with DfT funding and a Neighbourhood Renewal scheme.

Case Study: Impacts on disadvantaged communities - Moorside Home Zone

The Moorside Estate, with 230 mainly Council owned houses, was one of the worst in Kirklees for low demand, abandonment and deprivation. A Home Zones project was established on the estate which also acted as a catalyst for regeneration of the area. It was designed to tackle speeding traffic, parking problems, rat running traffic and lack of playing areas for children.

Key features of the Home Zone included:

- reduced carriageway widths and features which require motorists to drive slowly, including unclear junction priorities and changes in priority so motorists have to give way to pedestrians and cyclists;
- a shared surface for vehicles, pedestrians and cyclists with no separate raised pavements;
- 'Gateways' at entry points to the area together with shared community spaces such as seating and play areas; and
- creation of two cul-de-sacs on Moorside Road.

The project was completed in 2004 at a cost of £390,000

Working in parallel, Housing Services refurbished properties on the estate with new roofs, kitchens, bathrooms, heating and wiring.

As a result of the improvements:

- there was a waiting list of people wanting to live on the estate (at the start of the works 20% of properties were vacant); and
- children are making full use of the equipment placed for their use and parents feel that their children can play safely

What partners thought of the end product:

- DfT: "very pleased with the end product"
- Babtie: "well designed scheme"
- Kirklees Neighbourhood Housing: "exceeds all expectations"
- Resident: "feels like a new place"

The project has won a number of prestigious awards.

3.3 HEALTH

The significant relationship between transport and health in West Yorkshire was identified in an LTP1 aspiration to 'improve the quality of life of the whole community, including the promotion of personal health', reiterated in the LTP1 primary objective 'to improve safety, security and health'.

A West Yorkshire Transport and Health Group was set up in 1999 to inform LTP1 and progress the development and delivery of joint transport and health policies. This group consisted of the 6 LTP partners, the then four Health Authorities and the University of Leeds' Institute for Transport Studies.

To inform an approach the Group commissioned reviews of the health effects of transport and the effectiveness of transport instruments to bring about positive changes in health in West Yorkshire. Findings informed recommendations for:

- partnership working on transport and health to be fostered and resourced to help achieve improvements in health;
- public sector organisations (including health and local authorities and primary care trusts) to lead by example, implementing effective travel plans and promoting awareness of the links between transport and health; and
- the 5 West Yorkshire Local Strategic Partnerships to ensure that measures to reduce the negative impacts of transport on health are included in all strategic policies and plans and the impact of measures to be evaluated.

To assist the roll out of initiatives through partners and policy areas, partnership groups were set up in each of the districts. The establishment in 2002 of a Kirklees Physical Activity and Health Action Plan Steering Group is an example. This group brought together representatives from the Primary Care Trusts (PCTs) and the Leisure, Highways and Social Services of the district council and the University, with the aim of developing, implementing and monitoring a range of actions.

Joint transport and health activities undertaken in West Yorkshire in LTP1 can be divided into 2 groups:

- Health promotion to encourage walking and cycling
- Improving access to health care services

Good progress has been made in both areas.

Health promotion to encourage walking and cycling

Car dependency contributes to lower levels of physical activity which can lead to poor health. Conversely, encouraging more people to walk and cycle can prevent poor health and reduce car dependency.

Key initiatives were developed over the LTP1 period for promotion of healthy transport in West Yorkshire. Good progress has been made in promoting walking in partnership with the PCTs. The Wakefield 'Healthy Transport' project is an example.

Case Study: 'Healthy Transport' project, Wakefield

The "Healthy Transport" project was developed to increase levels of participation in walking and cycling, emphasising the health benefits of these activities. The project was a cross-sector partnership led by Wakefield Council and supported by the two local Primary Care Trusts, and the Countryside Agency.

The project commenced in 2000. It established a series of "health walks" throughout the Wakefield district. The walks were mainly targeted at addressing problems associated with physical inactivity and social isolation. The led walks were approximately one hour in duration. As more volunteers join, longer walks are developed to encourage people to progress. Participants could join the walks directly (all the walks are free of charge), although increasingly people are advised to join via their GP's and health professionals.

To complement the organised walks, a series of free "self walk" maps were developed describing 36 one hour routes. Over 4000 copies of the map packs were distributed in the six months following publication.

It is difficult to ascertain the impact of the walks on people's health but the target number of health walks per quarter (93) has exceeded expectations. There were on average nine walkers on each established walk.

The project informed the development of a city centre Home Zone in Wakefield, delivered through the Regeneration team. There were also schemes to provide signing for key walk and cycle routes and a "bike it hike it" scheme to encourage hospital workers to leave the car at home. This was a pre-cursor to the travel plan concept.

LTP project funding provided a lead project officer, infrastructure improvements and public awareness material. Originally the project was funded predominantly through a Health Action Zone grant with additional support from the LTP and the Countryside Agency's, "Walking the Way to Health". The project was ultimately "mainstreamed" within the Council and the LTP now supports a Cycling Officer, two Healthy Transport Officers and a Healthy Transport Manager. The two PCT's have combined funds to maintain a post for a Health Walks Co-ordinator.

Other LTP1 projects promoting healthy transport have included:

- The established Kirklees PALS project has become, during LTP1, increasingly integrated with the delivery and promotion of greenway infrastructure. PALS is delivered in partnership by Council Culture and Leisure Services and local PCTs. It utilises LTP greenway routes to promote walking and cycling to patients referred to the scheme by their GP's to undertake physical exercise as part of a prevention / rehabilitation regime. On average 2,000 referrals are made per year. The scheme delivers 19 weekly group walks, 4 fortnightly group walks and 5 monthly group walks plus 3 group cycle rides every week. Six mapped "pathways to health" each containing 2-6 walks have been distributed to date, with 12 more proposed;
- 'Walking for Health' projects established in all 4 PCT areas in the Bradford District e.g. 'Sport Keighley', a community lead partnership promoting sport and physical activity specifically in the Keighley area with the Council providing officer support for initiatives including creation and way-marking of walking routes, branded as 'Walkways';
- 10,000 'Lunchtime Walks' packs distributed by Leeds TravelWise officers in 2002. The packs were produced by Leeds Learning and Leisure Department and promoted a range of short walks exploring different areas of the city centre;
- Leeds City Council support for the Leeds Walking Festival 2003 to 2005, jointly funded by the Council and PCTs; and
- West Leeds 'LifeCycle' project set up in 2003 which involved the installation of cycling facilities at doctors surgeries and promotion of local cycle routes

Many of these projects have been coordinated with the delivery of LTP funded walking and cycling infrastructure, public rights of way and other physical accessibility improvements to improved linkages and encourage walking and cycling.

Targeted work has been undertaken with schools, with successes in embedding a culture of walking and cycling with pupils, parents, teachers and governors. Initiatives have included:

- LTP funded pedestrian and cycle facilities on routes to and within schools;
- promotion of school travel plans - at the end of LTP1 there were 352 schools with an approved plan;
- assistance in establishing walking buses - at the end of LTP1 there were 46 walking bus projects;

- support for 'Walk to School Week';
- organisation of events for 'Bike Week'; and
- provision of pedestrian and cycling training

Much of the work to promote active, healthy travel has been co-ordinated under the banner of Regional Yorkshire and Humber TravelWise. Yorkshire and Humber TravelWise included all West Yorkshire and other local authorities in the region. It also successfully pursued the active participation of the health sector. TravelWise was instrumental in developing and sharing ideas. To promote partnership and best practice a highly successful programme of 7 training seminars were held in 2002 in which hospital and primary care officials participated.

Improved access to health care services

A key barrier to improved health is access to acute and primary health care services. Poor transport connections can have a negative impact on people's health. Problems of access to health care facilities are most pronounced at the rural extremities of West Yorkshire, but problems have been identified for communities in both rural and urban areas throughout the sub region.

The LTP partners have delivered a number of initiatives to address access to health service. Theses have included:

- establishment of pilot projects, to showcase good practice;
- support for travel plans, to influence cultural change within the NHS
- accessibility mapping, to inform NHS locational decisions for the delivery of services and the design of transport solutions

The funding of pilot projects has helped develop and embed best practice in partner organisations. An exemplar project was the Honley Surgery Transport scheme.

Case Study: Honley Surgery Transport, Kirklees

This scheme was established in 2002. The scheme was brought forward by the Kirklees Rural Transport Partnership, following identification of need by local communities.

Initial funding came from The Countryside Agency, YRen (Yorkshire Primary Care Research Network) and the Surgery's own fund holding savings. Funding provided for the purchase and running of a vehicle to deliver a surgery-based and managed scheme designed to transport patients from home to health centre.

The scheme has improved access to clinicians and GPs, and reduced podiatry waiting times. The cost savings (through considerable saving in clinical time) persuaded the Local Primary Care Trust to continue sole funding of the service and to expand the service to cover other Surgery's in the Holme Valley.

The Honley Surgery scheme has been strongly promoted as an example of good practice by the Countryside Agency and the NHS

LTP partners have assisted Hospital and Primary Care Trusts to implement travel plans which address access to healthcare sites for staff, patients and visitors. Airedale Hospital has pioneered a number of travel plan initiatives, one being the provision of a new bus service to improve accessibility between the Hospital, Steeton and Silsden Rail Station and surrounding towns and villages.

LTP funded grants were provided to Calderdale and Huddersfield NHS Trust for cycle parking and pedestrian access improvements at 3 hospital sites. Funding was provided on the basis of match funding from the Trust and the signing of a partnering agreement between Council and Trust, identifying the on-going commitment of both to bring forward further initiatives. Calderdale and Huddersfield NHS Trust joined the National TravelWise Association and has been active in promoting travel plans to other Trusts nationally

Accessibility assessments were carried out in respect of West Yorkshire's health facilities. This work was led by Metro. Use of Accession software was supplemented by the development of

Metro's own GIS software, PTAM, introduced in 2002/03 providing a countywide accessibility mapping tool. PTAM uses a database of bus routes, timetables and stop locations together with local demographic details. Information on bus network coverage for hospital and health facilities has been shared with Hospital Trusts to inform proposals for the reconfiguration of acute services and with PCTs in the planning and delivery of local services, proving helpful in the identification of catchment areas for new facilities.

Influencing strategic policies and plans

LTP partners supported the roll out of initiatives through the hosting of a healthcare seminar delivered with Transport Energy in 2002 to 40 healthcare representatives, the production of a 'Healthcare' Travel newsletter and sharing of expertise and software

The emerging body of best practice and supporting evidence in delivering health promotion to encourage walking and cycling and improving access to health care services has increasingly been fed in to the development of strategic policies and plans. A particular area of activity towards the end of LTP1 was the development of Local Area Agreements. Proposals to improve the health of particularly young and older people, alongside a commitment to monitor impacts have been written into Local Area Agreements to be delivered by the Local Strategic Partnerships. These include measures to encourage walking and cycling and improve accessibility to healthcare and other services.

3.4 SOCIAL INCLUSION

The importance of reducing social exclusion was identified in the LTP1 primary objective 'to promote social inclusion and equal opportunities for access to transport'.

2001 census data identified that in West Yorkshire:

- 32% of households did not have access to a car
- 43% of households had access to 1 car

Census data also identified:

- 19% of population have a limiting long term illness, with approximately 4% claiming a Disability Living Allowance
- 21% of population are children under 16
- 15% of population are aged 65 and over

These figure suggested a significant proportion of the population potentially excluded from mainstream society and the economy. LTP1 set out an aspiration for improvements in transport to make an important contribution towards better integrating people, particularly those from disadvantaged groups and communities, with essential facilities and work.

All of the LTP partners have implemented a variety of measures to address social exclusion. Particular attention has been given to developing an accessible and affordable public transport system which caters for the needs of people with limited means of travel including disabled people, elderly people, people on low incomes, schoolchildren and those living in rural areas.

At the end of LTP1 the picture of public transport accessibility was encouraging:

- 98% of rural households are within 800m or a 13 min walk of an hourly or more frequent bus service;

- 66% of all households are within 400m of a 10 minute frequency bus service;
- over 2, 200 bus stops had been provided with raised kerbs for use in conjunction with low floor accessible buses, with over 240 new low floor accessible buses introduced by operators;
- a number of supplementary feeder bus services had been introduced to provide connections to the core bus network and key community facilities;
- Over 30 million child concessionary journeys were made each year;
- The high take up and usage of Metro concessionary travel permits, with the scheme administration benchmarked by the Audit Commission as 'Good with excellent prospects for improvement'.

Transport initiatives aimed at influencing social inclusion can be divided into 3 groups, targeted at:

- Spatial exclusion
- Personal exclusion
- Financial exclusion

Good progress has been made in all areas encompassing a range of partners.

Spatial Exclusion

This includes isolated areas of low population density such as rural areas with limited public transport facilities; and also disadvantaged communities.

Rural projects implemented in LTP1 included the Three Villages Community Link, Wakefield:

Case Study: South East Wakefield Community Transport Services

The south east of the Wakefield district is a rural former coalfield area suffering relatively high levels of deprivation. A small network of community transport services have been set up with the support of the Council to help address social transport needs in the area.

An example of the achievements of the local community transport network is the Three Villages Community Link. This service enables travel under the Section 19 permit system. It is provided by a professional community transport operator in partnership with the local authority, operating to high quality standards. The principle focus of the service is to access a primary care centre with accessibility issues, along with other local facilities.

The bus enables socially isolated members of the community to make full use of the state of the art medical facilities at the primary care centre. The service is used to take people to regular meetings of local groups and societies, which are held outside the "three villages". Travel would have otherwise presented a barrier to participation in such groups. Users of the service benefit from opportunities to socially interact with other passengers & therefore reduce social isolation. The service also enables travel to retail destinations outside the immediate area, to which there are no direct connections on conventional public transport.

The service is currently carrying around 9000 passengers per annum.

Additional capacity for the network in South East Wakefield has been provided with an additional fully accessible 17 seat vehicle purchased with LTP funds.

The Rural Transport Partnerships (RTPs), established during LTP1 were instrumental in engaging with communities, identifying issues and developing and funding solutions.

A number of schemes were delivered through a variety of partners and funding opportunities. An example is the partnership between Metro, Meltham Town Council, local PCT (NHS) and Kirklees Pennine Rural Transport Partnership to deliver a Meltham mini bus service which serves 600 passengers weekly

The Moorside Home Zone project, described above in the Regeneration section, is a good example of highway improvements reducing exclusion in disadvantaged communities

Personal Exclusion

A range of measures have been delivered to address barriers created by disability, age, gender and ethnicity.

Successful schemes provide evidence of co-operation between the LTP partners and transport operators, including community transport operators. Particular success has been achieved in improving the mobility opportunities of disabled people. Rural Bus Challenge Competition (RBCC) projects included fully DDA-compliant vehicles, dedicated drivers, some demand-responsive operation, and fully accessible bus stop infrastructure.

An exemplar scheme addressing personal exclusion was the Leeds "Buddying" service.

Case study: Leeds "Buddying" service

The Leeds Buddying Scheme was a 3 year project delivered with Urban Bus Challenge funding and in-kind support from Metro, Leeds Council and bus operators First and Arriva.

The scheme commenced in 2002, providing travel training to people with physical or learning disabilities to give them confidence to increase their personal independence through using public transport. Five staff worked with clients on a one to one basis. The process involved an assessment of the client's needs and capabilities following which the Buddy would devise a personal travel plan and travel with the client to help them gain confidence to travel on their own. The team worked closely with the bus operators to address barriers that dissuade disabled people from using buses.

130 people successfully completed the programme. 75% were adults with learning difficulties or mental health issues. 25% of clients had a physical or sensory disability of whom 7 were wheelchair users and 6 had visual impairment. The scheme delivered cost saving in removing dependency on taxi transport.

The scheme was recognised as an example of good practice by the Department for Health. Metro's Beacon mentoring role helped roll out the scheme nationally. The scheme won 1st prize in the Award for Accessibility at the 2003 Bus Industry Awards, for outstanding contribution to good practice in meeting the needs of disabled bus passengers.

Since the end of Urban Bus Challenge funding in 2005, Metro have committed staff resources to an eighteen month project to support the establishment of Travel Training/ Buddying within Social Services, Education and Health Agencies throughout West Yorkshire. The project seeks to share the processes, knowledge and skills learned during the Leeds Buddying Scheme and to embed public transport travel training within broader independent living skills training schemes provided for people with learning and/or mobility difficulties. The project will be completed in 2007.

Other measures implemented include:

- Over 2,200 bus stops improved on the core network with accessibility upgrades featuring raised kerbs for use with low floor accessible buses;
- over 240 new low floor accessible buses introduced by operators, with the percentage of low floor buses in the fleet increasing from 10% to 45%;

- MetroConnect feeder bus routes providing vital links direct to essential services and to the core frequency bus network, both in rural and urban areas;
- renewal and improvement of the 'free to use' Access Bus service for people unable to use conventional public transport through age or mobility impairment. A total of 33 buses carry 500,000 journeys annually;
- on street car parking spaces provided for disabled motorists close to their homes;
- 'blue badge holders' are permitted to park free of charge in all Council controlled car parks;
- Shopmobility schemes continued in Bradford, Dewsbury, Leeds and Halifax centres. The Huddersfield scheme was expanded in partnership with the Kingsgate shopping centre and a new one was opened in Todmorden in partnership with the Calderdale with the Upper Valley Social Care Service; and
- National targets have been adopted for achieving improved access for disabled people. All the districts have upgraded existing signal controlled crossings to meet minimum DDA requirements and improve provision for disabled people at controlled crossings, e.g. provision of audible and/or tactile indicators at signals.

Financial Exclusion

This is where the person's ability to travel is restricted by financial constraints. Schemes were developed to overcome cost barriers.

The West Yorkshire Concessionary Travel Scheme was one of the most comprehensive schemes in the country throughout the period of the first LTP. Metro continues to maintain a concessionary travel scheme that exceeds the minimum statutory requirements. Metro has spent approximately £21m each year providing concessionary travel for older and young people as well as blind and disabled people with a scheme that covered both bus and rail services and had reciprocal arrangements with South Yorkshire and Greater Manchester.

There are more than 300,000 permit holders in West Yorkshire. Metro encouraged take-up of senior permits by negotiating a 'one month free travel' offer with operators and widely promoting the benefits of the scheme. Each year there are some 70 million concessionary bus journeys representing almost 40% of the 200 million bus journeys made in the county each year.

The needs of job seekers were addressed through an "On the Way to Work" pilot project funded through Wakefield SRB6. This provided job seekers with free public transport travel to job interviews. The tickets were administered by Jobcentres.

Metro also, through negotiation with bus operators, extended the discounted 'StudentPlus' ticket to all young people under 21.

Involvement and consultation

Partnership and consultation has been a key feature of promoting social exclusion in West Yorkshire. Pro-active and positive action has been taken to seek, consult and consider the views of different communities in the design of schemes, and the development of the transport system. Within each of the districts a number of groups were involved in the development and implementation of LTP1 and have continued to represent people with mobility impairment and different ethnic communities.

In Bradford, for example:

- the Mobility Planning Group, a multi agency partnership of service users and service providers, has met quarterly to discuss and address transport issues particularly those affecting disabled and older people;
- schemes were vetted by the District's regular Planning and Highways Access Forum which makes suggestions on how

improvements to design could be made to ensure that the schemes work for everyone;

- seminars for engineers, landscape architects and planning officers have involved disabled people in raising awareness of access issues amongst designers of the public realm; and
- transport officers have been engaging with older people through the Older People's Strategic Partnership which has a Transport Action Group.

4. PROGRESS ON INDICATORS

4.1 SUMMARY

This chapter highlights the progress made during the plan period towards achieving LTP1 targets and objectives.

Good progress has been made on delivering both our core and local targets. We have either achieved or are on track to meet 68% of LTP1 targets, including three of the five core targets relating to Integrated Transport. This is one of the highest levels of achievement by West Yorkshire during the LTP1 period. Performance against all targets during LTP1 is summarised in Table 4.1. Table 4.2 contains Proforma A which shows progress for the core indicators, whilst the data presented in Table 4.4 identifies performance against the supporting local indicators.

Table 4.1 – Progress towards LTP1 Targets (Core and Local)

Year	Targets achieved or on track	Targets not achieved or not on track	Targets with no clear evidence
2002/03	64%	27%	9%
2003/04	73%	14%	13%
2004/05*	68%	18%	14%
2001/06*	68%	32%	-

**This excludes road maintenance because the method of measurement has changed.*

A full monitoring report containing data on further background indicators is available on request.

4.2 KEY ACHIEVEMENTS DURING LTP1 PLAN PERIOD

This section highlights those areas where the targeted programme of investment has made a real difference to the people of West Yorkshire. The key achievements against LTP1 Indicators are:

Road safety

Excellent progress has been made in reducing the numbers of children killed or seriously injured in West Yorkshire. 133 children were killed or seriously injured on our roads in 2005/06. Although this level remains unacceptable this equates to a 51% reduction since the base year of 1994/1998, exceeding both the LTP1 target of a 25% reduction by 2005/06 and the national target for a 50% reduction by 2010. Performance in this area reflects a continuing commitment by all the partners in West Yorkshire to improving safety. This commitment is reflected in the setting of a stretched target in LTP2 for a 40% reduction for child KSI casualties by 2010, against the 2002/04 average. Child casualty trends are shown in Figure 4.1.

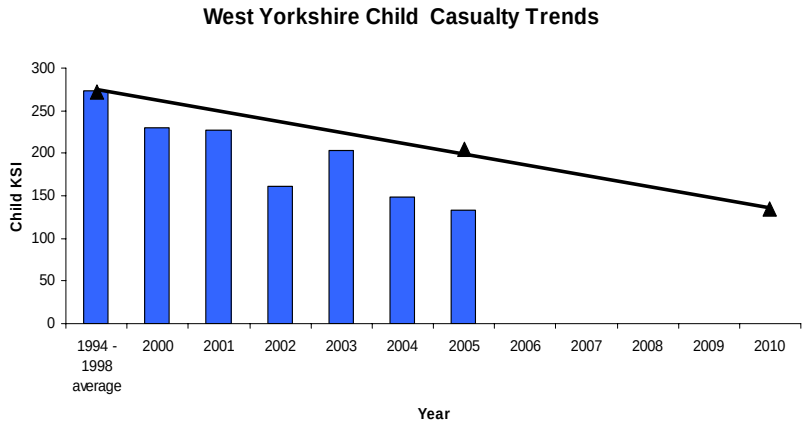

Figure 4.1 Child KSI Trends in West Yorkshire

Significant progress has been made in reducing the number of people killed or seriously injured on roads in West Yorkshire. The number of people KSI has fallen by 27% since the 1994/98 base year, easily exceeding the target level of a 20% reduction. This is illustrated in Figure 4.2. Performance in this area reflects the commitment by all the district authorities in West Yorkshire to improving safety and we are well on track to meet the national target of a 40% reduction by 2010. This commitment is reflected in the setting of a stretched target in LTP2 for a 30% reduction for people KSI casualties by 2010, against the 2002/04 average.

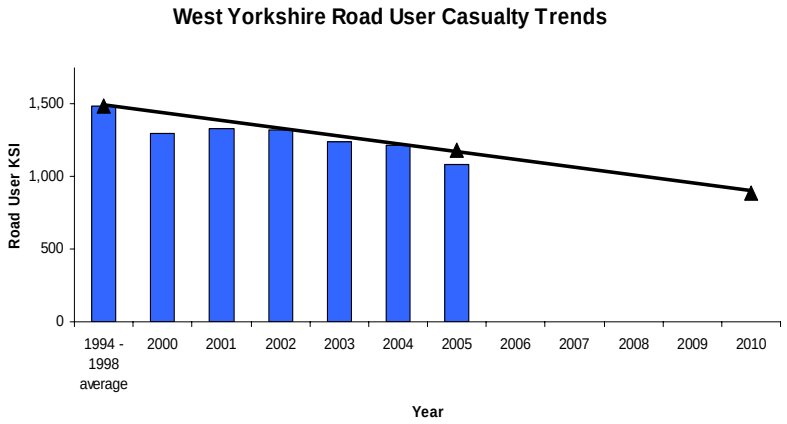

Figure 4.2 Road User KSI Trends in West Yorkshire

The casualty rate for slight injuries has also been met with a reduction of 24% against the target level. This is significantly below the 5% target level set for 2005.

Public transport

Improving rail patronage has contributed significantly to the overall increase in public transport patronage in West Yorkshire. Rail passenger numbers have increased by 43% since 1999/00 exceeding the target of 25%. Over 23 million rail passenger journeys per year are now made in West Yorkshire, an increase of 7 million since 1999/00 in part as a result of on-going investment in public transport in West Yorkshire. Changes in rail patronage are shown in Figure 4.3

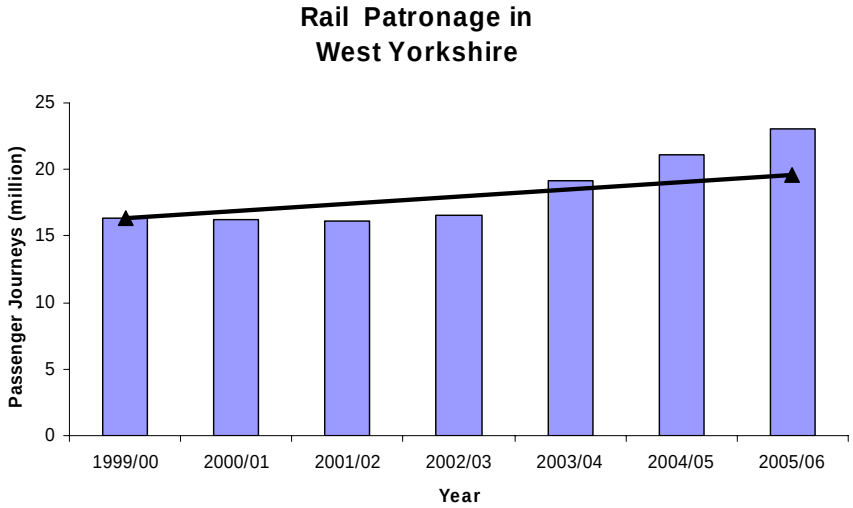

Figure 4.3 Rail Patronage Trends in West Yorkshire

Rural accessibility

Modelling information shows that 98% of rural households are within 800m or a 13 min walk of an hourly or more frequent bus service. This exceeds the target level of 90% set last year.

Detailed information on rural accessibility is contained in Part 5, Table 5.10.

Air quality

Annual air quality targets relating to NO_2 have been met in the main district centres of Bradford, Halifax, Huddersfield, Leeds and Wakefield indicating improving air quality across West Yorkshire. Although there were some exceedences of the UK emission standard for NO_2 during LTP1, the overall trend shows that air quality is improving. The West Yorkshire NO_2 emission trends for each district centre are shown in Figure 4.4

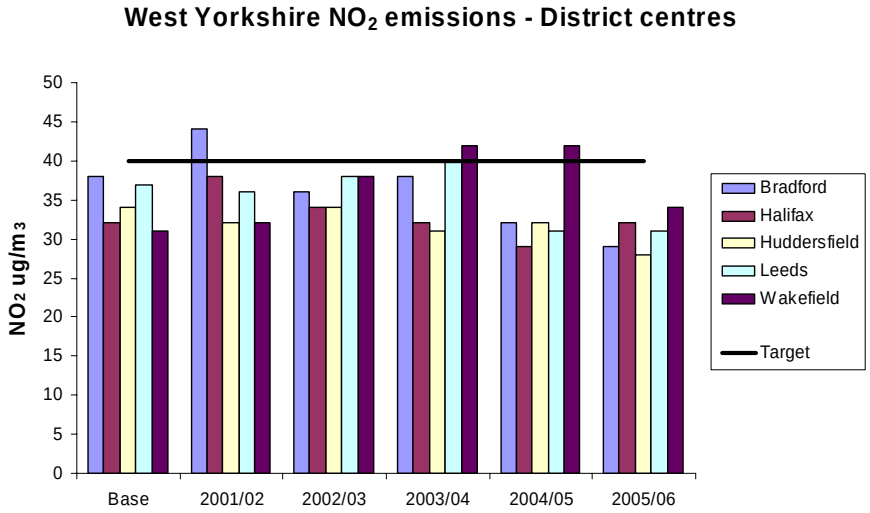

Figure 4.4 NO_2 emissions in West Yorkshire district centres

Walking and cycling

The aim to ensure long term walking trips do not decline has been achieved. Between 1998 and 2006 morning peak walking levels into the five main urban centres has grown by 33%.

The decline in the number of cyclists recorded across West Yorkshire has been halted with the level of cycling activity stabilised during the last 2 years of the LTP1 period. This reflects the level of investment in cycle infrastructure, promotion and training delivered by the partners during LTP1.

Traffic growth

Targets to reduce AM peak hour traffic growth to the major centres have been achieved in 4 of the 5 centres. In Leeds the challenging target of no increase in peak hour traffic has been attained in spite of continuing strong economic growth.

Peak traffic growth in Bradford, Halifax and Huddersfield is within the target of 3% growth set in the LTP1. In Wakefield the target for a 3% reduction was almost achieved, traffic volumes being only 460 vehicles over the target level across the whole central area cordon.

Average weekday traffic volumes across West Yorkshire have grown by only 3% since 1999. This trend is below the target level of no more than 5% growth during the plan period, as illustrated in Figure 4.5

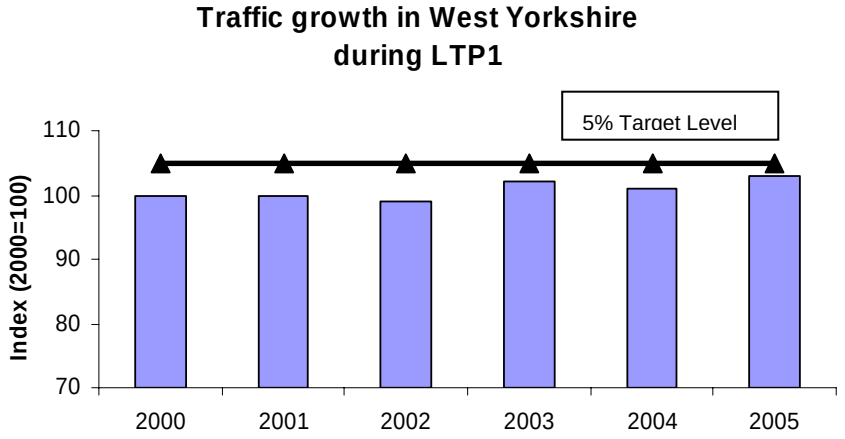

Figure 4.5 Weekday traffic growth in West Yorkshire

4.3 CORE INDICATORS

Table 4.2 Proforma A: Progress against LTP1 Core Indicators

Core Indicator	Definitions		Year	Value	Year (C for Calendar and F for Financial)	Actual and Trajectory Data							Has your LA achieved its LTP1 target for this core indicator?
Road Condition (% where structural maintenance should be considered)	(1) principal roads – BV223	**Base Data**	2000/01	36.50%	F	**Year**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**No Clear Evidence**
		Target Data	2006/07	10%		**Actual Figures**	36.50%	32.30%	27.80%	12.11%	36.00%	9.60%	
		Units		Percentage		**Trajectories**	36.50%	28.30%	21.10%	13.50%	12.00%	11.00%	
	(2) non-principal roads – BV224a	**Base Data**	2000/01	11.20%	F	**Year**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**No Clear Evidence**
		Target Data	2010/11	5%		**Actual Figures**	11.20%	10.40%	12.90%	13.37%	12.80%	22.90%	
		Units		Percentage		**Trajectories**	11.20%	11.20%	11.20%	11.20%	11.20%	10.00%	
	(3) unclassified roads – BV224b	**Base Data**	2001/02	22.60%	F	**Year**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**No Clear Evidence**
		Target Data	2010/11	2%		**Actual Figures**	no data	22.60%	26.20%	15.20%	20.40%	17.60%	
		Units		Percentage		**Trajectories**	no data	22.60%	19.50%	16.00%	14.00%	12.00%	
Number of bus passenger journeys	Thousands of bus passenger journeys (i.e. boardings) per year in the authority – BV102	**Base Data**	1999/00	199,400	F	**Year**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**Not Achieved**
		Target Data	2006/07	209,370		**Actual Figures**	201,600	202,000	203,500	199,100	195,700	194,800	
		Units		Thousands		**Trajectories**	200,560	201,140	201,720	202,000	202,300	205,900	

Core Indicator	Definitions		Year	Value	Year (C for Calendar and F for Financial)	Actual and Trajectory Data							Has your LA achieved its LTP1 target for this core indicator?
Number of cycling trips	Number of cycling trips representative number of counting points	**Base Data**	1996	100	C	**Year**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**Not Achieved**
		Target Data	2006	200		**Actual Figures**	95	93	89	87	86	86	
		Units		Indexed to 100		**Trajectories**	140	150	160	170	180	190	
Number of deaths and serious injuries (all ages)	Number of people killed or seriously injured on roads in the authority	**Base Data**	1994/98 average	1484	C	**Year**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**On Track**
		Target Data	2010	890		**Actual Figures**	1299	1331	1319	1238	1215	1085	
		Units		Number		**Trajectories**	1397	1355	1313	1271	1229	1187	
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured in the authority	**Base Data**	1994/98 average	272	C	**Year**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**On Track**
		Target Data	2010	136		**Actual Figures**	230	227	161	203	148	133	
		Units		Number		**Trajectories**	254	244	239	229	214	204	
% of rural households within 13 minutes walk of an hourly or better bus service	% of rural households within 13 minutes walk or 800m of an hourly or better bus (please state which)	**Base Data**	2003/04	88%	F	**Year**	**2000/01**	**2001/02**	**2002/03**	**2003/04**	**2004/05**	**2005/06**	**Achieved**
		Target Data	2005/06	90%		**Actual Figures**				88%	94%	98%	
		Units		Percentage		**Trajectories**					89%	90%	

4.4 REASONING AND REMEDIAL ACTION - INTEGRATED TRANSPORT CORE INDICATORS

This section provides an explanation of targets which have not been achieved or where progress is lower than anticipated

There are two indicators which are not on track: bus patronage and cycling.

(i) LTP1 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 in West Yorkshire since shortly after de-regulation in 1986, the preceding year having experienced growth. This is broadly in line with the national trend for reduced bus use outside of London. At the time of setting the LTP1 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 LTP1. 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 2004/05 and again in 2005/06 to 2.4% below the base.

Bus patronage has increased in some parts of West Yorkshire but has declined significantly in others. Overall there has still been an increase in public transport (bus and rail) trips in West Yorkshire. There are now 218 million public transport journeys in West Yorkshire compared to 215 million at the beginning of the LTP. This is shown in Figure 4.6

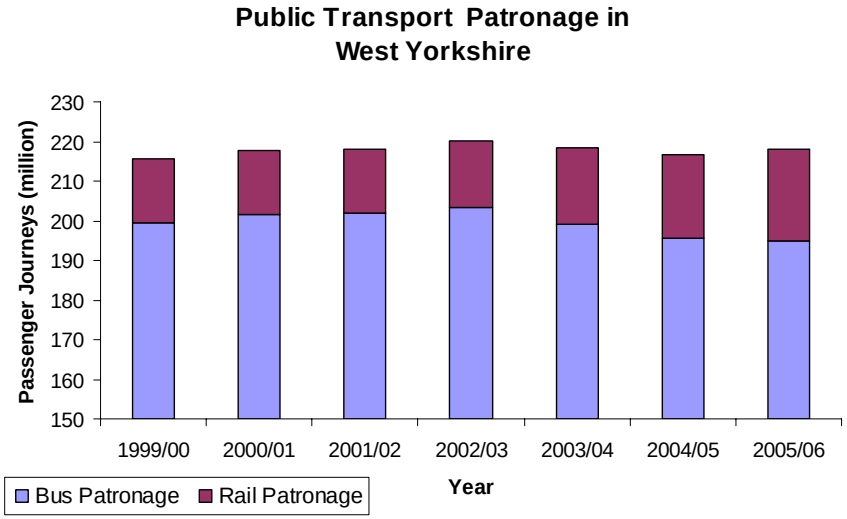

Figure 4.6 Public Transport Patronage

Details of Patronage Decline

There are a number of factors affecting performance against the bus patronage target. The fuel crisis and problems on the railways (problems arising during the redevelopment of Leeds station; floods; the Hatfield disaster and driver/guard strikes) all contributed to the perhaps misleading patronage increases in the early part of the LTP1 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 where we have delivered LTP1 funded Quality Bus schemes significant patronage growth has been achieved. 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 with an overall growth of 12% and 9% since implementation in 2001. This is shown in Figure 4.7

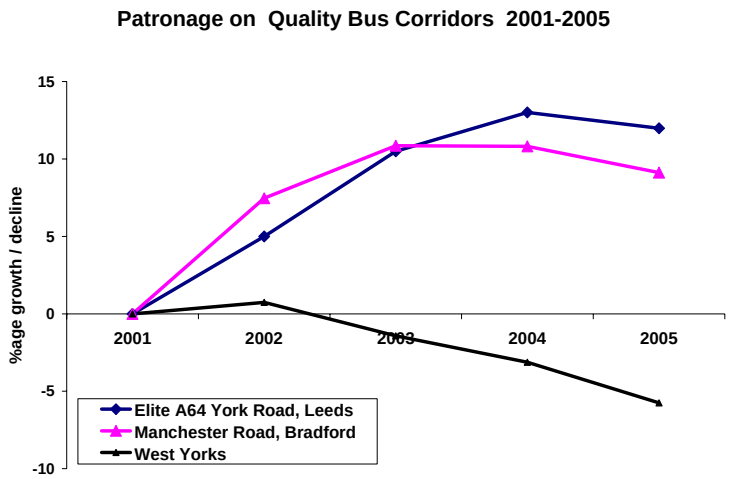

Figure 4.7 Changes in Patronage on Quality Bus Corridors

Nearly all major bus operators have experienced operational difficulties due to staff shortages. In particular, poor performance by one of the major operators in West Yorkshire has been a factor in the significant loss of passenger journeys in parts of West Yorkshire. Operational problems, particularly driver shortages, during LTP1 plus higher insurance and fuel costs resulted in fluctuating performance including a significant dip from autumn/winter 2002. Survey data suggests that this one operator's overall patronage declined by 25% between 2000 and 2005 with major implications for revenues and profitability. The response has been fare increases, reduced investment, network changes and bus mileage reduction which 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. The National Audit Office report 2005 confirmed difficulties in respect of improving the delivery of bus services in England. The PTEs have collectively raised their concerns about the conflict between the deregulated bus framework (and competition legislation) and the desire for greater integration as well the difficulties in improving overall service quality in the larger metropolitan areas.

Actions and Interventions

Metro is working with operators and highway authorities to develop Performance Improvement Plans (PIPs) - further information is provided below on 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.

We have sought to mitigate loss of patronage through initiatives including:

- Metro's award winning 'free month offer' for people first applying for their senior permit;
- an extension of concessionary 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;
- residential Metrocards conditioned as part of planning approvals;
- the implementation of the first phase of the MyBus Yellow Bus project across schools in West Yorkshire, and
- marketing and Travel Plan initiatives.

Metro has developed a new West Yorkshire Bus Strategy, which forms part of LTP2. This includes greater intervention in the market to deal with issues that have led to patronage decline.

In recognition of the need to improve progress in bus patronage, punctuality and reliability targets, West Yorkshire's capital programme for 2004/05 and 2005/06 was proactively managed to direct resources towards these areas. With evidence that LTP1 investment in QBCs increase patronage locally, part of the reward funding for 2004/05 was invested in these types of schemes. The implementation of new bus infrastructure has been a particularly successful area of delivery during the year.

Further information on bus interventions is given in Part 5, Tables 5.1 and 5.4.

Timeframe 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) LTP1 Target L6 – To Double the Number of Cycling Trips between 1996 and 2006 and Double Again by 2010.

Background

The long term decline in the level of cycling in West Yorkshire appears to be at an end. Figure 4.8 shows the results of monitoring of cycling activity from 160 on-road sites surveyed at least once in a 3 year cycle. This clearly shows a levelling out of cycle usage levels.

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.

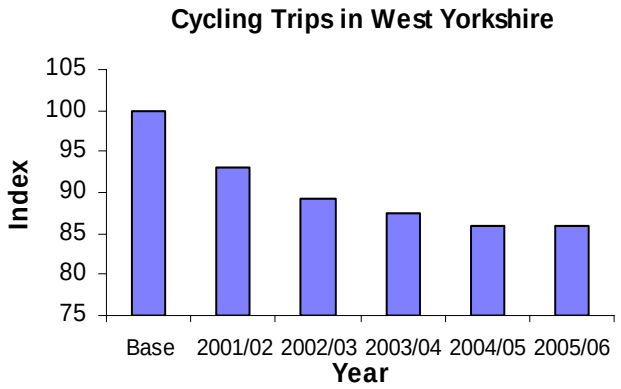

Figure 4.8 Cycle Trends in West Yorkshire

'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 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. Most districts have 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 in schools will continue.

In Kirklees, for example, a programme of off road cycle route provision will continue, with schemes in the Colne and Calder

Valleys making good progress. Fenay Greenway and Meltham 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 cycling in West Yorkshire. A network of automatic cycle counters has been installed (18 were installed in Kirklees in 2005/06) and further sites have been identified for dedicated manual counts within key urban areas.

We are confident that the actions detailed above will make a positive impact on cycling levels and that there will be growth in this area. We anticipate a 10% increase between 2004/05 and 2010/11 and a target to reflect this has been set in LTP2.

4.5 REASONING AND REMEDIAL ACTION - MAINTENANCE CORE INDICATORS

Good progress has been made on improving the condition of the roads in West Yorkshire. We have reached the required standards for road condition for BV 223 for Principal Roads and BV 187 for prestige, primary and secondary footways. Progress has also been made on the non-principal roads although the required standards have not been met. We have reported progress on all maintenance targets as ”No clear evidence” due to the uncertainties following changes in the survey methodologies. Our performance against all the LTP1 maintenance targets is shown in Table 4.2.

In line with DfT guidance an explanation of action and expenditure on non-principal roads maintenance is detailed below.

The condition of non-principal classified roads is relatively good. Targeted expenditure throughout LTP1 meant that condition reached a steady state at 13% by 2004/05, on track to meet the target of 10%. A change in survey methodology, incorporating the use of scanner surveys instigated by DfT resulted in spurious results in the last year, which implied a deterioration. However we are confident that this is not the case. On unclassified roads progress has been made against the baseline of 22.6% with the current level now 17.6%.

With all the work that has been carried out, the authorities have been able to keep pace with the continuous deterioration of the network as a result of normal traffic use, weather degradation and the impact of utility reinstatements. There is strong evidence that the rate of repair is now exceeding the rate of deterioration with a resulting net improvement in the condition of the network.

Results of public consultation highlighted concern about the condition of the non principal road network. This is supported by condition surveys and performance indicators reported in Table 4.2 which showed that visually principal roads were in a relatively good

condition. Hence, when the LTP funding announcements changed the rules to permit money to be allocated to the maintenance of non principal roads, work programmes were reviewed and amended to reflect actual needs.

The LTP settlement includes indicative allocations for principal and non principal roads. Table 4.3 shows the actual indicative allocations and expenditure for the five year plan period.

Table 4.3 Indicative settlement and actual expenditure on maintenance in LTP1

	Principal Roads (£m)	Non Principal Roads (£m)	Total (£m)
Indicative Settlement	54.8	51.7	106.5
Actual Expenditure	49.3	63.7	113.0

The pattern of funding was managed to ensure that improvements in the condition of the principal roads was sustained whilst maximising the funding on non principal roads.

However, the West Yorkshire authorities were of the view that the level of combined LTP and revenue funding was insufficient to address the backlog of work. In the authorities with the oldest street lighting stocks, increased expenditure was needed for column renewals. In consequence both Wakefield and Leeds bid successfully for street lighting PFIs and were awarded credits totalling £110.9m

The ability of each district to allocate additional revenue resources to highway maintenance, on top of formula spending shares, varies according to other pressures within the council areas. Clearly, not all highway revenue funding can be allocated to the maintenance of roads and footways, there being other demands on the service from lighting, signing, traffic signals, barriers and fencing, drainage, road markings refurbishment, winter maintenance, grass cutting, etc. However even after the deduction for all these items, the West Yorkshire authorities were able to spend £93m on work which almost exclusively addressed the condition of the non principal road network.

In addition, all five authorities allocated capital funding to highway maintenance. Amounts for the five year period varied from £2.2m to £13m per district and gave a total additional capital expenditure over the plan period of £26.5m. In some districts the capital is part of a continuing initiative to remove the backlog of maintenance work over a sustained period covering several years. Some prudential borrowing has been used, supported by resultant savings in the cost of third party accident claims. Further capital allocations have been made against capital receipts.

More than half the money allocated to non-principal roads has been spent on planned works to make a lasting improvement to the condition of the streets treated. Nearly 600km have been resurfaced with improvements to the adjacent footways. A further 1000km of carriageway has received some sort of surface treatment to arrest deterioration and restore skid resistance. This represents maintenance of some 20% of the total network length. The remaining money has been spent on small unplanned schemes, patching works and reactive maintenance to keep the network in a safe condition.

Further, more detailed, information on roads maintenance can be found in Part 5, Table 5.13.

4.6 PROGRESS ON LOCAL TARGETS

Table 4.4 Progress on Local Targets

Local Objectives contained in LTP	Local Performance Indicators contained in LTP1	Local targets or outcomes contained in LTP1	Baseline Date	2001/2	2002/3	2003/4	2004/5	2005/6	On track/not on track?	Source of Data
Safety, Security & Health	D2 Casualty Rates for different road user groups	**L9** : 50% reduction in number of pedestrian KSI's by 2010/11	1994/98 av 525	378	373	340	360	308	On Track	Stats 19
		L7 : 20% reduction in number of cyclist KSI's by 2005/06	1994/98 av 106	91	62	101	78	86	Not Achieved	Stats 19
		L13: 5% reduction in slight casualty rate	1994/98 av 81 cas per 100mvkm	79.5	76.9	76	70	62	On Track	Stats 19 and DfT flow data
Environmental Quality	F1 Air Quality	**L10** : Not to exceed the annual average NO_2 standard of 40µg/m_3	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	Bfd 29 Cal 32 Kirk 28 Lds 31 Wak 34	Achieved	Permanent Monitoring stations/sites
Greenhouse Gas Emissions	G1 Daily traffic flow	**L1** : Daily traffic growth 1999-2006 not to exceed 5%	1999 100	98	100	102	101	103	Achieved	ATC data : 93 sites
	H1 Town centre traffic reduction	**L2** : No increase in AM peak traffic into Leeds	2000 35,790	no data	36,840	no data	36,541	35,670	Achieved	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	18,210	Achieved	ATC data : biennial central cordon survey

PART 4
PROGRESS ON INDICATORS

Local Objectives contained in LTP	Local Performance Indicators contained in LTP1	Local targets or outcomes contained in LTP1	Baseline Date	2001/2	2002/3	2003/4	2004/5	2005/6	On track/not on track?	Source of Data
		b) Halifax	1999 9,360	8,920	no data	9,480	no data	9,330	Achieved	ATC data : biennial central cordon survey
		c) Huddersfield	1999 12,280	12,250	no data	12,280	no data	12,100	Achieved	ATC data : biennial central cordon survey
		d) Wakefield	2000 10,380	no data	11,750	no data	10,844	no data	Not Achieved	ATC data : biennial central cordon survey
Halt the Overall decline in journeys made by foot	I1 Modal split data on urban area cordons	**L8** To maintain pedestrian flows 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: 133 IP : 103 PM : 175	Achieved	Cordon Surveys
Encourage a greater use of PT	I12 Bus Punctuality	**L14** : 95% of services to run no more than 6 minutes late & none to run early	2002/03 86.1% / 1.7%	no data	86.1% / 1.7%	85.7% / 1.5%	84.4% / 2.4%	88.6% / 1.8%	Not Achieved	Roadside Monitoring
	I13 Bus Reliability	**L15** : No more than 0.5% of services to be cancelled	2002/03 1.4%	no data	1.4%	2.1%	1.7%	1.60%	Not Achieved	Roadside Monitoring
	I6a Rail Patronage	**L5**: Total rail patronage to grow by 25% by 2006	1999/00 16.3 million	16.1 million	16.6 million	19.2 million	21.1 million*	23.1 million*	Achieved	On train surveys (1% sample grossed up to scheduled rail hours) * estimated from counts at Leeds Station

5. LTP1 STRATEGY DELIVERY

This part of the document provides information on the delivery of our strategies covering public transport, road safety and sustainable transport, as requested by DfT. We have also selected to provide information on school travel and road and bridge maintenance from the options available. We selected school travel as we see the future of informing travel choices as being best served by catching people before they can drive. We selected road and bridge maintenance as over half the capital allocation is spent on maintenance.

These tables provide more detailed information on the implementation of these strategies than is given elsewhere in the document

5.1 IMPLEMENTATION OF THE PUBLIC TRANSPORT STRATEGY

Table 5.1 Implementation of the bus strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of local outcome indicators for public transport or credible explanation for their non-achievement. or Delivery of stretching local outcome indicators (See Chapter 5 of LTP1)	**Strategy delivered broadly as planned. Local targets not achieved.** <u>Punctuality</u> Target L14 required at least 95% of bus services to run no more than 6 minutes late and no services to run early. Monitoring of bus service performance April 2005 to March 2006 revealed that 88.6% of buses were observed to run within the defined 'window'. <u>Reliability</u> Target L15 required no more than 0.5% of all services to be cancelled. Monitoring of bus service performance April 2005 to March 2006 revealed that 1.6% of buses were cancelled. Achievement of punctuality and reliability targets has been predominately outside the control of Metro and the West Yorkshire authorities. This was recognised in the National Audit Office report 2005 in respect of the delivery of bus services in England. Within West Yorkshire the most commonly reported reasons for cancelled services have been driver shortages and vehicle breakdowns, both within the control of bus operators.	As the reasons for not meeting these local targets were largely outside the control of the Partnership, the strategy has been delivered largely as planned. The development of the Yorkshire Bus Initiative (YBI) during the course of LTP1 was, in part, designed to improve performance by investing in bus priority measures across the core high-frequency routes. The benefits of this approach (including traffic signal priorities linked to the real time information system) will largely impact in the LTP2 period. (See Table 5.1, rows 3 and 4 below). The WYTESA initiative has been

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Real time monitoring of punctuality During LTP1 Metro undertook a continuous programme of roadside observational monitoring of bus punctuality. This provided a representative sample of buses, but was by necessity a very small proportion (0.3%) of all buses operating in West Yorkshire. From January 2006 Real Time data was available to provide a larger, more robust sample for punctuality monitoring, drawn from the major bus operator's services whose buses are equipped with Real Time equipment. Real Time data can be complemented by manual monitoring of tendered services and of smaller operators not equipped with Real Time. Monitoring of punctuality performance using Real Time data indicated that 84.2% of bus services ran on time. This data is informing a better understanding of punctuality issues and how they can be addressed. The West Yorkshire Passenger Transport Authority agreed in 2005 the approach to be taken to establish Performance Improvement Partnerships (PIPS), setting action plans to achieve incremental improvement in punctuality performance of 2% year on year towards the objective of 95% punctuality or better at terminal points. Meetings have been held with operators to establish targets and action plans for the PIPs.	developed to improve reliability and customer care through better trained staff and improved recruitment and retention. WYTESA will impact in the LTP2 period (See Table 5.1 row 3 below).
2. Substantial improvements to services and networks across the LTP area (See Chapters 7, 11, 12, 17 and Appendices 5 and 19 of LTP1)	**Strategy delivered broadly as planned** £52.5m minor capital expenditure was invested in improvements to bus stations and stops, security, information and priority measures on the network. Major Scheme funding delivered substantial improvements to local bus services on 2 corridors and to education transport. Bus operators contributed new low floor buses to core networks. The capital programme has been matched by £14m per annum for supported services supplemented by Rural Bus Subsidy Grant (for rural/community services) and other funding. Bus stations, shelters and stops £7.4m was spent building 4 new bus stations, owned and operated by Metro, at Batley and Cleckheaton (purchased from Arriva), Keighley and Ossett. Metro also made a contribution to the construction of the operator owned Wakefield bus station. £4.25m was spent on 6 bus station refurbishment schemes with 3 major refurbishments delivered at Bradford, Huddersfield and Pontefract and 3 minor refurbishments and access improvements at Holmfirth, Todmorden and Wetherby. Approximately £22.3m was spent	A change from planned strategy has been a failure to deliver significant improvements in integrated smartcard ticketing. Provisional approval for Major Scheme funding of the Yorcard (smartcard) scheme was withdrawn following issues raised by the operators. The DfT has recently (2006) granted Full Approval for Major Scheme funding of a pilot scheme. The pilot will test the equipment, software, communication links and

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	on bus stops. All 14,500 stops benefited from a renewal programme replacing posts and flag signs. Over 2,220 stops received accessibility upgrades. Over 1,100 new bus shelters were installed. Bus stop improvements included a major on-street bus point at Leeds Boar Lane, upgraded at a cost of £450,000. (Details are provided in Table 5.4). Safety and Security Approximately £2m provided CCTV cameras at 25 bus stations and on 498 buses and 29 re-locatable CCTV cameras for use at bus stops, monitored continuously from the central control room. Image exchange between Metro, the districts and West Yorkshire Police extend town centre CCTV coverage. Partnership with the Police included Metro funding Police Community Support Officers and using ASBOs to reduce anti-social behaviour in bus stations, incidents of which fell from 240 incidents per month in 2002 to 125 incidents per month in 2006. Information Approximately £7.5m equipped 90% of the bus fleet with a Real Time monitoring system, enabling Real Time information to be relayed to passengers via text message, WAP, internet or electronic display at bus stations and/or shelters. It is the largest bus Real Time information system in the UK, and most used with 3,000 individual enquiries each day. Networks Major Scheme and partner funding (£23.3m) delivered 2 guided busway systems. LTP minor capital expenditure (£5.5m) delivered 7 bus corridor schemes (and 31 individual bus priority measures). Core networks of 10 minute frequency services were developed by operators in five districts. Operators provided over 240 modern low floor buses for the core network. The percentage of low floor buses in the fleet increased from 10% to 45%. Metro spent approximately £14m p.a. procuring tendered bus services to supplement the core network and to meet social needs. Rural Bus Subsidy Grant (RBSG) provided an additional £1m per annum for rural and community services. Rural Bus Challenge Competition (RBCC) and Countryside Agency (CA) also provided funding to complement commercial services in rural areas (see Table 5.10). Developer	customer experiences. It will also inform the business case for each partner. The pilot will be taken forward by project partners South Yorkshire PTE and will be part funded by EU Objective 1 funding. Subject to successful completion of the pilot, full implementation of the scheme is anticipated in 2008.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	contributions also funded some services. 9 innovative MetroConnect feeder services were introduced from 2003 onwards, providing links to market towns and core bus and rail networks in rural areas (e.g. Otley and Pennine areas in Kirklees and Calderdale) and to employment and other essential services in urban areas (e.g. Little Horton in Bradford, Lowfields in Halifax, Leeds City Centre and linking both Leeds and Bradford rail and bus stations with Leeds-Bradford International Airport). Funding from a variety of sources purchased buses and met revenue costs. A fleet of 33 Metro AccessBuses provide a service for people unable to use public transport through age or disability. LTP funding of £315,000 delivered improvements to the fleet and introduced efficiencies in booking and operation. At the end of LTP1: • 66% of all households were within 400m of a 10 minute frequency bus service • 98% of rural households were within 800m or a 13min walk of an hourly or more frequent bus service <u>Education Transport</u> Major scheme funding of £18.7m delivered an award winning fleet of 70 dedicated yellow school buses managed by Metro and run by six different operators. The scheme branded 'MyBus' serves 100 schools and 3000 pupils across all five districts. The buses feature enhanced safety features and specially trained drivers. MyBus has gained high satisfaction ratings with users and parents. The scheme has removed 8,000 km of car travel from West Yorkshire's roads each week. (Details are provided in Table 5.12).	
3. Evidence of partnership between authority and operators to promote and improve key	**Strategy delivered broadly as planned** <u>Core Networks</u> Core networks of 10 minute frequency services were developed by operators in all five districts, comprising 'Overground' routes in Leeds, Bradford, Calderdale and Kirklees and high quality corridor routes in Wakefield. Routes were developed for easy access with improved bus stops and shelters in partnership with Metro and the districts. Operators	LTP1 identified a target of 10 Quality Partnership Schemes. No formal Quality Partnership Schemes were entered into. Voluntary Quality Partnership schemes were established in

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
services. or Major outputs delivered by partnerships, such as substantial showcase routes (See Chapters 7, 16, 17 and Appendices 5 and 19 of LTP1)	provided over 240 modern low floor buses for the core network. The percentage of low floor buses increased from 10% to 45%. <u>Quality Bus Initiative (QBI) guided bus way schemes</u> £23.3m Major Scheme and partner funding delivered two Quality Bus Initiatives incorporating sections of guided busway. East Leeds QBI was delivered by a partnership of Metro, Leeds Council and 2 operators, First Group and Arriva. The scheme cost £16m. The operators contributed £11m in new low floor vehicles and infrastructure. South Bradford Manchester Road QBI was a partnership of Metro, Bradford Council and operator First. The scheme cost £7.3m. The operator contributed £750,000 to infrastructure costs. <u>Yorkshire Bus Initiative (YBI) accessible bus corridor schemes</u> In 2002 a partnership, branded Yorkshire Bus Initiative, was established including Metro, authorities in West and South Yorkshire and York and bus operators, to generate a step change in the quality of bus services by accelerating and co-ordinating investment programmes, including the LTP bus infrastructure programme, by more clearly linking individual schemes to investment by bus operators in new vehicles. A YBI Major Scheme bid was unsuccessful, therefore capital investment has not been accelerated in the way originally planned. In West Yorkshire, YBI nonetheless delivered 7 bus corridor schemes (and 31 individual bus priority measures) and over 2,220 bus stops upgraded for improved accessibility. A further 20 YBI schemes were brought to feasibility / design stage for delivery in LTP2. <u>West Yorkshire Transport Education & Skills Alliance for reliability improvements (WYTESA)</u> WYTESA is a partnership of Metro, bus and rail operators, unions, employment and training agencies, University of Leeds, GOYH and DfES. It aims to improve the reliability of bus services and customer care through better trained staff and increased recruitment and retention of staff (developing skills in drivers, attracting young people to a higher profile industry and assisting culture change across operators). A Beacon Peer support funded Transport Academy will enable bus drivers to gain accredited qualifications. Development of WYTESA and the Academy took place in LTP1 with training modules	Kirklees. Voluntary participation in the Yorkshire Bus Initiative provided a shared set of aspirations and an ‘umbrella’ partnership. Detailed discussion of the application of Quality Partnership Agreements is being taken forward within the context of YBI for development under LTP2.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	piloted with operators Arriva, Blazefield and First. The modules will be launched at the House of Commons in LTP2 (July 2006). <u>Security on buses</u> LTP1 funding of £1.024m installed CCTV cameras on 498 buses within the fleet of 6 bus operators (Arriva, First, Keighley & District, Geldards, Yorkshire Traction and Longstaff). The operators agreed to return 50% of the LTP capital outlay to Metro for re-investment, as well as funding transfer of cameras from decommissioned vehicles to new and the on-going maintenance of cameras. <u>Public Transport Information</u> In 2001 an Information Management Group comprising Metro and bus operators was set up to steer delivery of the Information Strategy. In 2003 a voluntary agreement between Metro and operators limited service changes to 6 fixed dates in the year. Operators contribute 70% of the costs (approx. £260,000 per annum) of the Metroline (part of Traveline) telephone information service. Operator funding also extended Metroline hours of operation in mornings (from 8am to 7am and evenings from 8pm to 10pm. (Details are provided in Table 5.5). Metro LTP investment in IT systems produced significant efficiency improvements and enabled bespoke displays (currently provided at over 4,500 bus stops) to be rolled out to all 14,500 bus stops during LTP2. Approximately 90% of the bus fleet in West Yorkshire, including all buses run by Arriva, First, Keighley & District Travel and Stagecoach have been fitted with an on board computer and navigation system to facilitate Metro's Real Time Information Service, Yournextbus. (Details are provided in Table 5.5).	
4. Evidence of investment in bus priority measures delivering monitored benefits to bus	**Strategy delivered broadly as planned** A total of 9 Quality Bus Initiative / Accessible Bus Corridor schemes (totalling 46km) have been delivered. A total of 31 individual bus priority measures were delivered. <u>Quality Bus Initiative (guided busway) schemes</u>	LTP1 identified a target of 10 accessible bus corridors and 20 other bus priority schemes. Delivery of bus priority measures was initially slowed by a combination of limited staff

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
passengers cost effectively. (See Chapters 7 and 17 and Appendices 5 and 19 of LTP1)	Major scheme and partner funding of £23.3m delivered 2 guided busway schemes in the first year of LTP1 in respect of East Leeds and South Bradford (A641 Manchester Road) Quality Bus Initiatives (QBI). In addition to sections of segregated Busway, both schemes featured bus priority at junctions and other traffic management, road safety, pedestrian and cycle measures. Bus stops and shelters were upgraded for enhanced accessibility. Bus clearways were used to deter illegal parking and improve bus docking at stops. The two QBI schemes delivered significant patronage growth. From implementation to the end of the LTP period, East Leeds QBI saw overall patronage growth of 12% and Bradford Manchester Road QBI of 9%. After monitoring undertaken for the East Leeds QBI showed increased peak hour patronage, increased frequency of use for commuting, improved evening peak journey times, reduction in bus time variance and high levels of user satisfaction. After monitoring undertaken for the A641 Manchester Road QBI showed significant improvements in bus journey times achieved in the AM peak, both bus and car showed increased journey times in the off peak period and growth in bus patronage exceeded growth elsewhere in Bradford. 63% of users ranked the service as either good or very good (against 37% before implementation) and 59% of respondents estimated improvements in journey time <u>Bus priority schemes</u> £5.5m was spent introducing 7 accessible bus corridor schemes (and a total of 31 individual bus priority measures). Priority measures comprised sections of bus lane and bus gates. From 2002 delivery of bus priority was coordinated through the Yorkshire Bus Initiative (YBI). In each district, partnerships have been progressed with the Police to improve enforcement of bus priority measures. Funding was also made available for two separate Police enforcement initiatives during LTP1. Initial analysis of patronage on the Yorkshire Bus Initiative corridors shows that growth where joint investment has been made, such as the A650 Bradford to Keighley and A629 Halifax to Huddersfield corridors has been in the region of 5-7%. On the whole growth on the high frequency core routes has been greater than lower frequency routes. Detailed research is being planned to evaluate the factors behind growth on different corridors.	resource and objections raised through consultation. To drive forward the YBI programme (established in 2002), steering groups comprising representatives of Metro, the district council and bus operators have been established in each of the districts. Steering groups report to a YBI Overview Group. The YBI organisational structure was instrumental in achieving accelerated delivery of core frequency route improvements. In addition to bus priority measures introduced in LTP1 a further 20 YBI schemes are in various stages of feasibility and design for delivery in LTP2.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
5. Substantial integration of conventional bus services with health and community transport and the voluntary sector. (See Chapters 7 and 12 and Appendix 5 of LTP1)	**Strategy delivered as planned** <u>MetroConnect Services</u> MetroConnect services were introduced from 2003 onwards. This is an innovative bus service which provides communities with new links in response to changes in employment and public services. MetroConnect services also connect people in isolated rural areas into mainstream bus and rail services. A first phase of 9 MetroConnect Services was introduced in LTP1. Funding came from a variety of sources. Service design was informed by extensive consultation within communities. Examples include: • MetroConnect Little Horton (Bradford) serving one of the most socially deprived areas in the UK. A major road bisects the community from health, community and food shopping facilities and employment sites. A partnership of Metro, Bradford Trident (a community led regeneration company) and the Primary Care Trust received Urban Bus Challenge funding to operate this new service using new accessible buses, providing the local links necessary to reduce social exclusion. A local company was appointed in 2004 to provide the service aiding local employment. • MetroConnect TaxiBus serves hillside communities in the higher Pennine areas of West Yorkshire to provide links to local towns and larger villages. This service operate on a “demand responsive” basis where passengers make bookings to travel. One of the services is closely linked to a new health centre at West Vale carrying passengers for appointments and transporting prescriptions. The other service is closely linked to a village primary school. A local company was engaged to provide the booking and TaxiBus services. <u>Wakefield Community Transport scheme</u> Wakefield Council delivered a community transport scheme in the rural coalfield area of south east Wakefield. The service enables travel under the Section 19 permit system. It carried 9000 passengers per annum to a primary care centre and other local facilities. <u>Access bus</u>	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Metro provided an 'AccessBus' fleet of 33 vehicles providing specialised door to door transport for people unable to use public transport through age or disability. Accessbus operates in urban and rural areas providing transport to a range of health and community services. 500,000 journeys are made each year. LTP1 expenditure of £315,000 delivered improvements to the AccessBus service including replacement of 70% of the fleet with front end ramp access vehicles for safer, improved quality of service and introduction of a new booking system improving efficiency of operation	
6. Delivery of substantial increases in park and ride, at least equivalent to the proposals in the LTP1 strategy (See Chapter 7 and Appendix 5 of LTP1)	**Strategy delivered as planned** The LTP partners commissioned consultants in 2004 to assess potential park and ride sites. Results of bespoke modelling informed recommendations for short, medium and long term implementation of a potential 11 bus and 10 rail park and ride sites, commencing in LTP2. No bus based park and ride schemes were delivered in LTP1. LTP1 focussed on the provision of rail park and ride. 100 car parking spaces were provided at the new Glasshoughton Rail Station. 20 additional car parking spaces were delivered at Horsforth Rail Station. (Details are provided in Tables 5.2 and 5.4).	No change from planned strategy. There were no bus based park and ride schemes identified for delivery in LTP1. Delivery of rail park and ride was constrained by the potential additional revenue costs that may be incurred by the Train Operators (see Table 5.2).

Table 5.2 Implementation of the passenger rail strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Delivery of substantially improved integration, in which the LA/PTE is a key partner	**Strategy delivered broadly as planned.** LTP1 contributed £5.5m minor capital expenditure to delivery of the rail strategy. This was supplemented by partner investment. <u>Enhancement of physical infrastructure and interchange between rail services</u> Leeds Rail Station is the major interchange point in West Yorkshire between local and long distance services. Completion of 'Leeds 1st' rail station project in 2002 by Railtrack provided increased capacity for rail services to / from Leeds. Metro and Leeds Council	LTP1 identified a requirement to provide better integration in 5 key areas: • Integration between rail services • Development and enhancement of physical infrastructure

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
(See Chapters 7, 16, 17 and Appendices 6 and 19 of LTP1)	were project steering group members. Metro worked in partnership with Arriva Trains North to improve connection times at all interchange stations, including Leeds. Timetabling changes were introduced in 2004 and 2005 improving connection times at Leeds, Shipley and Wakefield Westgate stations. Metro worked in partnership with SYPTE and Yorkshire Forward to introduce a new hourly semi-fast service between Leeds and Sheffield (including, delivered in 2004. Metro project managed the infrastructure modification works to enable the operation of additional services. <u>Enhancement of physical infrastructure and interchange with bus and other modes</u> Metro and Leeds Council worked in partnership to fund a £2.1 million project providing a major multi-modal (rail/bus/taxi/cycle) interchange at Leeds Rail Station, which came into operation in March 2004. The interchange facility allows rail passengers to catch their bus directly outside the entrance in a sheltered environment. Improved bus/rail interchange was delivered at Slaithwaite and Sowerby Bridge at a cost of £75,000 with £35,000 RBCC funding from the Pennine TaxiBus project and £40,000 from Metro. RBCC funded improvements at Hebden Bridge Rail Station included new bus stop facilities and information.	• Integration with bus services • Integration with other modes • Integration of ticketing systems Progress has been made in respect of the first 4 areas. Integration of ticketing systems was not delivered in LTP1. (Explanation is provided in Table 5.1 above)
2. Delivery of substantial outputs (e.g. new rail stations, new rail based park and ride) by the LA at a level at least consistent with its LTP1 strategy. (See Chapters 7, 17 and Appendices	**Some elements of strategy not delivered. Local target achieved.** <u>New rail stations</u> A new rail station was opened at Glasshoughton in 2005, the first new rail station opened in the UK since 2003. Located at M62 Junction 32 adjacent a large leisure and shopping complex, Glasshoughton Station is served by an hourly rail link to Leeds. Glasshoughton was delivered by Metro at a cost of £2.5 million with funding contribution from the SRA and a local developer. <u>Station improvements</u> The 'Leeds 1st' Rail Station project was completed in 2002 by Railtrack. This provided increased capacity for rail services to / from Leeds. A major multi-modal (rail, bus, taxi, cycle) interchange facility at Leeds Rail Station opened in 2004 costing £2.1 million,	The PTA prioritised 5 new station sites for implementation in LTP1. Further sites were anticipated being brought forward in LTP1. Only 1 station was built. During LTP1 the role of Railtrack / Network Rail was essentially an asset steward without resources to take on enhancement works. This caused a significant financial problem in delivering rail projects in 2001-06.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
6 and 19 of LTP1)	funded by Metro and Leeds Council, delivered by Network Rail. Rail park and ride facilities were extended at Horsforth Station (Harrogate line) with 20 additional car parking spaces increasing capacity to 80 spaces. Platform extensions were delivered at Headingley and Burley Park stations (both Harrogate line) in 2003-04 to accommodate longer trains. The project was delivered by Network Rail. Metro contributed £331k to a total scheme cost of £435k. New waiting facilities and ticket offices at Guiseley (Wharfedale line) and Horsforth (Harrogate line) stations in 2002-2003, were delivered by Arriva Trains Northern (ATN) and jointly funded by ATN and Metro. Metro funded new passenger waiting facilities at Shipley Station. Bus / rail interchange facilities were delivered at Slaithwaite (Huddersfield line) and Sowerby Bridge (Caldervale line), jointly funded by the RBCC Pennine Taxibus project (£35,000) and Metro (£40,000). Minor accessibility improvements at stations on Airedale, Wharfedale, Caldervale, Huddersfield and Wakefield Lines were delivered by Metro at an overall cost of £737,000 with a £75,000 contribution from Northern Rail. Improvements included the provision of disabled parking spaces, tactile paving and additional seating. Metro funded (£114,000) delivery of Long Line Public Address (LLPA) at a number of local rail stations, resulting in all West Yorkshire stations having these facility. <u>Local patronage target achieved</u> Target L5 required total rail patronage to grow, from a baseline of 16.3m in 1999/00 by 25% by 2006. The target was achieved. In 2005/06 the recorded figure for rail patronage was 23.1m, a 43% increase on the baseline.	The opening of new rail stations was also constrained by capacity on the local rail network and increased costs of construction. Additional vehicles were required to provide the necessary train capacity as a prerequisite for opening new stations and sufficient additional vehicles were not available during LTP1. As described in part 2 , RPP funding was obtained to provide some additional rolling stock during LTP1. The cost of new rail stations (c. £2.5m at 2005 prices) rose significantly compared with £1m for the new Brighouse rail station built in 2000. Development of park and ride schemes at rail stations was constrained by the potential additional revenue costs that may be incurred by the Train Operators. This is not provided for within the Northern Franchise nor through LTP funding.

Table 5.3 The role of taxis and private hire vehicles

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Substantial innovative use of taxis as part of the wider transport system and substantial integration of policies for taxis into other transport policies. (See Chapter 7 of LTP1)	**Strategy delivered as planned** Interchange RBCC and joint Calderdale and Kirklees Rural Transport funding provided a fully accessible MetroConnect TaxiBus service for the Ryburn and Colne Valleys. 'Taxibus' interchanges were built at Sowerby Bridge and Slaithwaite Rail Stations incorporating turning circles, raised accessible kerbing, shelters and improved information. 4 new easy-access buses, licensed as taxis, were provided. Taxibus features include small driver rotas (improving customer care), DDA training, parcel and prescription carrying, telephone contact with drivers using hands free mobile phones for the customers to check operational progress, bespoke pick up points and variation off core routes up to half a mile. Metro provided bus/taxi interchange information posters at 60 rail stations and included information in rail timetables and leaflets and on the website. Taxi access within town and city centres Improvement have been delivered to increase the number of taxi ranks in key town and city centre locations and public transport interchanges and to improve access and convenience through amendments to vehicle restrictions within town centres e.g. Halifax town centre core now has 3 full time taxi ranks and access for taxi's is allowed at all times on streets with vehicle restrictions. Kirklees Council allows taxi's to use bus lanes. Accessible taxis All districts delivered initiatives through licensing, grant funding and partnership to increase the numbers and quality of vehicles that are wheel chair accessible. For example, in Leeds all wheelchair accessible vehicles display the European wheelchair sign for easy recognition and vehicles are first inspected by disability groups for suitability. In Kirklees, Countryside Agency funding provided private hire companies with 50% toward the capital cost of purchasing a new accessible vehicle, with funding dependent upon recipients dedicating vehicles for use in rural areas.	No change to planned approach.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Cost barriers Countryside Agency (CA) funding piloted a taxi voucher scheme for rural communities in Kirklees. The scheme subsidised taxi fares by two-thirds up to the value of £90 per person per annum. The scheme achieved 200 members. Evaluation identified that 90% of users felt able to live more independently. The scheme was accompanied by an extensive driver training programme to inform dealing with disabled passengers, which has been rolled out nationally. Customer confidence and safety All private hire vehicles in Leeds have been required to display the name of the operator on reflective materials on vehicle doors and front and rear windscreens as a measure to ensure vehicles can be identified and to improve safety for customers. In Calderdale an age policy was introduced for licensed private hire vehicles. Applications for vehicles over 10 years old are not be granted and mechanical inspections for vehicles over 6 years old are now required every 4 months as opposed to annually.	

Table 5.4 Public transport interchange

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of stretching local outcome indicators	Not applicable	
2. Delivery of substantial outputs (e.g. new interchange schemes) that are also at least equivalent to those included in	**Strategy delivered broadly as planned** LTP minor capital expenditure of approx. £19m was invested in 1 new rail station, 1 major multi-modal interchange facility, 5 bus stations completely rebuilt and 6 refurbished, plus other improvements. Interchange at rail stations A new rail station opened at Glasshoughton in 2005. Located adjacent the M62, the	The key change from planned delivery has been a smaller expansion of park and ride provision at rail stations. Development of rail park and ride schemes has been constrained by the potential additional revenue costs that

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
the LTP1 strategy. (See Chapters 7, 17 and Appendices 5, 6 and 19 of LTP1)	station provides an hourly rail link between a large leisure and shopping complex and Leeds city centre. Glasshoughton was delivered by Metro at a cost of £2.5 million with funding contribution from the SRA (through RPP funding) and a local developer. The scheme provided 100 car parking spaces for rail users A major multi-modal interchange facility was opened at Leeds Rail Station in 2004. Facilities were provided for rail, bus, taxis and cycle interchange. The project cost £2.1 million funded by Metro and Leeds Council and delivered by Network Rail. 2 TaxiBus interchanges built at Slaithwaite and Sowerby Bridge Rail Stations incorporating turning circles, raised accessible kerbing, shelters and improved information with the introduction of 4 new easy access buses. Cycle lockers were installed at Sowerby Bridge. Taxibus features include: small driver rotas improving customer care, DDA training, parcel and prescription carrying, telephone contact with drivers using hands free mobile phones for the customers to check operational progress, bespoke pick up points, variation off core routes up to half a mile. Parking facilities for rail park and ride were extended at Horsforth Station (with 20 additional spaces increasing capacity from 60 to 80 spaces). <u>Interchange at bus stations</u> £7.4m was spent building 4 new bus stations owned and operated by Metro, replacing dilapidated stations with 'drive in reverse out' stations at Keighley, Batley, Cleckheaton and Ossett. (Costs included the acquisition of the Batley, Cleckheaton and Ossett sites). Batley, Cleckheaton and Ossett stations have real time information displays. At Batley and Cleckheaton infrastructure was provided to house independent retailers within Metro 'Kio' shops, providing a staff presence for security, cleaning, ticket sales and travel information. An LTP1 contribution of £150,000 was made to completion of the operator owned Wakefield bus station (supplementing funding contributions made prior to LTP1). £4.1m was spent by Metro on major refurbishment of 3 bus stations at Bradford Interchange, Huddersfield and Pontefract. Travel Centres were refurbished at Huddersfield, Pontefract and Leeds Bus Stations. Minor refurbishment and accessibility improvements were delivered at Todmorden, Wetherby and Holmfirth bus stations costing £156,000.	may be incurred by the Train Operators. This is not provided for within the Northern Franchise nor through LTP funding. There were no proposals in LTP1 to implement bus based park and ride. A consultants study in 2004 identified sites for possible progression in LTP2

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Leeds Boar Lane bus point was upgraded in 2003 at a cost of £450,000 funded by Metro and Leeds Council (forming part of the overall interchange arrangements serving Leeds rail station). Before and after footfall surveys show increases at bus stations following improvements. New bus stations show an increase of 6% to 17%, refurbished stations of 3% to 5%. In the role as an LTP Centre of Excellence for interchange and Guideways, the partners have been active in disseminating best practice guidance. Four dissemination seminars were hosted, attracting over 200 delegates in total. Additionally, over 500 CD Rom Information Packs have been produced and circulated. Metro staff have also hosted a number of ad hoc visits from local authorities in the UK and abroad.	

Table 5.5 Implementation of the public transport information strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Evidence of strong and sustained partnerships and commitment to promote and improve public transport information. (See Chapters 7, 12, 16 and 17 and Appendices 5, 6 and 19 of LTP1)	**Strategy implemented as planned** A comprehensive, customer focussed Information Strategy has been implemented. <u>Partnership</u> In 2001 a joint Information Management Group comprising Metro and bus operators was established to steer delivery of the strategy. In 2003 a voluntary agreement between Metro and operators limited services changes to 6 fixed dates in the year. <u>Printed information</u> Train timetables are printed twice a year. Bus timetables are printed at each of the 6 service change dates per year. 4 million timetables are printed in total. Improved timetables have been introduced at 4,000 bus stops and shelters. All bus and train timetable information is available on the Metro website, including a multi-modal journey planner. There are 3 million downloads of timetables from the Metro website per year. Bus/taxi information posters were provided at 60 stations from 2004. Tailored site-specific travel information is provided for local employers and schools through a Travel Plan	No change to planned strategy. The aim was to ensure provision of accurate, up to date, comprehensive and easily accessible information to users and non-users alike. Particular progress has been made in utilising Information and Communications Technology. LTP1 emphasised that partnerships would be developed with operators to enhance information provision, including operator contributions. The most significant development has been the increasing commitment

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Network. <u>Electronic information</u> Metro's bus real time information service, Yournextbus, uses GPS satellite technology. £7.4m equipped approximately 90% of the bus fleet in West Yorkshire (including all buses run by Arriva, First, Keighley & District Travel and Stagecoach) with an on board computer and navigation system allowing buses to report their position to a central computer, which calculates how long it will take a bus to reach any of the stops on route. Real time information is relayed to passengers by text message, WAP, internet or electronic display at bus stations. Funding was provided by Metro, SYPTE, Leeds Council and DfT pump priming. This is the largest bus real time information system in the UK. The Metro and SYPTE alliance expanded to include Hull, York and North Yorkshire, all sharing the system's technical resources. It is also the most-used real time information system in the UK, with 3,000 individual enquiries each day. Yournextbus was Mobile Information Project Award runner up at the European Information Management Awards 2005. <u>Telephone information</u> The Metroline telephone information bureau (encompassing the National Traveline service) offers information on all operator services. Metroline operates 362 days a year, 7am to 10pm. In 2004 hours of operation were extended in morning (from 8am to 7am and evenings (from 8pm to 10pm), funded by bus operators. Operators contribute 70% of the costs of Metroline (approx. £260,000 per annum). The service employs 25 equivalent full time staff. In 2006 Metroline received 2,500 calls per day (300 of which originate from National Traveline) and is meeting targets answering at least 80% of calls in 30 seconds. The 2006 National Traveline Mystery Shopper Survey scored Metroline, at 95%, above the national average score of 90%. In the later period of LTP1, Metroline featured in the 'Top 5' national call centres. <u>Travel Centres</u> Metro operates 4 Travel Centres at Bradford, Leeds, Huddersfield and Halifax bus stations, open Monday to Saturday for Metro prepaid ticket and bus operator ticket sales,	of operators to contribute significantly to information services.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	concessionary permits and travel information. Partnership with National Express and holiday operators provides additional services for the customer and revenue to support the service. Rail Public Address Long Line Public Address (LLPA) was provided at a number of local rail stations at a cost of £114,000 fully funded by Metro. The scheme resulted in all West Yorkshire stations having the facility.	
2. Delivery of local outcome indicators for public transport information	There is no LTP local outcome indicator for public transport information.	
3. Strong or improved performance as monitored by BVPI 103 (See Chapters 5, 7 and Appendices 5 and 6 of LTP1)	BVPI 103 measures user satisfaction with local provision of public transport information. The results of a user satisfaction survey undertaken as part of the best value review in 2000/01 were largely positive with 56% indicating that they were happy with the provision of information. This figure provided the baseline against which future progress would be monitored. A target was set for 70% of users to be satisfied with the local provision of public transport information by 2004/05. The latest survey was conducted in Autumn 2003. Audited results are not yet available from the Department of Communities and Local Government. Metro has concerns about the robustness of the BVPI03 methodology and has thus used its own research to explore satisfaction with public transport information. These surveys have shown satisfaction levels to have increased over the period of LTP1.	

5.2 IMPLEMENTATION OF THE ROAD SAFETY STRATEGY

Table 5.6 Implementation of the road safety strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Stretching targets achieved (See Chapter 5 and Appendix 9 of LTP1)	**Targets achieved, in some cases well ahead of programme** Excellent progress has been made towards achieving the Government's 2010 targets for reducing road injuries. The number of KSIs in 2005, at 1085, is 27% below the 1994-98 baseline of 1484 and on track to meet the 2010 target reduction of 40% to 890. In 2005 the number of child KSIs at 133, are 51% less than the 1994-98 baseline figure of 272, thereby achieving the 2010 target reduction of 50% to 136. LTP1 set an ambitious local target reduction of 40% by 2005 for pedestrians killed and seriously injured. That has been achieved. In 2005 308 pedestrians were killed or seriously injured against a 1994-98 baseline figure of 525. A very positive note is the reduction in fatalities to pedestrians, which is now in the order of 25% of all road deaths. Motorcycle injuries continue to be a concern. In 2005, 25 road deaths were motorcyclists out of the lowest ever total of 99. The reductions in injuries to children and pedestrians reflect the importance that has been given to those groups and reflect how much safer residential areas have been made through our actions and the involvement of local communities. The challenge is to maintain and improve upon these achievements. Each district authority has stretch road safety targets within LPSA2 and the LAA process or is in the process of developing them as LAA is rolled out nationally. Detailed road safety statistics are given in Appendix 2.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
2. Strong performance on slight injury casualty levels (See Chapter 5 and Appendix 9 of LTP1)	Excellent progress has been made towards reducing slight casualties. The national target (expressed as a rate of the number of casualties per 100 million vehicle km) of 74 by 2010 was achieved in 2004 with a value of 71. In terms of numbers of slight casualties, there was a reduction of 25% compared to the 1994-98 base figures.	
3. Road safety strategy implementation and development. (See Chapters 9, 10, 17 and Appendices 9 and 19 of LTP1)	<u>Implementation</u> West Yorkshire has an extremely strong foundation in the collection and analysis of road injury data. This includes information on road injuries, performance and trends, analysis of specific locations and recommendations for improving safety. Information on the performance of local safety schemes is used to prioritise works programmes. Schemes are prioritised within various categories to deal with killed and serious injury, and high rates of injuries in relation to road type or junction type, or in relation to child injuries. They are also prioritised to meet other objectives, for example, where they contribute to safer routes to school initiatives or can bring community benefits. Over £8.3 million was invested in the capital local safety schemes programme. This included route safety strategies, area-wide initiatives and single site schemes at junctions and on lengths of road. This was supported through safety audits of large schemes and through sharing costs with highway maintenance works where improvements to safety could be gained. Whilst many of the locations with high numbers of injuries have been successfully treated there are, for example, still some 200 road junctions with 16 or more road crashes in the last 5 years that have caused road injury. The introduction of pedestrian and cycling measures, traffic calming, home zones, 20 mph zones and safer routes to school and to play have also contributed to improved safety, and particularly to make residential roads safer and to promote community life and activity. So has the structured implementation and use of safety	<u>Implementation</u> In general schemes that reduce road injuries are supported by local communities and with their involvement it is possible to achieve the required safety benefits and to include measures that improve the local environment particularly accessibility. In some cases detailed and prolonged consultation and involvement has delayed the implementation of safety schemes, but the resulting schemes have been welcomed in that they have support and bring added value to the original concept. Approvals to successive safety cameras operational cases have also been delayed.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	cameras. It is encouraging that excessive road speeds are reducing along with offending and the reduction in road injuries. Speed management is an essential part of this process. Safety is embedded in highways development control procedures and contributions have been secured from developers to implement safety features, for example, in junction improvements and in the design of residential streets. <u>Strategy Development</u> The road safety strategy was continually updated to take account of changing circumstances and developments, and in response to changing levels of road injuries. Whilst community engagement was a priority for LTP1 it was increased through successive initiatives, for example, those dealing with deprivation and in response to LPSAs, through the safety cameras initiative and more recently through the LAA process. Emphasis has been placed on joint working with professional partners such as the Police and the Health Authority and with regeneration, voluntary and community interests and representatives. Significant contributions have been made in other areas, for example the analysis and presentation of data and the development of driver training courses, including driver improvement and speed awareness. A speed management strategy was prepared and implemented along with a child safety audit to guide and inform current and future action. The Speed Management Strategy seeks to achieve greater adherence to speed limits and 20 mph in residential areas where appropriate and achievable. The application of speed management measures including the implementation of safety cameras was done to maximise the impact of their use in reducing casualties and also to give widespread coverage throughout. Extensive publicity has been used alongside the application of speed management measures. The thematic approach of our road safety strategy has given more opportunity to	<u>Strategy Development</u> The road safety strategy has been continually developed together with a co-ordination of road safety services that is responsive to changing circumstances and needs. Adaptations have been made in response to the analysis of areas of deprivation, for example, which when looked at in detail indicated that priority had previously been given by other criteria including child injuries, pedestrian injuries and in regeneration initiatives. The initial strategy was prepared to address road injury target reductions to 2010 and whilst involvement was recognised as an important factor the initial strategy did not necessarily make the most of links between other issues for example, transport and health, and accessibility. During LTP1 it was realised that local

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	engage with local people. The themes are: environment and facilities; skills to be safe; responsibility and awareness; behaviour; and use of new technology. This demonstrates how much of road safety depends on individuals, families and community groups and how important it is to involve them. The developing roads policing strategy makes use of this model and expands that where necessary. As an example to the initiatives that examine vehicle construction, maintenance and standards. There still remains much to be done in terms of speed management and education, publicity and police activity are essential if we are to continue to reduce road injuries, as is the adequate funding of safety cameras. There are currently some 60 roads in West Yorkshire that meet the basic road injury criteria for safety cameras and do not have cameras installed. Whilst speed management works have been identified and are progressing, it will take around 10 years to implement the necessary traffic measures. A study of motorcycling injuries has been carried out, as have enforcement, education and training initiatives. Motorcycle training courses are also in development to complement other driver training courses. Recent evidence has been given to the Government's Transport Committee on roads policing issues.	safety schemes were no longer totally appropriate as a means of achieving target reductions in road injuries that are based on killed and serious injury. They are only part of the approach that must include speed management, community engagement, enforcement, education and training initiatives. The strategy has been widened to make these links and to maximise benefits in other transport and related areas, for example into ***travelwise*** and safer routes to school initiatives. It has also been widened to give greater opportunities for local communities to become involved in road safety and in shaping their environment. Notably through the ***Neighbourhood Road Safety Initiative*** and through others including community ***speedwatch*** and the safety cameras community outreach programme. New technology has also been a factor in the development of the road safety strategy in enforcement, for example, using Automatic Number Plate Recognition, and ***Tintman*** equipment to deal with safety issues as well as criminality.
4. Sustained use of substantial resources and	Partnership working and joint ownership of aims and objectives have been major factors in the development of ETP practices in LTP1. This has enabled successive initiatives to be incorporated and developed. Driver training, school travel planning,	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
delivery of outputs for road safety education, training and publicity, with key and significant impacts demonstrated. (See Chapters 10, 16 and 17 and Appendix 9 of LTP1)	pedestrian skills training and the safety camera partnership ETP responsibility have all been integrated into the overall ETP practices being carried out. The overall budget commitment to road safety ETP in West Yorkshire has been around £5 million during LTP1 – from the District Authorities and the Safety Camera Partnership. In addition to this, support has been gained from other agencies including, the police, the Health Service, government initiatives such as pedestrian skills training, school travel planning and NRSI, and through regeneration initiatives. A very broad range of ETP activities are carried out in West Yorkshire – recent initiatives have sought to involve local communities and school communities in the identification and monitoring of local conditions and behaviour Campaigns and initiatives are based around priorities for reducing road injuries and commitment to the reduction of injuries to vulnerable road users. Partnership working is extensive both within West Yorkshire and regionally. Within these Partnerships best practice can be developed and shared, and economies of scale mean that costs can be minimised, whilst impact is maximised. It is essential that the works done to change the road environment be accompanied by sufficient education, training and publicity, and enforcement initiatives to ensure that roads are used safely. Kirklees provides driver training and referrals to driver training are made from other police divisions. The referral process does not yet cover the whole of West Yorkshire. There is a great deal of work done to promote safer roads issues with professional bodies and with local communities. Inevitably this takes time to progress and to make sure that those people can make the maximum contribution to safer roads. The road user hierarchy has been an important tool to bring safety and consideration for all road users and community groups and for people to understand the needs of the various groups in relation to road speeds, speed limits, traffic calming – all traffic measures – and the requirements for enforcement, and education, training and publicity.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Promotion of the road user hierarchy is essential to progress further and there is evidence that attitudes are changing. An example of this is a recent ***Speakout*** survey undertaken in Bradford MDC which brought the majority view that pedestrians should be considered first in the development of traffic measures.	
5. Major outputs from partnerships with the key stakeholders (including related to health, planning and the police). (See Chapter 10 and Appendix 9 of LTP1)	<u>Steering Group</u> Road safety matters in West Yorkshire are developed in partnership through a multi-agency steering group that reviews progress and sets direction, to meet the requirements for reducing road injuries and to meet and contribute to other needs, for example transport and health issues and other local priorities. The organisation of the group means that best practice can be shared and implemented and that best use can be made of the skills and experience within the group and within their supporting bodies. The steering group deals with partnership at the West Yorkshire level and has influence regionally and nationally. Very many other partnerships are in place within the constituent bodies, with outside agencies and with community groups, including those formed in regeneration areas where there is the opportunity to bring additional finance and support into road safety matters. There have been many developments within the constituent partners that are shared within the West Yorkshire Strategy Group. Major national and international initiatives have also been progressed. Specific examples are Community Speed Awareness and Smartrisk, Speed management and review, Child safety audit, Driver training, ETP support to traffic engineering, Pedestrian skills training combined with training competences for local people involved, community involvement and support linked to diversity, NRSI, regional control centre for trunk roads and motorways, co-located staffing, implementation of technology and new procedures for enforcement, joint strategy development involving the PCT's. <u>Safety camera partnership</u> The safety camera partnership has been in operation since 2002 and has been recognised in the 3rd and 4th year report of safety camera operations as one of the leading partnerships in terms of reducing road injuries. The 4th year review showed	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	that safety cameras in West Yorkshire had reduced average road speeds at camera sites by 23% (8.6mph) and personal injury collisions at camera sites by 72.8%. A major factor in the support we have gained for safety cameras is the community outreach programme that has been developed. A recent example is the wristband project undertaken together with middle schools in Kirklees. "***You speed and we bleed***" was the winning slogan put forward by one of the 300 pupils that took part. <u>Road Policing</u> Road Policing is an essential part of reducing road injuries and securing the benefits that can be gained from transport and health issues, both in the health and security of individual people to the wellbeing of the whole community. In our surveys of, and dealings with, local communities roads policing issues are extremely important. Speeding, absence of seatbelt wearing, use of mobile phones, and dangerous and inappropriate driving behaviour are very great concerns. Road Policing is one of a number of police responsibilities and is guided by national policy and decisions. Our work together with the police in West Yorkshire seeks to maximise the impact police activity can have to support the road safety strategy within the resources that can be made available to do that. Information gathered on community concerns and the occurrence of road injuries is shared with road policing to give that a work a sound foundation. Police initiatives to support road safety include monthly enforcement campaigns based on the ***Think*** campaign, specific initiatives around motorcycle riding behaviour, vehicle condition inspections, Automatic Number Plate Recognition, local speed monitoring and enforcement. The Police undertake and are expanding community involvement initiatives such as ***Community Speedwatch***, and produce publicity around road safety issues in collaboration with the district authorities, the Highways Agency, the Safety Cameras Partnership and the National Health Service. The developing road policing strategy for West Yorkshire will align police activity with road safety generally and with priorities within the district authorities for ***Safer***	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	and Stronger Communities. This will bring opportunities for further joint funding and support for road safety activities. <u>Other partnerships</u> Other examples of successful partnerships are those developed with primary care including ***Surestart*** and with secondary care in hospitals through the Neighbourhood Road Safety Initiative. Driver training courses are developed in partnership with West Yorkshire Police, the Driving Standards Agency and with local Driving Instructors Associations. We have continued to promote transport and health issues and have strengthened relations in many areas, notably in the overall wellbeing of children and prevention of childhood injury. At community level partnerships are developed through Neighbourhood Forums, Neighbourhood Action Planning, and through public meetings and working groups.	

5.3 SUSTAINABILITY OF TRANSPORT POLICIES

Table 5.7 Airport surface access

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of local outcome indicators or credible explanation for non-achievement (See Chapter 14 of LTP1)	**Strategy delivered as planned** Under the requirements of the 1998 White Paper the majority of airports, including Leeds Bradford International Airport (LBIA) were required to produce a Surface Access Strategy (SAS). The first SAS was produced in 2000 and included a target to achieve a public transport mode share (excluding taxis and minibuses) of 10% by 2011. Metro and the relevant district authorities worked with the Airport to deliver the SAS and are members of the Airport's Transport Forum. The mode share of public transport has increased from 32% in 1999 to the 2005 level of 37% of the current 2.61 million passengers. The 2003 Aviation White Paper revised the definition of public transport to include taxis and as a result a revised SAS was issued in 2004. The LBIA Masterplan, including proposals for surface access, was issued for consultation in November 2005 and the plan is due for publication in summer 2006. The revised SAS proposes to increase the modal share of public transport (including taxis) from 36% in 2004 to 40% by 2009 and 50% by 2016.	
2. Delivery of substantial improvements to surface access by the local authority with evidence of impacts (See Chapters 14 and 17 of LTP1)	The main improvement to public transport surface access is the introduction of a regular bus service linking the airport to both Leeds and Bradford (where the service also links with rail stations) and to Harrogate. Prior to October 2001 bus services to the airport were operated at irregular intervals from Leeds. The Bradford-Harrogate hourly service called at the airport. From October 2001 a Leeds – Airport – Otley service was introduced and operated on an hourly schedule. From April 2002 the frequency of this service was increased to half hourly.	

Table 5.8 Coordination with air quality action plan and action on noise

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of local outcome targets or credible explanation for non-achievement (See Chapter 5 of LTP1)	**General air quality targets achieved** Monitoring across West Yorkshire shows an average reduction of around 10% in NO_2 concentrations within the 5 urban centres and Particulate Matter (PM_{10}) monitoring showed little change although the trend appears to be downwards. All urban centre monitoring stations showed compliance with the relevant annual average standards by the year 2005.	
2. Demonstration of significant reductions in contribution of road transport to pollution problems attributable to the local authority's action in air quality management areas or other hotspots (See Chapters 3, and 6 and Appendix 17 of LTP1)	There is a general trend within West Yorkshire of improved air quality for Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}). Emissions of CO_2, NO_x and PM_{10} from the primary road network are estimated annually. The LTP1 period shows an estimated reduction in NO_x and PM_{10} emissions of 29% and 33% respectively. The National Air Quality Strategy has been followed and all five districts have conducted the Air Quality Review and Assessment process to establish the contribution of road transport to air pollution. In total, ten Air Quality Management Areas (AQMAs) have been declared across West Yorkshire in Leeds, Wakefield and Calderdale due to high emissions of NO_2 from road transport. Leeds has produced an Air Quality Action Plan (AQAP) and Plans for Wakefield and the Salterhebble area of Halifax (Calderdale) are currently being developed. Monitoring has indicated that further AQMAs are likely to be declared in Calderdale and Bradford during the LTP2 period. More than 20 other Areas of Concern (AoC) have been identified, located within urban areas or adjacent to the strategic road network, for example the area adjacent to the M62 at Cleckheaton in Kirklees and the main urban centre of Wakefield, others are under investigation in Calderdale. All transport related AQMAs in Leeds are sited around the Inner Ring Road. All the AQAP policies are aimed around a general district wide reduction in pollutants. Two major schemes, for which funding has recently been confirmed, that are expected to mitigate	Predicted reductions in PM_{10} and NO_x emissions from the West Yorkshire primary road network can mainly be attributable to the general clean up of the vehicle fleet and improved fuel technology. The resulting benefits of reduced exhaust emissions from vehicles has outweighed the relatively small growth in traffic flows and associated congestion across West Yorkshire over LTP1 period. There is some concern arising close to strategic roads, where AoCs have been identified for annual average NO_2. Further evidence in the form of monitoring is required to identify whether any additional AQMAs need to be declared.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	some local emissions in these AQMAs are Leeds Inner Ring Road Stage 7 and East Leeds Link Road. One of the Leeds AQMAs features high background emissions mainly attributable to its proximity to the M621. Most AoC in Leeds are close to strategic routes that are outside the control of the district authority and similarly in Wakefield, both AQMAs are near key strategic routes for which the Highways Agency is responsible. The Highways Agency has published its proposals for reducing congestion and thereby improving air quality close to the strategic routes. The proposals are part of a study undertaken on the best use of the South and West Yorkshire Motorway network (SWYMBUS) and the Route Management Strategies (RMS). One of the main actions in the Leeds AQAP is to reduce overall traffic levels thereby decreasing the level of background emissions that contribute in part to both the AQMAs and AoCs. In the majority of cases measures cannot be targeted directly towards AQMAs as the problems do not lend themselves to that type of approach. There is therefore a need to generally reduce transport emissions throughout the county.	Despite gradual reductions in total NO_x emissions from vehicles due to the cleaning up of the vehicle fleet, new evidence suggests that there is an increasing ratio of NO_2 to NO_x. It was anticipated that Supertram would mitigate impacts of emissions in Leeds. Supertram was expected to reduce peak period traffic by around 5%, which would have reduced congestion and provided a significant contribution towards local air quality improvements. A reassessment of the AQMA action plan is about to start.
3. Suitable delivery of traffic management measures directly related to improving air quality (See Chapters 6, 9, 11 and 17 and Appendices 17 and 19 of LTP1)	A number of Urban Traffic Management and Control (UTMC) measures have been developed over the period of LTP1 to try and smooth traffic flow and reduce vehicle emissions. For example, the re-timing of traffic lights at Woodpecker Junction on the Loop Road, North Lane to Eastgate in Leeds city centre. A range of initiatives to reduce vehicle emissions were explored and demonstrated during the earlier years of LTP1, with some receiving significant media coverage. For example: • remote sensing of vehicle emissions and road side emissions testing; • free emissions testing of vehicles from Halfords; • use of information murals on air quality monitoring stations; • trials and promotion of alternative and renewable fuels; and • driver training programmes.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	The main approach to improving air quality during LTP1 was through the general encouragement of bus use, cycling and walking through physical measures and promotion. For example the Calder Valley Greenway, (parallel to A644) will assist in improving air quality in the area and a range of travel awareness campaigns have been undertaken to encourage cycling and walking.	
4. Delivery of substantial reductions in noise exposure due to the local authority's actions (See Chapter 6 and Appendix 17 of LTP1)	The NATA process is used for all major schemes and the Annex E also includes noise assessment for major schemes. The strategic impact on ambient noise for whole LTP has not been assessed. When delivering the schemes on the principal road network the Partnership aimed to maximise the use of materials which complemented the environment, especially in conservation areas. Road users and residents have expressed a preference for quiet road surfacings and the use of these has increased throughout the LTP1 period. In total, just over 400km of 'low noise' asphalt have been laid in West Yorkshire during this period. This figure includes approximately 45km of strategic highway under the control of the Highways Agency which includes smaller patching and single lane resurfacing schemes, where the full benefits of the surfacing are not likely to be achieved. Due to DEFRA delaying the setting up of the West Yorkshire noise model, the West Yorkshire Transport Emissions Group are currently conducting a feasibility into the development of a jointly funded West Yorkshire noise map.	It was proposed that the Government would undertake noise mapping so the process of mapping was on hold during the period of LTP1.

Table 5.9 Action on climate change

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of relevant local outcome targets or credible explanations for non-achievement.)	**Traffic growth targets achieved** Constraining traffic growth and improving the mode share of journeys in favour of more sustainable modes of travel can contribute to climate change mitigation objectives. Average weekday traffic volumes across West Yorkshire have grown by only 3% since 1999. This trend is significantly below the anticipated 5% growth expected during the plan period.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
(See Chapter 5 of LTP1)	Targets to reduce morning peak hour traffic growth to the major centres have been achieved in 4 of the 5 centres. In Leeds the challenging target of no increase in peak hour traffic has been attained in spite of continuing strong economic growth. Peak traffic growth in Bradford, Halifax and Huddersfield is below the target of 3% growth set in the LTP1. Modal split is recognised as a key indicator of the impact of LTP measures. Modal split data for the morning peak period is now collected annually for the main urban centres in West Yorkshire, with some encouraging results. For example, whilst there has been an increase in the number of people entering the centres of Huddersfield and Leeds over the period of LTP1, car use has continued to decline as a proportion of mode share, whilst the proportion of people travelling by public transport and on foot has increased. Car mode share in the Leeds morning peak was 61% in 2000 and had reduced to 57% by 2005.	
2. Substantial sustained delivery of travel awareness campaigns (See Chapter 11 and Appendix 17 of LTP1)	The DfT research into 'smarter choices' estimated that up to 20% mode shift was possible through smarter choices measures which include school and workplace travel plans, promotion of alternative modes, personalised journey planning, car sharing schemes and car clubs etc. Awareness raising work and the delivery of specific measures has therefore taken place within these areas in order to promote sustainable travel and influence choice of mode across West Yorkshire. A programme of smarter choices initiatives implemented by a local authority has the potential to have a positive impact on climate change. Smarter choices projects in Bradford are integrated into the corporate and district wide climate change strategy. <u>School and workplace travel plans</u> The primary mechanism for promoting smarter choices has been through the development of school and workplace travel plans. This work first started through the use of European funding through the successful Target project in 1999. Work on school travel plans is described in part 5.12. 100 workplace travel plans have been developed in West Yorkshire over the period of LTP1. In 2005, the West Yorkshire Travel Plan Network was formally launched to	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	employers in Bradford and Leeds and there are now approximately 85 members signed up. In order to qualify for membership an organisation must demonstrate its commitment to developing and promoting travel plan measures for its employees, for example through the provision of discounted public transport ticketing, promotion of public transport, provision for cyclists and promotion of cycling to work, promotion of walking, provision of car sharing schemes and car park management, membership of a car club or implementation of local employment policies. Members must also participate in annual monitoring of travel to work behaviour through the annual West Yorkshire snapshot travel to work survey, which was first carried out in 2002. This survey records by which mode people travel to work and the distance that they travel. <u>Travel awareness campaigns</u> Travel awareness campaigns have been undertaken across the districts under the TravelWise banner and have included references to environmental impacts and climate change. Leaflets to promote the corporate travel plan at Calderdale MBC include references to reducing greenhouse gas emissions. Campaigns and events to promote cycling take place annually across the districts during Bike Week. <u>Car-sharing schemes</u> Car-sharing schemes operate in all districts and awareness raising campaigns, including radio advertising, bus back promotions and local media coverage have been used successfully. Target groups include local employers and the general public. The Leeds scheme, carshareleeds.com, has over 1200 members and was advertised on billboards alongside the city's HOV lane to highlight the additional benefits of car sharing through the use of the dedicated lane. <u>Car clubs</u> Car clubs have been established in Leeds, Kirklees and Calderdale. The Leeds car club, WhizzGo, was developed through the Metro-led Target 2 project and launched in July 2004 with 8 cars. The club now operates with 11 cars and 500+ members in Leeds and is	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	due to expand by a further 11 vehicles in 2006.	
3. Quantification of the impact of the overall strategy delivered on CO_2 emissions demonstrating an improvement. (See Chapter 6 and Appendices 4 and 17 of LTP1)	Emissions of CO_2, NO_x and PM_{10} from the primary road network are estimated annually. The LTP1 period shows an estimated reduction in NO_x and PM_{10} emissions of 29% and 33% respectively. However, CO_2 emissions are estimated to have increased by nearly 8% over the same period; 6% of this increase was attributable to the year 2004/05. CO_2 emissions savings have been quantified for specific initiatives and scheme impact assessments are carried out. <u>Climate Change Adaptation</u> In addition to climate change mitigation (measures to reduce transport greenhouse gas emissions), climate change adaptation has started to be taken into consideration. Climate change adaptation refers to relevant actions that will help transport and associated infrastructure become less vulnerable to climate change, e.g. increased incidence of winter flooding, summer flash floods, heat waves and drought. Specialist working groups have been set up within some districts, advising on both transport related climate change mitigation and adaptation issues. A climate change adaptation briefing was given to the West Yorkshire Highway Maintenance Task Group during the course of the LTP1 period and a wide range of adaptation issues were discussed, including: • Highway drainage, adjacent watercourses and cleansing; • Sustainable drainage systems for highways; • Modifications to winter maintenance; • Heat stress to road surfaces; • Wind damage to street furniture and effects on vehicles; and • Modifications to highway verge maintenance. Towards the end of the LTP1 period, some authorities were starting to take appropriate adaptation measures, for example a new drainage team has been established in Kirklees to improve road and land drainage in order to cope with the increased severity of storms.	Unfortunately, the technology that was introduced to improve emissions of NO_x and PM_{10} has not had the same impact on CO_2 emissions. Despite remaining relatively stable over the first 4 years of LTP1, predicted emissions of CO_2 from vehicles increased sharply in the last year. This is directly related to a relatively large increase in traffic flows across West Yorkshire in the last year compared to previous years. Approximately 33% of the total predicted CO_2 road transport emissions arise from the strategic motorway network, which accounts for just 2.5% of the length of road network in West Yorkshire.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Changes have also been made to winter maintenance regimes with identified wet spots gritted on cold dry nights, when the rest of the network is left untreated. Leeds has started to assess the complete highway drainage system and modify the gully cleansing process. The East Leeds Link Road scheme has been designed with a range of sustainable drainage applications. These measures should help to reduce the run-off rates into the adjacent Wyke Beck, a watercourse prone to flash floods.	

Table 5.10 Needs and special character of the countryside

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of the target for the accessibility core indicator and local outcome indicators for rural areas (See Chapter 5 of LTP1)	**Core Target Achieved** Modelling information shows that 98% of rural households are within 800m or a 13 min walk of an hourly or more frequent bus service. This exceeds the target level of 90% set last year. There were no local indicators set in LTP1.	
2. Achievement of stretching levels of improvements to rural accessibility and delivery of substantial rural transport outputs (See Chapters 7,	**Strategy delivered as planned** <u>Organisational Structures</u> Much of the rural transport provision has been identified or provided through partnerships. Rural Transport Partnerships were established through the Countryside Agency RTP Programme with a range of representatives from Metro, district councils, parishes, transport operators, statutory agencies, welfare organisations and the local communities. The partnerships established were: Calderdale RTP; Coalfields RTP (SE Wakefield & Barnsley); Kirklees Pennine RTP; and South & West Yorkshire RTP (Bradford, Leeds & Wakefield). The Countryside Agency also provided some of the	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
12, 16 and 17 and Appendices 5, 6, 11, 15 and 19 of LTP1)	project funding. The Metro Rural Section had been established before LTP1 started and has been the instigator of a number of projects and bus services. Yorkshire Forward took over the socio-economic remit of the Countryside Agency in April 2005. As part of the Modernising Rural Delivery Agenda they decided to create and fund sub-regional RTPs rather than local ones. The West Yorkshire Rural Transport Partnership started in April 2006. <u>Strategy and Plan Development</u> The Bradford Rural Development Plan to address social, economic and environmental needs of rural areas was developed following the appointment of a Policy officer for rural affairs in 2003. A partnership of Calderdale RTP, Calderdale Council, PCT and voluntary sector established a new organisation called Community Transport Calderdale. The South East Wakefield Strategy and Delivery Plan included transport issues. This led to the development of the draft Wakefield Community Transport Strategy. This required detailed research work funded from WMDC, RTP, SRB and the Health Action Zone. In 2005 the Yorkshire and Humber Rural Transport Framework was jointly commissioned by Yorkshire and Humber Rural Transport Forum (which includes Metro and the RTPs) and the Yorkshire and Humber Assembly. This framework of interventions now forms a part of the Regional Spatial Strategy and is also linked into the region's emerging Rural Delivery Framework, where its main recommendations underpin the 'Agenda for Action' on transport needs.	
	<u>Rural Bus Challenge Competition</u> Metro, supported by the Rural Transport Partnerships, successfully bid for a number of projects through DfT's Rural Bus Challenge competition. All the services have been branded as part of the MetroConnect network. *Otley* Over £800,000 Rural Bus Challenge funding was allocated in 2001. This project included provision of a new vehicle for the town with a new peak-time service (940) from Otley to	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Holt Park, village bus services linking outlying North Yorkshire communities to Otley, a demand-responsive area in the centre of Otley, a 'hail-and-ride' policy where there are no bus stops on the route, parcel and prescription carrying and improved information. *Taxibus* Almost £875,000 was allocated in 2002. The project included two new Taxibus Interchanges at Slaithwaite and Sowerby Bridge rail stations, four new easy access buses and cycle lockers. Special features of taxibus include: small driver rotas allowing better communication with passengers, customer care and DDA training, parcel and prescription carrying, telephone contact with drivers, bespoke pick up points and variation off routes up to half a mile on demand. *Todmorden* Over £755,000 was allocated in 2003. The project included links to the rail station for connections to Leeds and Manchester, 2 new easy access minibuses; improved evening services and extended routes; CCTV cameras in bus shelters; improved access at bus stops and the Todmorden Community Transport fund which is available to groups to help them with their transport requirements. Grants are available of up to £1,000 per group.	
	<u>Rural Bus Subsidy Grant</u> This DfT funding, which commenced in April 2004, is used to subsidise non-commercial bus services in rural areas. Metro received over £990,000 for 2004/05 and over £1m for 2005/06. RBSG was introduced to improve the access of those living in rural areas to jobs, services and facilities and to broaden the range of choice available in those areas.	
	<u>Other Projects</u> Examples of the range of initiative that were implemented during LTP1 include: *Tourism* • A section of Great Northern Trail was implemented for pedestrians, cyclists and horse riders. Further sections are programmed in LTP2. • Transport and Leisure work package (Target II funding) provided and promoted a	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	range of information and transport options. • Tourist buses from town and city centres to rural tourist attractions have been run by Metro for 3 years. • Calderdale RTP/Metro car-free tourism initiatives – Hebden Bridge walks from bus services guide; Widdop summer bus service; input into National Trust Hardcastle Crags green travel strategy. *Access to Employment* • The 'Wheels to Work' initiative for the Bingley rural area offers the loan of a moped to young people or the long term unemployed to get over initial problem of getting to work, training or education. *Access to schools* • The Hebden Bridge Yellow School Bus service (part funded by the Countryside Agency) was so successful that it helped inform the countywide MyBus yellow bus scheme. *Access to Health* • Honley Surgery. Countryside Agency funding provided a vehicle to take patients to Honley surgery. This reduces the number of home visits and enables patients to get better care. The scheme has been extended to cover other surgeries in the Holme valley. This is one of the flagship schemes being promoted as good practice by the Countryside Agency and the NHS. *Rural Bus Services* • Meltham minibuses providing demand responsive services from outlying areas to the town centre and are continuing to work very successfully. • Community Transport Schemes established – 3 Villages Link Community Transport Bus (funded by Neighbourhood Renewal Fund, Coalfields Regeneration Trust and LTP) and 3 Towns Community Bus (LTP monies) at a capital cost of £105K .	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Taxis • Accessible taxis in Kirklees. CA funding provided operators with 50% toward the capital cost of purchasing a new accessible vehicle. • Taxi vouchers. CA funding expanded an existing Kirklees scheme. Fares were subsidised by two-thirds up to the value of £90 per person per annum. 90% of users felt they were able to live more independent lifestyles as a result of the scheme. • Taxi driver training for dealing with disabled passengers was introduced as a consequence of the comments from Kirklees Taxi Voucher users. This scheme has been recognised and rolled out nationally. *Interchange* • Bus interchanges developed in Ackworth, West Bretton and South Kirkby. • Review of access to rural rail stations leading to improvements to be carried out during 2006/07 at Fitzwilliam, South Elmsall and Streethouse. *Cycling and Walking* • Cycle storage facilities at rural rail stations. • Built Phase 1 Wetherby to Thorp Arch cycle track and developed Phase 2. • Work on rural paths, including footpaths and bridleways, has progressed in line with the rolling programme for rights of way (ROW) in all districts. *Other initiatives* • Todmorden Market Towns Initiative: funding package to deliver improvements included pedestrian routes linking railway and bus stations and a Community Minibus. • Provision of transport to out of school clubs to enable parents to work a full day. • Support to lift share schemes with volunteer drivers taking disabled/elderly people to community facilities and meetings.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	• Car Clubs. Colne Valley Car Club was one of the first successful rural car clubs. It was extended to cover Holmfirth in March 2006.	

Table 5.11 Sustainable distribution

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Establishment of freight quality partnerships, delivering significant outputs and outcomes (See Chapter 13 and Appendix 12 of LTP1)	**Strategy delivered as planned** During the course of LTP1 there were a number of small initiatives, progressed on a piece-meal basis that helped with minor, generally local, freight issues. It was recognised that this ad hoc process was insufficient and that a more strategic approach might deliver more. Efforts were made to bring freight transport operators, businesses and the local community into the strategic thinking and planning process. A West Yorkshire Freight Study was commissioned with a view to eventual progression to an approved West Yorkshire Freight Strategy. A Freight Working Group was formed to develop the brief for the commission of the study. The Group involved representatives of the industry, infrastructure providers and users. North Yorkshire County Council and the City of York were also members of the Group, in recognition of the need to tie-in with their existing, or developing, freight strategies in the region. The study was joint funded between the LTP partnership and Yorkshire Forward. The study identified existing and proposed HGV routes and parking sites. In addition, land to be safeguarded for future rail and water freight initiatives was also identified, as were waterways and infrastructure that could form the basis for developing inter-modal facilities and inland ports. The likelihood of new inter-modal facilities was increased by producing a handbook for stakeholders that clarified the complex process for obtaining information and guidance to transfer from road to rail or waterway. A database for freight information, including up to date route information for goods vehicles was constructed. The West Yorkshire Freight Quality partnership was never fully established and has been replaced by regional initiatives (see explanations for changes). A Freight Quality Partnership was set up in Otley (market town) to address access for	The objective of producing a West Yorkshire Sustainable Freight Distribution Strategy was overtaken by the creation of the more comprehensive Regional Freight Strategy, of which West Yorkshire is now a component part. The West Yorkshire Freight Working Group no longer meets as a similar Regional Freight Delivery Group now encompasses their function. The freight issues in West Yorkshire are now being addressed through this Group, on a broader basis. Engaging freight operators in the strategic process proved difficult from the outset and this remains the case.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	quarry vehicles from North Yorkshire.	
2. Effective implementation of substantial lorry routing strategies or strategies to transfer flows to other modes (See Chapter 13 and Appendix 12 of LTP1)	The freight handbook identified to be produced in the LTP1 document was delivered and distributed. The prospective sites identified in the freight handbook for inter-modal transfer have been passed to land use planning teams for inclusion and protection in spatial plans. The West Yorkshire Freight Study set out the basis for lorry routing strategies and strategies for modal transfer. The more comprehensive Regional Freight Strategy extends this work. There have been a number of local measures introduced to control the impact of HGVs. For example: • HGV restriction introduced between Wetherby and Harrogate on A661 which bans vehicles over 7.5 tonnes, except for access. The restriction was supported by North Yorkshire County Council and has seen a 30% reduction in HGV use on this route. • HGV restrictions have been introduced around Kirkheaton in Kirklees to control HGV access to 2 new quarries.	Lorry routes at District level have proved to be difficult to implement for political reasons. More success in this area might be gained by determining the routes on a Regional basis. Freight facility grants were suspended during the course of LTP1, making the funding of facilities more difficult. In practice there is little that local authorities can do alone to influence freight modal shift as operators are privately owned and the market is unregulated. Therefore the emphasis has been on partnership working.

5.4 TRAVEL TO SCHOOL

Table 5.12 Implementation of travel to school strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Achievement of local outcome targets (including for mode split) or significant progress towards them and credible explanations for non achievement. or Achievement of stretching targets or stretched performance (See Chapter 11 and Appendix 10 of LTP1)	**Strategy delivered beyond what was planned** Local outcome targets have not been set in relation to travel to school behaviour. Work with schools on the development of school travel plans is steered by the national target which relates to all schools having a travel plan by 2010. The national School Travel Advisory Group also has an objective to return levels of walking, cycling and bus use to the levels found in the mid-1980s by 2010. School travel behaviour is currently monitored via an annual 'hands up' survey which has been carried out across Yorkshire and the Humber since 2000. The mode split results from this survey are reported through background indicator I14 'Travel to School'. The future availability of school census data via the Department for Education and Skills (DfES) will provide a robust data set and enable specific mode-share targets to be set. 352 approved School Travel Plans have been developed across West Yorkshire, compared with the planned 75 at the start of the LTP1 period. School travel plans are assessed using the Government's School Travel Plan Evidence Checklist and are only approved if they meet all the essential criteria. The head teacher and chair of governors sign the travel plans, agreeing to monitor and review them on an annual basis. New school developments are now conditioned through the planning system to develop school travel plans. The implementation of the travel to school strategy has contributed to the achievement of road safety targets, specifically in relation to the number of children killed or seriously injured. More information is provided in Table 5.6.	School travel plan advisers were appointed to work with schools on the development of school travel plans and other initiatives. These posts have been funded through bursary awards from the Department for Transport and have enabled much more work to take place with schools than was planned at the start of LTP1. From 2004 DfT and DfES introduced grants for sustainable infrastructure for schools with approved travel plans; approximately £5,000 for primary schools and £10,000 for secondary schools. Kirklees did not receive funding for a school travel plan officer from DfT in the first round of bursary awards and as a result little progress was made in this area. When funding for an adviser was later made available from the DfT the work stream was not sufficiently established and the authority failed to deliver as intended. Kirklees were very

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
		low down the league table for the proportion of schools with travel plans and to remedy this situation considerable effort was expended. Substantial progress has been made and 32 travel plans were developed in the final year of LTP1.
2. Substantial improvements to walking and cycling routes, bus provision and associated traffic, parking and speed management. (See Chapters 8, 9, 10, 11 and 17 and Appendices 9, 10 and 19 of LTP1)	<u>Improvements for walking to school</u> Safe Routes to School funding has been used to construct new footpaths to schools and improve the pedestrian environment across the districts, for example through the use of improved lighting, footprint trails, safety barriers, pedestrian refuges, and the installation of litter bins and benches. Initiatives have been undertaken to encourage and promote walking to school, for example links with health and the environment have been incorporated into lesson planning, activity/puzzle books have been produced to promote sustainable transport and pedometers have been lent to schools. A road safety/travel planning mascot was launched in Wakefield to promote walking and health through physical activity in schools. 64 primary schools in West Yorkshire currently operate one or more walking bus routes to school. Road safety education in many cases is now co-ordinated with physical measures and pedestrian training takes place at schools across the districts. Kirklees have developed their own pedestrian training programme which has been proven to be effective by independent evaluation. With funding from the Department of Health Children's Fund, Leeds was also able to establish a targeted programme of pedestrian training which has now become a core activity within the safety education programme. The number of child KSI in Leeds is now 57% (2005) below the 1994-98 average figure, which has contributed to bringing the KSI total below the desired 2010 target for the first time. <u>Improvements for cycling to school</u>	Time delays on scheme delivery have sometimes caused problems with schools. At times it has proved difficult to manage the budget when work has not been completed in the allocated financial year. This has also posed problems when trying to co-ordinate works completed by the local authority with complementary works to be completed by private companies. <u>Cycling to School</u>

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Cycle training also takes place in schools throughout the district. 6796 children in Bradford have been trained over the period of LTP1 and 20 primary schools in the area recorded at least 1% of their pupils cycling to school in October 2005. Work is also carried out to raise awareness and promote safe cycling, for example the local media has been used in Calderdale to highlight safety issues for cyclists and raise drivers' awareness. Safe Routes to School funding has been used to construct cycle links to schools and improve existing routes for cyclists, for example, 2 traffic free cycle links have been provided in Bradford. Work with schools through the school travel planning process has also led to improved facilities for cyclists at many schools across West Yorkshire, for example in 2004/05 secure cycle storage for 100 bikes was installed in 5 secondary schools and 11 primary schools in Wakefield. The annual 'Hands Up' survey conducted across West Yorkshire shows that cycling to school has increased significantly, by 129%, since 2000, within the schools surveyed. For example, in Todmorden High School, where cycle storage has been provided, cycle use increased from 1% to 1.8% of all trips made to the school. <u>Improvements for using public transport to school</u> Since 2002, Metro's SAFEMark award has been delivered to schools to bring schools transport and environmental issues into the curriculum, and improve behaviour on board buses. SAFEMark is closely inter-linked with the work of district school travel advisors. At the end of LTP1, 76 schools had participated in the initiative. Desire for a significant step change in bus provision led to the piloting of 11 'yellow' bus services in 2001/2. This led to the development of a LTP major scheme funding bid with funding of £18.7m awarded in December 2003. Metro now manages a fleet of 70 dedicated 'yellow' school buses with additional safety features and specially trained drivers. The scheme is promoted as MyBus. It currently transports 3000 pupils to and from over 100 schools across all 5 districts in a range of socio-economic areas. 70% of primary school pupils participating in MyBus previously travelled to school by car. The scheme is removing 8,000 km of car travel from West Yorkshire's roads each week and saving each family a weekly average of 65 minutes driving time. By 2007 the scheme	Funding from Sustrans was awarded to link schools to the National Cycle Network in Leeds, however schemes have not been implemented due to maintenance issues. <u>Public Transport to School</u> LTP1 identified that in order to persuade children, the public transport users of the future, and their parents, that bus-based school transport was a safe and attractive alternative, a new choice of service had to be put before them that changed and met expectations. The planned LTP1 approach was grounded in engagement and partnership working to influence improvements in a number of areas of service reliability, safety, quality and image. The MyBus scheme provided focus and acceleration for this process, and enabled issues to be addressed head on. To date it is proving to be the right approach. Market research is being undertaken throughout the MyBus project to further hone service quality features in line with customer needs and

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	will comprise 150 yellow buses serving 300 schools. MyBus participation requires participation in SAFEMark and other sustainable travel training. Improvements for traffic, parking and speed management Safety issues on the highway have been tackled in partnership with colleagues responsible for traffic management. Accident data is used to prioritise sites and road lengths for concern in order to improve road safety and Safe Routes to School funding has been used to provide traffic calming schemes, road closures, parking controls outside schools and new pedestrian crossings across the districts. In addition 9 school zones have been constructed in Bradford. Another aspect of road safety awareness raising work includes work that is carried out throughout the districts to improve in-car safety for children through initiatives such as training and car-seat safety checks. Leeds City Council has provided training for over 200 midwives/health visitors/social services staff to promote in-car safety. Surveys conducted outside 20 schools in Kirklees showed that 50% children arriving/leaving by car were not restrained and a training programme has also been carried out in Kirklees.	desires. Speed Management The use of 20mph zones outside schools has been evaluated in Kirklees and the findings indicate that they are not particularly effective on their own in improving road safety. Other measures have been found to be more effective and continue to be implemented.
3. Substantial partnership working. (See Chapter 11 and Appendices 9 and 10 of LTP1)	Schools are required to engage partners (e.g. the local community, governors, residents, parents etc) as part of the travel plan process and their involvement has been key to successful school travel plans. The district authorities and Metro also work in partnership with the LEAs and other organisations. For example Bradford has worked with Education Bradford and the local Primary Care Trusts to introduce the Healthy Schools initiative to schools in the district, similarly in Leeds partnership working has led to 22 schools obtaining the advanced Healthy Schools status for which a school travel plan is now required in order to achieve this. Metro has Agency Agreements with each of the five District LEAs covering some or all schools transport provision. Core to these Agreements are enhanced liaison with schools, teachers, governors and parents on measures to improve services and reduce congestion. LEAs and the districts feed back issues to Metro through regular Steering Groups and a termly forum is also held with bus operators to share areas of joint concern. The MyBus scheme has only been possible through the full co-operation and involvement of school, teachers, governors, parents, LEAs and 6 local bus operators. The value of partnership working was demonstrated through market research undertaken	A West Yorkshire school travel forum was established in 2004 to better integrate the work of the districts' school travel advisors and to more fully integrate and promote walking and cycling alongside bus initiatives, including SAFEMark and MyBus.

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	with parents, young people, teachers and drivers in Summer 2005, and other feedback. A survey of users and parents showed that 90% valued the scheme 'highly' or 'very highly'. MyBus won the award for 'Working Together' at the 2006 national 'Public Servants of the Year Awards'. The award judges 'valued the unique partnership approach of 'My bus''. Kirklees Highway Safety Officers have worked closely with groups such as SCARD (Support and Care After Road Death and Injury), a local charity supporting people affected by road death and injury. In the past this group has supported KMC education programmes in schools, explaining to pupils "real life" experiences of death or injury on the road and they also supported the "Wanted – Alive not Dead" Campaign in the Crosland Moor area of Huddersfield in 2005, which received National exposure. In partnership with SCARD, road safety officers in Leeds have delivered pre-driver education programmes in a quarter of the higher education establishments in the district. Other activities have included working with Smart Risk UK in developing the Heroes Roadshow which helps young people develop a risk management strategy across their whole lives. Working arrangements with other internal departments in relation to school travel planning has improved throughout the period of LTP1, for example liaison with planners has ensured that school travel plans and facilities are now conditioned as part of the planning process and dialogue takes place in relation to new school builds. A school travel plan strategy has been produced in Leeds and all internal departments within the authority have been consulted and have had the opportunity to provide their input and suggestions. Work has also taken place with other local authorities in the Yorkshire and Humber region on the provision of 'Walk to School' resources and other road safety education resources.	

5.5 MAINTENANCE

Table 5.13 Implementation of road maintenance strategy

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr>
<td>1. Targets for improved road condition achieved (or on track where and when survey methods amended)

(See Chapter 3 of LTP1)</td>
<td>
<u>Condition Indicators</u>

We believed that by spending £77m (LTP1 bid) on the principal road network we could improve its condition to be in the top quartile of authorities nationally. We set a target of 10% against a base line of 35.6%.

Further targets were set when the use of LTP funding on non-principal roads was announced and more BVPIs were introduced.

Performance over the five years was:
<table>
<tr><th></th><th>Principal Road BVPI</th><th>B&C Classified Non-Principal Road BVPI</th><th>Unclassified Non-Principal Road BVPI</th><th>Footway BVPI</th></tr>
<tr><td>2001-02</td><td></td><td>9.91</td><td>21.51</td><td></td></tr>
<tr><td>2002-03</td><td></td><td>12.89</td><td>25.42</td><td>20.66</td></tr>
<tr><td>2003-04</td><td>12.13</td><td>13.37</td><td>15.17</td><td>24.22</td></tr>
<tr><td>2004-05</td><td>21.02</td><td>12.8</td><td>20.42</td><td>19.46</td></tr>
<tr><td>2005-06</td><td>9.57</td><td>22.9</td><td>17.62</td><td>22.32</td></tr>
</table>
There have been changes in the mandatory survey methodology and analysis rules and parameters which make direct year on year comparisons invalid. None the less the general trend in condition is visible for most classes.

From a position of continuous deterioration on all parts of the network at the start of LTP1, condition is now generally stabilised and in some areas is beginning to improve.
</td>
<td>
<u>Deciding what schemes to deliver</u>

With the LTP funding announcements, the change in the rules governing how LTP maintenance monies could be spent and on-going developments in the survey methods for measuring road condition, it has been necessary to continually review works programmes and strategies for determining priorities.

Locally there has always been greatest public concern about the condition of the non principal road network. Previous TPP maintenance settlements had enabled some major Principal Road schemes to be implemented prior to the LTP1 period. Hence, while deflectograph results showed 36.5% of the network needed strengthening, many of these lengths were safe and had a reasonable ride quality and visual surface condition. The
</td>
</tr>
</table>

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td></td><td>
<u>What we spent</u>
<table>
<tr><th></th><th>Principal Roads (£000s)</th><th>Non Principal Roads (£000s)</th><th>LTP Sub-Total (£000s)</th><th>Other Capital Spend (£000s)</th><th>Revenue Spend (£000s)</th><th>Grand Total (£000s)</th></tr>
<tr><td>2001-02</td><td>13,115</td><td>8,570</td><td>21,685</td><td>143</td><td>17,265</td><td>39,093</td></tr>
<tr><td>2002-03</td><td>11,360</td><td>14,551</td><td>25,911</td><td>153</td><td>18,184</td><td>44,248</td></tr>
<tr><td>2003-04</td><td>10,120</td><td>12,064</td><td>22,184</td><td>2’307</td><td>19,803</td><td>44,294</td></tr>
<tr><td>2004-05</td><td>9,810</td><td>14,539</td><td>24,349</td><td>8,795</td><td>19,678</td><td>52,822</td></tr>
<tr><td>2005-06</td><td>4,945</td><td>13,933</td><td>18,878</td><td>15,084</td><td>18,079</td><td>52,041</td></tr>
<tr><td>Total</td><td>49,350</td><td>63,657</td><td>113,010</td><td>26,482</td><td>93,009</td><td>232,500</td></tr>
</table>
These expenditures relate to the cost of delivering carriageway, kerb and footway maintenance works to address the condition of the highway. They exclude other costs, e.g. winter maintenance, grass cutting, maintenance of street lighting, traffic signs etc.

All the authorities were committed to achieving the Government targets to stop the decline in the condition of the highway by the end of LTP1 and to be in a position to remove the backlog by the end of LTP2. There was also a drive to meet local improvement targets which in most cases were more challenging than the Government targets. This represented a massive amount of work across all categories of the network and could not be achieved with the LTP settlements and stand still local budgets alone. Every opportunity was taken to enhance local budgets using newly introduced prudential borrowing and capital receipts and effective management of local authority budgets.

<u>What we delivered</u>

With the LTP settlement monies the following lengths were maintained:
</td><td>
Principal Road strategy was therefore amended to ensure adequate continuing funding to capitalise on previous investment and to generate further improvements. But recognised the benefits of new local flexibilities to direct funding to the areas of greatest need.

Hence, not all the principal road schemes scheduled in the bid document were delivered. In fact other schemes which were not in the bid document deteriorated during the five year period and as these came to the top of the priority listings these were added to the programme. Priorities were still determined using deflectograph, scrim and visual condition surveys. The introduction of ‘Tracks Type Surveys’ (TTS) and scanner surveys occurred too late in the LTP1 period for these results to influence priorities.

Non-principal roads were also assessed on comparable visual condition surveys with some additional scrim data on B and C classified roads. This enabled some assessment of the
</td></tr>
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<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td></td><td>
<table>
<tr><th></th><th>Principal Road Schemes (km)</th><th>Non Principal Roads Schemes (km)</th><th>Carriageway Surface Treatments (km)</th><th>Grand Total (km)</th></tr>
<tr><td>2001-02</td><td>35.21</td><td>58.33</td><td>92.08</td><td>185.62</td></tr>
<tr><td>2002-03</td><td>36.94</td><td>83.56</td><td>84.32</td><td>204.82</td></tr>
<tr><td>2003-04</td><td>27.88</td><td>54.04</td><td>108.81</td><td>190.73</td></tr>
<tr><td>2004-05</td><td>32.53</td><td>108.25</td><td>120.10</td><td>260.88</td></tr>
<tr><td>2005-06</td><td>16.79</td><td>62.60</td><td>135.90</td><td>215.29</td></tr>
<tr><td>Total</td><td>149.34</td><td>366.78</td><td>541.21</td><td>1057.32</td></tr>
</table>
The above works accounted for £107.4m of the total £113.0m of LTP expenditure. The remainder was spent on planned patching and small schemes to address localised defects on routes which were generally in an otherwise satisfactory condition.

Local budgets were generally directed towards the non principal road network with the following lengths being maintained.
<table>
<tr><th></th><th>Identified maintenance schemes*(km)</th><th>Carriageway thin surfacing schemes (km)</th><th>Total (km)</th></tr>
<tr><td>2001-02</td><td>19.66</td><td>120.66</td><td>140.32</td></tr>
<tr><td>2002-03</td><td>43.09</td><td>106.07</td><td>149.16</td></tr>
<tr><td>2003-04</td><td>44.44</td><td>119.60</td><td>164.04</td></tr>
<tr><td>2004-05</td><td>53.27</td><td>114.80</td><td>168.07</td></tr>
<tr><td>2005-06</td><td>89.82</td><td>113.59</td><td>203.41</td></tr>
<tr><td>Total</td><td>250.28</td><td>574.71</td><td>824.99</td></tr>
</table>
The identified maintenance schemes involved the “wall to wall” maintenance of footways,</td><td>respective needs of the principal and non principal networks and for budgets to be allocated accordingly.

All authorities were using UK Pavement Management System (UKPMS) surveys on the principal and classified network from 2000. However for unclassified roads the mandatory 25% sample ‘Constant Flow Virtual Impactor’ (CFVI) survey for BVPI calculation was insufficient to render the data useful for scheme identification and prioritisation. Survey strategies were determined based on local inspection resources and management decisions. Some authorities therefore continued with their own surveys, including MARCH assessments while others carried out bigger CVI sample surveys and used the results for programming. The net result in all cases was the identification of maintenance needs and priorities based on visual inspection.</td></tr>
</table>

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	kerbs, verges and carriageway as required to bring the streets to a satisfactory condition. The 825km accounted for £97.0m of the total £119.5m of non LTP expenditure. In addition to the schemes included in the above table, revenue budgets also funded reactive work arising from safety inspections and public reports. The remainder was spent on routine work and small planned schemes according to local maintenance needs. For example 39km of carriageway retread (recycling) and 125km of footway slurry sealing were completed in Leeds. <u>Deciding what treatments to use</u> The general strategy in the delivery of LTP1 schemes was to design a programme of schemes based on worst first priorities. The identified schemes generally needed resurfacing / overlay or reconstruction to restore strength and make them fit for purpose. We set this work against further programmes on streets which were beginning to deteriorate and where service life can be cost effectively prolonged with the use of localised repairs and surface treatments. This approach maximised the volume of work delivered but was also sustainable in terms of managing future maintenance needs. It also allowed appropriate investment to be directed towards areas where the resulting improvement in the street scene environment helped to improve pride in the community and encourage economic investment. We listened to road users and residents and reacted to their concerns. In Kirklees the public were consulted prior to scheme delivery and proposals modified in some cases to address residents concerns. The use of other thin surface treatments increased across West Yorkshire in recognition of the advances in material technology and the environmental benefits of minimising use of new materials. Road users and residents have expressed a preference for quiet road surfacings and the use of these has increased throughout the LTP1 period. We have reduced the use of 'hot rolled asphalt' HRA to minimise disruption to users during works.	<u>Deciding which treatments to use</u> In Leeds urban areas surface dressing generated a poor public reaction with an unacceptable level of lose chipping and problems of bitumen being walked into houses. Its use is now restricted to rural and verged roads where it provides an appropriate cost effective technique which is acceptable to the public. We have reviewed our strategies in relation to early life skid resistance and specifically the concerns of horse riders. Bradford in particular is increasingly avoiding the use of stone mastic asphalt (SMA) in the immediate vicinity of equestrian sites and bridleways where there are potential problems. Generally SMA is not used on sites where the traffic

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
		speed is expected to be in excess of 40mph except with the appropriate use of warning signs.
2. Significant outcomes for integrated transport, the environment and the economy delivered by maintenance schemes (See Chapters 6, 15 and 17 and Appendices 13 and 19 of LTP1)	<u>Co-ordination with other works</u> We were very successful in coordinating our highway maintenance works with other work on the highway and implementing joint working. Co-ordination procedures were integral to programme selection and the following examples are typical of the initiatives which were implemented. On the A647 Bradford Road in Leeds from Dawsons Corner to Galloway Lane maintenance work was carried out in a single contract involving both districts. This kept disruption to the minimum for both residents and road users whilst maximising benefits through having a single contract. The A647 is a primary route between Leeds and Bradford carrying a daily average 2-way traffic flow of 50,000 vehicles; it also serves as a feeder route to the Owlcotes Retail Park. The maintenance work was included in a package with a S278 developer funded improvement scheme involving the provision of a traffic signal control at the Dawsons Corner Roundabout. This scheme relieved congestion problems and aided both pedestrians and cycles crossing the A6120 Ring Road with the provision of cycle lanes and advanced cycle stop lines and the installation of Toucan crossings. Advantage was taken to reconstruct the adjacent footways so that residents would not suffer further disruption at a future date. This scheme was also significant in the use of recycled lean concrete material in construction. By using recycled material the carriageways were opened to traffic in less than half the time it would have taken if the conventional construction method was adopted. On the A652 Bradford Road in Batley between Town Street and Batley Field Hill maintenance work was co-ordinated with both the S278 development works for the adjacent Tesco site and works by public utilities. Joint public consultation was undertaken with the utility companies. The maintenance work was deferred and re-programmed to permit extensive gas mains replacement and sewer improvements. The maintenance work was subsequently programmed to take advantage of a temporary one way system set up to facilitate the gas mains work and to achieve completion of the S278 works to	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	the timescale critical for the Tesco development. Whilst the scale of the works was such that there was disruption to the operation of a largely commercial frontage the works were seen to be co-ordinated and to a logical sequence. In 2003/03, routine highway condition of Storrs Hill Road (C553), Ossett picked up surface damage due in part to unstable retaining walls. Planned resurfacing work was suspended to allow rebuilding of substantial lengths of retaining walls on both sides of the carriageway. The walls were set back from the original alignment to allow for widening of the substandard width carriageway and footway. Resurfacing was then undertaken under the road closure that was in place for the retaining walls.	
3. Environmental considerations are integrated into scheme design and implementation. (See Chapter 15 and Appendix 13 of LTP1)	<u>Environmental Issues</u> The use of recycling techniques increased, both minimising the use of new materials and reducing the vehicle journeys for delivery and disposal of materials to landfill. Initiatives include the use of retread and patching techniques which rejuvenate and re-cycling the existing materials in-situ. “Break and seat” methods have been used on concrete carriageways to create a new sub-base for worn out roads while retexturing techniques have restored skid resistance to polished sites. Some of the more innovate treatments have included recycled glass in the bituminous mix. We have used materials which complement the environment with examples of residential Victorian streets in conservation areas being restored in traditional York Stone setts and paving slabs. <u>Street Lighting</u> We made a number of observations in the LTP1 about the age of the street lighting stock, the risk this represented and the lack of funding to properly address the issue. Authorities have implemented a number of initiatives over the subsequent five years: • Wakefield submitted an early expression of interest for a street lighting PFI and were awarded £16.2m of credits. This equates to £27m over the 25 year life of the PFI. They are now in year 3 of a five year core investment period and column replacements are ahead of programme. • Bradford, Calderdale, Kirklees and Leeds continued to manage the risk through a	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	combination of initiatives. These include the replacement of lighting columns in conjunction with all highway maintenance and specific integrated transport schemes to improve road safety through improved street lighting. • Leeds submitted an expression of interest in the first formal PFI bidding round in July 2003. They were awarded £94.6m of credits. Their contract was signed on 31 March 2006 with service commencement on 3 July 2006. • Column stock, age and condition are now monitored using nationally agreed criteria.	
4. The programme has provided good value for money and has been delivered cost effectively. (See Chapters 15 and 17 and Appendix 13 of LTP1)	<u>Delivering with minimum disruption to road users</u> We adopted working methods on timing of works to be a good neighbour and to minimise congestion. We worked with schools, universities etc. to avoid disruption during term times. We avoided working in shopping areas when customer numbers are at their peak and co-ordinated with local businesses and tourist / visitor / sporting venues to avoid disruption at their busiest times. We implemented traffic management arrangements for each scheme to give minimum overall impact. Examples include night working in non residential areas to avoid day time traffic disruption. Conversely we imposed 24 hour working where this significantly reduced the overall disruptive impact of a scheme. On certain schemes Bradford gave residents the choice of the short duration disruption from a road closure or the inconvenience for working limited hours with traffic signals off peak over a longer duration. Wakefield completed a disruption audit for each of their major schemes. In consequence of the various measures taken we have consistently reported results against BV100 within the top quartile for the country. <u>Delivering using effective procurement to gain best value</u> The five authorities have worked together wherever there have been joint benefits to be gained from joint procurement. Authorities combined to procure specialist works such as surface dressing, weather forecasting and machine condition surveys. We also worked together to produce the Yorkshire Traffic Management Act Framework which is now being sold across the country as a document of best practice.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	Claims Management This was an integral part of our strategy. In some authorities the business case for prudential borrowing was based on consequential reduction in the number of accidents and the implementation of procedures for the better defence of claims. West Yorkshire set up a claims benchmarking group and all authorities reviewed their safety inspection frequencies and repair procedures to match best practice guidelines. Risk management practices directed maintenance work to areas with a high occurrence of claims and inspection frequencies are now regularly reviewed based on street condition data and claims records. All authorities defend claims in the courts where there is no legal liability and they work closely with other services to minimise the success of fraudulent claims. The success of the approach is measured through the number of claims received. The other major target outcome was a reduction in the cost of claims. Unfortunately, delays in claims being submitted and processed through the courts means that the financial savings always lag improvements in claims management. Cases are still being contended for accidents that occurred several years ago. Throughout the period the percentage of claims resolved at no cost to the authorities has increased. An example of the scale of financial benefit that can be realised is the provision for compensation payments. In Leeds this peaked in 2002/03 at £3.81m (£3.5m actual payments plus £0.31m provision for claims received in that year and not yet settled). In 2005/06 this reduced to £1.64m (£0.16m paid and £1.48m provision for claims not yet settled). Performance is further supported by the excellent response to reported defects with a very high percentage of potentially dangerous defects being attended to within 24 hours.	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned

	Claims received	Percentage of potholes repaired within 24 Hours
2001-02	3,480	98.9%
2002-03	5,108	98.2%
2003-04	4,660	97.8%
2004-05	4,038	96.7%
2005-06	3,216	98.3%
	20,502	**98.0%**

Customer Satisfaction

Authorities each carry out their own customer satisfaction surveys. Mechanisms such as telephone surveys were used to measure overall satisfaction with the highway maintenance service while feedback on specific schemes of gauged through the use of opinion surveys.

For example, Leeds carries out customer satisfaction surveys using a citizens' panel questionnaire. In summer 2000 when the panel was asked what it thought of the condition of the roads, 61% thought they were poor or very poor. In the survey at the end of the LTP1 period this had reduced to 49%.

Table 5.14 Implementation of bridge strengthening strategy

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
1. Stretching targets or stretching progress achieved related to bridge	**There has been significant progress in delivering the aim and objectives** Our aim for LTP1 was to provide a bridge and highway structure stock of suitable standard to allow the safe and efficient movement of people and goods with minimum adverse effect on the environment.	

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td>strengthening and maintenance

(See Chapters 5, 15 and 17 and Appendices 14 and 19 of LTP1)</td><td>We defined local Indicators to report progress against objectives which included:
C4 Bridge assessment completed
C5 Bridges strengthened
C6a Bridges Inspections completed
C6c Highway structures requiring essential and preventative maintenance.
The sections below identify what has been achieved with regard to assessment, strengthening, inspection and maintenance of highway structures in West Yorkshire.
The close working relationship between all five West Yorkshire authorities has continued throughout the five years and will continue for LTP2.</td><td></td></tr>
<tr><td></td><td><u>Assessments</u>
Indicator C4 monitors performance on the assessment of both Council and Private owned bridges.
<table><tr><th rowspan="2">District</th><th colspan="3">AT MARCH 2001</th><th colspan="3">TO MARCH 2006</th></tr><tr><th>No. Bridges in Program >1.5m</th><th>No. Bridges >1.5m Assessed</th><th>% Assessed</th><th>No. Bridges in Program >1.5m</th><th>No. Bridges >1.5m Assessed</th><th>% Assessed</th></tr><tr><td>Kirklees</td><td>297</td><td>225</td><td>75.8</td><td>305</td><td>298</td><td>97.7</td></tr><tr><td></td><td>80</td><td>52</td><td>65.0</td><td>88</td><td>88</td><td>100</td></tr><tr><td>Leeds</td><td>229</td><td>167</td><td>73.0</td><td>229</td><td>229</td><td>100</td></tr><tr><td></td><td>113</td><td>47</td><td>42.0</td><td>114</td><td>93</td><td>81.5</td></tr><tr><td>Bradford</td><td>237</td><td>180</td><td>76.0</td><td>237</td><td>209</td><td>88.2</td></tr><tr><td></td><td>74</td><td>65</td><td>83.4</td><td>74</td><td>74</td><td>100</td></tr><tr><td>Wakefield</td><td>85</td><td>75</td><td>88.2</td><td>85</td><td>85</td><td>100</td></tr><tr><td></td><td>60</td><td>52</td><td>86.7</td><td>60</td><td>60</td><td>100</td></tr></table></td><td><u>Assessments</u>
The reasons for changes in assessments planned include:
• Network Rail agreement and approval process proved lengthy and was often an interactive process.
• Agreements with the British Rail Board Residuary Body (BRB) were delayed.
• Once high priority assessments were completed resources were redirected to high priority strengthening schemes to meet the works programmes.
• A shortage of skilled resources to undertake</td></tr>
</table>

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned

Calderdale	263	247	93.9	263	259	98.5
	66	56	84.8	66	59	89.4
Council	1111	894	80.5	1119	1080	96.5
Other Owner	393	272	69.2	402	374	93.0

The Table shows that significant progress has been made in relation to assessments with programme completion achieved in many areas.

assessments.

Progress in strengthening

Key Indicator C5 reports the Percentage of Bridges Strengthened (on all roads and all owners). The table below compares the position at March 2001 with March 2006.

District	At March 2001			To March 2006		
	No. of Bridges assessed at less than required capacity.(all owners)	No. of Bridges strengthened	Current % of failed bridges now strengthened	No. of Bridges assessed at less than required capacity.(all owners)	No. of Bridges strengthened	Current % of failed bridges now strengthened
Kirklees	104	62	59.6	144	76	58.9
Leeds	83	18	21.7	103	41	39.8
Bradford	96	35	36.5	103	71	68.9
Wakefield	41	14	34.1	42	27	64.3
Calderdale	66	42	63.6	75	46	61.3
TOTAL	**390**	**171**	**43.85**	**467**	**266**	**57.0**

The Table reports strengthening the overall position for all bridge owners. Better progress has been achieved on Council owned bridges than other owners' structures.

Strengthening

The original programme was based on a bid considerably greater that the actual allocation.

The assessment programme identified more sub standard bridges and a number took greater priority over some of the original programmed schemes.

Jointly funded Network Rail and BRB bridges were delayed because of:

- difficulties in programming;
- problems in co-ordinating funding and agreeing cost shares;
- disagreements on appropriate strengthening methods; and
- lack of urgency from Network Rail.

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td></td><td>
Strengthening was prioritised and good progress has been made on strategic routes.

The strengthening of bridges on the primary route network (PRN) was given priority. Although there are a number on the PRN in Leeds and Kirklees which are still to be strengthened, these are weak in the footways/verges only and the carriageways are unrestricted.

It was recognised that the importance of strengthening would reduce once strategic bridges had been addressed and funding would be directed towards structural maintenance. All Authorities' programmes included maintenance schemes in recent years.

The original estimates were refined as more detailed work was carried out and savings achieved allowing some element of the shortfall in funding to be mitigated. For example over the last 3 years in Bradford a targeted approach to clear much of the strengthening backlog by different contracting arrangements has provided efficient returns and savings on original estimates.

Scheme Progression within the 5 Year Plan is shown in the following table
<table>
<tr><th>District</th><th>Bradford</th><th>Calderdale</th><th>Kirklees</th><th>Leeds</th><th>Wakefield</th><th>Total</th></tr>
<tr><td>Number of Schemes within 5 Year Plan</td><td>69</td><td>37</td><td>49</td><td>80</td><td>26</td><td>261</td></tr>
<tr><td>Actual Number within plan completed by March 2006</td><td>46</td><td>11</td><td>25</td><td>27</td><td>9
+2 fully funded by Network Rail</td><td>118</td></tr>
<tr><td>Additional Schemes completed by March 2006</td><td>16</td><td>15</td><td>10</td><td>8</td><td>11
+1 fully funded by Network Rail</td><td>60</td></tr>
<tr><td>5 year short fall</td><td>7</td><td>11</td><td>14*</td><td>45</td><td>6</td><td>83</td></tr>
</table>
The table shows that the numbers of schemes completed (planned and additional) is a
</td><td>
Progress with strengthening of other owners' structures was hampered by difficulties in obtaining agreement on responsibility, assessment results and funding. Interim measures such as weight and physical width restrictions were implemented on bridges awaiting strengthening.

Changes due to Reactive Works

LTP1 identified a significant stock of highway burr walls and retaining walls. The original programme identified known works but the programme has increased significantly as inspections and assessment of these structures progressed.

The effect of the collapse of retaining structures together with significant flooding incidents, causing structural damage and landslips, also caused resources to be directed to address these problems.

Kirklees was particularly affected by reactive emergency works (in excess of £2m), to such an extent that the Kirklees Major Bid
</td></tr>
</table>

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	high proportion of the numbers originally planned. Progress has been made on strengthening Network Rail and BRB bridges although not at the rate originally envisaged.	submission was made in 2005 (provisional approval has recently been received).
	<u>Inspections</u> Indicator C6a monitored the number of planned general and principal inspections. Because of resources both in terms of the large stock sizes, availability of staff and finances, whilst the general inspection programme was almost achieved, the principal inspection programme has developed a significant backlog. All five authorities have played an active part with the Yorkshire and Humberside County Surveyors Society (CSS) Area Bridge Conference in a 'training and benchmarking' exercise on Bridge Condition Indicator inspections and are recognised to be leading nationally in this field. During LTP2 this will be developed to allow the condition of bridge stocks to be compared. The Code of Practice allows the targeting of Principal Inspections. The findings of BCI Inspections are being used to prioritise principal inspections in a number of Districts. Bridge Condition Indicator inspections are also being used to target maintenance work to address the backlog and identify deterioration. All authorities are developing Asset Management Plans. Our strategy at the start of LTP1 is currently being refined and developed as we move to LTP2. In terms of retaining wall inspection and assessment significant progress has been made in Calderdale, Kirklees and Bradford with initiatives such as handheld personal data assistants (PDA's) being used to speed up the process and provide electronic records with photographic images.	<u>Inspections</u> Development of improved practice allowed all authorities to increase their knowledge of their bridge and highway structures stock. The implementation of Bridge Management Systems is enabling validation checks of the reliability of existing data. The detrunking of roads has had an impact on bridge numbers increasing the highway structures stock. The improved knowledge is being actively used to develop efficient Asset Management practices.
	<u>Maintenance</u> Although all authorities have carried out structural maintenance projects in recent years and maintenance work has been incorporated with strengthening schemes, other work has been identified during inspections and there has been no reduction in the maintenance backlog.	<u>Maintenance</u> The effect of un-programmed work is explained in the strengthening paragraph above and a similar impact has

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td></td><td>The programme delivery table below includes the revenue spend on maintenance. Revenue funding was expended on:
General and un-programmed inspections.
Maintenance of swing bridges.
Routine maintenance e.g. bridge drainage system maintenance.
Reactive maintenance e.g. parapet repairs</td><td>occurred on structural maintenance. However through developing Asset Management Practice progress has been made.</td></tr>
<tr><td></td><td><u>Programme delivery</u>
The following table shows a breakdown of the expenditure on the assessment, inspection and maintenance of highway structures over the LTP1 period.

<table><tr><th></th><th>Bradford (£000s)</th><th>Calderdale (£000s)</th><th>Kirklees (£000s)</th><th>Leeds (£000s)</th><th>Wakefield (£000s)</th><th>Total (£000s)</th></tr><tr><td>Assessments</td><td>188</td><td>147</td><td>576</td><td>1,122</td><td>148</td><td>2,181</td></tr><tr><td>Monitoring & Interim measures</td><td>4</td><td>72</td><td>259</td><td>280</td><td>32</td><td>647</td></tr><tr><td>Principal Inspections</td><td>351</td><td>176</td><td>615</td><td>494</td><td>189</td><td>1,825</td></tr><tr><td>Strengthening</td><td>7,430</td><td>319</td><td>3,628</td><td>3,391</td><td>2,036</td><td>16,804</td></tr><tr><td>Planned Maintenance</td><td>1,258</td><td>1,130</td><td>250</td><td>1,185</td><td>1,386</td><td>5,209</td></tr><tr><td>Reactive Maintenance and Emergency work</td><td>22</td><td>1,055</td><td>2,240</td><td>514</td><td>2</td><td>3,833</td></tr><tr><td>Totals</td><td>9,253</td><td>2,899</td><td>7,568</td><td>6,985</td><td>3,793</td><td>30,498</td></tr></table></td><td><u>Programme delivery</u>
A detailed description has been given above.</td></tr>
</table>

<table>
<tr><th>Delivery Benchmarks</th><th>What has been done? (April 2001 to March 2006)</th><th>Explanations for changes to what was planned</th></tr>
<tr><td></td><td>
<table>
<tr><td>Total Including PRN</td><td>10,791</td><td>6,401</td><td>8,766</td><td>15,728</td><td>3,793</td><td>45,479</td></tr>
</table>
</td><td></td></tr>
<tr><td>2. Environmental considerations are integrated into the scheme design and implementation.

(See Chapter 15 and Appendix 14 of LTP1)</td><td>
<u>Programming</u>
A co-ordinated and holistic approach was taken in programming schemes, for example:
• A635 New Mill Bridge strengthening in Kirklees was carried out as part of the planned highway improvement scheme in the area;
• a major retaining wall reconstruction scheme was carried out on Storrs Hill Road, Ossett, Wakefield prior to planned road resurfacing work; and
• Leeds has liaised with neighbouring authorities (North Yorkshire County Council) in relation to strengthening of bridges adjacent to the boundary.
Works on several schemes was programmed at appropriate times of the year taking into consideration volume of traffic and peak periods in order to minimise disruption. For example:
• maintenance work on Dyehouse Culvert in Wakefield was programmed for August when the volume of traffic at peak times is 20% lower than in other months; and
• Morkin Bridge and culvert in the heart of Bronte Country (Bradford) was programmed to account for bat nesting, lambing time and the shooting season.

<u>Design and implementation</u>
Appropriate specification of materials and control of their use is an integral part of the programme implementation. For example:
• reusing stone from the original structure or reclaimed stone on both strengthening and maintenance schemes in keeping with the environment;
• use of sympathetic materials especially in conservation areas e.g. dry stone walling, painting specifications and specialist steelwork; and
• use of suitable materials (e.g. solvent free paints) to minimise environmental impact.
</td><td></td></tr>
</table>

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
	When planning diversion routes, as a result of interim measures, consideration was given to noise and local air quality. <u>Tourism</u> In many parts of West Yorkshire including both rural and urban areas tourism forms a major part of the economy. Maintaining and complementing appearance was a major factor in design and construction. There are many examples throughout the programme which illustrate this. The village of Saltaire has UNESCO World Heritage status. Victoria Canal Bridge is directly adjacent to the world famous Salts Mill. The project involved replacement of the deck and strengthening of abutments of an existing bridge. The scheme was undertaken in two phases to ensure vehicular and pedestrian access at all times. The canal was protected to ensure that it remained open to boat traffic. The Council's Conservation Planning Team required an open parapet to maintain a view over the canal. Bespoke parapets were commissioned to a design similar to existing cast iron railings at the adjacent mill. The project received an award from Institute of Civil Engineers (ICE) Yorkshire Region. Other high profile schemes include North Bridge, Halifax and Victoria Bridge, Holmfirth which included work designed by local artists as part of a Sculpture Trail.	
3. The programme has delivered significant outcomes for integrated transport, the environment and the economy (See Chapters 6 and 15 and	<u>Outcomes</u> The strategy has resulted in strengthening of structures on PRN roads and principal routes. Progress has also been made on strengthening of structures on other routes. This has enabled roads to stay open to all traffic benefiting the local economies and residents of the area. One example of a successful scheme is Shears Viaduct which is located on the A629, Ovenden Road leading into Halifax town Centre. The viaduct required major maintenance, including re-waterproofing and renewal of superstructure movement joints and concrete repairs. In addition, Ovenden Road was programmed for carriageway and footway re-surfacing, and renewal of street furniture and lighting. Both schemes were incorporated into a single contract reducing administration and management costs, and	

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
Appendix 14 of LTP1)	minimising disruption. Unfortunately, funding from the annual maintenance allocations has not been sufficient to address all the sites. Nine critical locations have been identified across Kirklees and a Major Bid submission was made in 2005 to address the problem. Interim traffic management measures have been implemented on many weak bridges, with ensuing impacts on delays, congestion, the environment and local economy. In Leeds, the strategy has resulted in no temporary restrictions to traffic on PRN route bridges and only 8 bridges with carriageway restrictions on other roads, none of which have a significant effect on the network, allowing good accessibility around the District. In Wakefield, the strategy resulted in no temporary restrictions to traffic on Council owned bridges and only four Network Rails bridges with carriageway restrictions (all on class C or unclassified roads). Recent maintenance schemes have concentrated on highway footbridges, improving their appearance and encouraging pedestrian usage. For bridges awaiting strengthening, procedures detailed in BA 79 were adopted by all authorities. Measures included footway/verge protection, weight restrictions and monitoring. Similar monitoring principles were also applied to retaining walls.	
4. Schemes implemented reflect wider transport priorities, have been influenced by stakeholder consultation and that there is a strong co-operative working with private bridge owners	<u>Consultation</u> Consultation took place with local businesses, freight operators, bus operators and the Authorities' Traffic Managers prior to implementing interim measures and strengthening schemes. Concerns were taken on board and proposals amended where appropriate. In Kirklees, consultation on strengthening schemes was carried out in accordance with the Kirklees Consultation Procedures at all stages of the projects. Leeds used the Leeds Bridge Strengthening Strategy and Programme Study delivered by Colin Buchanan and Partners in 1998. <u>Working with private bridge owners</u> The five Authorities worked closely with private bridge owners on the programming, funding and strengthening methods for their structures. Discussions were also held with regard to the implementation of interim measures and the appropriate funding	<u>Working with private bridge owners</u> Liaison with Network Rail was maintained but progress on strengthening was slower than anticipated for the reasons given above. Co-operation from some private bridge owners, e.g. UK Coal, Statutory Undertakers was more difficult to obtain. The legal responsibility with regard to the strengthening of highway structures owned by these

Delivery Benchmarks	What has been done? (April 2001 to March 2006)	Explanations for changes to what was planned
(See Chapters 6 and 15 and Appendix 14 of LTP1)	contributions. As a result of this co-operation: • Wakefield and Kirklees each prepared and implemented jointly funded schemes to strengthen BRB bridges (Warmfield Bridge in Wakefield, Birkenshaw Tunnel and Jagger Lane in Kirklees) and in Leeds, BRB have fully funded the strengthening of one of their structures (Jack Lane). • Three strengthening schemes fully funded by Network Rail were completed in Wakefield and one in Leeds. Three Network Rail Bridges were strengthened in Bradford with a combination of Network Rail and LTP funding. • Unusually, Network Rail agreed to Wakefield preparing and implementing a strengthening scheme on one of their bridges. This was fully funded from the LTP.	bodies is often unclear and progress has been slow.

APPENDIX 1: DELIVERY OF MAJOR SCHEMES

A1.1 COMPLETED MAJOR SCHEMES

A641 Manchester Road Guided Bus Scheme, Bradford

The A641 Manchester Road Guided Bus Scheme was developed through a partnership between Bradford Council, Metro and the bus operator at a total cost of £7.3m, with major scheme funding of £6.3m.

As well as the Guideway the scheme has provided 11 new traffic light controlled pedestrian crossings, new footways, seats and major landscaping, including planting of thousands of bulbs, shrubs and trees. Six special shelters were provided, including two unique landmark Super Shelters; these Super Shelters are three times bigger than normal with wind turbines, which generate power to heat the seating and for the art installations.

The scheme aims to improve reliability of bus services, improve bus journey times and encourage modal shift from the car along one of the most congested corridors in the Bradford district.

The scheme was completed in January 2002 and has proved successful, with surveys showing an increase in bus passenger journeys and improvements in peak bus reliability and journey times. Traffic levels also decreased along the corridor as a result of the scheme. Off peak growth in patronage has been between 11 and 13% . Variability of car and bus has been reduced and despite no direct savings in bus journey times (mainly as a result of 9 additional pelican crossings) the differential between car and bus has increased in favour of the bus. There has been a reduction in car flows and no corresponding corridor transfers, with transfers being accommodated by bus transfers.

Throughout the construction process, the public was informed regularly by scheme specific newsletters distributed throughout the surrounding area. Progress reports were also presented to routine public meetings.

South Bradford Integrated Transport Improvements

This scheme when originally approved in Dec 2000 comprised of modifications to the junctions of the A6177 Outer Ring Road with M606 Staygate and with A641 Manchester Road, provision of park and ride facilities as part of the proposals for redeveloping Odsal Stadium and the introduction of traffic management and calming on a number of local roads. In 2003, it became necessary to submit a revised bid to the DfT following the failure of Odsal Stadium development and the subsequent removal of the park and ride site from the scheme. Park and Ride remains an aspiration if revenue issues can be addressed.

The revised scheme was procured through a 4 year partnering contract, in compliance with the Government's Rethinking Construction initiative. A number of technical difficulties were encountered during construction but the partnering arrangements and support from the Government Office for Yorkshire and Humber (GOYH) and DfT helped to resolve these and achieve completion on time.

The main objectives of the scheme are to improve access to strategic development sites, improve bus journey times on the A6177 and the A641, reduce traffic on alternative minor roads, reduce journey times for strategic traffic and improve conditions for pedestrians and cyclists.

The A6177/A641 improvement, which replaced a roundabout with a signal junction, was completed in December 2003. The A6177/M606 improvement provided a grade separated northbound link between the M606 and the A6177. This opened to traffic in July 2004. The total scheme cost, excluding traffic management measures was £11.3m. The traffic management measures are being funded from the integrated transport budget.

The A6177/M606 improvement has been very successful, surveys show that significant journey time savings have been achieved at the junction. There has also been a significant increase in traffic volumes on the M606, 8% overall increase, 27% am peak northbound and 12 % pm peak northbound, together with decreases on parallel minor roads, indicating the success of the scheme in attracting traffic onto the major road network. The A6177/A641 improvement has also been successful in improving journey times for all traffic. Whilst the scheme has not improved bus journey times along the A641 corridor (buses already benefited from the guided busway and conventional bus lanes), it does provide a more controlled movement for buses when entering and exiting the guided busway.

Bradford City Centre Integrated Transport Scheme (Connecting the City)

This scheme was fully accepted in Nov 2003 following completion of statutory processes and the signing of the Development Agreement for the associated Broadway shopping centre development. The scheme was entirely funded from the public sector at a total cost of £20.6m. Contributions were as follows: £10.6m Bradford Council, £6m ERDF, £2.5m DfT major scheme funding and £1.5m REGEN 2000.

The principal scheme objectives were to promote economic regeneration by the creation of the development site for the Broadway shopping centre; to improve safety, pedestrian severance and the environment within the City Centre by the removal of through traffic; and to promote bus usage by maintaining bus penetration into the core of the City Centre.

The scheme was completed recently and has provided a new link road between Canal Rd and Manor Row to replace Cheapside; improved the junctions of A650 Shipley Airedale Rd with A658 Barkerend Rd and Bolton Rd; closed Petergate and realigned Leeds Rd and Hall Ings; and Church Bank has been made a bus and cycle only route.

The scheme has been successful in removing substantial volumes of through traffic from the City Centre, with flows through the Forster Square area reduced by some 27,000 vehicles per day.

The majority of the displaced traffic has been accommodated on City Ring Road or the Central Ring Road with only small increases in average journey times for vehicles on these roads.

Work on clearing the site for the new Broadway shopping centre commenced in 2005 and the development is planned to be completed in late 2008.

Public reaction to the scheme has been good. There is a mood of optimism in the city and more investment is planned. The transport investment has been part of the catalyst for economic regeneration.

East Leeds Quality Bus Initiative

Located to the east of Leeds on the A64 York Road/A63 Selby Road which is a radial route between the city centre and the A6120 Outer Ring Road, it provides the main transport link for the many residential communities along the corridor, serving some 100,000 residents in 45,000 households.

The ‘elite’ East Leeds Quality Bus Initiative opened in November 2001. It was developed through a partnership with Metro, Leeds City Council, First Group and Arriva at a cost of £16m, including an £11m contribution from bus operators towards new vehicles and infrastructure. The ‘elite’ service is unique in that two competing private companies worked with two public agencies to deliver the scheme.

The scheme aimed to encourage modal shift from the car by improving the attractiveness of public transport, increasing passenger comfort and security, improving bus journey times and bus service reliability.

The scheme comprised:

- over 2.1km of segregated guideway located in the central reserve;
- 2.6km of 24 hour operation bus lane and cycle lane;
- provision of additional bus priority at junctions through selective bus detection;
- improved crossing facilities at stops and junctions;
- over 330 bus stops and 150 shelters upgraded to incorporate enhanced accessibility through level boarding features and improved personal safety and security measures;
- provision of Clearways at the majority of stops to deter illegal parking and improve bus docking;
- improved passenger information;
- provision of over 40 new elite branded double-decker buses fitted with guide wheels, low floor and fully accessible.

There is evidence of modal shift away from the car with 7% of users indicating that they would have previously made their journey by car.

The East Leeds QBI has gained a number of awards which include the Millennium Award for service to the community by the 'Yorkshire Business Times' and an Institute of Logistics Transport award in October 2001. In November 2001 the scheme claimed two further honours with first prize in the Marketing Award for Local Authorities and second place in the Claudia Flanders Memorial Award for accessibility.

Yellow Bus (MyBus)

Mayor scheme funding of £18.7m capital funding granted in December 2003 enabled Metro to implement a Yellow Bus scheme within West Yorkshire. The funding provided for procurement, set up and administration of a fleet of 150 Yellow Buses to deliver home to school transport for pupils. In addition, the fleet has been made available for schools to use for education, training and sporting/leisure travel outside peak home to school travel times.

Funding provided for the purchase of the vehicles in 3 phases with 30 vehicles to be provided in 2004/05, and 60 in each of the subsequent 2 years. The project is on track. A total of 99 buses were purchased in LTP1, (the envisaged total plus a further 9 'spare' buses). The agreement of DfT was secured for the carryover of £1.5m into year 4 to fully implement the scheme and allow comprehensive monitoring of effectiveness. 70 buses were operational at the end of LTP1, transporting 3000 pupils to and from 100 schools across all 5 districts. The other 29 buses are programmed for introduction during the early part of LTP2. The target is for 300 schools to be served by summer 2007. Monitoring of the schemes shows that 70% of primary school pupils participating previously travelled to school by car. The scheme is estimated to be removing 8,000 km of car travel from West Yorkshire's roads each week and saving each family a weekly average of 65 minutes driving time.

The scheme, branded 'My Bus' is a central part of delivering Metro's Vision for Education Transport across West Yorkshire. Provision of an attractive, high quality home-to-school bus service was designed to reduce car dependence and encourage bus use into adult life. School transport has traditionally used older, fully depreciated vehicles often with drivers unused to working with young people. The new yellow buses featured additional or enhanced safety features and were supported by proactive marketing promotion.

The scheme was developed and delivered in partnership between Metro, the 5 local authorities in West Yorkshire and local bus operators. Successful implementation has been made possible by enhanced liaison with schools, teachers, parents and governors. Delivery of 'My Bus' is co-ordinated with a SafeMark award scheme improving behaviour on board buses, and by complimentary promotion of walking and cycling by the local authorities. The scheme won the award for 'Working Together' at the 2006 national 'Public Servants of the Year Awards" where the award judges

"valued the unique partnership approach of 'My bus'. 'My bus' has been praised by Prime Minister Tony Blair for its "remarkable achievement'' in "revolutionising school transport in West Yorkshire". Metro is identifying ways of building on the success of this scheme within the West Yorkshire Education Transport Vision.

A1.2 MAJOR SCHEMES IN PROGRESS

Leeds Inner Ring Road Stage 7

Leeds Inner Ring Road Stage 7 provides the final link in the Inner Ring Road, connecting Stage 6 (completed in 2000) to the M621 and the wider motorway network. The scheme completes this strategic route and reinforces the traffic reduction and public transport benefits achieved in the city centre by previous transport measures. The scheme also has beneficial effects for access to the inner Cross Green part of the Aire Valley Leeds regeneration area. There were close links with the Highways Agency to ensure a sharing of best practice and a joint approach to developing a mutually acceptable design. The Highways Agency have shared traffic modelling data with the scheme designers to test and show that impacts on the strategic network are within the capacity available.

The scheme was approved by the Government in December 2000 with a condition that Leeds City Council consider the possibilities offered by PFI for the procurement of the project. The Council developed Outline Business Cases for PFI proposals in consultation with the DfT, GOYH and the Public Private Partnership Programme. Potential changes to PFI procedures required the re-examination of the financial modelling and cast doubt as to the potential of the project being delivered via PFI. In June 2003 the DfT advised that PFI was not appropriate and the case for conventional funding would be considered. A revised cost estimate of £50.538m together with an up to date cost benefit analysis was provided showing that the scheme still provided value for money.

In the 2004/05 settlement DfT decided that conventional funding was appropriate and that sufficient resource, up to a maximum of £50.538m, would be provided for its completion. £2.586m was made available for the scheme in 2004/05 and the formal procurement process commenced. In an attempt to minimise further delay the scheme will be delivered through an Early Contractor Involvement (ECI) contract. This process allows the construction period to be compressed which will allow completion in advance of the original programme. Construction of the scheme started in May 2006. It is a 30 month contract with completion expected by December 2008.

East Leeds Link Road

An increase in funding was secured from the DfT in December 2005 for the East Leeds Link Road which will link the M1 (Junction 45) to the Leeds Inner Ring Road and open up access to undeveloped land in the regeneration area of Aire Valley Leeds. The potential for the creation of 30,000 new jobs and the fulfilment of the SRB 6 Regeneration Programme is dependent upon the delivery of the road.

The scheme was initially approved by the Government in December 2000 on the basis of a funding package which included a contribution of £9.5m from the DfT and the remainder of the funding being provided through an agreement between Leeds City Council, Yorkshire Forward and three private landowners.

Advance utility works took place in 2002/03, however tenders for the main works were delayed as the third party funding agreement had not been finalised. Complex negotiations with landowners and discussions with the Highways Agency to address concerns over the impact of development on the local motorway network delayed completion of the funding agreement. In 2006 the Council was able to sign off all the necessary agreements with the landowners and the Highways Agency.

The cost of the scheme rose due to a number of factors, principally slippage to the main contract works and an increase in the costs of

public utility works, creating a funding shortfall of £5.3m. In 2004/05 a revised Annex E case and Economic Impact Report were submitted to the DfT. In December 2005 the DfT agreed to increase its funding contribution for this scheme from £9.5m to £14.8m towards the total out-turn cost of £32.6m. Tenders for the work were invited in June 2006 and construction is expected to commence in November 2006, with completion scheduled for November 2008.

Hemsworth–A1 Link Road

The scheme has two discrete sections:

- A new section of road between Hemsworth Bypass to the north of its junction with the B6422 to the A638 at Dale Lane, North Elmsall; and
- An upgrade of Wrangbrook Lane between the A638 at North Elmsall and the A1 at Barnsdale Bar.

The scheme would create a high quality section of highway linking the area to the north east of Barnsley/south east of Wakefield directly with the A1 at Barnsdale Bar.

The areas of Barnsley and Wakefield that this link would serve are areas of significant deprivation. The area suffered a large-scale loss of jobs throughout the 1980s and '90s due to decline of the local mining industry. Poor access to the strategic highway network is considered to be a key problem for the area. The opportunity to improve highway access is seen as important for attracting developers and inward investment, in order to drive economic growth. There is evidence that distribution-based industries can be attracted to the area, providing there are good links to the trunk highway network.

Traffic from the Barnsley area currently travels through the urban areas of South Kirkby, Moorthorpe and Minsthorpe to reach the A1 or via Hemsworth, Ackworth and High Ackworth to access the M62. The scheme would divert this through-traffic away from the urban areas and onto the purpose built A1 Link Road.

The objectives of the scheme are to:

- provide fast and reliable journey times between the economic development areas of SE Wakefield and North Barnsley to the A1;
- provide environmental relief from traffic in the villages of SE Wakefield;
- encourage sustainable and early take-up of land prepared for redevelopment at the former South Kirkby colliery;
- reduce road safety problems in SE Wakefield;
- minimise environmental impact.

This scheme has progressed to feasibility satge. An Annex E was submitted in 2000 and funding for the scheme, up to £11.3m, was subsequently approved in December 2000. The Appraisal Summary Table (AST) which accompanied this Annex E indicated a benefit cost ratio (BCR) of 1.6. Some details of the scheme have changed since the original submission and a subsequent resubmission is currently being prepared.

Glasshoughton Coalfields Link Road

The link road is planned to extend the recently completed Normanton Bypass northeastwards to the A639 Leeds Road at Glasshoughton, Castleford. The road would link the existing roundabout junction between the bypass and Havertop Lane to a proposed new roundabout between Leeds Road and the main spine of the new Waystones leisure development at Glasshoughton.

The proposed new road is approximately 3.4 kilometres long and mainly single, two lane carriageway standard with street lighting. It incorporates a new bridleway over much of its length, which would be separated from the main carriageway by embankments and planting.

The scheme enables traffic from the Normanton Bypass to access Castleford and the M62 avoiding the heavily-used M62 junction 31 and the heavily congested section of the M62 between J31 and J32.

Following submission of an Annex E, the Glasshoughton Coalfields Link Road was provisionally approved in December 2000, subject to the completion of the relevant statutory procedures and final approval by Ministers. The AST which accompanied this Annex E indicated a BCR of 1.9.

Subject to the scheme remaining unchanged in any significant way following completion of the statutory processes, the DfT confirmed in December 2004 that they would provide sufficient resources for completion of the scheme up to a maximum of £5.792m. Their original commitment thus remains unchanged. They will consider requests for funding as and when the scheme comes in for full approval.

The DfT has requested to be kept informed of progress towards completion of the statutory processes through the monitoring arrangements for major schemes. They also note that Ministers reserve the right to reconsider their original provisional acceptance of this scheme if the outcome of the statutory process, or any other circumstances, cause any significant changes in the scheme which would affect its appraisal case or their agreed contribution.

Work is expected to commence on site in summer 2006.

Castleford Town Centre Integrated Transport Scheme

The scheme has a number of elements:

- The relocation of the existing bus station adjacent to the rail station and the construction of a modern interchange, providing an integrated public transport hub.
- A small car park will be provided adjacent to the interchange for use by bus and rail customers. This will match existing car parking provision.
- The creation of a new bus only access link road serving the interchange.
- The revision of the town centre bus network. Bus routes need to be modified as a result of the extension of the pedestrianisation of Carlton Street and to enable buses to access the new interchange.
- The further pedestrianisation of the retail centre. As part of this package of measures the fully pedestrianised area will be extended westwards to Powell Street. Facilities to be provided include: seating; cycle stands; and lighting.
- Improvements in access and circulation for walking and cycling. Two pedestrian subways providing links to the residential area to the south of the railway will be improved, including new lighting, to provide a more secure, attractive environment to its users. A pedestrian crossing facility will be provided across the new link thus completing the high quality pedestrian route between the Interchange and the town centre.
- The creation of development land within the town centre. It sets in place transport infrastructure that will support and encourage land use developments that will facilitate the potential for economic regeneration.

An Annex E was submitted in July 2004. The DfT confirmed in December 2004 that the bid for £14.5m had been successful and detailed development work has begun.

There is evidence that the decision to go ahead with the project has provided a catalyst for economic regeneration:

- a focus on infill, brownfield development within walking distance
- revitalised town centre
- improved access to employment in Leeds and the Aire Valley

A65 Kirkstall Road Quality Bus Corridor, Leeds

In December 2004 the A65 Kirkstall Road Quality Bus Corridor scheme was 'remitted to the regions' to be assessed against regional priorities. The Regional Transport Board proposed that this scheme be implemented within 2006/07 – 2010/11 and the scheme was granted 'Programme Entry' by the DfT in July 2006. Detailed design will commence in 2006 and construction will start in 2009.

The scheme is a key part of the Yorkshire Bus Initiative strategy. It has been developed to provide a high standard of bus service along a highly congested route into Leeds City Centre and comprises extensive bus priority measures as well as significant measures to benefit pedestrians and cyclists.

The scheme was provisionally accepted for major scheme funding in 2002/03 subject to the completion of all the outstanding statutory procedures and final approval. As preparatory work progressed a number of new issues emerged. A design review of the scheme was conducted and the scheme amended to reflect local planning and environmental issues. The amended scheme was presented to the DfT in September 2003. Although the cost of the revised scheme was lower than the original scheme, changes to the delivery programme, increases in construction and industry costs and the availability of more robust utility costs meant that the funding required was higher than the provisional allocation of £21m. As a consequence, the DfT asked for a lower cost alternative to be developed which more closely reflected the original funding allocation. The lower cost alternative was presented to the DfT in 2004/05.

Yorcard - Smartcard ticketing

Yorcard (the working name for the scheme) is a combined commercial and concessionary smartcard ticketing system.

In July 2003 a bid for a comprehensive smartcard system was submitted by West and South Yorkshire Passenger Transport Executive's (PTE). The scheme promoted partnership between the 2 PTEs, approximately 80 bus operators and 7 train companies. The intention with Yorcard is to deliver a multi-modal, multi-operator ticketing system for South and West Yorkshire which could be extended to other authorities in the region. The scheme would include concessionary travel, all Metro and SYPTE multi-operator prepaid tickets, operator tickets and presents opportunities for introducing new products such as stored travel rights.

The bid received DfT approval in December 2003 and a S56 grant of £21.35m (subject to a number of conditions) was awarded. A significant part of the cost was to establish a back office computer system capable of managing the scheme, which will be capable for expansion to include other authorities and transport operators. It was anticipated that contracts with the supplier would be signed by the end of 2004 with the Yorcard system 'going live' in 2006. Provisional approval for this scheme was withdrawn following issues raised by the operators.

The DfT has recently (July 2006) granted Full Approval for Major Scheme funding of 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. The procurement process for the pilot is on-going. The pilot is expected to run for 18 months. Subject to successful completion of the pilot, full implementation of the scheme is anticipated in 2008.

Yorkshire Bus (YBI)

The Yorkshire Bus Initiative (YBI) formed a large major scheme with the intention to provide a step change in the quality of bus use and availability of buses across South and West Yorkshire in a short space of time (5 years). YBI is a public/private partnership of local authorities in South and West Yorkshire and local bus operators.

The scheme proposed to identify additional benefits from delivering the elements together and earlier than could otherwise happen if funded through block allocations. YBI comprised investment in bus and passenger infrastructure to improve the bus product on existing routes. Improvements included upgrades to bus stops (shelters, information, raised kerbs and seating), bus priority measures, new vehicles and joint marketing of projects. YBI also envisaged a combination of changes to existing bus networks and additional connected services to provide linkages between areas of social need and essential facilities.

The plan to submit a major scheme was identified in the 2002/2003 Annual Progress Reports for South and West Yorkshire and an Annex E was submitted in July 2004. Infrastructure improvements had already commenced on core networks under the Yorkshire Bus Initiative. Part of the bid was for funding to accelerate this investment and to allow implementation to take place over a wider area. A further part of the bid was for funds to provide buses to improve 'social networks' away from the core routes. The total cost of the Yorkshire Bus Initiative was identified as £129.0m at 2004 prices, with a requirement of major scheme funding of £91.5, (70% of the total cost of the project). In the December 2004 settlement, the DfT judged YBI as not being of sufficient priority to warrant funding. The LTP settlement, however, included an additional £2.688m of bonus funding. This funding supported elements of the YBI programme in 2004/2005. This funding was shared between Metro and the five local authorities.

Under YBI in West Yorkshire, 7 bus corridor schemes have been delivered with an extensive programme of improvement at over 2,220 bus stop locations including accessibility upgrades and 1,100 new bus shelters installed. A further 20 YBI schemes are at feasibility or design stage for delivery in LTP2. To drive forward the YBI programme, steering groups comprising representatives of Metro, district council and bus operator representatives have been established in each of the 5 districts.

APPENDIX 2: ROAD SAFETY STATISTICS

	1994 to 1998 Average	2000	2001	2002	2003	2004	2005	Change from 2001	Percentage change from 2001	Change from 1994 to 1998 Average	Percentage change from 1994 to 1998 Average
Crashes											
Fatal		115	128	110	92	106	92	-36	-28%		
Serious		1066	1028	1058	1019	958	884	-144	-14%		
Slight		8019	7583	7495	7384	6974	6301	-1282	-17%		
Total	**9157**	**9200**	**8739**	**8663**	**8495**	**8038**	**7277**	**-1462**	**-17%**	**-1880**	**-21%**
Casualties											
Fatal	115	120	144	115	102	116	99	-45	-31%	-16	-14%
Serious	1369	1179	1187	1204	1136	1099	986	-201	-17%	-383	-28%
Slight	12876	12426	11807	11648	11566	10816	9718	-2089	-18%	-3158	-25%
Total	**14360**	**13725**	**13138**	**12967**	**12804**	**12031**	**10803**	**-2335**	**-18%**	**-3557**	**-25%**
Road User Groups											
Pedestrian	2200	1905	1776	1685	1596	1526	1421	-355	-20%	-779	-35%
Pedal Cyclist	664	589	499	452	487	440	446	-53	-11%	-218	-33%
PTW Rider & Pillion	559	754	800	822	830	782	701	-99	-12%	142	25%
Car Driver	5305	6219	6049	6024	5892	5551	4917	-1132	-19%	-388	-7%
Car Passenger	3090	3216	3035	3111	3022	2754	2448	-587	-19%	-642	-21%
Goods Occupant	356	353	365	405	378	412	294	-71	-19%	-62	-17%
Bus Occupant	550	625	520	416	533	498	509	-11	-2%	-41	-7%
Other		64	94	52	66	68	67	-27	-29%		
Total		**13725**	**13138**	**12967**	**12804**	**12031**	**10803**	**-2335**	**-18%**		

	1994 to 1998 Average	2000	2001	2002	2003	2004	2005	Change from 2001	Percentage change from 2001	Change from 1994 to 1998 Average	Percentage change from 1994 to 1998 Average
Road User Groups Killed and Seriously Injured											
Pedestrian		450	378	376	340	360	308	-70	-19%		
Pedal Cyclist		80	91	62	101	78	86	-5	-5%		
PTW Rider and Pillion		207	226	258	235	228	216	-10	-4%		
Car Driver		360	377	385	323	300	279	-98	-26%		
Car Passenger		149	208	196	182	194	145	-63	-30%		
Goods Occupant		36	23	26	31	28	29	6	26%		
Bus Occupant		12	18	14	17	13	17	-1	-6%		
Total	**1484**	**1294**	**1321**	**1317**	**1229**	**1201**	**1080**	**-241**	**-18%**	**-404**	**-27%**
Age Groups Killed and Seriously Injured											
Child 0-15	272	230	227	161	203	148	133	-94	-41%	-139	-51%
Adult	1212	1069	1104	1158	1035	1067	952	-152	-14%	-260	-21%
All	1484	1299	1331	1319	1238	1215	1085	-246	-18%	-399	-27%
Pedestrian Age Groups Killed and Seriously Injured											
Child 0-15		175	149	114	136	103	89	-60	-40		
Adult		275	229	262	204	257	219	-10	-4%		
All	525	450	378	376	340	360	308	-70	-19%	-217	-41%
Car Passenger Age Groups Killed and Seriously Injured											
Child 0-15		14	27	18	24	17	10	-17	-63%		
Adult		135	181	178	158	177	125	-56	-31%		
All		149	208	196	182	194	135	-73	-35%		