



ANNUAL PROGRESS REPORT

WEST YORKSHIRE LOCAL TRANSPORT PLAN

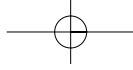
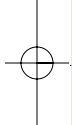
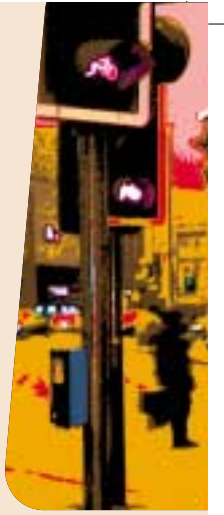
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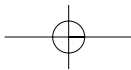


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July 2002

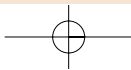


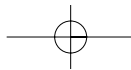


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“working together in order that residents, businesses and visitors will enjoy a high quality integrated local transport system”





EXECUTIVE SUMMARY

INTRODUCTION

Significant progress continues to be made by the West Yorkshire Authorities to deliver the West Yorkshire Local Transport Plan (LTP) Strategy. The principal goal is the establishment of a high quality integrated transport system, which meets social, economic and environmental objectives. This is the third Annual Progress Report (APR) prepared by the West Yorkshire authorities, which highlights progress in implementing the LTP strategies during 2001/02.



PROGRESS IN IMPLEMENTING THE STRATEGY

Public Transport

Good progress is being made towards the 20-year vision for public transport across West Yorkshire. Highlights in 2001/02 include:

- ▶ major bus guideway schemes including completion of works on the 'elite' Quality Bus Initiative in East Leeds and Manchester Road Quality Bus Initiative in Bradford;
- ▶ the continued development of Quality Bus corridors
- ▶ successful funding and introduction of additional Class 333 rail vehicles to improve capacity on the Airedale /Wharfedale commuter route;
- ▶ development of comprehensive public transport Information and Interchange strategies for West Yorkshire;
- ▶ completion of bus station interchange schemes at Keighley and Wakefield and refurbishment of Huddersfield bus station and Bradford Interchange, with the provision of new high quality passenger facilities;
- ▶ securing Government funding to develop real-time passenger information across West and South Yorkshire in partnership with South Yorkshire PTE (SYPTe);
- ▶ securing funding in the Urban Bus Challenge 2001 for 'East Leeds Employment Link' and 'Bus Buddying' bus schemes to improve access to bus services; and
- ▶ further development of new rail station schemes as part of Metro's Rail Plan 5 strategy.

Non-motorised Modes of Travel

Work is continuing to develop a wide range of schemes to assist cyclists, pedestrians and horse-riders. Highlights in 2001/02 include:

- ▶ continued implementation of the National and Local Cycle Route Network, with schemes in Bradford, Kirklees, Leeds and Wakefield;
- ▶ improved pedestrian links in Halifax and Huddersfield Town Centres and Bradford City Centre, including better integration with public transport interchanges;
- ▶ completion of Millennium Square in Leeds City Centre, and commencement of works in Leeds City Square, which will allow improved pedestrian/cycle movement; and
- ▶ continued development of safer routes for horseriders, with improved bridleway and crossing facilities progressing in Calderdale, Kirklees and Leeds.

Traffic Management & Road Safety

Progress highlights in 2001/02 include:

- ▶ completion of phase 1 traffic management improvements in Leeds City Square;
- ▶ extensive traffic calming schemes in Leeds and Wakefield to improve road safety;
- ▶ continued development of traffic control systems across West Yorkshire;
- ▶ completion of national pilot 'home zone' in the Methley area of Leeds;
- ▶ improved and expanded CCTV coverage in town centres including Bradford and Halifax;
- ▶ progress with highway de-trunking (transfer of responsibility from the Highways Agency to local authorities) including the A58 in Kirklees which was transferred in summer 2001;
- ▶ continued work to encourage, educate and train people to promote road safety issues across the county; and
- ▶ establishment of West Yorkshire Casualty Reduction Partnership and Government support for safety camera schemes being rolled out from April 2002.

Demand Management

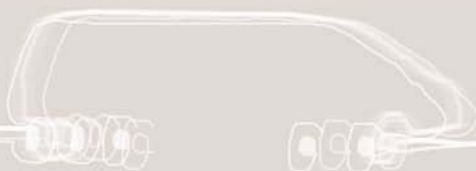
Progress highlights in 2001/02 include:

- ▶ continued work of Travel Plan Officers across the county to promote sustainable transport in schools and workplace;
- ▶ further consideration on the possibility of developing decriminalised parking strategies.

Highway Network Maintenance

Progress highlights in 2001/02 include:

- ▶ further carriageway maintenance work with nearly 105km of strengthening and resurfacing works across West Yorkshire;



- ▶ continued assessment of the principal road network to determine local priorities for maintenance;
- ▶ assessment of all B and C classified roads and a minimum 25% of unclassified roads using a national pavement management system to determine condition trends and priorities; and
- ▶ collection of street lighting inventory data to a national specification to determine replacement priorities and inform the funding debate.

Social Inclusion, Health and Environment

Progress highlights in 2001/02 include:

- ▶ a number of initiatives in support of social inclusion, including 'Access to Work' initiatives, progress with Urban Bus Challenge schemes in Leeds and the development of an 'Accessibility Mapping' tool by Metro;
- ▶ continued development of health initiatives, facilitated by the partnership with local health authorities, including the development of a Healthy Transport Project in Wakefield, and other initiatives to promote health benefits of walking and cycling in Bradford, Calderdale, Kirklees and Leeds;
- ▶ further air quality monitoring as a requirement of the Environment Act 1995, with the majority of West Yorkshire authorities having completed reviews and assessments of air quality in their areas; and
- ▶ Kirklees and Leeds having been accredited with Eco-Management and Audit System status (EMAS).

Major Transport Schemes

Progress continues to be made on the major schemes under construction, approved or provisionally approved. Both the East Leeds and Manchester Road Quality Bus Initiatives were completed in 2001/02, which include new guideways on key radial corridors. The A65 Kirkstall Road Quality Bus Initiative was provisionally accepted for funding and continues to be developed. Work is continuing on the development of Leeds Supertram Network with a programme for start of operation in 2007. The Yorcard Scheme (an ITSO compatible smartcard ticketing scheme promoted by Metro and SYPT) was submitted last year. Evaluation of tender

return will form part of the further consideration by DfT in the autumn. A new major scheme has been developed in Bradford for improvements on the A65 at Manor Park Bends.

IMPLEMENTATION PROCESS

Resources

In order to deliver the LTP programmes, the West Yorkshire Authorities are developing strategies to implement transport schemes. A number of authorities have appointed additional staff as part of re-structuring, whilst others are using consultants to assist delivery. The West Yorkshire Authorities are also using or experimenting with a number of different methods of procurement of work rather than relying on traditional contract methods.

Consultation

Consultation and public participation continue to remain at the heart of the West Yorkshire LTP. In continuing the high standards previously adopted, a range of consultation activities were undertaken during 2001/02 to ensure that the Plan continues to meet local needs and aspirations. These include:

- ▶ a seminar for Community and Interest Groups across West Yorkshire to discuss progress in delivering the LTP Strategy and consultation on the APR;
- ▶ consultation on new strategies, including the West Yorkshire Interchange Strategy and Passenger Information Strategy developed by Metro in conjunction with other key stakeholders;
- ▶ consultation exercises undertaken by the West Yorkshire authorities as part of Best Value Reviews; and
- ▶ scheme specific consultation, including market research at bus stations and in support of corridor initiatives (including the *elite* and Manchester Road Quality Bus Initiatives, as well as rural bus services).

Relationship with Best Value

A number of transport-related reviews were undertaken by the West Yorkshire authorities in 2001/02 to ensure that services are delivered in the best possible way. These include highway maintenance, development control, street lighting and a number of

public transport reviews (including TravelWise activities, public transport passenger facilities, passenger information and concessionary travel).

Best Practice and Centre of Excellence

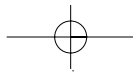
The West Yorkshire Authorities are committed to improve efficiency and getting best value out of their investment in resources and expenditure. This can be achieved by sharing our methods and practices with other authorities. The Centre of Excellence initiative introduced by the Government formalises this.

The West Yorkshire Partnerships have benefited from a number of activities in 2001/02 including:

- ▶ involvement in the European funded TARGET project to exchange good practice on travel awareness activities;
- ▶ involvement in the EU Citizen's Network Benchmarking Initiative comparing transport performance between different cities and regions across Europe and sharing Best Practice on integration of transport and interchange development;
- ▶ activities related to Best Value comparisons with other local authorities; and
- ▶ visits to and liaison with light rapid transit operations around the United Kingdom.

The West Yorkshire authorities were jointly designated a Centre of Excellence for Integrated Transport Planning in March 2001. A number of dissemination activities are being progressed during 2002/03 including events and information packs, providing information and good practice experience on interchanges, smartcard technology and guided bus schemes.





2002/03 PROGRAMME

A total of £80million was spent on integrated transport, maintenance and major transport schemes across West Yorkshire in 2001/02.

Highlights of the 2002/03 capital programmes throughout West Yorkshire are summarised opposite.

MONITORING

A comprehensive monitoring framework has been adopted as part of the LTP Strategy, which now incorporates the Government's core indicators for transport. This framework provides a measure of achievement against stated targets and milestones within the Plan.

Monitoring of traffic flows shows that low annual growth across West Yorkshire is continuing in line with the target of less than 5% daily traffic growth during the Plan period.

Area	Scheme
Bradford	<ul style="list-style-type: none"> ▶ bus priority and integrated measures on corridors including A641 Huddersfield Road, Toller Lane and A658 Harrogate Road ▶ development of park and ride facilities and improvements to passenger facilities at rail stations, ▶ traffic management and environmental measures in the City Centre to improve conditions for pedestrians, cyclists, buses and motorcyclists ▶ start of integrated measures (including bus promotion and pedestrian /cycling measures) in the Aire Valley to complement Bingley Relief Road ▶ a programme of casualty reduction schemes
Calderdale	<ul style="list-style-type: none"> ▶ further work on Halifax Town Centre 'Zones and Loops' system ▶ junction improvements on A629 Huddersfield Road, including improved bus stop accessibility and pedestrian facilities ▶ implementation of Hebble Trail, a new cycle and pedestrian link between Halifax and Calder Valley Greenway ▶ strategic traffic management and environmental works in Todmorden town centre
Kirklees	<ul style="list-style-type: none"> ▶ development of improved bus station facilities at Batley and Cleckheaton including electronic information ▶ corridor improvements including Wakefield Road, A638 Dewsbury to Cleckheaton and A652 Bradford Road ▶ development of the Cooper Bridge to Ravensthorpe Cycle Route ▶ continuation of safe routes to school project and a wide range of accident reduction measures ▶ continuation of pedestrian and public transport accessibility improvements
Leeds	<ul style="list-style-type: none"> ▶ development of improved bus station facilities at Pudsey ▶ implementation of new interchange facilities at New Station Street, adjacent to Leeds Rail Station ▶ cycle schemes on King Lane, Moor Allerton and Wetherby to Thorpe Arch tracks and continuing work on the West Yorkshire Cycle Route ▶ further bus priority and integrated pedestrian/cycle measures on Easterly Road, Meanwood Road and Wellington Road ▶ a new footbridge on the A58(M) Leeds Inner Ring Road ▶ development of the "Littlemoor Home Zone" Challenge Scheme ▶ area-wide traffic calming measures to reduce speeds and improve safety ▶ pedestrian crossing and traffic signal schemes to improve access and safety
Wakefield	<ul style="list-style-type: none"> ▶ implementation of new cycle route linking Wakefield City Centre with Horbury High Street ▶ traffic management and environmental measures in Pontefract ▶ further bus priority measures including a bus gate in the City Centre and new bus lane on A61 Barnsley Road ▶ development of a new fully accessible bus station in Ossett and enhancements at Pontefract Bus Station ▶ a number of local safety schemes and safer routes to school measures throughout the District targeting accident locations

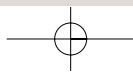
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Monitoring of public transport usage reveals that in 2001/02, both rail and bus patronage levels increased on the previous year. Bus patronage has increased for the second year running and has increased by nearly 5% since 1999/00. After decrease in rail patronage last

year there has been an increase in 2001/02 back to levels experienced in 1999/00.

We are also on track to meet our safety targets, with significant reductions in the total numbers of road users killed or seriously injured, both for the population as a whole and also for children.





INTRODUCTION

As a Centre of Excellence for Integrated Transport, the West Yorkshire authorities and key partners are committed to working together in order that residents, businesses and visitors 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;
- ▶ offers seamless transfer between different modes of transport; and
- ▶ will help to reduce social exclusion.

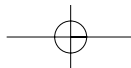
This is the third West Yorkshire Local Transport Plan (LTP) Annual Progress Report, which has been prepared for submission to the Department for Transport (DfT).



The report highlights progress that has been made in implementing the LTP strategies during 2001/02. It also indicates what progress has been made in further developing future programmes. Further details on LTP strategy updates are also included in separate Appendices, as well as further supplementary information on a range of LTP initiatives progressed during 2001/02. This includes information on the West Yorkshire Interchange and Information Strategies developed during 2001/02, details of sustainable travel initiatives (including travel to work/school and examples of Best Practice) being progressed across West Yorkshire, as well as information on LTP links with wider policy issues.

Monitoring the effects of our actions has been ongoing for a number of years via a comprehensive monitoring framework adopted as part of the LTP strategy. In recent years we have seen increased use of public transport, with increases in 2001/02 of both rail and bus patronage, whilst significant improvements have been made in relation to road casualties, particularly the numbers killed or seriously injured. This is coupled with low traffic growth across the county. The report summarises the monitoring that has been undertaken for a wide range of transport indicators and highlights the progress we are making towards achieving the Plan Targets, as well as national transport targets. More detail is also provided in separate Appendices.





STRATEGY DEVELOPMENTS

The past twelve months has seen the publication of three key national and regional documents that will influence future transport provision and its interaction with land use planning and economic development.

NATIONAL LEVEL

The Planning Green Paper

In December 2001, the Government issued the Planning Green Paper, setting out its intention to reform the planning system. Central to the Paper are the issues of sustainability, economic prosperity and community engagement. To pursue these objectives some of the key proposals within the Paper are:

- ▶ reform the development plan system, replacing it with new Local Development Frameworks and associated Action Plans. These are intended to have direct relevance to Community Strategies and will involve community engagement;
- ▶ to streamline the development control procedures which is seen as an important part of fostering economic

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prosperity and also creating a more transparent system of decision making. One proposal is to introduce 'Business Zones' where no planning permission is required for certain forms of low impact high-tech development;

- ▶ to create a simpler, quicker and fairer system of compulsory purchase and compensation. This follows advice in the Urban White Paper that Compulsory Purchase Procedures can play a vital role in regeneration initiatives; and
- ▶ to change the planning application process for major infrastructure projects such as airports and roads.

These reforms are relevant to the LTP, and in particular the link between the LTP and the new Local Development Frameworks in achieving proper integrated approaches to planning. In addition the role of community engagement is re-emphasised as an integral part of the plan making procedure. Whilst these reforms are at the consultation stage this latter element is already reflected in the LTP process through groups such as the LTP Interest and Community Group Seminar and within individual schemes such as the public exhibitions and feedback sessions relating to the Hemsworth-A1 link in Wakefield.

The Urban and Rural White Papers

These papers were published in November 2000 and form the blue print for an urban renaissance and a revival of our rural areas respectively.

Whilst detailed schemes are set out in the Appendix material, transport is a key element to achieving the objectives of both documents. As such, many schemes generated by LTP funding touch upon issues raised. With regard to the Urban White Paper, transport related schemes are helping to shape integrated action plans bringing about comprehensive and co-ordinated approaches to regeneration helping to highlight the needs of all modes and improving accessibility. Schemes such as the development of Millennium and City Squares in Leeds and the master plan being developed for Bradford's Trident area and Holbeck Urban Village in Leeds are typical of how transport is often at the core of achieving the main aims of the Urban White Paper. In a similar way LTP initiatives are key to addressing social inclusion and accessibility issues in rural areas. Schemes such the Kirklees and Calderdale Pennine Rural Transport Partnerships, the Hebden Bridger Project in Calderdale and the

initiation of a joint partnership with Barnsley MDC to extend the Coalfields Rural Transport Partnership into the south-east part of Wakefield are valuable examples of how these objectives can be met.

REGIONAL LEVEL

Regional Planning Guidance and Regional Transport Strategy

Regional Planning Guidance (RPG12), which includes the Regional Transport Strategy (RTS), was formally adopted by the Regional Assembly for Yorkshire and the Humber in October 2001. The main transport objectives are:

- ▶ to integrate the operation of different transport modes;
- ▶ to make efficient use of transport resources;
- ▶ to promote safety;
- ▶ to maximise the use of more energy efficient modes of travel including cycling and walking; and
- ▶ to be affordable and achievable in practical terms.

A selective review of the RPG has commenced and should be completed in time for the development of the next LTP covering the period 2006 - 2011.

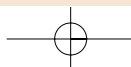
The LTP is very much in step with current regional guidance on transport. This is best reflected in a number of topic areas and targets set by RTS, including targets for traffic growth as well as rail, bus and cycle use. In addition RPG/RTS places great emphasis upon Quality Bus Partnerships, promoting public transport alternatives to the car, discouraging the dispersal of development, giving priority to pedestrians and cyclists, and promoting park and ride initiatives. All of these issues are addressed in the LTP and are being pursued by the West Yorkshire Partners.

The Regional Economic Strategy

Yorkshire Forward has now produced a ten-year economic strategy for the Yorkshire and Humber region.

The strategy sets out six objectives:

- ▶ expand the Region's businesses;
- ▶ achieve higher business birth and survival rates;
- ▶ attract and retain more investment;





- ▶ radically improve the development and application of education, learning and skills;
- ▶ implement targeted community-based regeneration programmes; and
- ▶ get the best out of the regions physical assets and conserve and enhance its environmental assets.

Each of the objectives has cross cutting themes of sustainability, partnerships, geographic adoption, social inclusion and creativity, innovation and technology. At a strategic level both sustainability and social inclusion are primary objectives of the LTP. As a consequence the aims of both can complement each other. At a more specific level the economic strategy identifies the need to tackle traffic congestion within the region and achieve excellence in public transport wherever possible. The LTP is directly tackling and influencing these issues assisting the strategy to achieve its aims. The Rural and Public Transport Appendices to the APR set out numerous examples of how the West Yorkshire Authorities are striving to achieve these aims, for example through rail service improvements necessary to support economic growth.

South and West Yorkshire Multi-Modal Study (SWYMMS)

Since Spring 2000 a multi-modal study has been underway in the south and west Yorkshire area. The aims of the study are to recommend:

- ▶ an integrated and sustainable strategy for the strategic road, rail and water networks within the study area and;
- ▶ A plan of measures to address the most urgent strategic problems.

The main objectives include:

- ▶ the reduction of congestion on the motorways and A1;
- ▶ to re-establish the primary role of the trunk road networks for strategic traffic;
- ▶ to facilitate sustainable economic regeneration of depressed areas; and
- ▶ to sustain economic growth in other parts of the study area.

The results of SWYMMS may affect the future strategy and programme of the LTP. It is anticipated that the Steering Group will be able to sign off the study report by the end of July 2002. An assessment of the impact of the recommendations on LTP objectives will be undertaken following this.

LOCAL LEVEL

Community Strategies

The West Yorkshire Districts are actively engaged within the Community planning process to prepare local community strategies.

Bradford's Interim Community Strategy was released in Spring 2002. Work is now underway with strategic partnerships and partner organisations to develop a community strategy for the period 2002-2007. These will act as the delivery vehicle for the District's 2020 Vision. The strategy is being supported by the Community Cohesion and Neighbourhood Renewal Strategies, which are being developed, as well as the West Yorkshire LTP. These will inform and contribute to the achievement of the 2020 aspirations and the pursuit of sustainable regeneration objectives within Bradford District.

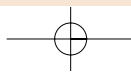
Calderdale Forward, the local strategic partnership for Calderdale, published "Building a Better Calderdale", the draft community strategy for the District, in November 2001. Extensive consultation is currently being undertaken and the first community strategy for Calderdale is due to be published in Autumn this year. The strategy recognises the impact of transport on the local community, particularly relating to road safety, air and noise pollution issues, as well as the importance of sustaining a vibrant economy with employment opportunities.

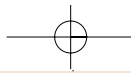
The Kirklees Partnership completed its public consultation on the revised Community Strategy for Kirklees "Vision 2012" in March 2002. The vision for Kirklees promotes a community:

- ▶ built on a strong economy;
- ▶ where everyone is engaged;
- ▶ where individuals are supported in personal development;
- ▶ that is well housed, healthy and safe;
- ▶ with a good environment and a more sustainable way of life; and
- ▶ with a good quality of life, and local communities with strong identities.

Leeds City Council established sixteen Community Involvement Teams (CITs) in 1999 to provide a framework for improving the delivery of services and for supporting targeted neighbourhood regeneration activities. Each CIT has now agreed their first community plans and these are now being implemented. Priorities that have been identified include the need for better roads and pavements, the need to address public transport issues, improve and preserve public open space, improve access to locally provided training and improve community safety.

Wakefield published its' community strategy "An Invitation to Contribute" in June 2001. This document formed the basis for consultation and provided an important steer as to how the Local Strategic Partnership (LSP) in Wakefield should be established. The LSP was set up as a shadow-board in May last year and has met since to undertake some of the necessary steps to establish the LSP. A number of groups have been established to inform the structure of the LSP, based on the Community Strategy, including those addressing economic, environmental, learning and social issues. 'Well-Being' groups based on these themes have been set up to progress this work. Of particular relevance to the LTP is the Environmental Well-Being Group, which includes improving accessibility as one of its' core objectives.





3.

PROGRESS ON IMPLEMENTING THE STRATEGY



PUBLIC TRANSPORT

West Yorkshire PTA and Metro have developed a 20-year vision setting out key aims in relation to the future co-ordination and development of high quality public transport services across West Yorkshire. The vision is:

“To secure, in partnership with others, the development of high quality integrated public transport which is:

- ▶ reliable
- ▶ efficient
- ▶ affordable
- ▶ safe and secure
- ▶ accessible to all
- ▶ attractive to all
- ▶ easy to understand and to use”

BUS SERVICES

As the dominant public transport mode, buses are central to our overall objective of developing a high quality, integrated public transport system that provides an attractive alternative to the private car and meets social needs.

Following the production of the West Yorkshire Bus Strategy as part of the LTP, an action plan was developed by Metro to co-ordinate implementation in co-operation with bus operators. This included a wide range of initiatives to improve both bus service provision and infrastructure across the county. This work is co-ordinated through regular meetings with the bus operators, and good progress has been made in the first year.

Key achievements in 2001/02 include:

- ▶ completion of works for both East Leeds Quality Bus Initiative and Manchester Road Quality Bus Initiative in Bradford, which have both seen patronage increases in the first months of operation;
- ▶ successful funding from the DfT to develop real-time passenger information across West and South Yorkshire (see section on Real-time Information for further details);
- ▶ further development of quality corridor initiatives including continued works as part of the A61 Wakefield to Barnsley Bus Quality Partnership agreement;

- ▶ successful funding secured in the Urban Bus Challenge 2001 for the East Leeds Employment Link, which provides bus services to two employment areas from socially excluded communities and the Bus Buddying scheme, which aims to give the elderly and the disabled the confidence and understanding to use bus services through the help of a 'Bus Buddy' and
- ▶ reviewing the performance of existing contracts and make recommendations to modify them in accordance with the authority's criteria for the provision of tendered services;
- ▶ securing Rural Bus Challenge funding to further develop rural bus services across West Yorkshire;
- ▶ the development of Community Travel Guides and action plans for rural communities; and
- ▶ investment in new vehicles, driver training and improved standards of service by bus operators.

Rural Bus Services

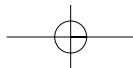
Progress continues to be made to improve access to rural bus services and integrate rural services with the bus and rail network. During 2001/02 Metro secured funding totalling £800,000 from a successful Rural Bus Challenge bid to support travel needs in Otley in a 'Transport for All' Initiative.

'Transport for All' embraces the travel needs of the whole community and focuses on the need to provide market day services over a wider area, including parts of North Yorkshire. In a partnership between Metro and the community of Otley, proposals for the project include the purchase of a fully accessible minibus (which will be used for a range of services covering market days, door to door dial-a-ride and evening community service provision). The 'Transport for All' package aims to enhance the quality of the whole transport experience for everybody in Otley, as well as those from surrounding areas using the market, shops, medical facilities, schools, banks and commercial facilities.

Further information on new and improved rural bus services are included in the Appendix material supporting this document.

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Key achievements in 2001/02 include:

- ▶ the introduction of improvements to rural services, with a total of 8 services further expanded or improved in response to customer feedback in a rolling on-going programme of review;
- ▶ the introduction of a new minibus service in Meltham in a partnership with Metro, the Town Council, the Primary Care Group (NHS) and the Kirklees Pennine Rural Transport Partnership. This is proving a great success, serving nearly 600 passengers weekly within 6 months of introduction;
- ▶ brand new customer friendly buses have been introduced on two more services during the year and several new buses are planned for introduction in 2002; and
- ▶ three Rural Transport Partnerships (RTP) have been actively supported and promoted during 2001 in the Kirklees Pennine, Calderdale and Coalfields areas with similar facilities being developed for the remaining areas of Leeds, Bradford and Wakefield.



RAIL

Despite performance problems during 2001/02, good progress has been made on delivery of RailPlan 5, facilitated by close working partnerships between Metro and industry partners. The franchise replacement process underway will be critical in setting the parameters for future development.

Network Issues

In addition to problems at Arriva Trains Northern (ATN), Railtrack's regeneration of Leeds station had an adverse effect on performance and patronage. The track and signalling works were completed in February 2002 and the whole project was substantially completed in June 2002. This means that there is now extra track and platform capacity, which should result in improved reliability. It also creates the opportunity to expand local and inter city services to meet LTP objectives.

Arriva Trains Northern (ATN) has been suffering from a severe driver shortage since summer 2001. At the end of October 2001, a revised timetable was introduced that more realistically matched the train service with the number of drivers available. Metro accepted the revised timetable on the basis that it

provided passengers with greater certainty, but only on condition that Arriva provided replacement buses, passenger compensation and initiated robust driver recruitment plan to fully restore services in June 2002.

By February 2002, Arriva had sufficient drivers to restore 70% of the services in West Yorkshire and by June 2002 all services were fully restored. This coincided with the completion of the work at Leeds and patronage is expected to further grow from the already encouraging signs of recovery.

Some additional rolling stock was deployed from June to assist with the identified shortfall of 18 vehicles within the franchise. Discussions are continuing to seek a resolution on the remaining shortfall.

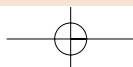
Despite the poor performance rail continues to be an attractive mode of travel and this is reflected in the increase of passenger numbers from 15.3m in 2000/01 to 16.1 million in 2001/02, a 5% increase on last year.

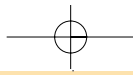
Performance of MetroTrain services during 2001/02 was:

- ▶ 30% of trains arrived at destinations within 5 minutes of scheduled arrival time;
- ▶ 4% of trains were cancelled; and
- ▶ 80% of peak trains were formed with the required number of vehicles.

Key achievements in 2001/02 include:

- ▶ the funding and introduction into service of additional centre carriages to provide additional seating capacity on the fleet of Class 333 electric units (by April 2002, half of the fleet of 16 units had been enhanced to 4-car formation, offering a total of 360 seats per train);
- ▶ a successful Rail Passenger Partnership (RPP) Bid for eight further Class 333 vehicles was made in 2001 (entry into service in 2003) to make the whole fleet 4-car units;





- ▶ completion of ticket office and new waiting facilities at Guiseley;
- ▶ extension of the Public Address system to cover all West Yorkshire Stations; and
- ▶ progress was made on a £600k programme to reinvest penalties received from Arriva Trains Northern as part of the Service Quality Incentive Regime to provide better facilities and to deliver direct passenger benefits. These include shelter replacement, additional CCTV provision, additional staffing, additional real time information, lighting improvement and Long Line Public Address system.

New Rail Stations

RailPlan 5 contains proposals for new rail stations throughout West Yorkshire. Five have been identified for implementation at Kirkstall, Apperley Bridge, Horsforth Woodside, Low Moor and Glasshoughton.

Key achievements in 2001/02 include:

- ▶ a route capacity study for assessing the timetabling impact of new rail stations was started and will be completed in summer 2002; and
- ▶ progress with the design work for the new rail station at Glasshoughton. An innovative procurement mechanism is being developed using private sector contractors to address the issues caused by changes to Railtrack. The station is currently expected to open in 2003.

Franchise Replacement

Metro has continued to work with the other PTEs and the Strategic Rail Authority (SRA) on the franchise replacement programme including both the proposed TransPennine and Northern franchises. At the end of 2001, agreement was reached with the SRA to include the PTEs' requirements in the guidance for TransPennine bidders. The three bidders for TransPennine submitted proposals in April 2002 and it is expected that the SRA will select a preferred bidder later in the year.

Metro has submitted a formal statement of requirements for the Northern Rail franchise. These requirements are based on the proposals and aspirations contained in RailPlan 5, which forms part of the West Yorkshire LTP. Metro will continue to be heavily involved in the process and will continue to put forward robust arguments for the investment that is required to deliver LTP targets.



PUBLIC TRANSPORT INTERCHANGE

During 2001/02, Metro completed the development of an Interchange Strategy to assist transfer between modes when undertaking journeys. The strategy has been developed in partnership with the District Councils and public transport operators. It identifies bus-bus and bus-rail interchange opportunities and future links with the Supertram Network.

Key achievements in 2001/02 include:

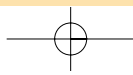
- ▶ the establishment of a comprehensive public transport interchange strategy to identify improvements at bus-bus and bus-rail interchange locations throughout West Yorkshire; and
- ▶ completion of refurbishment works at Bradford Interchange and Huddersfield Bus Stations and construction of new bus stations at Wakefield and Keighley (in partnership with the bus operators) to provide new high quality passenger facilities.

A range of standards for different types of interchange points has been developed and an action plan of improvements to improve interchange opportunities is currently being established in conjunction with the West Yorkshire Districts for inclusion in the 2002/03 capital programme.

Park and Ride (Rail and Bus)

A bus-based Park and Ride site at King Lane, Leeds was opened in 1998, with 157 parking spaces. A further site is currently under consideration which would provide a further 270 spaces on the A61 Quality Bus Corridor.

In Bradford, discussions for a new Park and Ride site at Odsal as part of the South Bradford Integrated Transport Improvements are currently taking place. Once completed, this will provide parking for 700 vehicles and will intercept traffic entering the City Centre from the M606. The scheme is being progressed in partnership with Metro, Bradford MDC and local bus operators and will integrate well with bus priority facilities provided on the Manchester Road Quality Bus Corridor into the City Centre.





Rail Park and Ride

It is recognised that many rail passengers will still wish to arrive at rail stations by car. It is important to encourage car drivers to take the train rather than driving for the whole journey. Park and Ride facilities will continue to be developed as a key element of the RailPlan strategy, including promoting and extending existing station car parks in order to extend the local catchment of the station.

In 2001/02 improvements to Park and Ride facilities were introduced at Horsforth Station with additional parking spaces.

In continuing to deliver RailPlan's aspiration to provide better integration with rail services, Metro is developing proposals for inclusion in the 2002/03 capital programme to provide better Park and Ride facilities at a number of stations including Mytholmroyd, Keighley, Crossflatts, Todmorden, Steeton and Silsden, Ben Rhydding, Sowerby Bridge and Hebden Bridge.

SAFETY AND SECURITY

Concerns about personal safety often deter people from travelling by public transport, especially after dark. Metro and the public transport operators recognise the importance of improving personal safety and security for public transport users.

Closed Circuit television (CCTV) cameras are used across West Yorkshire to assist in traffic control, deter crime and to assist in catching criminals. In order to pursue the objective to allow for the safe movement of people in stations, it is proposed to provide all rail stations and car parks across West Yorkshire with a centrally monitored CCTV system. A strategy is currently being developed for the phased implementation of CCTV and a

“Metro and the public transport operators recognise the importance of improving personal safety and security for public transport users.”

number of RPP bids are currently being developed to secure funding from the SRA.

Key achievements in 2001/02 include:

- ▶ commencing work on the development of a comprehensive public transport safety and security strategy for West Yorkshire;
- ▶ securing funding to extend CCTV coverage to on-street bus points and selected bus stops;
- ▶ Keighley Bus Station was added to those bus stations monitored through a central CCTV monitoring scheme;
- ▶ the development of a strategy for investigating and managing pupil behaviour with a view to improving safety and security on school bus services. SAFEMark is a pilot award scheme at upper schools throughout the County to encourage schools to take responsibility for good behaviour on public transport;
- ▶ work has started to link the Metro CCTV system with other local authority CCTV schemes that will create seamless CCTV coverage for crime prevention. The project started in February 2002; and
- ▶ improvements in performance standards have been made in terms of dealing with damage to bus shelters.

It also offers extremely good value for money. Companies and organisations can also obtain further discounts for their employees by purchasing annual Metrocards through the Company Metrocard Scheme

Metro views the provision of a comprehensive range of multi-operators, multi-modal prepaid tickets as being fundamental to its aspirations of promoting an integrated public transport network within Yorkshire. Key to the integration of public transport is the concept of the 'seamless journey', which allows for easy and affordable interchange between modes and between different operators' services. Metro prepaid tickets have, for many years, provided a practical demonstration of the 'seamless journey' concept.

This fundamental aspiration of the 'seamless journey' has been the main policy aim of drafting a comprehensive Prepaid Ticket Scheme for West Yorkshire using powers contained in the 2000 Transport Act. Metro intends to commence the formal consultation process during 2002/03, with a view to implementing a statutory scheme.

FARES AND TICKETING

Metro continues to administer the West Yorkshire Prepaid Ticket Scheme on behalf of over 40 bus operators and five train operators operating in West Yorkshire. The range of tickets offers excellent value for money for commuters, leisure travellers and unemployed people.

The Metrocard range of tickets provides regular users with an easy to use ticket, which can be purchased at Metro travel centres, bus stations, rail stations and Post Offices throughout West Yorkshire.





In doing so, Metro will be seeking to expand the range of multi-operator/multi-modal prepaid tickets, whilst recognising the need for a sensible relationship between them and the equivalent single operator tickets. It is also keen to develop multi-operator, multi-modal products for cross-boundary travel to and from South Yorkshire.

Key achievements in 2001/02 include:

- ▶ completion of a draft Transport Act 2000 Ticketing Scheme (with consultation to take place during 2002/03);
- ▶ provision of a rail compensation package for Metrocard holders, which compensated Metrocard holders for the poor performance of the local rail network; and
- ▶ further development of the Company Metrocard scheme, to allow greater discounts for organisations that can demonstrate commitment and policies that meet Green Travel Plan requirements.

Smartcard Ticketing

Smartcard technology offers a number of potential advantages for public transport tickets and service planning. These include the promotion of an integrated multi-modal ticketing system, facilitating through-ticketing between different services and the provision of a range of prepaid ticketing options.

Metro is a member of the Integrated Transport Smartcard Organisation (ITSO) in developing national

implementation standards for interoperable smartcard systems for public transport. Proposals for a countywide Smartcard ticketing scheme are currently being progressed in partnership with South Yorkshire PTE and local bus and rail operators.

CONCESSIONARY TRAVEL

The West Yorkshire Concessionary Travel Scheme is one of the most comprehensive schemes in the country. There is now a statutory minimum requirement for local authorities to provide half fare concessionary travel for elderly and disabled people on buses. However, West Yorkshire continues to have a concessionary travel scheme that exceeds the minimum requirements. It also provides concessionary travel on local rail services and the scheme also includes young persons and scholars.

The Concessionary Travel Scheme was subject to a Best Value Review during 2001/02, which was designed to identify areas for improvement in delivering this service. The review, carried out by external consultants, undertook a major consultation exercise with eligible users of the scheme, the District Councils who fund the scheme, operators who deliver the scheme to the passengers and local and national stakeholders.

The review found it 'remarkable how well-regarded the scheme is locally. District Councils are highly supportive, recognising its role in helping some of the most vulnerable members of the community; users regard it highly and very few are able to suggest ways in which they consider the service could be improved'.

There were some recommendations resulting from the review that have been incorporated into a Best Value Improvement Plan, which is now monitored as part of Metro's Corporate Planning document 'MetroPlan'.

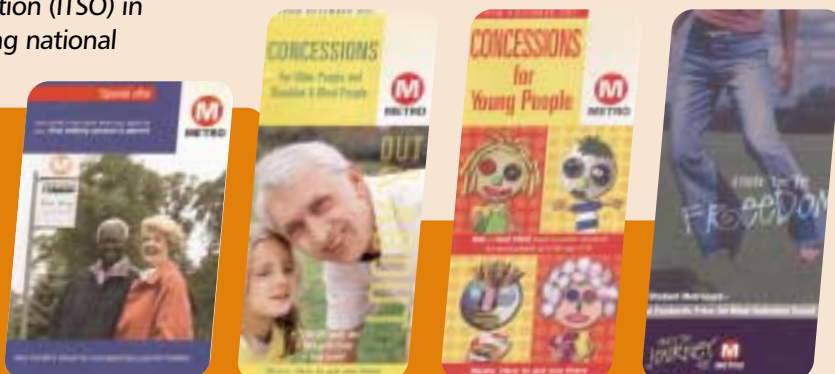
Key achievements in 2001/02 include:

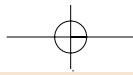
- ▶ the completion of the Best Value Review of Concessionary Travel;
- ▶ incorporating minor amendments to the Concessionary Travel Scheme in order to fully implement requirements of 2000 Transport Act;
- ▶ holding a seminar for District Council's Social Service Staff to disseminate information on changes to eligibility criteria for disabled people; and
- ▶ the development of a promotional scheme through negotiation with local bus and rail operators which provides one month free travel offer for first time elderly person permit holders.

INFORMATION AND PUBLICITY

Information that is easy to use and easy to obtain helps people to understand their bus and train networks and how they can help them. Metro aims to ensure that users and non-users of public transport alike can easily access information on public transport that is accurate, comprehensive and easy to get hold of. Technology now stands at the heart of Metro's information strategy with the establishment and maintenance of a central database which is then used to provide a wide range of information products, ranging from timetables and maps to kiosks, websites, palm tops and mobile phones.

Metro has built on the establishment of the Yorkshire Partnership by developing the national enquiry service as well as securing funding for the next generation journey planner application, which will include mapping features, point-to-point journey planning information and full rail and coach travel information.





Metro has also developed a comprehensive Information Strategy aimed at encouraging and facilitating greater use of public transport. This strategy builds on current provision and sets out how information from various sources should be brought together and made available to the public in a number of different formats suitable to their needs. (Further details on the strategy are included in the Appendices).



Key achievements in 2001/02 include:

- ▶ the development of Metro's Information Strategy;
- ▶ provision of funding for a new journey planner and the appointment of a supplier;
- ▶ expansion of electronic information boards to include large staffed bus stations; and
- ▶ securing operator contributions to fund expanded information services.



REAL-TIME PASSENGER INFORMATION

Access to accurate public transport information is a key requirement that can contribute towards achieving modal transfer to public transport. Metro has recognised the importance of clear and accurate public transport information and has already made significant developments including its involvement in the National Traveline project and travel centre network.

The delivery of electronic information will provide a step change in information provision to the travelling public. In 2002 the DfT announced that Metro, in conjunction with SYPTe, had secured funding to develop real-time passenger information across the region. This will enable passengers to be able to find out when their next bus is due including through Metroline, mobile phones and internet services.

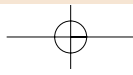
Key achievements in 2001/02 include:

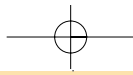
- ▶ the provision of static electronic bus station signage at Wakefield and Keighley which will be capable of accommodating real time information;
- ▶ securing £2.5million from the DfT for real-time information, providing up to the minute running information, accessible in a variety of ways including the Internet, mobile phone (voice, SMS, WAP), and fixed phone for one third of bus services.

The DfT funding will schedule the creation of a core real-time system covering West and South Yorkshire, including:

- ▶ equipping over 900 buses with vehicle location devices;
- ▶ providing a communication and data system with a capacity to include 3,000 buses;
- ▶ infrastructure for disseminating real time information to customers;
- ▶ stop specific information via telephone systems;
- ▶ improved operator management of service operators; and
- ▶ signal panels for buses initially in East Leeds, but capable of expansion.

The system will be capable of incremental expansion to include additional vehicles, links to other traffic control systems and the provision of visual displays at bus stations and selected stops/corridors.





ACCESSIBLE TRANSPORT

Considerable progress has been made in developing, in conjunction with operators, a strategic approach to improving access to public transport. Particular attention is being made 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.

Accessibility issues are addressed in relation to developing new bus and rail stations in accordance with the requirements of the Disability Discrimination Act 1995 (DDA). Additionally, corridor schemes developed throughout West Yorkshire, (such as the A61 Leeds Road, Wakefield and A629 Keighley Road, Halifax) as part of quality partnerships include infrastructure improvements to facilitate boarding and alighting at stops.



In consultation with the districts and bus operators Metro have developed standard design specification for accessible bus stop layouts. Improvements will be implemented as part of specific corridor/town centre works of general highway maintenance schemes.

An ongoing review of accessibility features at bus stations will continue in 2002/03 to identify further accessibility improvements required under the provisions of the Disability Discrimination Act. An accessibility audit of rail station facilities on the Airedale/Wharfedale Line undertaken in 2001/02 has identified a number of improvements which are programmed for implementation in 2002/03. Other rail audits are planned on the rest of the MetroTrain Network.

Metro's AccessBus fleet contains a mix of low-floor vehicles or more conventional vehicles with passenger lifts fitted. A survey of AccessBus users, who make around 500,000 journeys per year, was undertaken in November 2001. This highlighted that nearly 90% of customers were happy with the overall service, with good assistance provided before, during and after each journey.

Metro has been at the forefront of promoting accessible transport, and has invested heavily in staff and staff training, as well as new vehicles. It has also developed innovative schemes such as 'Talking Timetables' at bus stations, and is working in partnership with local bus operators to provide accessible low-floor vehicles for all public transport users in West Yorkshire.

Key achievements for 2001/02 include:

- ▶ the introduction of a new booking and scheduling system at AccessBus to help reduce waiting times at peak periods and improve the service;
- ▶ undertaking 'Mystery Traveller' surveys at Metro Travel Centres in Bradford, Leeds and Huddersfield to obtain customer feedback on customer care, infrastructure and passenger information. This work has been

developed into an action plan of improvements for inclusion in the 2002/03 capital programme; and

- ▶ the provision of raised kerbs in East Leeds as part of the "elite" scheme, to promote easy, level boarding onto new, low-floor buses. This was recognised at the 2001 Bus Industry Awards where the scheme gained second place in the Claudia Flanders Memorial Award for Accessibility.

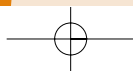
TAXIS

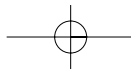
Taxis are an important element of the overall public transport system, as they can form a useful link at the start/end of a journey and provide travel opportunities where conventional public transport services are not available.



The Leeds Public Taxi owners are investing in a further 135 Wheelchair Accessible Taxis over the next 12 months at a cost of over £4million. These new Taxi licenses will bring the fleet up to 537 taxis in Leeds, of which over 50% (276) will be wheelchair accessible. Leeds City Council has previously reviewed taxi access to the city centre and is reviewing taxi access at other locations on a site by site basis.

The council's policy on taxi use in bus lanes is to view bus lanes on a site by site basis and consider their use by Hackney Carriages where there is no evidence that their effectiveness for buses will be compromised by allowing such use.





NON MOTORISED MODES OF TRAVEL

CYCLING

The provision of cycle lanes and tracks enables cycling to be undertaken in a safe and efficient environment. In addition the provision of secure cycle parking facilities can generate cycling trips and offers the potential for interchange.

National Cycle Network

Within Calderdale the Calder Valley Cycleway (part of National Cycle Network (NCN) route 66) is now 50% complete. Once complete the route will offer an alternative to the very busy A646 trunk road and will provide interchange facilities at three rail stations with the provision of secure cycle parking.

In a joint scheme with British Waterways and Bradford Council, 9km of the Leeds & Liverpool Canal towpath in Leeds is being reconstructed and 5km of the towpath in Leeds is being repaired to bring the towpath up to an adequate standard for cycling. Work to upgrade the surface of the Aire Calder Navigation towpath in Leeds has also commenced.

In Bradford a total of 1.5km of new cycle track, 4.5km of improved track along the towpath of the Leeds & Liverpool Canal and 500m on road route have been constructed between Saltaire and the Leeds boundary.

As part of the NCN commitments within Wakefield proposals to link Wakefield Westgate rail station to Horbury town centre have resulted in a partnership with Sustrans using New Opportunities Funding to construct a 9km route



which will access parks, open spaces, schools and sports facilities between the two centres. This is part of a wider proposal to link Wakefield to the Kirklees Spen Valley route in the west.

Local Network

All Districts continue to develop their local networks, implementing, where appropriate, a wide variety of measures. These are complemented with other work not necessarily directly related to cycling, such as traffic calming and pedestrian safety schemes.

Key achievements in 2001/02 include:

- ▶ the implementation of 5.5 km of advisory cycle lanes on the A6036 Bradford Road from Northowram to Shelf within Calderdale;
- ▶ the completion of the Bradley - Fartown cycle track along the disused railway line within Kirklees and as part of a wider set of measures, mandatory cycle lanes along both sides of the A62 Leeds Road from Lower Fitzwilliam Street to Bradley including advanced stop lines are now in place;
- ▶ as part of the East Leeds Quality Bus Initiative a total of 5km of cycle track or cycle lanes were installed during year 2001/02. As part of the same scheme 10 Toucan/Parallel Crossings and 10 advanced stop lines were also provided;
- ▶ in Bradford a 1.1km stretch of cycle lane has been established at White Abbey Road; and
- ▶ the completion of a number of schemes in Wakefield, include a route through Wrenthorpe Park linking to Bradford Road and a segregated track adjacent to the A638 to extend to the SESKU Ringway at Upton. An additional section of segregated footway/cycle track along Asdale Road near Pugneys Country Park has also been implemented.

Cycle Parking and Signs

Cycling parking and signing also feature with each Districts cycling programme. Parking, including lockers, has been provided at a number of locations in Kirklees, Leeds City Centre, Bradford and Bingley. Signing, including 'Code of Conduct' signs, to the Spen Valley Greenway from the surrounding highway network has been installed. The Kirklees and Bradford section of the West Yorkshire Cycle Route has also been signed. Wakefield has provided additional signing of the Trans-Pennine Trail route to and from the rail station and city centre.



Promotion and Publicity

Bradford, Leeds, Wakefield Councils and Metro have contributed to the promotion of the 'Dales Bus Bike' project through the Target Project, whilst all of the West Yorkshire Districts have prepared and distributed promotional leaflets and maps for the 150-mile West Yorkshire Cycle Route. Additionally, a leaflet informing motorists and cyclists on the meaning of cycle signs and lining has been developed and widely distributed within Leeds area. The 2001 Bike Week Event in Leeds was promoted with 60,000 leaflets distributed detailing approximately 60 different cycling events organised by voluntary organisations and various council departments.





WALKING

All the West Yorkshire Districts are seeking to increase pedestrian priority and many small-scale schemes have been implemented across the county. Improvements for pedestrians have also featured prominently in city and town centre schemes.

Key achievements in 2001/02 include:

- ▶ improved pedestrian crossings and links in Bradford City Centre, aimed at providing better integration between the public transport interchanges and the central shopping area and developments such as the Vicar Lane Leisure Complex;
- ▶ the establishment of a high quality pedestrian environment on Southgate in Halifax Town Centre, including the provision of high quality natural stone paving, flush kerbs and rising bollards at entry and exit points;



- ▶ improved pedestrian links in Huddersfield Town Centre, between the bus and rail stations and between the stations and the town centre, including the resurfacing of St George's Street, a new pedestrian crossing in front of the rail station, alterations at Westgate/Market Street junction, resurfaced footways and alterations to vehicular and pedestrian approaches to the bus station;
- ▶ the completion of Millennium Square in Leeds City Centre, which was officially opened in April 2001 and provides a new high quality pedestrian space in an area previously occupied by parking and roads;



- ▶ Leeds City Square is being comprehensively refurbished to provide a high quality paved area to allow easy pedestrian movement and restore its famous statues. The works complement the completed City Centre Loop Road and previously improved pedestrian crossing facilities. New cycle routes around the square will also improve conditions for cyclists;

- ▶ new pedestrian links between residential areas and a nearby employment site in Featherstone and also in South Elmsall, where a new footway has been provided to improve the connection between the bus and rail stations and enhance interchange opportunities;
- ▶ a number of new pelican crossings were installed across Wakefield District; and
- ▶ safer access to local schools has been provided with new footpaths implemented in Wrenthorpe and Ryhill to improve accessibility for local communities.

Improvements for vulnerable road users are being made through the provision of additional crossing facilities, tactile paving and audible signals.



The development of complementary programmes of encouragement and education is a key element of our strategy to promote walking. This is being carried out in various ways through the TravelWise initiatives, Local Agenda 21, road safety training, travel to school and travel plans and by working in partnership with other organisations, such as the Health Authority and Primary Care Trusts.

Work on rural paths, including footpaths and bridleways, is also continuing in line with rolling programmes for Public Rights of Way. The rolling programme is linked to the Milestones Statement, which identifies the work required to achieve a Rights of Way network that is properly maintained, legally defined and well publicised.



HORSE-RIDING

Work has been carried out throughout West Yorkshire in developing safer routes for use by horse riders (and pedestrians and cyclists where there is shared use).

Within Kirklees, surfacing and drainage were improved on four existing bridleways in the Kirkburton and Colne Valley areas.

In Calderdale, a 1km cycle lane, including a 'Pegasus' signal crossing to assist horse riders and cyclists using the Pennine Bridleway on the A6033 at Walsden is being developed for implementation in 2002/03.

Leeds City Council are currently preparing to implement the Wetherby to Thorpe Arch Cycleway project, which will include facilities for horse riding. The council is also making representations to the Highways Agency on behalf of horse-riders and other non-vehicular path/highway users, in relation to the A1 Wetherby - Walshford scheme.

HIGHWAY AND TRAFFIC MANAGEMENT

TRAFFIC MANAGEMENT

Many traffic management schemes implemented over the year were small scale treating local problems but enhancing the lives of local people. Other more significant schemes included traffic calming using speed tables, cushions and chicanes; reductions in speed limits, including 20 mph zones; lining and signing; pedestrians facilities; junction improvements and change in control; and traffic regulation orders.



Achievements in 2001/02 include:

- ▶ completion of traffic management measures to facilitate the efficient operation of Keighley Bus Station including new signal junctions and pedestrian facilities;
- ▶ implementation of residents parking schemes and on-street waiting restrictions in Shipley Town Centre to discourage long stay commuter parking;
- ▶ 'Zones and Loops', including a town centre area 20mph zone, in Halifax is now fully operating;



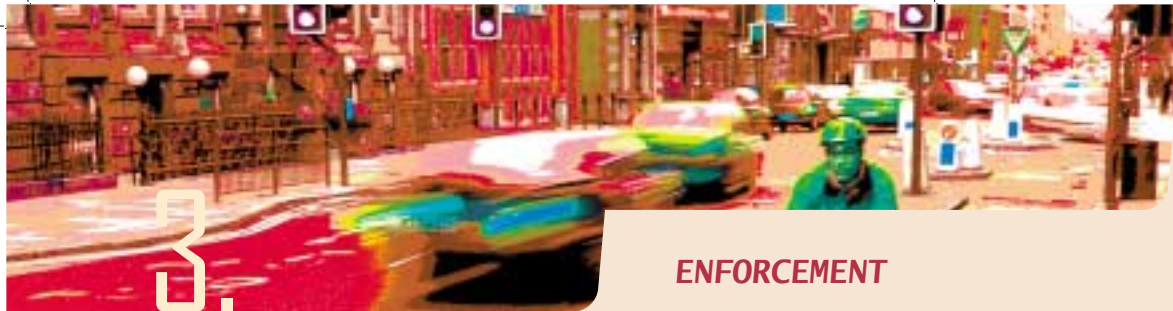
- ▶ the introduction of variable message signing, mainly to warn of excess speeds, in 8 locations across Wakefield District; and
- ▶ the introduction of two comprehensive traffic calming schemes along Agbrigg Road, Wakefield and Waggon Lane, Upton.



DEVELOPMENTS IN TRAFFIC CONTROL SYSTEMS

All the District Councils make good use of Urban Traffic Control (UTC) systems. The following improvements and extensions of the systems were carried out during 2001/02:

- ▶ the implementation of traffic management measures including new junctions and amended one-way working to accommodate buses and the new Kingsgate shopping centre in Huddersfield;
- ▶ introduction of speed restrictions, school keep clear markings and a range of other measures to increase safety near schools across Kirklees in both urban and rural areas;
- ▶ completion of the national pilot 'home zone' in the Methley area of Leeds in November 2001 and introduction of traffic calming in the Fairburn Drive Estate and Richmond Hill areas of Leeds to create 20 mph safety zones;
- ▶ substantial completion of Phase 1 improvements in Leeds City Square, which has removed westbound traffic from Boar Lane and provided better facilities for pedestrians and cyclists;
- ▶ in Bradford and Calderdale a number of pelican crossings have been replaced by more user-friendly PUFFIN crossings to assist pedestrians;
- ▶ traffic signals have been upgraded in various locations across Bradford with an emphasis on pedestrian facilities particularly the disabled;
- ▶ a completely new signal system has been installed along the A641 Manchester Road as part of the guided bus scheme;
- ▶ in Halifax town centre, a new traffic signal control has been installed to give priority to pedestrians, variable by time of day, where a main pedestrian route crosses a relatively busy traffic route;
- ▶ enhanced pedestrian facilities, mainly to assist the disabled, were introduced at signals and crossings across Kirklees;
- ▶ new signal controlled junctions were introduced around Huddersfield Ring Road and on the A644 in Ravensthorpe;
- ▶ introduction of PRISM bus detection on A61 Barnsley Road, Wakefield; and
- ▶ introduction of SCOOT on Agbrigg Road and A638 Doncaster Road, Wakefield. SCOOT is being introduced along A638 Dewsbury Road, Wakefield with completion due in November 2002.



'SPRUCE' bus/tram priority system

The development of the Leeds' designed 'SPRUCE' priority system moved considerably closer during the year. As well as making further use of the original software as part of the East Leeds Quality Bus Initiative, contracts were let with two software suppliers to undertake feasibility studies on the development of a new signal control system, which will give buses greater priority over other traffic at junctions.

Automatic Vehicle Location (AVL) system

Considerable progress has been made on the specification of a GPS based bus Automatic Vehicle Location System (AVL), initially proposed for East Leeds, which would allow bus positions to be accurately known so as to provide better bus priority and information on bus arrival times to the travelling public.

Following the recent award of £2.5m by the DfT to Metro resulting from a successful joint bid with South Yorkshire PTE to establish a regional real time information system, the Leeds' specification is now likely to be used as the basis for a regional real time project encompassing most of West/South Yorkshire. Leeds is likely to be the first area where the system will be extended to include traffic signal priority. Based on the experience gained in Leeds, this technology is likely to be extended to other districts in the region for vehicle priority.

▶ 14

ENFORCEMENT

Regular meetings are held between the District Councils and West Yorkshire Police to discuss enforcement and other operational issues.

The West Yorkshire Casualty Reduction Partnership consisting of Police, Local Authorities and Magistrates Courts was established early in the year. Progress has been made to take forward a scheme developing red light and speed camera enforcement and the 'netting off' of charges. Government approval has been granted and the first tranche of cameras has been installed, with 'netting off' having commenced in April this year.

CCTV

The West Yorkshire Authorities are continuing to address safety and security concerns within town centres by developing their CCTV systems.



Key achievements in 2001/02 include:

- ▶ a total of 23 new and 40 refurbished cameras have been installed in Bradford City Centre, financed through a Home Office Grant;
- ▶ further expansion of the system in Halifax now means that over 50% of the town centre is now covered by cameras; and
- ▶ in Kirklees there has been success in obtaining funds from the Home Office and a further 8 cameras were installed in Batley and Dewsbury.

MOTORCYCLING AND POWERED TWO WHEELERS

The West Yorkshire Authorities recognise the contribution of motorcycles and powered two wheelers to reducing traffic congestion and environmental pollution. They require less highway and parking space than cars and in the case of mopeds and small motorcycles, are lower energy users.



Leeds City Council is currently developing a Motorcycle Action Plan for the City to achieve the objective of encouraging greater use of environmentally friendly

motorcycles and to ensure greater safety for motorcyclists. There are over 100 dedicated motorcycle parking bay in Leeds City Centre, all provided with a standard security loop design. A study is currently being undertaken to investigate the potential to increase parking provision throughout the rest of the District.

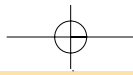
NON-CORE TRUNK ROADS

The de-trunking (transfer responsibility from the Highways Agency to Local Authorities) of a number of roads on the non core network is proceeding:

- ▶ orders for the de-trunking of part of the A1 and the A1/A645 slip roads Wakefield district have been made. They will come into force when the realigned A1M is opened to traffic - which is planned for 2005;
- ▶ the A63, A64, A660 and A6120 in Leeds are proposed for de-trunking in 2003, negotiations with the Highways Agency on funding contributions are continuing;
- ▶ the A646 Calder Valley route to the west of Halifax will be de-trunked in April 2003; and
- ▶ the Kirklees length of the A58 was transferred in summer 2001. Funding for minor improvements was provided as part of the de-trunking process.

ROAD SAFETY

Significant progress continues to be made in meeting our road safety requirements, particularly addressing appropriate priorities, including improving conditions for vulnerable road users, and working together to involve representative organisations and local communities.



Highlights in 2001/02 include:

- ▶ **summary of road injuries** - whilst there was an overall decrease of around 4% in the number of road injuries in West Yorkshire to 13,138 in 2001 from the previous year (the lowest figure in the last five years),



the number of fatalities reached 144, the highest total since 1992. Fatal and serious injuries to pedestrians reduced by 16% in 2001 from the previous year. Fatal and serious injuries to motor cyclists have continued to increase in West Yorkshire, in line with the rest of the country;

- ▶ **cycle training** - volunteers and teams of paid instructors, have continued to deliver cycle training courses across the West Yorkshire area, particularly targeting school children;
- ▶ **West Yorkshire Child Safety Audit** - work has continued to develop and procedures described in last year's report have been updated. Information regarding children's mode of travel to and from school has continued to be collected and will enable the success of modal change initiatives to be assessed;
- ▶ **motor cycling** - a number of initiatives are progressing to address safety problems, with Bikesafe 2000 events held at motorcycle dealers in each district. These training events have been supported by advance publicity, including leaflets, providing relevant advice and information;
- ▶ **safety cameras** - a major initiative to increase the use of safety cameras was approved on 29th January 2002. This initiative aims to double the number of roads where safety cameras are installed over a period of 2 years and provide a comprehensive cover across West Yorkshire.



where it has been introduced to gain information on the benefits and problems; and

- ▶ Calderdale Council is also currently considering the introduction of decriminalised parking and has visited York to inspect their operation.

Work is underway to collate best practice from other local authorities.

DEMAND MANAGEMENT

PHYSICAL MEASURES AND CONTROLS

De-criminalised Parking

The following progress has been made by individual authorities;

- ▶ following further evaluation of feasibility studies, Leeds City Council has recently decided to proceed to the next stage in the process and has appointed an Officer to develop proposals;
- ▶ in Wakefield the Council's Car Parks Best Value Review has identified the need to consider a partnering agreement, when further consideration will be given to the issue;
- ▶ Kirklees Council is investigating the possibility of de-criminalised parking and has held discussions with other authorities

Parking Strategies

Parking strategies have been developed in the following ways during 2001/02:

- ▶ in Bradford, a new car parking strategy for the city centre together with a review of district wide parking charges was approved in January 2002. Key recommendations to be implemented in the coming year include increasing charges for off street parking facilities (including penalty charges and contract parking) and introducing on street charges for long stay spaces in selected areas of the city centre;
- ▶ In Calderdale, the voucher system has been changed to Pay and Display for greater efficiency and there have been additions to the on-street charging stock around the recently expanded Calderdale Royal Hospital and also conversions to residents parking spaces on street to complement Travel Plan measures put in place by hospital management;

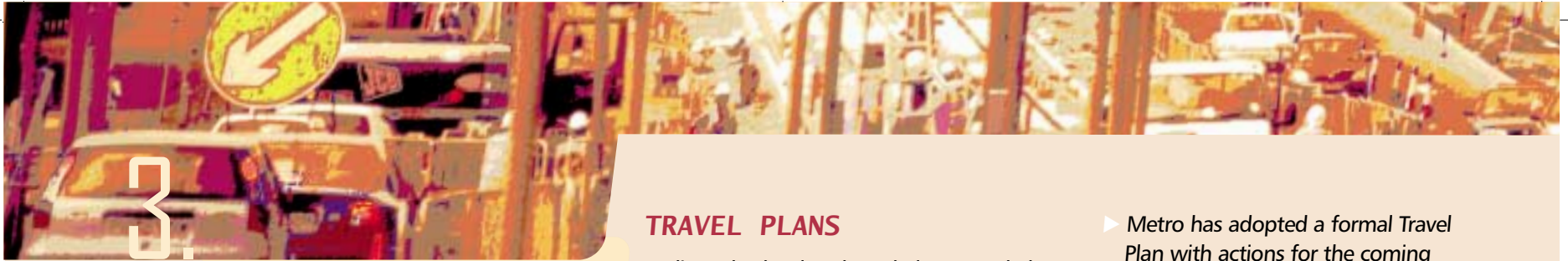


- ▶ **pedestrian training** - Bradford and Calderdale Councils have been successful in their bids for Kerbcraft coordinators. Leeds has made a successful bid to the local Children's Fund Managers



and Wakefield has continued to deliver Pedestrian Skills Training;

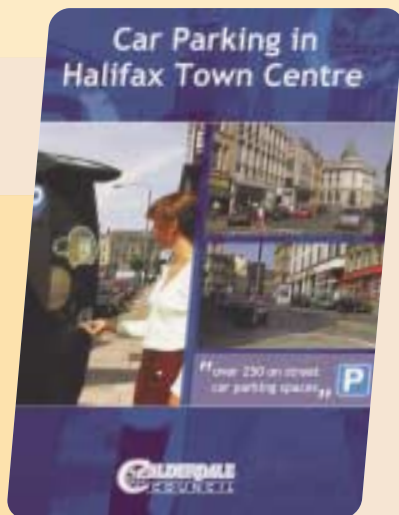




- ▶ in Kirklees car parking charges have been increased in Council owned car parks and on-street across the district. Long stay, on street and penalty charges have all been increased, whilst short stay charges have not increased to encourage shoppers and ensure that long stay parking is discouraged;
- ▶ car parking charges were increased in the Leeds City Council's main city centre off-street car park, where long stay charges increased by over 13%. Increased charges are proposed for the majority of other Council off-street car parks and on-street car parking spaces in early summer 2002; and
- ▶ a major survey of car parking has been undertaken in Wakefield City Centre, which is being used to assess the level of short-stay and long-stay parking demand and where this parking provision should be located.

Road User Charging

Leeds will host the government funded trial of road user charging technology, DIRECTS (Demonstration of Interoperable Road user End to end Charging and Telematics Systems). Up to 1,000 volunteers will take part in the year-long trial.



TRAVEL PLANS

Dedicated School and Workplace Travel Plan Officers are now in post in the Districts of Leeds and Kirklees and with Metro as a result of DfT 3 year bursary awards. In the Districts of Wakefield, Bradford and Calderdale existing staff act as a point of contact and are able to provide varying levels of support.

A West Yorkshire Workplace Travel Plan Officers Group was established in Summer 2001 to share best practice and to develop joint working. Staff skills are also being developed through an ongoing programme of training recently initiated by Regional TravelWise.

Local Authority Travel Plans

The following progress is being made in developing Travel Plans in individual authorities:

- ▶ Bradford Council has started work on a corporate travel plan. A Working Party has been established with representatives from various departments;
- ▶ the travel plan for Kirklees Council employees currently includes Huddersfield, whilst some of the measures such as reduced cost MetroCards are now available to all employees;
- ▶ following a staff travel survey in 1999, plans are now being developed in ten major Council departments in Leeds. The Department of Highways and Transportation launched phase 1 of its Travel Plan in September 2001;

- ▶ Metro has adopted a formal Travel Plan with actions for the coming year. Staff travel surveys were undertaken which showed a comparatively low level of car usage for commuting (approximately 20%) with over 70% commuting by bus or train; and

- ▶ in Wakefield work is progressing to develop the pilot phase of the corporate travel plan on a site on the edge on Wakefield. This will establish travel patterns, produce personalised travel plans, develop and promote initiatives.

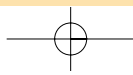
Travel Plan support to External Organisations

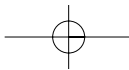
Support to external organisations in developing their own travel plans has been progressed by the individual Districts in the following ways:

Bradford Council officers are in contact with 11 organisations in the Bradford area. Progress on developing travel plans has been slow due to lack of interest from organisations and poor communication channels within organisations. Planning permission continues to be the main source of interest with organisations forming travel plans as part of developments. Other organisations, such as Primary Care Trusts are forming travel plans to comply with directions from their Head Office. This will be the source of 5 more travel plans within the Bradford Area.

Leeds City Council has worked with 39 organisations implementing Travel Plan measures, including the establishment of 3 forums; in the north and south of the city centre and in South Leeds. Travel Plans are routinely required as part of the development control process and the Council offers advice and assistance to developers, consultants and individuals on the development of travel plans for new developments.

The Council has also conducted its first annual travel to work survey in companies with travel plan measures to monitor their effectiveness. It is hoped to roll out this survey on a regional level from 2003.





In Wakefield work is currently on-going in conjunction with the local NHS trust to develop a Travel Plan, with specific reference to the proposed forthcoming major redevelopment of Pinderfields General Hospital in Wakefield;

A travel plan co-ordinator took up her post in Kirklees in August 2001, part funded through the DfT bursary and work to develop travel plans is going well with two companies including IKEA at Birstall and John Brierley in Huddersfield.

As part of the expansion of the Calderdale Royal Hospital onto one site a travel plan to address staff, visitor and patient transport issues was brought into effect. Calderdale Council has introduced complementary traffic management measures in the surrounding residential areas and revised bus routes and stopping arrangements in association with Metro.

Metro provides support for the public transport element of local authority travel plans and other external organisation's travel plans. Support includes review of accessibility of sites, provision of public transport information, Company MetroCard, bus stops and shelters, liaison with bus operators. An incentive scheme has been negotiated with transport operators, which enables Metro to offer an additional 10% discount on Company MetroCard to employers who have reached agreed standards of travel plan development.

SCHOOL TRAVEL PLANS

Further progress has been made in developing school travel plans in 2001/02.

Highlights include:

- ▶ a Yellow Bus pilot scheme is in operation in Hebden Bridge in Calderdale. Two American style Yellow Buses are serving children at seven primary schools. Initial evaluation



suggests that almost 60% of the bus riders formally travelled by car. A similar scheme is being developed also by Metro in the Ilkley area using standard UK vehicles painted yellow;



- ▶ an annual snapshot Travel to School Survey was carried out throughout West Yorkshire and involved 120,000 children. Results showed that 51% of children walk to school, 36% travel by car and 12% by bus (33% secondary school/3% primary school);



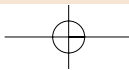
- ▶ 90 School Travel Plans have been developed within West Yorkshire. In Bradford a scheme has been put in place to evaluate each plan qualitatively. Plans achieving the highest standard are awarded a Flagship Certificate;

- ▶ 28 "Walking Buses" are in operation in West Yorkshire with further schemes currently being developed. In Leeds, Weetwood Primary School has 4 walking buses, which has seen an increase in the number of children walking to school by 14% and has also reduced the number of cars outside school by up to 26 per day;

- ▶ Safer Routes to School programmes continue to be implemented across West Yorkshire. Kirklees are currently piloting a number of initiatives including a GIS mapping system for analysing pupil's journeys to school;

- ▶ a total of 4 secondary schools across West Yorkshire are piloting the SAFEMark Award. The award was developed by South Yorkshire PTE to look at issues around bus travel to and from school, primarily aimed at behaviour but also looks to improve the image and status of buses amongst young people; and

- ▶ a Bike Train was piloted at a Secondary School in Calderdale. Over a period of a week, 100 children made the journey to school by bike in which temporary cycle storage was provided for the school. The success of the week was such that the Bike Train will soon become permanent along with the provision of lockers and cycle storage facilities.





TARGET PROJECT

The Target II project being funded from the European Union's Interreg IIIb programme has been successful in receiving funding for the next stage. A total of £5million has been awarded to progress a number of initiatives to encourage sustainable travel as part of the Target II project. The project involves working with partners in Germany, Sweden, Denmark, Holland and Belgium. The project aims to take forward a number of initiatives including supporting workplace and school travel plans, improving public transport and other information and promoting walking and cycling to a wider audience. Planned initiatives include:

- ▶ expansion of services offered to workplaces in promoting public transport and other sustainable travel to their staff;
- ▶ expansion of Safemark - an award scheme for schools to support safe, healthy travel for school pupils;
- ▶ improved access to the Yorkshire Dales - a package of measures to encourage people to access the Dales, while leaving their car at home; and
- ▶ support for unemployed people in accessing jobs through public transport.

LINKS WITH WIDER POLICIES (Including Social Inclusion)

The development of transport schemes and initiatives is taking place with due consideration of the relationships with national and regional concerns. The main policy areas which have been taken into account when delivering the LTP include:

- ▶ social inclusion;
- ▶ economy;
- ▶ accessibility;
- ▶ rural and urban regeneration; and
- ▶ safety and security.

The West Yorkshire authorities aim to ensure that, whenever possible, social inclusion issues are addressed within every aspect of transport policy and not treated as an add-on or separate initiative.

In Bradford, the Mobility Planning Group continues to meet to discuss issues relating to mobility problems and raise awareness of the difficulties encountered by people with mobility impairments through Bradford District.

As part of regeneration and other improvement schemes all the District Councils consider accessibility and social inclusion issues throughout the planning process. Metro also continues to work with a number of regeneration partnerships to address barriers to the use of public transport by people on low

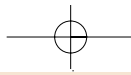
incomes, and commenced a number of pilot projects aimed at providing reduced-cost travel and tailor-made public transport information.

An Accessibility Mapping Tool has been developed to help calculate the level of accessibility provided by the public transport network. This model incorporates extensive timetable, bus route and bus stop information and has been developed to enable graphical outputs to be produced which will permit an analysis of areas and services accessible from specific locations, an analysis of catchment areas accessible to specific service types and an analysis of levels of accessibility to the bus network. It is envisaged that this will inform future scheme development and appraisal.

A number of initiatives are being developed, which received Urban Bus Challenge funding in 2001/02. The 'East Leeds Employment Links' scheme aims to provide access from deprived communities of the south and east Leeds areas to employment opportunities in the Aire Valley. The implementation of the scheme has been delayed due to one partner not providing match funding for the project. The scope of the project is currently being reviewed and additional match funding is being sought from other sources. Discussions with an alternative, community-based partner are at an advanced stage and it is anticipated that implementation of the project will commence during 2002.

'Access to Work' initiatives were progressed during 2001/02, with pilot projects facilitating access to work providing free travel to 80 job interviews and assisting 51 new job starters. Two of the pilot project partners continue to provide travel cost support to job seekers and other organisations are being encouraged to introduce travel cost support for job seekers.

Funding bids have been submitted to create a resource to work with communities identified by the European Union as suffering from deprivation in order to facilitate access to new employment opportunities. These proposals include a commitment to work with those



communities and with regeneration practitioners and employers to target LTP investment at disadvantaged communities.

A new Equalities Management Group (EMG) has been established by Metro to look at all issues relating to Equal Opportunities. The Group will examine and monitor all policies and procedures that deal with or promote equal opportunities and ensure that these are in line with current legislation.

Further information on LTP links with wider policy issues and social inclusion initiatives is provided in separate Appendix material.

SUSTAINABLE FREIGHT DISTRIBUTION

The West Yorkshire Freight Group (WYFG) is continuing work on the development of a sustainable freight distribution strategy and meets on a regular basis. One objective of the group is to ensure that all interested parties are involved in the groups' activities at all levels and, as such, it is reforming as a Freight Quality Partnership. Those parties not currently represented within the existing group, eg. industrial firms, police, environmentalists etc. have been invited to join in and contribute to the work of the partnership at all levels.



A number of initiatives are being progressed by the WYFG including:

- ▶ the development of a Weights and Heights Restrictions Guide. It is intended that this guide will be available as a booklet and accessible via the internet. It will also contain information on lorry-parking facilities provided throughout the Districts; and
- ▶ the development of a study that will identify the extent of problems attributable to the movement of freight within towns, cities and rural hotspots throughout West Yorkshire. This will enable the partnership to target resources and focus activities effectively;

A number of freight initiatives have been undertaken in 2001/02 throughout the Districts, and these are outlined below:

- ▶ "Lafarge" opened a £2.3m aggregates wharf at Whitwood on the Aire and Calder Navigation. This facility will enable a greater proportion of aggregate freight to be carried by water assisting in the transfer from road;
- ▶ Kirklees Council commissioned a study from consultants into the potential transfer of freight to rail and water. A total of 31 potential sites across Kirklees were looked at and more detailed studies were undertaken of the two most promising sites; these were Hillhouse Sidings, Alder Street, Huddersfield for rail and the former Bretton Street Gasworks site, Dewsbury for both rail and water.

The study concluded that both Hillhouse sidings and Bretton Street are capable of handling a wide range of freight traffic and that substantial financial savings would be generated for local industry if significant numbers of companies decided to transfer their freight movements from road to rail. The next stage is to undertake a survey to identify current freight movements and prospective companies willing to consider making a change from road to rail.

- ▶ a recent freight study was carried out in Otley to identify the size and type of Heavy Goods Vehicles (HGV's), entering the town centre. The study comprised of 12-hour vehicle registration surveys on all routes into Otley. In addition automatic loop counters were installed at the same locations to monitor night-time traffic. Other work within the Leeds District included the establishment of a Freight Quality Partnership in Leeds City Centre to deal with service deliveries; and

- ▶ Leeds City Council, in conjunction with the Freight Transport Association, is considering undertaking a pilot study to investigate night-time delivery curfew restrictions at retail premises. It is intended to determine whether significant benefits can be achieved from the relaxation of these curfews in exchange for the adoption of Best Delivery Practices by retailers and vehicle operators.

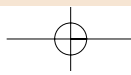


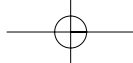
AIRPORT ACCESS

The Leeds Bradford International Airport Surface Access Strategy was agreed in July 2000. A number of initiatives are now being pursued:

- ▶ an Airport Transport Forum has been established and regular meetings are held to discuss transport issues;
- ▶ a car parking strategy is being incorporated within the Draft Airport Development Strategy, which is due for approval by the airport board in Autumn 2002;

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▶ a new 'Airlink' bus service was established in October 2001, linking the Airport to Leeds City Centre and Otley, with an hourly frequency. From April 2002 the Airport service has been improved to a half-hourly frequency;

- ▶ a study into a fixed public transport link is nearing completion looking at opportunities for connecting the airport to provide a fixed link in the longer-term;
- ▶ a new half-hourly bus service to Bradford and local employment catchment areas established in April 2001;

- ▶ a scheme has been developed to provide a dedicated taxi link to Guiseley rail station following the station refurbishment;
- ▶ an investigation of improved bus services to Harrogate and North Yorkshire;
- ▶ a travel plan for airport company and other staff is being developed;
- ▶ local highway and traffic calming initiatives;
- ▶ a link to the strategic road network is being examined; and
- ▶ a study which will develop a strategy for the development and management of the A6120 Leeds Outer Ring Road is to be commissioned in Autumn 2002 and access to the Airport will form an integral part of the study.

HIGHWAY NETWORK MAINTENANCE

CARRIAGEWAY MAINTENANCE

Progress continues to be made to reverse the trend of network deterioration across West Yorkshire. Key objectives of the highway maintenance strategy being delivered include improving the quality and safety of the highway surface and increasing its structural strength, while co-ordinating schemes with other highway initiatives to achieve the maximum benefit from the investment.



Progress in 2001/02

During 2001/02 strengthening and surfacing was carried out on more than 100km of carriageway, including 43km on the principal road network. In previous years expenditure was restricted to principal roads. This requirement has been removed, allowing work to be completed on 60km of the non-principal network. Expenditure overall was within 3% of the indicative settlement level, which enabled good progress to be made against the programme of works.

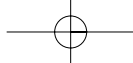
Co-ordination of Works

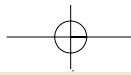
Schemes for 2001/02 were selected on the basis of condition assessment information and co-ordination with other schemes and developments. Specific schemes have been brought forward in conjunction with other improvement works. Others have been placed on hold whilst development proposals are progressed to implementation stage.

In designing maintenance works, full consideration was given to LTP objectives, to ensure that the works achieved maximum impact and efficiency. Examples include co-ordination with traffic calming proposals, raising kerbs at bus stops, inclusion of dropped kerbs to aid pedestrians and the inclusion of safer routes for cyclists by re-designing the road marking layout.

Working Towards the Future

UK Pavement Management System (UKPMS) surveys and outputs are now an established part of highway inspection and assessments. Full Detailed Visual Inspections (UKPMS DVIs) have been carried out on principal road schemes programmed for completion in 2002/03 and beyond to assist in the refinement of priorities. A system combining visual and machine data for each site to obtain an overall condition score has been developed. UKPMS Coarse Visual Inspections have also been completed on the B and C classified network and a minimum of 25% of the unclassified network.





The inclusion of non-principal roads was announced in the December 2000 local transport capital settlement for 2002/03. The bid did not include an assessment of need or proposed programmes of work for this part of the network. UKPMS and local inspection data is now being used to assess non-principal highway needs and priorities in a co-ordinated manner. This has also enabled reporting against new Best Value Performance Indicators, which have been introduced for the non-principal network. Footway Detailed Visual Inspection surveys are also being completed.

UKPMS results demonstrate that the need for further maintenance work is greater on the unclassified road network than that required for principal/classified roads. Many are taking excessive loading, for example from buses, for which they were not designed. Although only a small proportion of roads were flooded for prolonged periods towards the end of 2000, many more were saturated and suffered considerable damage through the winter of 2000/01 and the consequences are still very evident.

STREET LIGHTING

Local transport capital settlements to date have not included any allowance for the needs of street lighting. However, the DfT has indicated that this will be addressed in the remaining years of the Plan period. Street lighting inventories have been refined to take account of national guidelines in order to assess the risk of column failure and the resources needed to address that risk. The West Yorkshire authorities are continuing to collect data on the condition of lighting columns. There are concerns over the number of column failures which are increasing and priorities on street lighting revenue funding have been re-assessed in some local areas to enable the commencement of programmes of work on high risk column types. Wakefield Council has successfully bid for street lighting Private Finance Initiative (PFI) funding.

BRIDGE ASSESSMENT, STRENGTHENING AND MAINTENANCE

Assessment of Structures

Assessments of council owned bridges across West Yorkshire were substantially completed by the end of March 2002. The remainder are programmed for assessment through to 2002/03.

Bradford, Kirklees, Leeds and Wakefield have entered Joint Venture agreements with Railtrack for the assessment of Railtrack owned bridges carrying public roads. Bradford and Wakefield have nearly completed their programmes. However, the process of assessment reviews by Railtrack is still ongoing. Assessment programmes in Leeds and Kirklees are ongoing. Leeds' programme is due to be substantially completed in March 2003.

The assessments of Railtrack owned bridges in Calderdale are being carried out by Railtrack and are nearly complete.

Wakefield has substantially completed their assessment programmes of British Rail Property Board Bridges. Bradford, Calderdale, Kirklees and Leeds do not expect to complete the assessment of these bridges before the end of 2002/03.

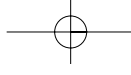
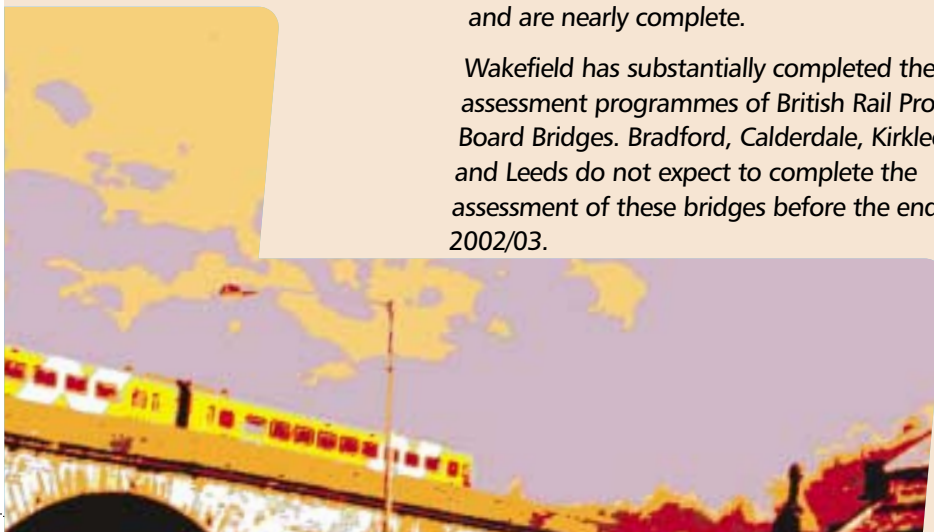
British Waterways has completed assessments of all its bridges in West Yorkshire carrying public roads.

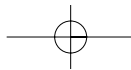
Progress on the assessment of privately owned highway structures is at different stages across West Yorkshire:

- ▶ Calderdale has completed its programme;
- ▶ Kirklees and Bradford will complete their programmes in 2002/03;
- ▶ Wakefield has nearly completed its programme; and
- ▶ Leeds' programme is ongoing and is due for substantial completion in March 2003.

Progress on the assessment of retaining walls is also at different stages across West Yorkshire:

- ▶ Bradford have identified and assessed retaining walls on all classified roads. It is estimated that the assessment of walls on its unclassified roads will take a further 2 years;
- ▶ Wakefield and Leeds have commenced identification and assessment, initially on principal roads; and
- ▶ Kirklees' Programme is ongoing and will extend into 2002/03.





Strengthening of Structures

During 2001/02, 14 bridges were strengthened in West Yorkshire bringing the total strengthened to 185. The focus of this has been to ensure that the Principal Road Network is capable of carrying 40-tonne vehicles. However, there are many weak structures which are not on the Principal Road Network but which have a very low assessed load carrying capacity and which require strengthening.



Strengthening of retaining walls continues to be a major issue across West Yorkshire

because of the topography of the area. Whilst prioritisation of those walls which have already been assessed and which require strengthening has concentrated on the Principal Road Networks, significant expenditure has had to be directed to other walls which have collapsed or have been on the point of collapse. This has inevitably required amendment of the strengthening programme.

Problems are experienced when load carrying capacities of less than 17 tonnes are identified as this precludes use by most fire engines, buses, refuse vehicles, etc. In the majority of cases, the imposition of permanent or even temporary weight restrictions would prevent reasonable access and delivery of essential services to sections of the community and to local industry. These restrictions have been avoided wherever possible by the use of lane restrictions or monitoring procedures.

Slow progress in the processing of assessments through Railtrack's approval systems has made it difficult to programme and budget for strengthening works to sub-standard Railtrack owned bridges. Railtrack is also engaged in a programme of works to its rail over-road bridges. The timing of these works has implications on both road bridge strengthening and other highway works through conflicting requirements for traffic diversions.

A significant number of Railtrack owned bridges are in traffic sensitive areas. Restrictions on the use of these bridges has resulted in major disruption and in some cases, the need to divert HGV's through built-up areas containing residential properties and schools as well as business and retail premises.

Maintenance of Structures

Progress is being made across all Districts in formulating more structured inspection programmes that will allow more effective targeting of maintenance resources.

Structural maintenance schemes included in the programme have mainly involved essential rather than preventative maintenance because of the need to prioritise resources towards strengthening. However, where required structural maintenance coincides with programmed carriageway maintenance, integrated schemes have been developed to minimise disruption and maximise efficiency.

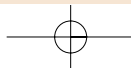
HEALTH

The West Yorkshire Transport and Health Group consisting of officers from the District Councils, Metro, Health Authority, Primary Care Trusts and Leeds University Institute of Transport Studies meets regularly to discuss and resolve health related transport issues. The group has now been formally incorporated as a subgroup of the LTP Co-ordination Group. The two studies commissioned by the group 'Effectiveness and Potential of Transport of Interventions in West Yorkshire' and 'Health Impacts of Transport in West Yorkshire' have been disseminated to the relevant stakeholders, summaries of the studies can be found in the Appendices.

The Wakefield Transport and Health group have just taken over the support for the 'Healthy Transport' project in Wakefield from Health Action Zone, the project promotes walking & cycling in a health context.

In Bradford the Transport & Health group has set up the WALK (Walking for All in Keighley) project. The Transport Planning Department also works together with representatives from WALK, the Primary Care Trusts and Mobility Impaired people when producing documents such as the 'Walking Action Plan for Bradford' which has just been completed. Bike Week has also been organised with input from health promoting organisations, receiving sponsorship from Heartsmart to provide healthy breakfasts as an incentive to cyclists travelling during the week.

The Healthy Bradford Group has also been set up this year with an aim of providing healthy alternatives to the car, encouraging walking and cycle use and attempting to create safer more suited facilities for both. This group includes :





representatives from local health organisations, Local Government Organisations, Public Transport Operators, the Business Community and the Public in General.

Leeds City Council is developing a specific 'Walking the way to Health' project for Leeds City centre with the Health Promotion Unit. Kirklees Council and the NHS trusts have developed the Kirklees Physical Activity Health Improvement Action Plan, which includes cycling and walking promotion.

The 5 Primary Care Trusts (PCTs) in Bradford are to develop Travel Plans to address their particular transport issues. At the present time there is regular contact with 2 of these PCTs with aid and support being given on the development of Transport Initiatives. Airedale Hospital has been developing a Travel Plan and initiatives for some time, supported by the Council. In Calderdale the Royal Calderdale Hospital has developed a travel plan in conjunction with the council which includes reduced car parking and greater cycle parking. The Travel Plan for former Pinderfields & Pontefract Hospitals NHS Trust in Wakefield is being developed.

The aforementioned reports have been considered by one of the Council's Scrutiny Boards, who have welcomed the work and are examining how health impacts can be given greater consideration when developing transport projects.

ENVIRONMENT

AIR QUALITY

Road transport emissions remain the most significant source of air pollution in urban areas. Over 50% of the daily road traffic emissions can be generated during the morning and evening peak periods. Road transport emissions of nitrogen dioxide and particulates /dust (known as PM10) contribute around 75% and 50% respectively of the total urban emissions and remain the two major pollutants of concern.

The National Air Quality Strategy 2000

Regulations following from the Environment Act 1995 require all local authorities to undertake reviews and assessment of local air quality in their areas. All the West Yorkshire Districts, except Wakefield have completed their Stage 3 Reports. Wakefield is very close to completion.

Only Leeds has so far declared traffic related Air Quality Management Areas, which comprise a number of small isolated areas of residential properties grouped along the Inner Ring Road and the M621, within central Leeds. Leeds are now undertaking a Stage 4 Assessment and developing relevant transport action plans.

AIR QUALITY MONITORING AND MODELLING

All Districts within West Yorkshire have maintained or improved their air quality auditing capability. Each District employs a combination of 'real-time' and passive air quality monitoring, backed up with sophisticated dispersion modelling, to predict future air quality.

Nitrogen dioxide

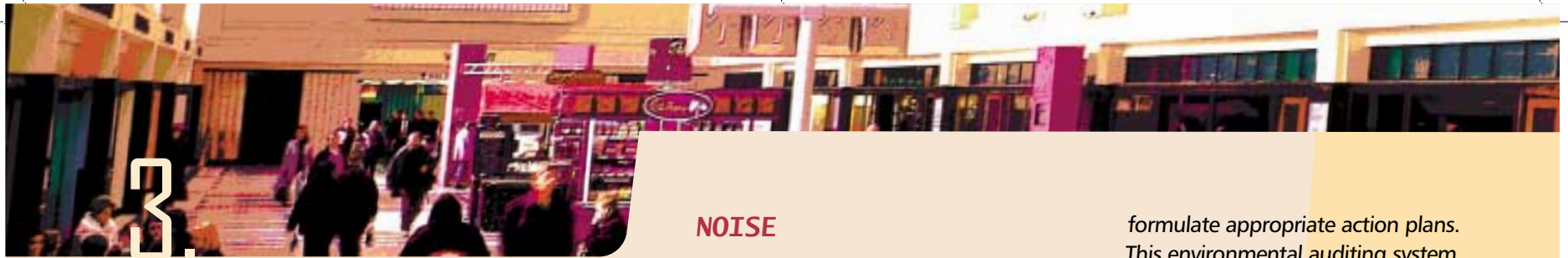
The 2001 annual mean nitrogen dioxide levels remained similar to those measured during 2000. However, over the next 4-year period, the average city/town centre annual mean nitrogen dioxide concentrations across West Yorkshire will have fallen from 45 to 34 $\mu\text{g}/\text{m}^3$.

Other urban monitoring sites within West Yorkshire show a similar trend of improving air quality. The year 2000 was the first year since monitoring began when all the monitoring sites complied with the relevant air quality objectives set for the year 2005. The year 2001 also met all of the 2005 objective levels at all sites except one, where the annual average objective was exceeded.

Particulates (PM₁₀)

There has been insufficient monitoring of PM₁₀ throughout West Yorkshire to be statistically certain of long-term trends regarding the annual average concentrations. With the exception of two sites, levels measured in the year 2001 were less than those recorded in 2000. The average annual concentrations in the urban areas has remained fairly constant for the last three years.

The number of daily exceedences recorded throughout West Yorkshire in 2001 doubled levels experienced during the previous year. However, all Districts met both the annual average and daily maximum air quality objectives set for the year 2005 and the total number of exceedences was no worse than recorded in 1999.



Road Transport Emission Trends

Road transport emissions of nitrogen dioxide and PM₁₀ and carbon dioxide have been predicted for the West Yorkshire primary road network annual emission rates were predicted for NO₂ and PM₁₀ using both the new DfT /DEFRA approved vehicle emission factors (published in 2002 by Casella Stanger and AEA Technology) and for the previously used DMRB vehicle emission factors published in 1999. All the calculated emission rates took account of the observed traffic growth, which was in the region of 0.2% over the whole of West Yorkshire between 2000 to 2001. Using the DMRB emission rates, the annual year 2001 emission rates of nitrogen dioxide (approximately 30,700 tonnes) and PM₁₀ (approximately 950 tonnes) fell by 7% and 12% respectively, when compared to the year 2000.

By comparison, the latest approved emission factors, indicate similar rates of improvements but with lower absolute emission rates. For the year 2001, nitrogen dioxide emissions have been calculated in the region of 22,500 tonnes and PM₁₀ emissions have been calculated in the region of 658 tonnes. These figures equate to improvements of approximately 8% and 9% respectively from the year 2000.

The annual carbon dioxide emission rate using the "old" DMRB emission factor for 2001 has been calculated in the region of 2.78 million tonnes. This is a slight improvement of 3.5% from the year 2000. These general improvements have mainly resulted from the 'cleaning up' of the national vehicle fleet in response to the European Union Auto-Oil Programme.

Transport Action Plans

Regional and District air quality management groups have been set up to co-ordinate appropriate Transport Action Plans to help improve local air quality and minimise the need for any Air Quality Management Areas.

NOISE

Transportation noise currently affects around 60% of the population in the UK with road traffic noise being the most extensive source of noise pollution. The level of disturbance generated by road traffic depends on the actual noise level, its variability and the time of occurrence.

Proposed Directive for Environmental Noise

The European Union has proposed a Directive for the Assessment and Management of Environmental Noise. This will include measures of 'Annoyance' and 'Sleep Disturbance'. The future noise mapping audits will highlight sensitive areas exposed to high ambient noise levels. Appropriate mitigation measures will be targeted towards the worst effected areas. In addition, DEFRA issued a consultation paper in November 2001 aimed towards the publication of a National Ambient Noise Strategy.

Mitigation Measures

During the year 2001, 72kms of 'low noise' asphalt (21 km in Leeds, 10kms in Bradford, Kirklees and Calderdale, and 11kms in Wakefield) were laid, giving a typical noise reduction of at least 3 dB(A). In noise terms, this is equivalent to a 50% reduction in traffic flow. Calderdale now uses low-noise stone mastic asphalt as the standard road surfacing to minimise noise impact.

Under the Noise Insulation Regulations, a total of 473 eligible residential properties (149 in Leeds and 324 in Bradford) have been offered insulation against traffic noise.

ENVIRONMENTAL AUDITING (EMAS)

Both Leeds and Kirklees Districts have recently been accredited with Eco-Management and Audit System (EMAS) status, and represent the two largest UK local authorities to have this corporate environmental auditing accreditation.

EMAS provides a mechanism to address the corporate Environmental Policies and

formulate appropriate action plans. This environmental auditing system helps to identify the most significant transport-related environmental impacts and helps to reinforce action plans incorporated within the West Yorkshire LTP.

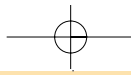
LAND USE PLANNING

The current position of the West Yorkshire Unitary Development Plans (UDPs) is set out below, together with the way in which each Authority is approaching the integration of land-use and transport planning.

BRADFORD

The UDP for the Bradford District was adopted in January 1998 and is currently being replaced. The new Plan has a strategy covering the period to 2020 with detailed proposals up until 2014. The first deposit of the replacement Plan took place between 29 June and 8 August 2001 and over 10,000 representations were made including 7500 objections. The Plan was subsequently deposited for a second time (the revised deposit stage in the statutory process) in June 2002. An Inquiry into outstanding objections will open in November 2002. The Plan should be fully adopted during 2004.

The replacement plan has a central Urban Renaissance theme and reflects new PPG3 and 13 guidance and the spatial strategy and policies set out in RPG12. Much more emphasis has been put on joining up land use and transport policy. The Plan's location strategy defines locations within urban areas and smaller settlements, which are well served by public transport and seeks to locate development predominantly within these areas. Substantial areas within the older urban parts of the district have been identified as mixed-use areas, which will help deliver the District's brownfield housing target and encourage the co-location of different uses thereby reducing the need to travel. The Plan strategy also identifies additional opportunities for 'turn up and go' bus corridors which will be supported by new development during the life of the Plan.



The economic aspects of the Plan are based on the District's '2020 Vision', which is now developing stronger links with Leeds and focusing economic activity in the Aire Valley and South Bradford. The transport policies support the location strategy and promote the use of modes of travel other than the car. Car parking standards reflect those in RPG12 and in PPG3 for housing development. Corridors are identified where development proposals will be expected to contribute to public transport improvements. An extensive cycle network, building on national routes, which pass through the District, is identified and routes outside the existing highway network will be protected.

CALDERDALE

Replacement of Calderdale UDP is under preparation. There has been a delay in bringing forward the first deposit UDP, which is now expected in late summer or autumn 2002. It is intended to substantially revise the Transport Section of the UDP together with the land-use planning policies to provide for greater linkages between the various strategies including those within the LTP and Calderdale's draft Community Strategy, and to take into account the latest Government and Regional policies on transport/land-use planning.

The land use strategy will focus upon the re-use of brownfield sites within the urban areas in accessible locations in accordance with the requirements of PPG3 and RPG12 and the thrust of the Urban White Paper. An Urban Capacity Study has also been undertaken and will be published alongside the first deposit UDP. In addition sustainability will be a major defining feature of the replacement plan.

KIRKLEES

Review of the UDP will commence this year taking provisions forward from 2006, the period up to which the present UDP runs, to 2016.

The review of the UDP will begin with public consultation during the summer/autumn 2002 on key issues, based on the content of RPG12 and on the initial conclusions of the Kirklees urban capacity study. The proposed consultation exercise is intended to inform both the UDP review and Kirklees' input to the LTP process. One of the key issues for discussion will be the role of Kirklees in relation to surrounding districts and the implications for economic development and transport.

LEEDS

The Leeds Revised UDP was adopted in August 2001. The UDP now becomes the development plan for the Leeds District, replacing all the earlier plans covering different parts of the District. It also replaces the West Yorkshire Structure Plan, insofar as it relates to the Leeds area. In the adopted Plan, all the parking guidelines are now in line with PPG13. The UDP looks ahead only as far as 2006. In development plan terms this is not a long time and preliminary work is already under way on the UDP Review, which will take the Plan forward to 2016 and includes work currently being carried out on accessibility and contributions to enhancement of public transport.

WAKEFIELD

In March 2002, the Council received the Inspector's report following a Public Local Inquiry held last year to consider objections to the Council's Revised Deposit Alterations (October 2000). It is anticipated the Council will place modifications to the revised deposit alterations on deposit in late summer and adopt the Review of the UDP by the end of 2002.

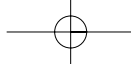
The Council has promoted alterations to the UDP to place sustainable development

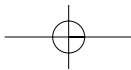
at the core of the development strategy. Alterations to transport policies seek to maximise travel opportunities by alternative modes to the car and manage the demand for travel. Parking policies are realigned with Government guidance and the principles incorporated in the LTP. Provision is made for developers to provide travel plans and to contribute to securing sustainable transport access to new development. Proposals for development will need to be located in accessible locations. Sites allocated for housing focus on the re-used or previously developed land within the urban areas.

A subsequent comprehensive review of the UDP will be undertaken between 2002 and 2006, to prepare a replacement plan to provide a land use planning framework to 2016, in the context of an Urban Capacity Study and revised RPG12.

MAJOR TRANSPORT SCHEMES

There are 10 major schemes (over £5m) under construction, approved or provisionally approved. A new major scheme has been developed in Bradford for improvements on the A65 at Manor Park Bends, with an assessment of the scheme benefits set out as an Annex E submission. In addition, a proposal for a new major scheme to introduce Smartcard technology in West and South Yorkshire to provide multi-operator, multi-modal prepaid ticketing is still under consideration. A number of potential major schemes for inclusion in the next LTP period (2006 - 2011) schemes are also being progressed, including the 'Education Transport Vision' scheme and two new schemes in Bradford.





COMPLETED SCHEMES

A63/A64 East Leeds Quality Bus Initiative

In November 2001 the £16million "elite" Quality Bus Initiative opened in East Leeds. It is the UK's largest guided bus scheme and the first bus priority initiative in the country where the bus operators have contributed towards the capital cost. Developed in partnership with Metro, Leeds City Council, First Group and Arriva, the scheme provides 2km of segregated bus guideway and nearly 2km of new bus lanes to help reduce bus delays on the A64/A63 corridor, which is the busiest radial route into the City Centre.



Over 330 bus stops were reconstructed and 150 shelters replaced through the "elite" scheme. Kerbsides at all stops were raised to enable the 'kneeling' "elite" buses to provide

improved access for passengers with buggies and people using wheelchairs. Safety and security improvements have also been made to shelters with internal lighting, and shelters also have improved information displays.

The East Leeds Quality Bus scheme has picked up a number of awards. These included the Millennium Award for service to the community by the 'Yorkshire Business Times', and Institute of Logistics Transport award in October 2001. In November 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.

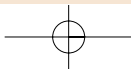
In future a Global Positioning System (GPS), providing passengers with 'real time' information on bus arrival times, through a web site, or telephone services will be introduced as part of the real-time project.

A641 Manchester Road Guided Bus, Bradford

On 30 January 2002 Transport Minister John Spellar launched Bradford's Manchester Road guided bus scheme. Developed through a partnership established between Metro, Bradford Council and First Group, the 3.7km Manchester Road Quality Bus Initiative is West Yorkshire's third guided bus scheme. As well as the guideway, work on the Quality Bus Initiative, which commenced 14 months ago, has included the introduction of 11 new traffic light-controlled pedestrian crossings, new footways, seats and major landscaping, including the planting of thousands of bulbs, shrubs and trees.

The project also included the implementation of improved passenger information and six special shelters, including two unique, landmark Super Shelters, designed by award winning architects. These are compatible with Bradford Council's bid to become European Capital of Culture in 2008. The two Super Shelters are three times bigger than normal with wind turbines, which generate power to heat the seating and art installations.

Further improvements are also proposed for the area, including a bus-based park and ride facility at Odsal, which will provide a bus link into Manchester Road.



APPROVED SCHEMES

Leeds Supertram

The decision to fund the Leeds Supertram scheme was finally made by the Government in March 2001. The £0.5 billion Supertram scheme will consist of a 28 km light rail network providing state-of-the-art public transport services.

The three routes will take in major sites including the Royal Armouries, the Universities and St James' Hospital and will be served by a total of 50 tram stops. Four large 'Park & Ride' sites will provide space for approximately 4,500 cars. It will also integrate with both rail and bus stations in Leeds city centre. The network will require a fleet of up to 40 electric powered trams, each able to carry up to 270 people. The vehicles will operate both on the highway and on reserved track.

A project team has been in place since September 2001, comprising officers from Metro, Leeds City Council and a team of advisors. An 'Invitation to Negotiate' (ITN) for the project was sent out on 5 April 2002 after a pre-qualification process and approval by the Office of Government and Commerce (OGC) at two stages of development of the ITN documents. Shortlisted consortia are currently bidding for the project, with bids due to be submitted in September this year and shortlisting of the final two bidders due to take place in December. The contract is targeted for signature in the summer of 2003 with trams anticipated to be running in Leeds by 2007/08.

Work continues on the project to secure the required land and to obtain estimates for utilities for use at the Design, Build, Finance and Operate (DBFO) stage. A minimum level of advanced works is being undertaken to preserve the planning powers granted to the scheme and to reduce disruption during construction. This is predominantly on the South Line with the major work, involving road widening on Hunslet Road. Consultation is also being undertaken with bus operators regarding integration with services, ticketing and sharing road space especially at bus stops in the city centre.

The team continues to give presentations to the community and interested groups to ensure that people are kept informed and involved in the development of the project. A travelling information centre is being used to aid this process and has spent some time at key locations on the route answering questions and addressing any issues. All the venues have been extremely popular with



hundreds of people coming along to each one to find out more about the project, meet members of the team, take a 'virtual tour' and collect leaflets and giveaways.

Leeds Inner Ring Road Stage 7

This scheme was approved by the Government in December 2000. A condition attached to the approval is that Leeds City Council considers the possibilities offered by the Private Finance Initiative for the procurement of this project. To this end the Council is currently working on the preparation of a Business Case. Subject to ongoing discussions with the Government Office for Yorkshire and the Humber it is planned to forward an Outline Business Case to the DfT for consideration and review during the summer of 2002.

Subject to the early agreement of a funding package for the scheme by DfT the target date for commencing construction is May 2004. It is anticipated that the scheme will be completed in 2007/2008. The Government Office continues to be involved in all aspects of the preparation of this scheme and further reports will be provided as project development proceeds.

East Leeds Link Road

Approval to this scheme was given by the Government in December 2000. This was given on the basis of a DfT contribution of £9.5m towards construction costs, which now stand at £25m. The balance of funding is to be provided through the Council's partners in the Aire Valley Employment Area, which is the primary location for the development of new employment opportunities in Leeds. This area is the

focus of a successful Single Regeneration Bid (SRB) 6 bid to provide opportunities for employment for some of the areas of highest unemployment in the city.

Negotiations are presently being concluded with key land-owners and developers of employment sites in the area, which are identified in the Council's Unitary Development Plan. A SRB6 partnership group has been established to implement the approved strategy for the area, a key aspect of which is improving transport accessibility to both existing and future employment opportunities. Development of the East Leeds Link Road scheme is proceeding in parallel with this work with a target start date for construction of January 2003 and planned completion two years later.

The scheme includes proposals to ensure the efficient and sustainable use of the road space created by the scheme through the use of High Occupancy Vehicle/Heavy Goods Vehicle Lanes.

A public transport access strategy is being developed which will address public transport linkages, including potential Supertram routes into the development area and promote employment opportunities in the surrounding areas of East Leeds and North Wakefield.



South Bradford Integrated Transport Improvements

This scheme comprises the modification of two major road junctions on the outer ring road, the provision of park and ride facilities and the introduction of traffic management on a number of local roads. A number of minor elements have already been completed to facilitate pedestrian and vehicle movements during the main works.

Design and statutory procedures for the major components are well advanced following the completion of geo-technical investigations and environmental assessments. Works procurement procedures for these components are also under way with a view to the early engagement of contractors to work collaboratively with designers. It is anticipated that substantial construction activities will be able to commence in the latter half of the financial year 2002/03.

PROVISIONALLY APPROVED SCHEMES

Bradford City Centre Integrated Transport Scheme

This scheme was provisionally approved by the Government in December 2000. It is being carried out in conjunction with the construction of a major new retail and leisure development by the private sector, and involves radical changes to the highway network in Bradford City Centre.

A Public Inquiry has been held to determine a number of objections that were received over the scheme, primarily relating to Compulsory Purchase Orders. Given a positive response from the Secretary of State and the approval of planning permission, works could start in 2003, with completion by the end of 2005.

Hemsworth/A1 Link

This scheme provides a strategic link between the existing A628 Bypass and the A1 at Barnsdale Bar. Public consultation exercises have now been completed. In addition, traffic survey and scheme design work is on going and an Environmental

Assessment is being prepared. It is hoped that a planning application can be submitted this year.

An important part of this scheme is the promotion of other modes of travel. A programme of complementary measures has been devised. Initiatives relating to a Rural Transport Partnership for the area and a development brief for one of the large economic regeneration sites adjacent to the new road, which incorporates transport measures such as Travel Plans, are particularly well advanced. The programme includes a start of works date during 2004 with completion by 2006.

Glasshoughton Coalfields Link Road

Full planning approval for this scheme has now been granted, and necessary environmental statement and appraisal work has been completed. The past year has seen continuing negotiations with landowners and developers to confirm private sector contributions to satisfy the acceptance conditions. The next stage of the project will be the preparation of Compulsory Purchase and Side Road Orders. A start of works date is programmed for 2003 with completion due during 2004.

A65 Kirkstall Road Quality Bus Initiative, Leeds

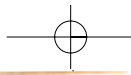
This major scheme comprises extensive bus priority measures along this highly congested corridor into the city centre as well as significant measures to benefit pedestrians and cyclists. The scheme was provisionally accepted for major scheme funding in the 2002/03 local transport capital settlement, subject to the completion of all the outstanding statutory processes, including satisfying all relevant statutory bodies. The scheme has now entered the detailed design stage, during which all the statutory processes will be completed. The initial milestone for the scheme is to seek planning permission and advertise the relevant Orders necessary for a scheme of this scale. On the current programme it is anticipated that planning permission could be achieved by July 2003, with the Orders advertised in autumn 2003.

WORK IN PROGRESS

West Yorkshire Smartcard Proposal - Yorcard

Metro is working closely with South Yorkshire PTE and the bus/rail operators on the early introduction of a comprehensive ITSO compliant Smartcard ticketing system for the Yorkshire and Humber region. The principal aim is to provide a multi-modal, multi-operator ticketing system for the region based on South and West Yorkshire initially which can be extended to other transport operators and authorities and can include other applications on the Smartcard in the near future.

When introduced this will provide a Smartcard ticketing system for bus, rail and tram including a range of ticketing equipment and Smartcards. This will support the full range of concessionary ticket products, integrated prepaid tickets, stored travel rights, and transport operators' own tickets, as well as automated payment facilities. The core of the system is a back office system to provide Smartcard management, transaction processing and settlement facilities. The back office will be capable of supporting a regional Smartcard scheme and will allow other operators to join the scheme whether in Yorkshire or elsewhere. Future applications may include access control, school meals, e-government initiatives, and other commercial products. Outline costs have been included in the initial submission to the Government along with an assessment of the scheme benefits set out as an Annex E submission. Further detail will be provided once tenders have been returned and discussions of cost sharing with local transport operators have been concluded.



NEW MAJOR SCHEMES (2002-2005)

A65 Manor Park Bends Major Scheme Bid

A major scheme is being developed for improvements on the A65 at Manor Park Bends in Bradford. There has been a significant increase in the number of casualties on this road (including 3 fatalities in 2001), as well as increased congestion and noise levels on the A65. The scheme corresponds with proposals being developed by the Highways Agency before the non-core trunk road designation was introduced. Submission of the supplementary bid is supported by the Highways Agency, for whom substantial scheme design work and public consultation has already been completed by the local highway authority.

The proposed scheme includes the construction of a new and realigned carriageway, improved access roads, pedestrian, cycle and equestrian routes as well as environmental works. Key benefits of the scheme include a predicted reduction in accidents, provision of safer access to residential and business properties, a reduction in traffic delays and also a reduction in pollution, noise and vibration impacts for a number of residential properties. The scheme is consistent with LTP objectives, in relation to improving operational efficiency, improving safety, security and health (in particular reducing the number and severity of road casualties) and improving environmental quality. An Annex E submission detailing the case for the scheme has been submitted.

FUTURE MAJOR SCHEMES (AFTER 2006)

Supertram Extension and Light Rail Development

The LTP and RailPlan 5 include aspirations for the further development of light rapid transit. Given that the Supertram network is now committed and planning has commenced to ensure its opening in 2007/08, work has commenced identifying further light rapid transport routes which could be submitted within the LTP process for funding and subsequent construction after 2007/08. These routes could include additions to the Supertram Network, heavy to light rail conversions, re-opening of rail lines, guided bus, trolley bus or other technologies appropriate to the demand, conditions and opportunities along each route. This work will seek to provide improved access to the main urban centres, and provide more integration with rail and bus networks. It will also provide opportunities for greater integration with future land use sites.

In order to assess these options more fully, a study has been commissioned to identify how new routes should be prioritised for funding bids. This is being overseen by a Steering group comprising key stakeholders including, Districts, the Regional Assembly, Yorkshire Forward and the Highways Agency. Local liaison is currently taking place regarding possible route alignments throughout the West Yorkshire Districts and the potential for integration with land use plans. The study will incorporate and develop on a comparable basis, earlier work looking at fixed links between Leeds-Bradford International Airport and between Leeds and Bradford. Kirklees Council are also progressing an 'Environmentally Friendly Transport Study', which will also inform the countywide study on routes and technologies. Potential Supertram extensions to a number of key development sites to the east of Leeds are also being examined to assess further options for linking into the South Leeds Supertram line.

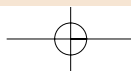
A6120 Leeds Outer Ring Road

Leeds City Council is due to commence a multi-modal study of the A6120 Leeds Outer Ring Road in Autumn 2002. This study will identify a package of measures that may form a major scheme in the next LTP. The final recommendations will be consistent with the LTP objectives and have particular regard to the development of an integrated public transport system. The study will cover issues of road safety, traffic congestion and severance and will review the strategic role and function of the route for Leeds and the wider region. It will also look at transport including bus issues and integration with rail services at Crossgates and New Pudsey stations, and the potential for a new rail station at Calverley (one of the potential sites identified in RPG). Some sections of the outer ring road are currently Trunk Road but all are scheduled to be de-trunked shortly. The outcomes of the study are due to be reported in autumn 2002.

Education Transport Vision

It is intended to submit a funding bid for a major scheme in July 2003 to significantly improve the quality of public transport to and from schools. This will build upon the findings from a range of pilot initiatives that are being tested this year. The pilots, including the first Yellow Bus scheme in the UK, include initiatives relating to vehicles, routing, supervision, fares, services and facilities on services being provided for education transport. Evidence will be collected from these trials and will include consultation with parents, school children, schools and public transport operators, which will be used to shape a major scheme.

The Best Value Review process is also being used to investigate current attitudes and aspirations for the delivery of schools transport in West





Yorkshire. This study, due to report in the early autumn, includes extensive research with parents and children to test their priorities and establish views on those elements that will have most impact on reducing the travel by car. This work is essential to ensure that the project developed offers best value for money.

A650/A657 Corridor and City Centre Improvements in Bradford

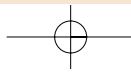
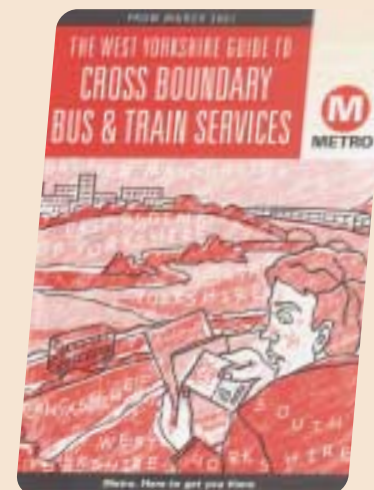
Bradford Council has commissioned two transport studies, which may form major schemes for inclusion in the second LTP covering the period 2006 - 2011. The first study focuses on the A650/A657 corridor to the north of the city, and will take account of public perceptions of the transport system to the north of Bradford following the completion of the Bingley Relief Road which is currently under construction. The second study seeks to consider problems of severance, other traffic issues and transport needs of retail, commercial and leisure developments to the west of the heart of the city centre. Both studies are due to be completed in the Summer 2002.

CROSS BOUNDARY INITIATIVES

A number of initiatives are currently taking place involving neighbouring authorities:

- ▶ Metro is currently working closely with SYPTE, other authorities within the Yorkshire and Humber region and the bus and rail operators for the introduction of a Smartcard system for the region (Yorcard);
- ▶ a weight restriction on the A661 Wetherby-Harrogate route was introduced jointly with North Yorkshire in September 2001 to reduce the impact of goods vehicles on the local communities on this route;
- ▶ Metro, in conjunction with North Yorkshire County Council and Selby District Council, has undertaken a study to assess how the Leeds - Selby rail service could play a larger role in providing for travel movements along the Leeds - Selby Corridor;
- ▶ further public transport improvements are being progressed on the A61 Wakefield to Barnsley Corridor in relation to the Quality Partnership Agreement formally signed in April 2001;
- ▶ Bradford is involved in a joint project with Yorkshire Dale National Park Authority, North Yorkshire County Council, the Countryside Agency and other partners under the 'shopping and leisure work package' to promote and improve sustainable leisure travel to the Yorkshire Dales;
- ▶ the Target II Project will be considering measures to make cross boundary journeys easier for commuters;
- ▶ development on an improvement programme for the X33 cross boundary bus service between Bradford and Sheffield, involving a partnership between Metro, the districts and Arriva Yorkshire; and
- ▶ the Coalfields RTP is a successful and highly respected Partnership in the Grimethorpe area of Barnsley. A major study was commissioned by Wakefield and Barnsley Councils, Coalfields RTP and the Countryside Agency to research the social transport needs more fully and highlight issues and opportunities in the area. This has resulted in

a cross-boundary partnership, believed to be one of the first of its kind in the UK. Work is in progress to expand the area of operation of the Coalfields RTP from South Yorkshire into West Yorkshire. The expanded Partnership will seek to develop and deliver transport projects, including community transport services covering West and South Yorkshire.





IMPLEMENTATION PROCESS

BARRIERS TO IMPLEMENTATION

Good progress is being made in delivering schemes across West Yorkshire. However, there are issues in terms of a skills shortage and revenue funding. There are skills shortages across the board in most authorities, which although not critical do cause some concern.

There is no apparent lack of contractors to construct projects but prices are rising and jobs are taking longer because of insufficient skilled personnel on site.

Another reason that projects are not being brought to fruition sooner is the more in-depth and hence longer consultation process that is being followed. Although this will lead to better projects being constructed, it also increases the cost of delivery.

Railtrack has not had the financial resources to contribute towards rail scheme implementation since the Hatfield incident in 2000. In addition a shortage of resources has led to delays in consultation, scheme development and the handback process.

RESOURCES

Resource issues have been limiting authorities' ability to undertake all the work associated with the enlarged programme in-house. Various methods are being used or considered to resolve the situation.

Staffing

Following successful bids to the Government for funding to employ travel plan co-ordinators. Three travel plan co-ordinators to work with businesses and four to work with schools have been appointed across West Yorkshire.

Wakefield have appointed an extra member of staff with transport and traffic modelling capabilities. Bradford has completed an organisational re-structuring and should be in a better position for delivering the LTP capital programme in the future. Kirklees is currently part way through a re-structuring process. Metro has recently undergone re-structuring and has appointed additional staff to undertake scheme development and delivery in order to make significant progress in delivering the programme of public transport schemes within the LTP. This has already had a positive impact in terms of future scheme development.

Staffing levels are currently being reviewed in Leeds City Council with a view to augmenting areas such as monitoring and decriminalised parking. However, problems are being experienced due to staff shortages in transport planning.

Consultants

Wakefield has put five studies out to consultants. Bradford has continued to use external consultants for one-off projects. They are selected on the basis of quality and cost and not just lowest tender.

Kirklees Highways Service has entered into a Framework Contract with four firms of Consulting Engineers to assist in delivering

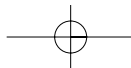
the high workload. This follows an extensive tendering procedure involving submission of prices, quality documents, office visits and interviews. The framework contracts will make it easier to engage consultants to carry out work. The consultants are capable of carrying out a wide range of services. Early schemes include bridge inspections, road reconstruction schemes, "safe routes to school" schemes and TRO feasibility studies. Kirklees project managers will "manage" the consultants.

Metro has established an approved list of consultants whose services can be called upon as required over a period of two years following a competitive tendering procedure. This will help ensure the delivery of high quality bus and rail transport projects identified in the LTP.

One of the objectives in this years Wakefield's HEC service delivery plan is to review the present arrangements for service delivery, investigate the implications of a Partnership arrangement or alternative procurements for service support and to identify the procedures required for implementation. Consultants will be involved in scheme design and procurement to learn, challenge and compare.

Revenue Funding

Although the authorities have received increases in capital allocations, there has been little improvement in the amount of revenue finance available. This has caused problems for undertaking feasibility studies, road safety education training and publicity, travel plans, monitoring, infrastructure maintenance, the development and implementation of public transport infrastructure and the support for socially important public transport services. The limited revenue funding is constraining the advanced feasibility and pre-design work that we need to do to meet our LTP objectives. New capital schemes must be properly maintained and inevitably lead to further pressures in the already stretched revenue budgets. At present there is no recognition of the revenue consequences on capital schemes.



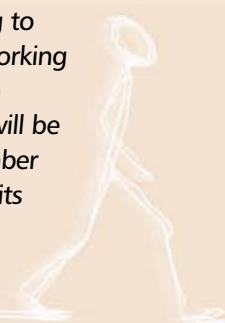
CONSTRUCTION AND PROCUREMENT

The West Yorkshire Partners are using or experimenting with a number of different methods for procurement of work rather than relying on traditional contracts. Many of these follow the principles in 'Rethinking Construction'

For the South Bradford Integrated Transport Improvements it is proposed that the major components of the scheme be procured through a 4-year partnering contract, providing incentives to achieve target costs and other objectives. It is proposed that selection of the contractor be based on several evaluation criteria including experience, quality, evidence of supply chain continuity, other performance indicators, professional fee rates, profits and overheads. The contractor would be engaged as part of the project team, initially in establishing cost and time certainties before commencement of works. Payment would be based on verifiable actual costs.

Calderdale has re-let its highway maintenance term contract following a re-tendering exercise for a period of 5 years extendable to ten. The contract was tendered in terms of both cost and quality and the extended period of operation should provide more stability for both client and contractor to develop a partnership approach for the delivery of maintenance works.

Kirklees is aiming to develop closer working partnerships with contractors and will be reducing the number of contractors on its select lists.



Contractors are being involved more during the design process so that a more effective design can be developed. A design and build project for the strengthening and partial reconstruction of Victoria Bridge in Holmfirth has recently been completed.

One possible future change in Leeds will be an added option to give tenderers the opportunity to provide a target cost with a contractually binding 'Partnering Charter'.

Metro is currently seeking to develop a new approach with respect to the development of rail infrastructure projects. The traditional approach followed the Railtrack procurement route but Metro are pursuing a direct procurement approach which should result in reduced cost, earlier implementation and provide greater control over programming and delivery of works.

Contract documents for Wakefield's street lighting Private Finance Initiative have been prepared and are soon to be issued to the four short-listed bidders. Over the next few months bids will be received and negotiations will take place leading to the appointment of a Preferred Bidder around the middle of October. Following negotiations with the Preferred Bidder it is hoped to be able to award the contract for a start date of 1 April 2003.

CONSULTATION AND PARTICIPATION

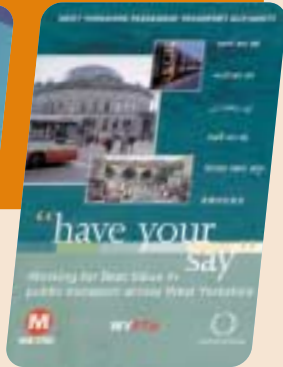
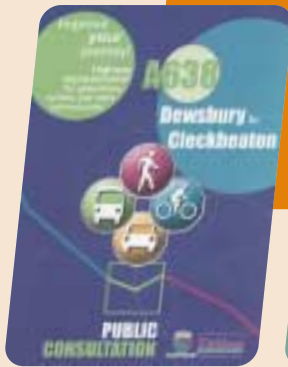
Consultation and public participation continue to remain at the heart of the LTP. The West Yorkshire authorities recognise the need for a programme of consultation and participation that is truly representative and inclusive, reaching all sectors of society. In continuing the previous high standards, a range of consultation exercises are being undertaken across West Yorkshire to ensure that the Plan continues to meet local needs and aspirations.

Consultation activities that were undertaken during 2001/02 included:

- ▶ a seminar for Community and Interest Groups across West Yorkshire to discuss progress in delivering the LTP strategy (see below);
- ▶ consultation on new strategies, including the West Yorkshire Interchange and Information Strategies developed by Metro in conjunction with the Districts, public transport operators and user groups;
- ▶ consultation with Passenger Consultative Committees in each district on a wide range of public transport issues;
- ▶ consultation exercises undertaken by the West Yorkshire Authorities as part of Best Value Reviews; and
- ▶ scheme-specific consultation, including market research at bus stations and in support of corridor initiatives (such as the East Leeds and Manchester Road Guideway schemes), as well as surveys of rural bus and AccessBus passengers.

In November 2001 Community and Interest Groups across West Yorkshire were invited to attend a seminar to discuss progress in delivering the LTP strategy, including information reported in the APR. More than 70 delegates attended the event, representing a wide range of transport users (including elderly, disability, cyclist and environmental groups). All invitees were sent a copy of the 2000/01 APR document which provided a useful basis for discussion, and a range of topics were covered during workshop discussion groups. Discussion centred on a number of transport themes including the environment, integrated transport, demand management and safety and security (see Appendix material for further details). Key issues raised during the day included the following:





- ▶ the importance of reducing CO₂ emissions, through effective traffic management, the introduction of more low-emission bus/rail vehicles and through promoting sustainable development patterns through the land use planning process;
- ▶ the need for the development of an integrated transport system which addresses the travel needs of all transport users, with improved information on bus services and the development of integrated/through ticketing systems;
- ▶ the need for more enforcement of bus and cycle lanes and management of car use rather than car ownership, with more publicity required for TravelWise initiatives; and
- ▶ the importance of addressing safety and security of all transport users, including improving highway safety and safety/security at public transport facilities in partnership with the police.

Further events are proposed for 2002/03, including a business seminar in autumn 2002.

Metro is currently developing a consultation database, which once complete will include details of all consultation and market research undertaken over the past two years. This information will be made available to external organisations, and will include details of the methodology adopted, target audience, as well as a summary of key findings. Details of future consultation exercises undertaken by Metro will also be included in the database. The establishment of this database will

provide information on a wide range of consultation exercises being undertaken by Metro, covering a wide range of themes and will enable findings from such exercises to be disseminated to a wider audience. A questionnaire seeking feedback on this APR submission and progress being made delivering the LTP Strategy is included at the back of this document.

RELATIONSHIP WITH 'BEST VALUE'

Best Value reviews are intended to ensure that services are delivered in the best possible way. This section looks at the reviews that have been undertaken that are relevant to transport and West Yorkshire.

BRADFORD

In Bradford consultations have been carried out to gauge the views of residents and businesses on various transport issues in preparation for a cross cutting Best Value review of the Highway Authority in 2002/03. It is envisaged that this review will include the LTP.

CALDERDALE

The Highway Service which covers Maintenance, Management and Development of Highways (including public rights of way) and Parking was the subject of a Best Value review in 2001/02. The review team has completed its investigation and a final report is to be considered by Councillors.

KIRKLEES

A review of 'Delivering Highway Projects' has been inspected and was found to be a good two star service that has promising prospects for improvement. Key findings from this inspection include:

- ▶ the Service is meeting its delivery aims, with good customer satisfaction on individual projects which are delivered on time and to a high standard;

- ▶ on average a 50 per cent accident reduction has been achieved for schemes designed to improve safety;
- ▶ current levels of investment will not achieve government targets for backlog highway repairs;
- ▶ there is scope for improvement in some national performance indicators, especially those relating to road condition and road safety; and
- ▶ partnering with the private sector and other local authorities was chosen from a good option appraisal.

Key recommendations Include:

- ▶ develop a highways and transportation policy for Kirklees that connects the sub-regional LTP with all aspects of service delivery within Highways and Transportation, and fully engages councillors;
- ▶ develop the annual service plans and budgetary information so that revenue and capital expenditure are shown together alongside the activities they are to cover; and
- ▶ improve the interpretation of national performance indicators, and set plans to target the top 25 per cent; clarify plans to achieve the stretched road safety targets that are in the proposed Public Service Agreement.

LEEDS

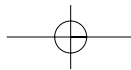
The Year 1 review of Highway Maintenance has been inspected. The Inspectors' judgement on this service was that the authority provides a 'fair' service that will 'probably' improve.

Key recommendations include:

- ▶ the Council needs to ensure that it delivers what is important to users of the network by identifying user groups, consulting with them to identify needs, identify what makes a satisfactory service for users and devising PIs and communicating strategies through the CIT's;

▶ 33





- ▶ the Council should improve public support for strategies and policies by using CITs to look for 'quick win' opportunities, to influence strategy and delivery, as a forum for effective communication and to build explicit links between community plans and service plans;
- ▶ the Council effectively use the skills of its staff by improving communication, ensuring genuine two way flow of information, making sure there is 'trust' in the information provided and ensuring new roles and responsibilities are fully understood; and
- ▶ the service should ensure it is amongst best performing services by establishing information to identify top 25% performance, raising awareness of best practice and evaluating the adequacy and use of available data.

Improvement plans arising from the Year 2 reviews of Traffic Management and Street Cleansing are currently being implemented. Improvements within Street Cleansing include closer working with other departments and agencies to improve the overall street environment.

METRO

Best Value is a key part of Metro's corporate aims and objectives and reviews of the DSO (Direct Services Organisation), Passenger Facilities, Concessionary Fares, Personnel, Passenger Information and TravelWise have already taken place. Improvement Plans for these reviews are in place and are being monitored through Metro's Best Value Steering Group.

The Concessionary Fares Review found that the West Yorkshire Scheme is well received and operates at lower cost than schemes in many other PTAs. The TravelWise review concluded that TravelWise plays a lead role in the Regional TravelWise Association, that the project is well-managed and that the

team have an excellent reputation. Reviews of Accessible Transport and Public Relations are currently underway. A series of in-house service reviews are planned for 2002/03.

WAKEFIELD

A review of Street Lighting has been undertaken and judged to be a fair service, which is likely to improve. The service has improved over the last two years with 79% of respondents fairly or very satisfied with the service provided. The Council is now looking to make further progress in this area through a Private Finance Initiative (PFI) contract, which is due to commence on 1st April 2003.

A review of Car Parking was undertaken in July 2001. The positive features of the service included the provision of secure parking facilities and good directional signage to individual car parks.

BEST PRACTICE



improve efficiency and effectiveness within an environment of getting the best value out of their investment in resources and expenditure. Part of this involves delivering Integrated Transport in West Yorkshire in the best way possible. Another part of this is sharing our methods and practices with other Authorities. The Centre of Excellence initiative formalises this sharing process, but during 2001/2002 there was also a considerable amount of informal sharing and learning taking place.

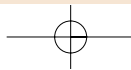
Throughout 2001/02 staff within the West

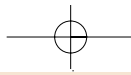
Yorkshire Authorities have benefited from a range of activities including:

- ▶ a visit to York to view Park and Ride operations, in relation to developing a Park and Ride site as part of the South Bradford Integrated Transport Major Scheme;
- ▶ involvement in the European funded TARGET project to exchange good practice on travel awareness initiatives;
- ▶ involvement in the EU's Citizen's Network Benchmarking Initiative comparing transport performance between different cities across Europe and sharing best practice on integration of transport and interchange development;
- ▶ work on expanding cycle route provision between Wakefield and South Yorkshire;
- ▶ numerous activities to do with Best Value comparisons;
- ▶ visits to and liaison with LRT operations around the UK;
- ▶ ongoing involvement in DfT promoted training and consultation events; and
- ▶ attendance at trade shows and visits to see the application of new technologies and construction methods.

SHARING OUR EXPERIENCES

The West Yorkshire authorities have contributed on the international, national and local stage through many formal channels of sharing 'good practice'. These range from submitting evidence to Parliament to presenting papers, holding workshops, seminars and distributing information. In addition, many dissemination activities have also been undertaken. Requests to visit and discuss the East Leeds and Manchester Road guideways in Leeds and Bradford are continually being received and delivered and many informal requests to visit bus stations throughout West Yorkshire are received and catered for.





The West Yorkshire authorities also maintain an LTP web site, and this is referenced to authority-based web sites, which include specific information relating to various aspects of transport information, including public transport timetables, transport statistics and community information.

The stakeholders within West Yorkshire also take an active role in the dissemination of good practice. The 110 ARRIVA bus service with its innovative audio and visual information is the subject of much interest nationally. The Guideways attract many visitors too.

The following activities have been organised to pass on our experience and good practice:

- ▶ welcoming visitors from around the world to visit guideways and bus stations;
- ▶ visits of the English Historic Towns Forum to see the Zones and Loops in Halifax;

- ▶ the exchange of design guides and project briefs between Partners and with other Authorities;
- ▶ collaborative working with other PTEs, specifically with South Yorkshire and in general through the Passenger Transport Executive Group (PTEG);
- ▶ contribution to national seminars and events including organising the national TravelWise Conference;
- ▶ the submission of articles and press releases for journals and magazines; and
- ▶ the Minister of Transport - Mr. Alistair Darling undertook a fact-finding tour of West Yorkshire in which he was shown the Guided Bus Scheme, newly refurbished bus station, electronic passenger information and experienced a ride on the new 333 train.

CENTRE OF EXCELLENCE FOR INTEGRATED TRANSPORT

The West Yorkshire authorities were jointly designated a 'Centre of Excellence for Integrated Transport Planning' by the Government in March 2001.

Centres of Excellence throughout the country are now disseminating their experiences and good practices with other authorities in a number of key transport areas in which they have excelled.

The West Yorkshire authorities and key partners are committed to delivering a fully integrated transport system and have considerable experience in developing key elements to achieve this, including:

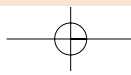
- ▶ Interchanges: West Yorkshire has developed a network of modern bus interchanges in the major centres of the county (including Bradford Interchange), which including accessibility measures and update passenger information. These facilities have brought about significant improvements in passenger satisfaction and increased usage;

- ▶ Smartcard: The development of multi-modal, multi operator Smartcard ticketing will benefit passengers by improving interchange arrangements, and improving operator efficiency, through quicker boarding times; and
- ▶ Guided Bus Schemes: West Yorkshire have considerable experience in developing guided bus schemes with 2 schemes operational in Leeds and one in Bradford. This includes securing partnership co-operation, branding, marketing, design and development, construction, operation and co-ordination.

Progress is being made disseminating 'best practice' information in each of these areas with a range of activities proposed for the future. These include:

- ▶ two open day events to show visitors a variety of interchange sites;
- ▶ a twice-yearly visit to West Yorkshire will be organised to highlight the three guided bus routes; and
- ▶ information packs which will be provided on CD-ROM to complement the open days and seminars.

Further information on Centre of Excellence dissemination activities are detailed in the Appendix material supporting this document.





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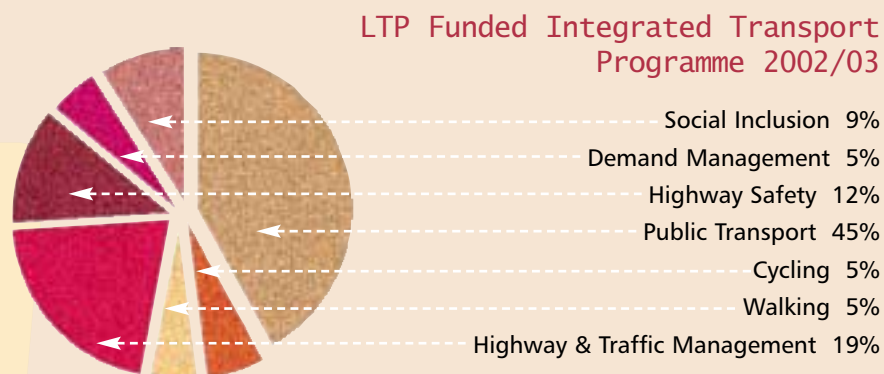
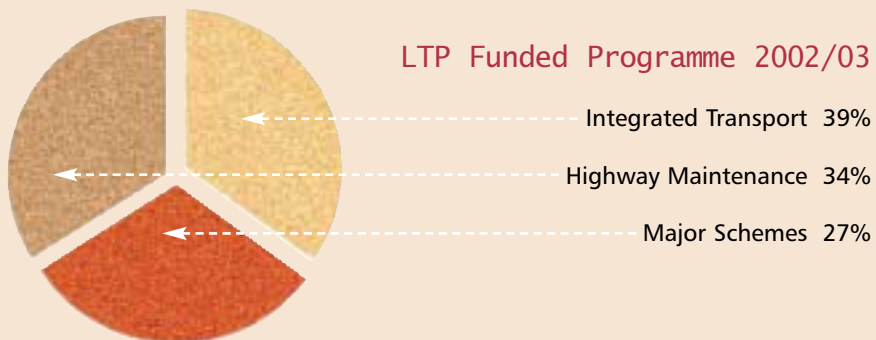
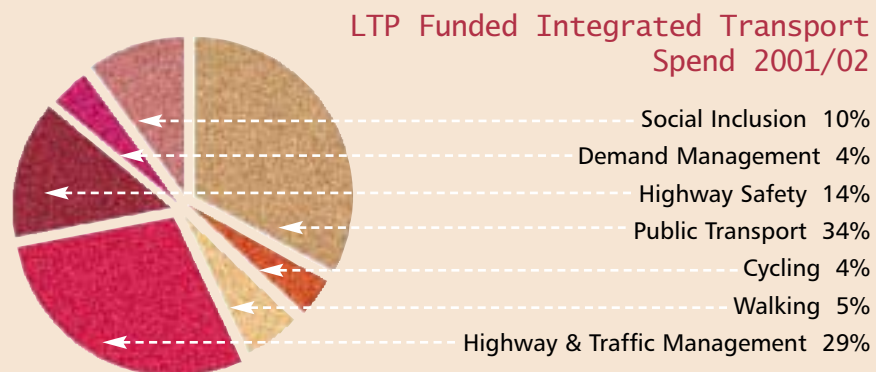
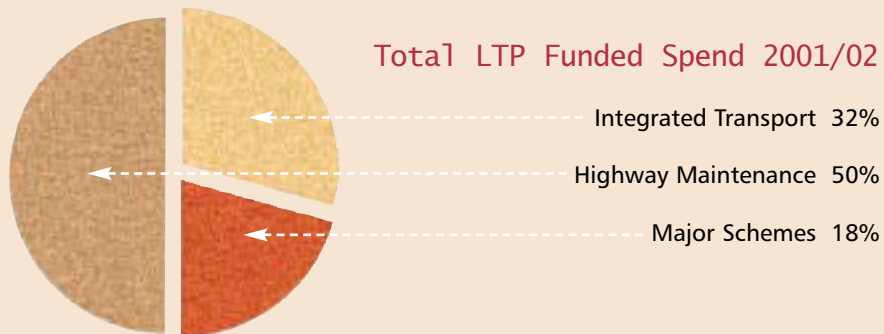
OUTPUTS IN 2001/02, PROGRAMME FOR 2002/03 AND FUTURE SCHEMES

INTEGRATED TRANSPORT

The output for 2001/02 and the programme for 2002/03 are shown in Table 5.1. Figures 5.1 to 5.4 illustrate the proportionate split between LTP expenditure headings. A summary of key strategic schemes implemented since the beginning of the Plan period is shown in the map provided at the back of this document. Information on schemes implemented in the urban centres across the county are also included.



KEY HIGHLIGHTS OF THE 2002/03 LTP PROGRAMME ARE DETAILED BELOW





2002/03 INTEGRATED TRANSPORT CAPITAL PROGRAMME

Highlights of the 2002/03 capital programme throughout the Districts are summarised below:

Bradford

Key schemes proposed for 2002/03 include:

- ▶ further traffic management and environmental measures in the City Centre to improve conditions for pedestrians, cyclists, motorcyclists, buses and for those with mobility impairment;
- ▶ continuation of works comprising the South Bradford Integrated Transport Improvements;
- ▶ integrated bus priority measures on a number of corridors including A641 Huddersfield Road to complement the Manchester Road Quality Bus Initiative, A658 Harrogate Road, A647 Great Horton Road/Little Horton Lane, Toller Lane and extension of facilities on Thornton Road;
- ▶ commencement of traffic management and bus priority schemes on radial roads in Keighley;
- ▶ development of rail park and ride and improvements to passenger facilities at a number of rail stations;
- ▶ start of integrated transport measures in the Aire Valley to complement the Bingley Relief Road, including bus promotion measures and pedestrian and cycling facilities in conjunction with the Highways Agency; and
- ▶ a programme of casualty reduction schemes.

Calderdale

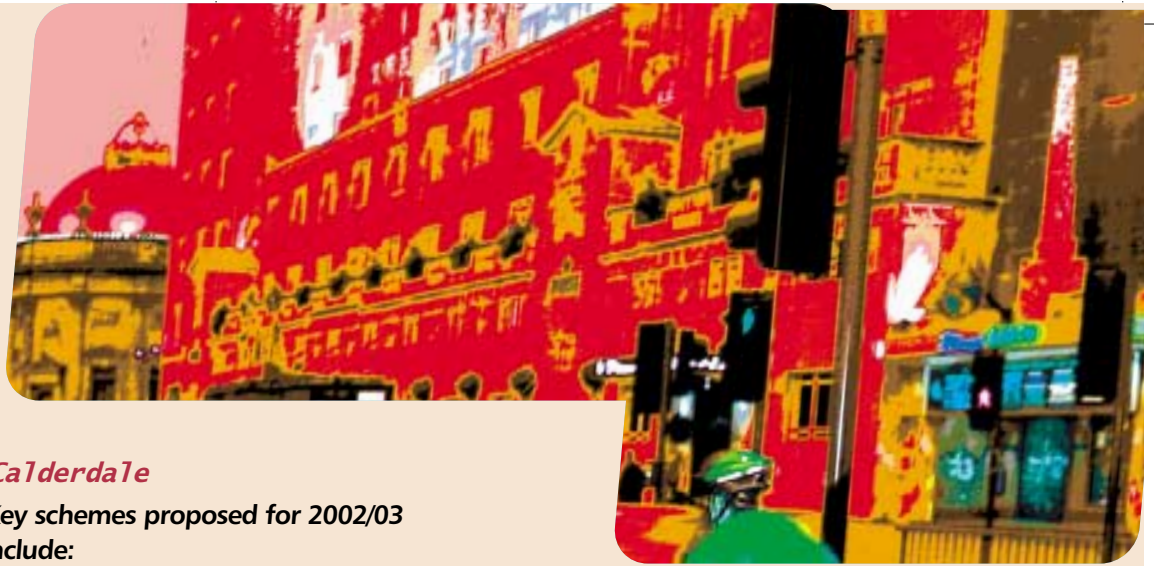
Key schemes proposed for 2002/03 include:

- ▶ further work on Halifax Town Centre Zones & Loops including the repaving of Princess Street and street furniture upgrading;
- ▶ junction improvements on A629 Huddersfield Road in association with, and part funded by, the newly extended Calderdale Royal Hospital, incorporating bus stop accessibility and pedestrian crossing facilities;
- ▶ implementation of the Hebble Trail, a new linear cycling and walking link between Halifax centre and the Calder Valley Greenway; and
- ▶ strategic traffic management and environmental works in Todmorden town centre following an extensive review.

Kirklees

Key schemes proposed for 2002/03 include:

- ▶ the development of improved bus station facilities at Batley and Cleckheaton, including the provision of new electronic information;
- ▶ improvements on the Wakefield Road corridor, Huddersfield including new shelters and better accessibility at stops, and phase 1 of improvement works on the A638 Dewsbury to Cleckheaton integrated corridor;
- ▶ implementation of measures to improve public transport accessibility on the Rawthorpe to Lindley integrated transport corridor and improvements and reconstruction work on the A652 Bradford Road in Batley;
- ▶ development of the Cooper Bridge to Ravensthorpe Cycle Route;
- ▶ integrated transport improvements in small town centres including Skelmanthorpe;

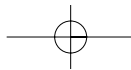


- ▶ further development of the Hebden Bridger Project, to improve access to rural bus services, with re-modelled travel facilities in the town centre;
- ▶ further improvements to the Urban Traffic Control network; and
- ▶ continuation of safe routes to school projects and implementation of a wide range of accident reduction schemes.

Leeds

Key schemes proposed for 2002/03 include:

- ▶ improved bus station facilities at Pudsey, with modern, DDA compliant features including enhanced passenger waiting facilities, electronic information and additional bus stands;
- ▶ implementation of new interchange facilities at Leeds Rail Station, with improved bus stop/taxi facilities at New Station Street;
- ▶ as part of the regional realtime information project AVL is proposed for early introduction in East Leeds including the successful "elite" quality bus routes;
- ▶ preliminary design works to start on A65 Kirkstall Road Quality Bus Initiative;
- ▶ further bus priority schemes on Easterly Road, Meanwood Road and Wellington Road which will include integrated improvements to benefit buses, cyclists and pedestrians;
- ▶ bus stop accessibility improvements scheme to complement low floor bus routes;
- ▶ cycle schemes on King Lane, Moor Allerton and Wetherby to Thorpe Arch cycle tracks and continuing work on West Yorkshire Cycle Route. Leeds/Liverpool canal towpath repairs will benefit cyclists (and pedestrians) using the Trans Pennine Trail;



- ▶ provision of a new footbridge across the A58(M) Leeds Inner Ring Road to be funded through the LTP and a private developer;
- ▶ pedestrian accessibility improvements to target locations used by disabled or mobility-impaired people including the improvement of 45 pedestrian crossings;
- ▶ further local safety issues to be addressed include traffic calming to reduce speed and traffic signals to improve junctions. New/replacement safety barriers are being provided along A647 Stanningley Bypass. Moor Allerton Safer Routes to School project will be implemented this year; and
- ▶ consultation will commence on a number of 20mph zones identified around Leeds. Following a successful Home Zone Challenge bid, design work on the "Littlemoor Home Zone" will commence.

As part of an ongoing three year programme, improvements are to take place at existing pedestrian crossings and signal junctions to conform to Disability Discrimination Act legislation. Other improvements to the Urban Traffic Management Control system in 2002/03 include replacement of the Remote Monitoring Unit system and further progress with the Selective Vehicle Priority Control system.



Wakefield

Key schemes proposed for 2002/03 include:

- ▶ the implementation of a new cycling route that will link Wakefield City Centre with Horbury Town Centre;
- ▶ traffic management and environmental measures in Pontefract to improve conditions for pedestrians;
- ▶ the development of further bus priority measures throughout the District including the provision of a bus gate in the City Centre and new bus lane on the A61 Barnsley Road;
- ▶ the development of a new bus station in Ossett and which is fully accessible with new, modern passenger facilities; and
- ▶ a number of local safety schemes and safer routes to schools through the District targeting known accident concentrations.

COUNTYWIDE SCHEMES ACROSS WEST YORKSHIRE

A range of measures are proposed for 2002/03 across West Yorkshire including:

- ▶ safer routes to school initiatives, traffic calming and speed management measures, including 20mph zones and home zones;
- ▶ continued support for measures to improve conditions for pedestrians, cyclists and public transport users, including improved crossing facilities;
- ▶ passenger shelter provision and replacement, as part of an ongoing programme covering all bus corridors;
- ▶ the development of real-time passenger information across the county, including implementation of the DfT scheme;
- ▶ further development of RailPlan 5 initiatives, including rail carriage refurbishment, including the Class 144 vehicles and completion of long line public address systems at rail stations across West Yorkshire; and
- ▶ the development of an improved Metroline public transport information service, and installation of a new AccessBus booking system.

HIGHWAY MAINTENANCE PROGRAMME FOR 2002/03

Principal Road maintenance programmes for 2002/03 have been prepared to the sum of £12.2million and work on these schemes is progressing. The programme includes for routine repairs to dangerous defects, schedules of surface treatments to restore skid resistance and major schemes to strengthen the carriageway network. The balance between activities has been selected to give the maximum opportunity to meet the highway maintenance targets within available funding levels.

Non-Principal Road maintenance programmes for 2002/03 have been prepared with a total allocation of £10.7million, which has been planned for work on named schemes on the strategic, non-principal network. These include those roads where heavy loads are experienced, for example from buses, for which they were designed.

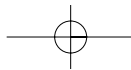
FUTURE YEARS: 2002/03 TO 2005/06

Details of the capital programme for the period 2002/03 to 2005/06 are contained in the West Yorkshire LTP submitted in July 2000. However, there have been some further developments in relation to this forward programme including:

- ▶ the development of public transport interchange schemes across in support of the West Yorkshire Interchange Strategy. An action plan of schemes to encourage a transfer to public transport is being developed which will feed into the LTP programme; and
- ▶ the programme for highway maintenance for the remaining Plan period has been re-drafted to reflect changes in priority. The LTP settlement permits the maintenance of footways as well as carriageways to reverse the deteriorating trend in the condition of all roads. Schemes therefore include footway works where the need exists.



Strategy	Objectives									Spend 2001/02	Programme 2002/03					
	Primary					Subsidiary					Gross Total	Net Total	Gross Total	Net Total		
Table 5.1: Output for 2001/02 Programme for 2002/03	Sustainable Economy	Operational Efficiency	Maintain Infrastructure	Safety, Security & Health	Social Inclusion	Improve Environment	Greenhouse Gases	Traffic Growth/Levels	Alternatives to Car	Freight to Rail/Water	Integration Mode/Policy	Scheme Type	£000's	£000's	£000's	£000's
	Public Transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Information	496	456	2,417	2,257
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Ticketing	104	64	171	88
				✓	✓							Safety & Security	155	29	1,505	881
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Bus Quality Partnerships	686	685	1,258	1,139
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Bus Passenger Facilities	583	583	1,044	925
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Rail Passenger Facilities	504	313	4,147	2,389
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Interchange	5,854	3,183	7,418	7,299
												Public Transport Total	9,901	6,782	20,146	17,124
Cycling	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	National Cycle Network	330	330	633	566
	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	Local Cycle Routes	371	371	1,343	1,300
	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	Other Cycling Facilities inc. parking	146	146	118	118
												Cycling Total	847	847	2,094	1,984
Walking	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	Walking Strategy Measures	1,242	1,019	2,193	2,008
Motorcycling			✓	✓						✓	✓	Motorcycling	12	12	70	70
Highway And Traffic Management			✓	✓								Area Traffic Calming	976	976	1,719	1,719
			✓	✓								Home Zones	257	257	76	76
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	City/Town Centre Schemes	2,328	2,323	2,255	2,208
	✓	✓			✓	✓						UTMC	901	901	998	998
	✓	✓			✓							Traffic Management	695	695	1,669	1,658
				✓	✓							Taxi Rank Improvements	2	2	30	30
	✓	✓			✓							Highway Network Improvements	371	371	621	621
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Other (Studies/Minor Works)	194	194	131	131
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	Major Schemes	14,072	11,115	32,808	27,014
Highway Safety			✓	✓								Local Safety Schemes	2,758	2,428	2,665	2,427
			✓	✓								Speed Management	206	206	426	246
			✓	✓								Other Safety Schemes	77	77	1,748	1,748
Demand Management			✓	✓	✓				✓			Safer Routes/Schools Initiatives	709	709	1,464	1,434
	✓	✓			✓							Parking Schemes	90	90	296	296
	✓				✓							Travel Plans	0	0	20	20
Social Inclusion			✓	✓	✓							Access to Public Transport Facilities	512	512	1,680	1,409
			✓	✓	✓							Access Bus	313	313	182	182
			✓	✓								Accessible Routes	1,460	1,173	1,956	1,871
Highway Maintenance	✓	✓	✓	✓	✓							Principal Carriageways	13,036	13,036	12,392	12,392
	✓	✓	✓	✓	✓							Non Principal Carriageways	8,807	8,807	11,372	11,122
	✓	✓	✓	✓	✓							Structures	9,798	9,798	10,677	10,677
Programme Summary												Integrated Transport Schemes	23,851	19,887	42,439	38,260
												Highway Maintenance	31,641	31,641	34,441	34,191
												Major Schemes	14,072	11,115	32,808	27,014
												TOTAL	69,564	62,643	109,688	99,465



MONITORING

Monitoring is a key component of the continuing LTP process as it provides a measure of achievement against stated targets and milestones. Monitoring also allows the effectiveness of individual schemes to be measured, thus providing essential feedback to the Plan strategy, programmes and scheme development.



Extensive monitoring arrangements have been developed for the plan based on a series of key indicators and targets. Progress towards these targets is summarised in Table 6.1, which also shows the links to the Government's 10 year Plan and National Public Service Agreement targets. In addition, available on request, are Appendices which contain:

- ▶ Impact Reports which cover detailed monitoring of a representative sample of schemes, showing how they have contributed to the Plan objectives through the use of "causal chain" diagrams;
- ▶ an update on the rolling programme of monitoring of key indicators based on the plan objectives. Indicators include modal split, parking provision and charges, journey times; and
- ▶ progress on the evolution of the monitoring programme, covering the development of proposals to measure progress in rural areas, the impact of freight policies and the development of local targets for cycling and walking.

MONITORING IN 2001/02

Schemes Monitored

Detailed monitoring and causal chain information for schemes completed or started in 2001/02 has been produced. These include an interim report on the A641 Guided Bus in Bradford, an assessment of the East Leeds Quality Bus scheme, a report on the A62 Leeds Road Corridor Improvements and the results of the Bike train initiatives at Calder High School. Details are included in the Appendices to this document.

Indicators

A total of 41 key indicators are monitored to measure progress towards Plan targets. In addition data is provided for the Governments core indicators where these are not specifically covered by our own programme. The key findings for 2001, and progress towards the Plan targets are summarised below and shown in shown in Table 6.1 which gives details of survey techniques and frequency of data collection. The findings are arranged by plan objectives to show progress towards targets set in the LTP and National targets and objectives. Detailed analysis and discussion relating to these indicators is given in the Appendix material to this document.

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PROGRESS AGAINST TARGETS

The monitoring of traffic flows through the Long-Term Monitoring Programme has shown that the period of low annual growth across West Yorkshire is continuing and that we are on course to achieve our target of less than 5% daily traffic growth during the Plan period. City Centre peak hour flows are more varied, with trends in Bradford and Halifax showing good progress towards achieving the target and no clear indications in the other centres of Leeds, Huddersfield and Wakefield.

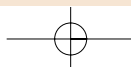
Monitoring of public transport usage shows that in 2001/02 both rail and bus patronage increased on the previous year. Rail patronage increased by nearly 5% to 16.1 million passengers compared to 15.3 million in 2000/01, whilst the number of bus passenger journeys in West Yorkshire increased by nearly 2.5%, from 204 million in 2000/01 to 209 million in 2001/02, the second consecutive year-on-year increase. This indicates that we are on course to meet the target to increase bus patronage by 3% ahead of the target date of by 2006.

We are also on track to meet our safety targets, with significant reductions in the total numbers killed or seriously injured, both for the population as a whole and children.

MONITORING DEVELOPMENTS

Work is continuing to develop the LTP monitoring framework including new methodologies for monitoring the indicators included within the LTP:

- ▶ we are continuing to develop techniques for monitoring congestion levels in the major urban centres. We are concentrating on defining targets for reduction in person congestion, as opposed to vehicle congestion;
- ▶ following on from the success of monitoring of mode of travel to school, we have piloted a 'Mode of Travel' survey within the travel plan process. Initially undertaken in Leeds, we plan to roll-out the survey across all the West Yorkshire Districts;
- ▶ work is continuing on developing local targets relating to cycling and walking, particularly for journeys to school. This will be fully reported next year; and
- ▶ work is currently being undertaken to review the bus and rail targets contained in the West Yorkshire LTP strategy. In particular, good progress is being made to meet the bus target (3% increase in patronage from 1999 base year) ahead of 2006. The outcome of this review will be fully reported next year.



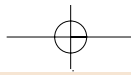
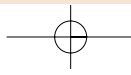


Table 6.1:
PROGRESS AGAINST OBJECTIVES AND TARGETS

<i>Local objectives contained in LTP</i>	<i>Local performance indicators contained in LTP</i>	<i>Source of data</i>	<i>Local targets or outcomes contained in LTP</i>	<i>Baseline data</i>	<i>Progress made in 2001/02 against local outcomes</i>	<i>On track/not on track to meet targets?</i>	<i>Link to National PSA or 10 Year Plan target (see notes)</i>
To promote opportunities for fostering a strong, competitive economy and sustainable economic growth	A1 Unemployment	DfEE	Downward trend	1995	Continuing downward trend	Yes	
	A2 Local trade levels/Vacant premises	Local surveys	Increase in provision of retail trading space Decrease in amount of vacant premises	1996	No new data	Yes	
	A3 Rental Values	Valuation Office	Increase	1996	No new data	Yes	
	A4 Pedestrian activity	Annual footfall surveys in main centres	Increase	1996	Continuing to increase in most centres	Yes	
To improve operational efficiency within the transport system	B1 Journey times by bus and car to include:	Moving vehicle surveys on main network	Increased average speeds for buses and cars	1998	78% of network now surveyed (c/f 46% in 1999, 59% in 2000)	-	PSA 1, 10 year plan target # 9
	• Average time lost per person Km	Moving vehicle surveys and traffic counts from LTMP	Reduction in time lost per person	Under development	-	-	



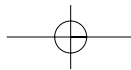
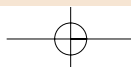
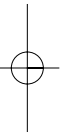
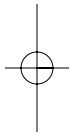
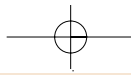


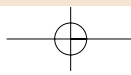
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AND TARGETS

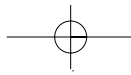
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To improve operational efficiency within the transport system	• Average time lost per vehicle km	Data to be supplied by DfT	Reduction in average time lost	2000	-	-	
	• Bus Reliability		Under development			-	-
	B2 Generalised cost	COBA/SATURN runs, Local journey time surveys and parking charge data	Bus user generalised costs to fall	2000	Slight decreases recorded in each centre	Yes?	
	B3 Travel distance to work	National census - Special Workplace Statistics	Reduction over the long term	1991	No new data	No new data	
		Possible use of enhanced National Travel survey from 2003/04					
	B4 Cost of passenger journey on subsidised bus services (PTE)	Metro surveys	Reduction over time	1999/2000	1999: £0.50 2002: £0.59 15.3% increase on the base year	No, due to inflation in bus costs and some services now operate on a commercial basis	
To maintain the transport infrastructure to standards to allow the safe and efficient movement of people and goods	C1 Maintenance management	BVPI 100,105,178: P6a & P6b	Improve percentage compliance	1997	All indicators show an improvement in performance	Yes	





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To maintain the transport infrastructure to standards to allow the safe and efficient movement of people and goods	C2 Principal and non-principal road maintenance programme	BVPI 96,97	Condition indices to be within top 25% of comparable authorities or maximum of 9% of principal roads where major maintenance should be considered.	2000	All indicators show an improvement in performance	Yes	10 year plan target #10
	C3 Local indicators	Code of Practice for Maintenance Management - selected indicators and withdrawn BVPI 98	Improve compliance		Baseline data being collected		
	C4 Completed bridge assessments	Local data	Increase in numbers assessed	1999	Increase in all areas	Yes	
	C5 Bridges strengthened	Local data	Increase in numbers strengthened	1999	Increase in all areas	Yes	
	C6 Highway structure maintenance	Safety checks on bridges - assessment code BD21 Bridges with temporary weight or width restrictions Percentage of structures requiring preventative and external maintenance	Target = 0% Decrease from 2000/01 base	2000	Progress towards 100% in all areas Reduction in numbers in all areas Increase in % requiring essential maintenance in all areas except Bradford	Yes Yes No	

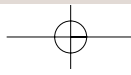


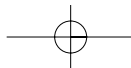


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To improve safety, security and health, in particular to reduce the number and severity of road casualties	D1 Road casualty trends	West Yorkshire Police	40% reduction in numbers killed or seriously injured	1994/98	Reduction of 10.3%	Yes	PSA 6
	D2 Casualty rates for road user group		10% reduction in slight casualty rate	1994/98	Awaiting DfT guidance	-	
	D3 Children (age 0-15yrs) involved in accidents		50% reduction in number of children killed or seriously injured	1994/98	Reduction of 16.5%	Yes	
	D4 Town centre car parks with CCTV cameras	Local Surveys	Increase in main centres	1996	76% now covered. 17.5% increase since 1996.	Yes	
	D5 Rail station car parks with CCTV cameras	Local Surveys	Increase year on year to 100%	1996	CCTV coverage: 1996 - 8% 2000 - 35% 2001 - 65%	Yes	
	D6 Bus stations with CCTV cameras	Local Surveys	All 27 bus stations/points to be covered by 2006	1996	CCTV coverage: 1996: 36% 2001: 78% 2001: 88%	Yes	
	D7 Car park spaces with secured car park awards	Surveys of LA controlled car parks	Year on Year increase in % covered	1996	Increase in Bradford, Huddersfield and Leeds. No change in Wakefield and Halifax	Yes	

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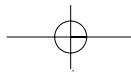
Table 6.1:
PROGRESS AGAINST OBJECTIVES AND TARGETS





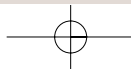
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	D8 Town and city centre streets covered by CCTV cameras	Local surveys	Year on year increase in percentage covered	1998	Increase in Bradford, Huddersfield and Leeds. No change in Halifax and Wakefield	Yes	
	D9 Health	Under development					
To promote social inclusion and equal opportunities for access to transport	E1 AccessBus patronage	Annual patronage survey	Increase in patronage (until mainstream PT meets DDA requirements)	1995	1995 - 320,000 2000 - 531,000 2001 - 550,000	Yes	
	E2 Accessibility of bus fleets	Annual survey	Full compliance with DDA requirements before 2015	1996	1997 - 7% low floor 2000 - 30% low floor 2002 - 32% low floor	Yes	
	E3 Accessibility of rail stations	Annual survey	Increase in provision of ramps, information screens and Public Address (PA) systems	1997	33% increase in level / ramped access to all platforms (11% increase from 2000) 30% increase in information systems (no change from 2000) 50% increase in full PA system (no change from 2000)	Yes	

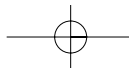




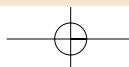
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To promote social inclusion and equal opportunities for access to transport	E4 Accessibility of bus stations	Annual survey	All bus stations to be compliant with DDA requirements by 2006	1996	Metro owned stations 100% compliant. Full audit in 2002/03	Yes	
	E5 Accessibility of bus stops	Annual survey	Targeted investment on corridors, city and town centres.	1996	Full audit in 2002/03		
	E6 Provision at controlled crossings	Annual survey	Increase in % age of fully accessible facilities	1997	1997 : 57% 2000 : 82% 2001 : 86%		
To improve environmental quality and reduce the impacts of transport on air quality and noise	F1 Air quality	Static & mobile units NO ₂ diffusion tubes AIRVIRO modelling capability	Reduction in transport pollution and urban air pollution by 2010	1999	1999 - 2001: CO ₂ (DMRB) -3.5% PM ₁₀ (DMRB) -12% (Stanger) -9% No _x (DMRB) -6.7% (Stanger) -7.8%	Yes	PSA 4,5
	F2 Noise	Noise mapping under development	Under development	-	-	-	

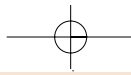
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To contribute to national and international efforts to reduce the contribution of transport to overall greenhouse gas emissions	G1 Traffic Flows	West Yorkshire LTMP of automatic traffic counts	Traffic growth 1999 - 2006 not to exceed 5% (16 hours, all roads) AM peak period inbound traffic in Bradford, Halifax, Huddersfield and Wakefield not to grow by more than 3% (1999-2006) No increase in AM peak inbound traffic to Leeds (1999-2006)	1999	1999 - 2001 traffic growth : 0.1% 1999 - 2001 peak growth in : Bradford = 0% Halifax = -4.3% Huddersfield = +1.5% Wakefield* = +5.8% Leeds* (1998-2002) = +5%	Yes Variable across centres No	PSA 1,4,5
	G2 Bus patronage	Annual survey & ticket returns	Bus patronage +3%	1999	2000 - 2001: 2.3% increase in bus passenger journeys per year (2001/02 - 209.1million)		
	G3 Rail patronage	Annual survey & ticket returns	Rail & LRT patronage +40%	1999	2000 - 2001: 4.9% increase in rail passengers per year (2001/02 - 16.1million)		
To reduce the general rate of growth in road traffic and, where feasible to reduce absolute traffic levels	H1 Traffic flows	West Yorkshire LTMP of automatic traffic counts	Traffic growth 1999 - 2006 not to exceed 5% (16 hours, all roads) AM peak period inbound traffic in Bradford, Halifax, Huddersfield and Wakefield not to grow by more than 3% (1999-2006) No increase in AM peak inbound traffic to Leeds (1999-2006)	1999	1999 - 2001 traffic growth: 0.1% 1999-2001 growth in: Bradford = 0% Halifax = -4.3% Huddersfield = +1.5% Wakefield* = +5.8% Leeds* (1998-2002) = +5%	Yes Variable across centres No	PSA 1,2,3

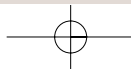


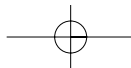


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To encourage a greater proportion of journeys to be made by public transport, cycling and walking as alternative modes to the private car	I1 Modal split	Local surveys at 2 year intervals	Decrease in proportion of car based trips Increase in car occupancy	1998	1998 - 2002 decrease in Leeds and Halifax 1998 - 2002 increase in Bradford, Huddersfield and Wakefield	Yes in most main centres	PSA 2, 3
	I2 Bus/car journey times	See B1		-	-	-	
	I3 All day commuter parking supply and cost	Full inventory surveys at 5 year intervals Cost updated annually	Reduction in number of commuter parking spaces	1998	No new data		
			Charges to increase at more than rate of inflation	1997	Increase 1997 - 2002 30%	Yes	
	I4 Cycle monitoring	Data from NTC and specific local surveys	National Targets Local targets for school & work journeys being developed	1995/7	Leeds +5%	Not clear	10 year plan # 7
	I5 Attitudinal surveys	General & scheme specific public consultation					
I6 Local bus service use (BVPI 101,102)	Annual surveys	Bus patronage +3% by 2006	1999	2000 - 2001: 2.3% increase in bus passenger journeys per year (2001/02 - 209.1million)		PSA 2	

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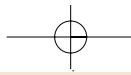
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	17 Percentage of users satisfied with local provision of PT information (BVPI 103)	Area wide consultation	70% satisfaction level by 2004/05	2000/01	No change - 56% of users satisfied in 2000/01 (next survey to be undertaken in 2002/03)		
	18 Percentage of users satisfied with local bus services (BVPI 104)	Area wide consultation	70% satisfaction level by 2004/05	2000/01	No change - 54% of users satisfied in 2000/01 (next survey to be undertaken in 2002/03)		
	19 Percentage of users satisfied with local rail services	Area wide consultation	75% satisfaction level, all users, by 2005/06	2000	Satisfaction with train service in 2001 - 33.5% Satisfied with provision of information in 2001 - 50%		
	110 % of rural households within 13 minutes walk of an hourly or better bus service	GIS analysis using Metro's IS Database	Under development	Under development	Under development - to be reported in 2003 Annual Progress Report		
	111 Age of bus fleet	Consultation with bus operators throughout West Yorkshire	To reduce the average age of bus fleets (in line with the national target of 8 years)	2001/02	Average age of bus fleet in 2001/02 - 8.3 years		





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To encourage more use of rail and waterways as alternatives to lorries	Under development by West Yorkshire Freight Forum	Data Sources under Review	Under development	Under development	Under development to be reported in 2003 Annual Progress Report		

DFT CORE INDICATORS

National PSA targets:

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1. To reduce road congestion on the inter-urban network and in large urban areas in England below current levels by 2010 by promoting integrated transport solution and investing in public transport and the road network.
2. To increase bus use in England (measured by the number of passenger journeys) from 2000 levels by 10% by 2010, while at the same time securing improvements in punctuality and reliability.
3. To double light rail use in England (measured by the number of passenger journeys) by 2010 from 2000 levels.
4. To improve air quality by meeting our National Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene.
5. To reduce greenhouse gas emissions by 12.5% from 1990 level, and move towards a 20% reduction in carbon dioxide emissions by 2010
6. To reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50%, compared with the average for 1994-98.

National 10 Year Plan targets & indicators:

7. By 2010 to triple the number of cycling trips compared with a 2000 base.
8. To achieve a one-third increase in the proportion of households in rural areas with about 10 minutes walk of an hourly or better bus service by 2010.
9. We expect authorities to set targets for bus punctuality in their LTP during the period covered by their first full LTP
10. Provide sufficient resources to local authorities to halt the deterioration in the condition of local roads by 2004 and to eliminate the backlog by the end of the Plan period.

Table 6.1:
**PROGRESS AGAINST OBJECTIVES
AND TARGETS**

