

WYLTP 2 PROGRESS REPORT 2008

APPENDICES

The following appendices are attached:

Appendix A Shared Priority Delivery & SWOT Analysis

Appendix B Congestion Target Delivery Plan

Appendix C Network Management Duty

Appendix D Transport Asset Management Plan Progress Report

Appendix E Air Quality Action Plan Report

Appendix F Public Rights of Way

Appendix G Use of Resources (Revenue)

Appendix H Monitoring Report

APPENDIX A – SHARED PRIORITY DELIVERY AND SWOT ANALYSIS

This section provides a summary of the outcomes of the process of “Stakeholder Engagement” reported in Section 2 of the main LTP2 Progress Report 2008).

The outcomes are reported in of tables covering the delivery of each of the Shared Priorities together with an examination of the Strengths, Weaknesses, Opportunities and Threats facing the performance of the WYLTP2 in respect of each of the Priorities.

The following tables are set out:

- A1** **Headline LTP Delivery** - SWOT only; delivery reported in Tables 15 & 15 of the Progress Report 2008.
- A2** **Tackling Congestion**
- A3** **Accessibility**
- A4** **Safer Roads**
- A5** **Better Air Quality**
- A6** **Network Management Duty** - SWOT only; delivery reported in Appendix C.
- A7** **Asset Management** – SWOT only; delivery reported in Appendix D.
- A8** **Use of Resources** – SWOT only; delivery reported in Section 7 of the Progress Report 2008 & revenue in Appendix G.

A1 HEADLINE LTP DELIVERY ISSUES - SWOT ANALYSIS

STRENGTHS

- Good use of (limited) LTP resources
- Enhanced capital programmes via districts
- Good returns from Regional Funding Allocation (RFA)
- Asset management
- Safer Roads
- Profile for transport in delivering economic & other objectives
- Congestion Local Area Agreement (LAA) target common to all districts – for enhanced priority
- Stronger partnerships with operators, stakeholders
- Strong, stable, profitable core public transport network (- no glaring strategic weaknesses)

OPPORTUNITIES

- Land use & transport policy integrated in Local Development Frameworks
- Leeds City Region (LCR) Transport Vision refresh
- Multi Area Agreement (MAA) – Government participation in LCR transport strategy development & assistance to accelerate delivery of major schemes
- LAA – transport to help deliver a broad set of local priorities
- RFA process - further scheme funding
- Local Transport Bill (LTB)
- Transport Innovation Fund (TIF) - providing income, data. profile for demand management
- Community Infrastructure Levy (CIL)
- Technologies

WEAKNESSES

- No single strong voice & ineffective LTP structures (Steering Group & Overview Group) for decision making
- Asset Management role / officers not represented in LTP structures
- Tensions between priorities – West Yorkshire v local
- Declining bus patronage
- Non-core elements of PT network
- Avoidance of strong demand management
- PMF not fully implemented
- Imbalance of capital & revenue streams
- Limited controls (e.g. fares, ticketing)
- Limited evidence (impacts / market research?) - some shared priorities
- Incomplete monitoring cycle – do not use results of monitoring to influence policy / programme change

THREATS

- Staff resources (- people & skills)
- Reliance on consultants (- not retaining skills in-house)
- Local Transport Bill (- uncertainty, opt-out of districts?)
- Stakeholder support
- Energy costs (- contracting bus network / increased fares)
- Focus on securing funding to detriment of developing strategy

A2 TACKLING CONGESTION – ANALYSIS OF LTP2 DELIVERY

LTP Strategy element		Delivery
C1	Encourage modal switch to public transport	<ul style="list-style-type: none"> • Introduction of PIPs (Bradford, Calderdale, Kirklees, Leeds) • New QBC (A629 Ainley Top, Calderdale); QBC improvements (replacement of bus shelters Black Heath Road, Heath Common, Wakefield, Manchester Road, Kirklees); Programme Entry Status for A65, Leeds QBC • Launch of ftr vehicles on Route 4 in Leeds • Bus partnerships established to address performance and deliver of bus priority, infrastructure and fleet investment • Bus stations at Brighouse, Pudsey and Hemsworth and interchange at Castleford in development • Additional rail rolling stock capacity on Harrogate & Caldervale lines with associated platform extension works • Rolling stock refurbishment on Class 321,155,158 vehicles and new rail stations in development • Exceeding LTP2 target to increase peak period rail patronage to Leeds • Completion of the MyBus project with 150 buses serving 132 schools carrying over 9000 pupils
C2	Manage the demand for travel	<ul style="list-style-type: none"> • Increased parking charges in all major centres • Multiple User priority car parking spaces – Halifax – award for innovation • New bus lanes (e.g. Wellington Road, Leeds) • HOV lane – M606 and East Leeds Link Road (under construction) to include peak period HOV lanes
C3	Make the best use of the existing capacity	<ul style="list-style-type: none"> • Delivery of the Network Management Duty underway across the districts to improve highway network efficiency • UTMC system substantially implemented in Leeds and greater use of MOVA in Kirklees • Use of websites to display travel information to enable people to make informed travel choices
C4	Improve the network	<ul style="list-style-type: none"> • Additional bus priority measures (Burley Road and Abbey Road, Leeds, A650 Shipley, Bradford) • Leeds Inner Ring Road Stage 7 and East Leeds Link Road in construction for completion end of 2008 • Hemsworth to A1 and Glasshoughton Link Roads in construction in the Wakefield district
C5	Encourage more cycling and walking	<ul style="list-style-type: none"> • New routes (Wetherby Railway Path, Yeadon – Guiseley track, off road cycle route at Spa Bottom, Fenay Bridge, Kirklees). New Greenway (Calder Valley in Kirklees) • Additional cycle track (e.g. 2km in Bradford; 4.8km in Wakefield) • LTP2 Cycling target exceeded; particular success in increasing peak period cycling trips to Leeds city centre
C6	Promote smarter travel choices	<ul style="list-style-type: none"> • Expansion of WY Travel Plan Network (130 members) & Travel for Work project supporting travel plan delivery • Over 565 school travel plans and progress with district authorities' travel plans • Annual smarter choices campaigns and targeted promotional events carried out • Expansion of Leeds City Car Club; investigation of viability of schemes in other districts e.g. Huddersfield • Wycarshare.com launched in September 2006 • Appointment of an officer to deliver the Government's motorcycling strategy in Leeds
C7	Promote sustainable land use planning policies and practices	<ul style="list-style-type: none"> • Districts and Metro influencing Local Development Frameworks • Leeds Public Transport and Kirklees Strategic Economic Zone Supplementary Planning Documents prepared • Developer contributions to new rail stations, bus service improvements and residential MetroCard scheme

A2 TACKLING CONGESTION – SWOT ANALYSIS

STRENGTHS

- Growing recognition that public transport is a key element of tackling congestion and crucial to the economic prosperity of our area
- PIP agreements signed
- Progress being made with delivery of the Network Management Duty
- Better & wider use of technological solutions (AVL, UTMC)
- Innovation – e.g. potential use of bus lane enforcement cameras
- Growing application of smarter choices to promote sustainable travel
- LAA Congestion target – prioritised by all 5 districts – raises profile
- Participation of Highways Agency in LTP delivery

WEAKNESSES

- Support for PT in principle but lack consistent approach to bus priority and issues with regard to delivery
- Slow roll out of strong demand management measures
- High percentage of PNR car parking in city / town centres reduces impact of policy interventions
- Slow progress with schemes / developments on the 13 Urban Congestion Target Delivery Plan routes
- Lack of enforcement of travel plans reduces their significance and effect

OPPORTUNITIES

- PIPs provide opportunity for public transport improvements
- Innovative modes e.g. NGT in Leeds, Tram Train trial on Penistone Line
- Bus Innovation Forum (Huddersfield) provides flexibilities to influence local networks
- HLOS to provide further capacity enhancements & station improvements
- RFA, TIF and Congestion Performance Fund
- Demand management (Kirklees Demand Management motion)
- CPE and powers for dealing with moving traffic offences
- Local Development Frameworks / Area Action Plans / Supplementary Planning Documents / Community Infrastructure Levy – routes to deliver change
- Network Management Plans provide opportunities for improvements in delivery of NMD
- LCR Transport Vision review
- Credit crunch and fuel costs increase use of sustainable travel options

THREATS

- Level of political support for strong demand management measures
- Failure to meet congestion target / trajectory will prevent access to Congestion Performance Fund and impact on LAA
- Capacity limitations of alternative modes
- Housing policy and economic growth may result in increases in travel
- HLOS – may not receive the required rolling stock
- ORR review - funding shortfall for Network Rail (- fewer platform extensions?)
- Public transport pricing structure e.g. costs of short bus journeys
- Energy costs (contracting bus network / increased fares)

A3 DELIVERING ACCESSIBILITY – ANALYSIS OF LTP2 DELIVERY

LTP Strategy element		Delivery
A1	Improve physical accessibility by making public transport more accessible and by improving the continuity and signage of cycle and walk routes	<ul style="list-style-type: none"> • 21% of all bus stops improved with raised kerbs - 800 bus stops added and associated low floor buses • Class 321 rail vehicles refurbished with improved wheelchair space • 16 rail stations benefiting from minor access improvements stations and a new station access at Ilkley • £3.3m funding secured for DDA compliant rail passenger information screens • MyBus on-site access improvements in schools linked to new service delivery • Kirklees Greenways routes awarded first prize for mobility in 2007 European Greenway Awards
A2	Maintain and improve road, pavement and Rights of Way conditions for pedestrians, cyclists, vehicle and freight users	<ul style="list-style-type: none"> • Accessibility Audits undertaken of all WY Hospital sites with joint action plans in development for Hospital, Metro and District Council delivery in LTP2 • A programme of on and off-road cycle route and PROW improvements in all districts (- but not necessarily targeted at community need. Limited records are kept of improvements)
A3	Minimise road weight and width restrictions	<ul style="list-style-type: none"> • Yorkshire Forward funded evaluation of the Regional Freight Strategy • (NB. This strategy would be more appropriately located under Congestion / Traffic Management)
A4	Maintain and develop public transport networks through our bus and rail strategies	<ul style="list-style-type: none"> • 4 FreeCityBus routes in Leeds, Huddersfield, Wakefield, Bradford) improving interchange and access to town centres. Leeds, Huddersfield, Wakefield carrying 2.4million passengers in 2007/08 • 7 MetroLocal bus routes (Kirklees), Metro & Local Area Committee funded, linking communities with local facilities. More to be delivered in LTP2 • £14m p.a. on socially necessary tendered bus services, plus trials of a new bus service linking hospital and PCT facilities with north Bradford communities and 25 Boxing Day (2007) bus services • 90 individual rural transport projects • New rail stations planned / in development at Kirkstall Forge, Horsforth Woodside, Apperly Bridge and Low Moor - developer funded through the planning process
A5	Maintain/enhance concessionary fare schemes to assist barriers for job seekers	<ul style="list-style-type: none"> • 315,000 people provided with National Concessionary Fare passes • 480 free monthly (train & bus) MetroCards provided to job seekers in partnership with JobCentrePlus
A6	Raise awareness of public transport and improve and target information and marketing	<ul style="list-style-type: none"> • Younextbus text messages service responded to 3million queries in total • MetroMessenger email update service implemented • 500 Real Time display units installed in passenger shelters and all shelters have timetable information • Metro and health and education sector partners developing tailored information strategies
A7	Embed accessibility in other strategies such as LDF's, health, education, social services and leisure strategies	<ul style="list-style-type: none"> • Establishment of WY Accessibility Partnership & Health sub-group • Expanded, re-focussed WY Rural Transport Partnership • Accessibility planning / mapping to districts Local Development Framework and to 'Building Schools for the Future' processes

A3 DELIVERING ACCESSIBILITY – SWOT ANALYSIS

STRENGTHS

- Strong activity at a strategic level led by Metro
- Partnership working with:
 - Health sector (- Hospitals and PCTs)
 - Education sector (- Learning & Skills Council and FE Colleges)
 - Employment sector (JobCentre Plus)
- Good work with school children, OAPs, and in rural areas
- High quality education provision (MyBus and SEN)
- High quality PT information, products, services
- Innovative bus schemes (some districts e.g. MetroLocal, Kirklees)
- Innovative / full use of accession (- some districts e.g. Leeds)

WEAKNESSES

- 'Catch all' Accessibility Strategy lacks focus
- Local delivery by districts:
 - Uncertain roles & limited ownership across authorities
 - Limited integration with LTP capital programmes
 - No action plans identified or progressed
- DfT core accessibility indicators unhelpful to West Yorkshire
- LTP Accessibility target unachievable and deterring districts from identifying / acting on local priorities
- Innovative work by districts doesn't fit with statistical / financial reporting
- Limited monitoring of scheme impacts
- Geography for delivery (districts) may be wrong fit
- Bus operators not motivated by LTP target
- Dependency on partner commitment & revenue funding
- No buy-in from Local Strategic Partnerships
- Capital Investments e.g. Real Time (Metro) increase revenue pressures

OPPORTUNITIES

- Sharing best practice on thematic basis
- Completed Hospital audit - to target LTP funding in districts
- Completed Community Transport audit – assist capacity building and co-ordinated development
- All partners with accessibility mapping software to offer to clients
- Accessibility input to LDF and planning applications
- Technology - applied to better information, promotion, marketing
- DfT 'Access for all' initiative
- Shift focus from current target to concentrate on developing understanding of issues and approaches for future (LTP3) delivery
- Local Transport Bill – well-being powers to fund accessibility priorities
- Locality focus and working in the districts – for greater ownership / responsiveness

THREATS

- Skills shortage - engagement & Accession mapping expertise (districts)
- Limited revenue funds (districts)
- Accessibility not prioritised in district LAA targets 2008-11
- Energy costs impacting on low income households
- External partners do not match LTP with commitment and resources

A4 SAFER ROADS – ANALYSIS OF LTP2 DELIVERY

LTP Strategy element		Delivery
S1	Provide an appropriate road environment with facilities for each user group	<ul style="list-style-type: none"> Expanded pedestrian and cycling networks and links, particularly to give access to community facilities e.g. Wyke Village Study, Bradford; Spen Valley Greenway, Kirklees – 23% increase in overall usage to 200,000 Residential areas / schools - extensive consultation / engagement with local communities to encourage behaviour change e.g. Ovenden Way, Halifax – 10mph reduction in both average and 85%ile speeds Comprehensive improvement corridors linking safer roads to highway maintenance schemes Integrated town centre improvements e.g. Hebden Bridge Town Centre survey 2007 indicate 100% increase on previous year January – September 2008 West Yorkshire fatalities 46 against a previous 5 year average of 80
S2	Provide the relevant skills for driving, riding, walking and cycling	<ul style="list-style-type: none"> Kirklees driver training initiatives: Driver Improvement, Speed Awareness, Older Drivers, Young Drivers, Driving at Work, Motorcycle Riding – substantially reduced collision rates reported in 3 months post-course compared to 23% of the control group Speed awareness courses extended through Safety Camera referrals - fully implemented in Summer 2008 e.g. Kirklees - 50% reduction in drivers re-offending compared to re-offending rates prior to implementation of speed awareness courses Pedestrian and cycle training provided in all districts – increased funding opportunities or initiatives such as Bikeability Bike Buddy Scheme, Leeds - advice and support to members of public wanting to cycle to work by providing a 'safer' route and escorting them on their first journey Publicity and enforcement to ensure that skills are not impaired through drink and drug use
S3	Promote awareness of road safety issues and of the road user's responsibility for others	<ul style="list-style-type: none"> Awareness promoted through publicity, seminars and community involvement: <ul style="list-style-type: none"> ~ Road safety seminars in Calderdale engaging over 2700 pupils in years eight to ten ~ Leeds' Junior Road Safety Officer scheme rolled out to 60 schools from September 2008 West Yorkshire publicity group established, with partner agencies, and a publicity programme developed, to support and add to national campaigns targeted at key risk groups: <ul style="list-style-type: none"> ~ qualityyorkshireriders.com initiated by Leeds - website for bikers providing information, maps and interactive discussion forum ~ Seat Belt On - compliance within Calderdale's Asian community increased (adults 53% to 77%, children 25% to 80%) ~ piloted seasonal (April - September) temporary warning placards on key routes aimed at bikers and other road users Media coverage e.g. Seat Belt campaign featured on ITV, BBC, Radio 5 Live and Newsbeat
S4	Encourage the correct behaviour of all road users	<ul style="list-style-type: none"> WY Fire and Rescue - major commitment to road safety and increasing involvement in road safety matters Kirklees - strategy with partners/agencies to tackle high-risk groups, helping them to become safer, more responsible road users Speed management / Safety Camera deployment to achieve adherence to speed limits including 20 mph in residential areas Strategies to support roads / neighbourhood policing and deal with the anti-social use of vehicles e.g. Bradford District Roads Policing Strategy; Neighbourhood Policing activities; West Yorkshire-wide targeted enforcement projects; BikeSafe initiative
S5	Improve safety through new technologies to reduce injury risk	<ul style="list-style-type: none"> Safety Camera Partnership – improved roads policing and enforcement through infra-red ANPR equipment, Tintman light meters, replacement of camera equipment to modern standards Introduction of Vehicle Actuated Signs – seeking to change behaviour Safety Camera Partnership –modern technology has improved effectiveness and customer access whilst reducing overall costs

A4 SAFER ROADS – SWOT ANALYSIS

STRENGTHS

- Comprehensive forward planning process led by a multi-agency steering group, mirrored in partner agencies and being developed in District authorities, which has been recognised at national level
- Strong partnership arrangements through the steering groups, within LAAs and with local communities
- Extensive facilities for data collection, investigation, analysis and sharing
- Comprehensive monitoring of casualty trends and developing issues
- Significant innovation recognised through the Road Safety Partnership Grant, and through national awards
- Motivation brought about by previous performance against casualty reduction targets and the challenging nature of future improvements
- Intelligence led programmes and initiatives – with appropriate evaluation
- Extensive media links and support for Safer Roads

WEAKNESSES

- Development of Safer Roads Steering groups has been delayed in some authorities depending on local circumstances – that has not detracted from the overall commitment to dealing with safer roads issues
- There are some concerns that government policies and actions may not be consistent with the identified needs in West Yorkshire
- Partnerships are influenced by competing demands, particularly of the time and funding that can be committed to maintaining partnerships and delivering priority actions
- Targeting safer roads issues effectively relies heavily upon data collection and analysis. There are still many issues that need further investigation
- Communications can be an issue particularly with additional partners becoming involved with safer roads delivery
- That casualty reduction targets are not fully supported and co-ordinated within government departments

OPPORTUNITIES

- Significant opportunities to develop links with partners and communities to promote social responsibility for safer roads issues and to address priorities including behavioural change
- The widening of activities to meet changing circumstances including community concerns about safer roads issues, increasing enforcement activities and the further promotion of driver training to include speed awareness in addition to national driver improvement
- Promotion of WY safer roads issues with regional and national bodies to ensure that priorities are recognised and met
- Sharing/Promotion of experience and best practice to further local development and contribute to national initiatives and performance
- Engagement with other agendas and with corporate organisations brings opportunities for additional funding and for joint initiatives that tackle wider social issues - for example criminal activity linked to use of motor vehicles

THREATS

- Social change is seen as the biggest single factor in dealing with safer roads issues, particularly in what is seen to be increasing antisocial and illegal use of motor vehicles
- There does not appear to be sufficient skilled resources or funding to deliver the initiatives that are required to support the wider community
- That safer roads issues may be portrayed as penalising car users rather than promoting choice, mobility, accessibility and safety for all road users and for those communities that are adversely affected by motor transport

A5 BETTER AIR QUALITY – ANALYSIS OF LTP2 DELIVERY

	Strategy element	Progress
AQ1	Traffic demand management measures, focusing on commuter journeys.	<ul style="list-style-type: none"> • Increased parking charges in all major centres • Introduction of multiple user priority car parking spaces – Halifax – award for innovation. • HOV lane – M606 and East Leeds Link Road (under construction) to include peak period HOV • Huddersfield Town centre VMS to aid car parking in and around Ring Road • NGT proposals, 4No. QBC's, 4No. Bus Priority schemes for Leeds, all aimed at promoting public transport & modal shift
AQ2	Encouraging more sustainable travel	<ul style="list-style-type: none"> • Improved Public Transport initiatives across the board - FreetCityBus, New Bus Stations; implementation of RTI and completion of the MyBus project (150 buses – 9000 pupils) • 130 (and growing) members of the West Yorkshire Travel Plan Network • New cycle and walking facilities e.g. Wetherby Railway Path and Fenay Greenway in Kirklees • 565 school travel plans – supported by safe routes to School • Progress with district authorities' travel plans • Introduction of 'Travel for Work' project to cut carbon emissions through modal shift • Launch of Wycarshare.com car sharing website members have saved 51 tonnes of CO₂ • Promotional work including the annual 'Bike Week' • Applying accessibility and parking standards to new development sites ...e.g. Leeds • Leeds City Car Club – WhizzGo has 2500 members. Potential others in Bradford and Huddersfield.
AQ3	Actions to reduce vehicle emissions	<ul style="list-style-type: none"> • Better use of UTMC and systems such as MOVA e.g. Leeds • Use of intelligent transport systems e.g. active speed management • Emission testing/highlighting of gross polluters • Encouraging cleaner technologies – Leeds CC owned vehicles using bio-diesel & fuel additives • Promotion of various Low Carbon vehicle technologies within LCC vehicle fleet • Promotion of driver training courses • Real Time data is influencing more efficient use of bus fleet and reduction in bus vehicle age • Use of micro simulation models • Work with Bus operators to reduce vehicle fleet age. More Euro3 and Euro4 engines
AQ4	Measures to mitigate climate change / greenhouse gases	<ul style="list-style-type: none"> • All above. Note: Actions above help reduce air pollutants & in most cases GHG's, but there can be complications. E.g. Diesel technology relative low carbon, compared to petrol, but produces high NO_x & Pm10, the main concern for AQ.

A5 BETTER AIR QUALITY - SWOT ANALYSIS

STRENGTHS

- Increased number of air quality management areas - requiring Action Plans for delivery
- Partnership working – ITS at Leeds University, LESF & associated Peer Group Project (Leeds), EMAQ and YAHPAC
- LTP target related to AQMA's on track
- Active West Yorkshire environmental group (WYTEG) considering Air quality, climate change (mitigation and adaptation) and noise issues
- Effective air quality monitoring & modelling process in place across West Yorks
- SEA for LTP 2, described as excellent by DfT, we must make use of it's findings for Air Quality, Climate Change (Mitigation & Adaptation) & Environmental Noise

WEAKNESSES

- Scale of AQMA, varies across Districts
- Generic measures for tackling problems not location specific
- Need to consider targeting emission 'Hotspot'
- Slow roll out of Action Plans, after declaration of AQMAs
- Not all AQMAs linked and integrated into LTP process
- Monitoring is weather dependent - need 3 year average for air quality data
- LTP Air Quality funding element not targeted
- Roving monitoring sites - some data issues
- Resistance to stronger demand management – despite SEA findings
- Lack of direct influence/control over Motorway AQMAs
- Air quality partnership (WYTEG) not well integrated into LTP Partnership

OPPORTUNITIES

- Increasing awareness of smarter choices/demand management
- LDFs assisting in tackling traffic related air quality
- Better use of Transport Assessments to improve Air Quality
- Continued emphasis on better public transport
- Improved traffic management, use ITS systems
- Wider application of Micro-simulation models
- Rail electrification
- Rail station travel plans
- Quality Contracts and Partnership Schemes
- Low Emission Strategy Forum – Peer group project in Leeds
- New technologies – e.g. Low carbon Vehicle Procurement Program
- SEA - updated and used more effectively

THREATS

- Increasing number of AQMA's difficult to resource
- Difficult to tackle large area wide AQMA's
- Difficult to provide evidence to show measures are contributing to targets
- Few AQMA targeted measures exist
- Congestion coupled to economic growth and regeneration
- Difficult to mitigate motorway related emission sources
- Funding issues for air quality auditing work & development of specific/targeted air quality schemes,

A6 ASSET MANAGEMENT – SWOT ANALYSIS

STRENGTHS

- Asset management well represented at regional level
- All districts are developing their HAMPS
- Continued use of machine based and visual surveys provide an ever increasing data set on the changing condition of the asset
- Use of GIS to present data, assist analysis and prioritise locations for maintenance
- Safety inspection regimes and vigorous accident claim investigation has led to a reduction in compensation payments and a drop in the number of claims made
- All 5 districts are active members of the Y&H Area Bridge Conference contributing to development of good practice in structures management
- Community Safety partnerships delivering efficiencies through merger of Leeds (on-street) and Metro (public transport) CCTV systems, and expanded, effective partnerships of bus station and town centre managers, WY Police and key stakeholders for town centres

WEAKNESSES

- No WY Asset Management Group
- Asset Management and Maintenance has become separated from LTP process
- LTP2 strategy elements in-appropriate / difficulty to tie-in with activities
- Lack of appropriate and targeted staff training in skills such as life cycle planning
- Strategies to involve stakeholders and procedures to evaluate the outcomes of feedback have yet to be implemented as routine
- A full assessment of the data needed to take advantage of the asset management have yet to be developed
- CCTV in bus shelters reduces vandalism and maintenance costs but 30 sets of mobile cameras for 4,000+ shelters is insufficient, current remote recording does not allow immediate response and funding has to be diverted from shelter improvement programme

OPPORTUNITIES

- Improved links with other authorities in Y&H to develop TAMPs from HAMPS
- Other funding streams are being sought for structures maintenance including Regional funding and the final round of DfT funds for de-trunked network
- Set up WY Asset Management Group and individual sub-groups (street lighting, structures etc)
- New technologies to reduce energy costs and deliver environmental benefits e.g. wind turbine (Brighouse bus station), solar power (Bradford bus shelters). Digitising CCTV will deliver performance benefits (- funding subject to PTA approval Sept 2008)
- Expanded CCTV in bus shelters can reduce maintenance cost

THREATS

- Locally, lack of technical staff resources will prevent the full benefits of asset management being achieved
- Under funding - If current level of under funding is continued then any service levels will remain low
- Nationally, Asset Management has not moved on as quickly as expected
- Under funding: More bus stations, bus stop furniture and Real Time Information displays increase Metro's asset management role and revenue costs - Raised customer expectations may not be met
- Bus shelter / stop improvement programme becoming de-coupled. Metro proceeding with target, some district programmes slipping - result may be undermining of shared bus stop tool-kit design standards and /or increased costs over longer term

A7 NETWORK MANAGEMENT DUTY – SWOT ANALYSIS

STRENGTHS

- Strong Yorkshire wide co-ordination through Yorkshire Traffic Managers Group (YTMG)
- Development of Yorkshire Road hierarchy with cross district agreement YTMG and Yorkshire Highway Authority & Utilities Committee (YHAUC) permit scheme at an advanced state
- Tactical route diversions identified with Highways Agency (HA)
- Development of West Yorkshire Consultation Framework – established comparable data
- Well advanced Network Management Plans
- Implanted Motorway Access Management with HA
- Benchmarking YTMG Frameworks on an annual basis
- Introduction of Performance Improvement Partnership's with Metro
- Work progressing on YHAUC Charter (Performance based, leading to Charter Mark for Yorkshire Highway Authorities and Utility Companies. The main strength is the acceptance that the "Charter Customer" is the road user.

WEAKNESSES

- Network Management Duty not yet fully integrated into whole LTP process
- Whole authority approach to NMD still required – fuller understanding of links with congestion required
- Significant culture change required to achieve Parity with Utilities

OPPORTUNITIES

- Development of regional travel information database with North East Traffic Managers Group is still a possibility
- Network Management Plans will identify gaps for moving forward
- Development of an intervention criteria indicator – assists in identifying weak areas

THREATS

- Funding and staff need to be available to make step change
- Attitudes of those responsible for works on or adjacent to the highway network
- Lack of understanding and commitment by senior decision makers under pressure to deliver other imperatives

A8 USE OF RESOURCES – SWOT ANALYSIS

STRENGTHS

- Improved use of LTP resources:
 - full use of LTP funding by Partnership in first 2 years of LTP2 compared to cumulative under spend in first 2 years of LTP1
- Districts supporting capital programmes with additional resources
 - allowing expenditure on IT and Maintenance in excess of the actual settlement figure for the period 2006/7 to 2007/8 by £31.5m
- Regular monitoring of capital programmes to identify areas of underspend
- Change to programme to address failing targets e.g. FreeCityBus and PT Patronage Target (M8)
- Use of flexible staff resources via call-off consultants to speed up delivery
- Minor delegation of powers to officers to speed up delivery

WEAKNESSES

- PMF established but not fully implemented e.g. no movement of funds between programme areas / districts
- Imbalance of capital & revenue streams to support delivery against shared priorities – e.g. revenue support required to provide extended secure car parking at rail stations – to support congestion targets
- Limited resources (staff & funding) allocated to gathering and analysing data to provide evidence of the impact of expenditure on interventions
- Limited active management of Congestion Target Delivery Plan

OPPORTUNITIES

- Prioritisation received for RFA schemes (£80m for West Yorkshire schemes during 2008 interim review. Awaiting outcome of bids submitted to full review)
- Prioritisation of LAA Congestion target to attract additional funding
- Economy slowdown will relieve obligation to provide resources to support private developments
- Review programme to reflect outcomes of delivery report
- Full RFA review to prioritise schemes / themes for delivery beyond 2014
- Influence future LTP block allocations through potential inclusion of LTP resources within the Yorkshire and Humber RFA
- Further use of delegated powers in line with best practice demonstrated by individual West Yorkshire Districts

THREATS

- LAA / MAA targets shift focus from LTP – no longer a collected, coherent set of transport targets
- Reliance on consultants - not retaining skills in-house
- RFA – reallocation of resources (staff & funding) to support RFA bids
- Allocation of IT / Maintenance block funding through RFA
- Increase in competition for capital resources between councils service areas
- Reduction in capital receipts – e.g. reduction land / property sales
- Divergence of Metro shelter replacement and LA raised kerb programmes

APPENDIX B – CONGESTION TARGET DELIVERY PLAN

The West Yorkshire LTP partnership submitted a separate Urban Congestion Target Delivery Plan to GOYH / DfT in April 2007. The Plan was approved by DfT in May 2007.

The West Yorkshire Urban Congestion Target Delivery Plan is a live document. There have been 2 reviews of the CTDTP: Dec 07 & Feb 2008. Updates have been reported through existing WYLTP governance structures. A third, full updating of the CTDTP will commence in December 2008 – to include revisions to trajectories and milestones. This update will be available in electronic form and can be found at www.wyltp.com.

Interventions in the Plan are focused on 13 “CTDP routes”. Of these:

- Some routes have significant developments proposed, on others there are no developments.
- Some routes have significant interventions planned, others have few or no direct interventions but were included so that the impacts of wider initiatives could be assessed.

Delivery is at an early stage. The majority of key milestones for developments / initiatives are identified in later years in the plan period, with few key milestones in the early years of the plan. All partners report progress to date.

The WYLTP partnership’s congestion target performance has not exceeded the trajectory by a statistically significant amount. The Partnership will not therefore receive a 100% allocation of Performance Funds for 2008/09.

WYLTP Partnership will receive 25% of the Performance Fund allocation, based on Government Office / DfT assessment of the LTP Partnership’s submitted proforma evidencing ‘active management’ of the Congestion Target Delivery Plan. The assessment proforma was submitted to GO on 19 September with supporting evidence and an action plan.

The assessment pro-forma identifies a requirement for:

- Strengthened ownership and governance arrangements.
- A more frequent, formal review process going forwards.
- More explicit monitoring of some aspects of the CTDTP.

All these are responded to in our Action Plan. The Action Plan for improved management and delivery is set out in Table B1.

Table B1 ACTION PLAN FOR ACTIVE MANAGEMENT OF CONGESTION TARGET DELIVERY PLAN

Issue	Proposed Action	Timescale	Lead authority	Lead officer
Progress monitoring mainly within individual authorities. Central focus tends to have been on data with a number of parties involved with confused lines of contact	A single officer has been designated to; <ul style="list-style-type: none"> • co-ordinate all data issues • make progress reports on behalf of all partners 	Completed July 2008	Leeds City Council	Ray Heywood, Policy Monitoring Manager
	A single officer has been designated to: <ul style="list-style-type: none"> • co-ordinate all policy issues • make progress reports on behalf of all partners 	Completed July 2008	Metro	Jeff English Assistant Director Integrated Transport
Monitoring of delivery of CTDP milestones embedded in overall performance management	Specific quarterly report on progress against congestion milestones to be prepared for LTP Overview Group	To commence Autumn 2008	Metro	Jeff English Assistant Director Integrated Transport
CTDP review process to date has not followed a specific timetable	Formal 6 monthly review to be established To include at least 2 reports per session to LTP (Members) Steering Group	To commence Autumn 2008	Metro	Jeff English Assistant Director Integrated Transport
Examples of good practice (e.g. Metro and Kirklees) not yet adopted by all districts	Revised process for monitoring and review to be agreed and adopted by LTP Overview Group To include bi-monthly circulation of revised Progress Pro-forma by Metro to all partners	October 2008	Metro / all	Jeff English Assistant Director Integrated Transport
Greater ownership of the plan by senior officers	Metro Matrix district liaison to be used to focus strategic directors on congestion plan	October 2008	Metro	Jeff English Assistant Director Integrated Transport
Overall structure for LTP delivery	Review underway - Outline report already tabled at AWYA Chief Executives meeting	April 2009	Metro	David Hoggarth Director Development Department

APPENDIX C – NETWORK MANAGEMENT PLANS

Each district has drafted a Highway Network Management Plan which is set out to a common framework developed by the Yorkshire Traffic Managers Group and based on the Intervention Criteria.

Highway network management includes themes from “considering the needs of all road users” to “ensuring parity with others”, with a main part being “dealing with traffic growth”.

Highway network management remains a vital part of our asset management strategy and the five districts cooperate to ensure that it contributes to our shared priorities.

This section identifies progress made and the actions each of partners propose to take over the remainder of the LTP2 period.

UPDATE ON NETWORK MANAGEMENT PLANS (NMP's)

The table below sets out the position of the NMP's in each authority area.

Table C1 Network Management Plan Updates

District	Status	Progress
Bradford	Draft	<p>Bradford promotes and co-ordinates workplace Travel Plans in the district through the WY Travel Plan network. To date approximately 35 of the largest employers in Bradford are members which means they have committed to delivering sustainable travel action plans and monitoring travel patterns annually. The authority is also committed to delivering a corporate travel plan for its staff, which includes discounted public transport season tickets, staff car share scheme, cycle mileage allowances and travel information boards in main buildings.</p> <p>The web based district car share scheme is growing steadily with 800 members now registered and an average of 27 new members joining each month. Carsharing has been supported by the introduction of a HOV lane on the M606 towards Leeds.</p> <p>Bradford, in partnership with Metro launched a free city bus at the end of September 08, which links two rail stations, main retail, leisure, commercial areas as well as the University and college, making travel to and around the city by public transport more accessible and attractive. Passenger figures have so far exceeded targets.</p> <p>Infrastructure for cyclists on highway and the development of dedicated off road routes are also being delivered through the LTP budget and additional funding from external sources. This includes the first stages of the Airedale Greenway which will link the residential areas, schools and businesses along Airedale between Shipley and Keighley by using the Leeds and Liverpool Canal as a spine route.</p> <p>The Bradford Bus Performance Improvement Partnership (PIP) agreement was signed in March 2008 and a Bus Action Plan is being developed to provide a working document to assist issue identification and progress towards resolution. As in the rest of West Yorkshire a corridor prioritisation process has been undertaken with Metro and the bus operators to identify priority corridors for investment in measures to improve bus punctuality and reliability.</p> <p>The Council continues to allocate significant funding to improve highway conditions for people with mobility and vision problems and works closely with local access groups, disability organisations and older people’s representatives to ensure that their needs are fully considered in the design of improvement projects.</p> <p>Additionally, Bradford is on track with targets to deliver school travel plans.</p>
Calderdale	Draft	<p>Calderdale is an active partner in the West Yorkshire ‘Travel for Work’ project encouraging businesses and workplace employees to consider sustainable travel options as an alternative to the private car. It is a Partner in the ‘PIP’ with First and Metro to develop schemes and initiatives to increase bus patronage across the whole network, prioritising key bus routes.</p> <p>Developing Traffic Models for Halifax and Brighouse to be actively used in development assessment and congestion monitoring.</p> <p>Established a Corporate Travel Plan for Calderdale Council, which includes a Company Metro Card scheme, Tax Free Bike scheme for all employees and www.calderdalecarshare.com in partnership with HBoS.</p> <p>Introducing Automated Vehicle Location (AVL) on 2no key bus routes through Sowerby Bridge and Halifax to optimise the signal timings and provide smoother passage for buses, particularly during peak periods.</p> <p>Work is ongoing to ensure parity with the noticing of Calderdale’s own highway works alongside the works of utility companies, making this information available for the public to view from the Council’s Web Site. Calderdale is working towards providing real time information relating to incidents on the highway network through the Councils Streetcare Customer Contact Centre. Portable VMS signing is now being used on key routes to provide information in advance, and during, roadworks.</p> <p>Calderdale has worked with the Highways Agency to agree and properly sign Tactical Diversion Routes to be used when closures are needed on the M62 motorway due to incidents or planned maintenance. Protocols are being put in place for the HA to provide information to Calderdale relating to the management of incidents on the M62 motorway to enable Council staff to better manage the effect on the local road network.</p>

Kirklees	Draft	<p>Kirklees is developing a local framework for understanding and tackling congestion. ITIS data and CJAMS software is being used to quantify speed and delay on 28 key road corridors across Kirklees. This is supplemented by a pen portraits for each corridor designed to build up knowledge of the problems on each route and the possible causes of delay. The second phase of this process (Corridor Action Plans) is to develop a state of the network report for each corridor complimented by a micro-simulation model (VISSIM). These will be used to test various solutions. Work on five of the corridors will be completed by July 2009.</p> <p>To complement this better understanding of delay on the network Kirklees is actively pursuing a range of demand management measures. This has been underpinned by an 'effective demand management' motion passed unanimously by full Council on 23rd January 2008. Key areas of work include:</p> <ul style="list-style-type: none"> • Piloting the "Travel for Work" project. • Provision of additional resources to secure more business travel plans – particularly in areas of employment growth such as the Kirklees Strategic Employment Zone. • Internally the development of a service level travel plans; which includes the piloting of a business MetroCard scheme, provision of staff pool cars and an online car share scheme. <p>Partnership with Bus Operators and Metro to develop schemes and initiatives aimed at increasing bus patronage by making the services, particularly on key routes, more reliable. This includes the identification bus priority and the installation of real time information. This has been complemented by the provision of new bus services in rural areas and a free town bus around Huddersfield town centre. A PIP is in place with operators and Metro. The first in a Metropolitan area.</p> <p>Disruption is reduced through the co-ordination process with regular meetings of relevant offices and of Highways Service Co-ordination.</p> <p>Problems and defects on the road can be reported via our FreeFone number 0800 731 8765 to the authority's contact centre (Kirklees Direct).</p>
Leeds	Draft	<p>Leeds is registering all highway works for local authority purposes and has developed local indicators for the monitoring of parity between all works promoters. The Traffic Sensitive Street network hierarchy has been revised to meet current standards. Extensive progress has been made on the use of coordination tools to deal with the circa 250 clashes (where two organisations wish to work in the same street) per quarter. Fixed Penalty Notices are being used constructively to promote better noticing of work on the Street Works Register.</p> <p>A schedule of congestion hot spots has been prepared using ITIS data. Schemes to relieve the congestion are being developed.</p> <p>A protocol has been developed to minimise disruption to bus services during maintenance works. PIPs have been developed.</p> <p>The Leeds Travel Information website (www.leedstravelinfo.co.uk) has been delivered with an expanding portfolio of information from details of roadworks to CCTV images.</p> <p>A Performance Improvement Plan has been signed with First Group and Metro.</p>
Wakefield	Draft	<p>Over and above those routes identified in the LPT monitoring process, which contribute to the national congestion indicator, Wakefield have identified a further 7 routes and developed an action plan to reduce congestion on the total 10 routes.</p> <p>A Highway Asset Management Plan is in place which aims to manage the highway network to improve accessibility, liveability and sustainability.</p> <p>Wakefield has produced a Road Safety Action Plan which emphasises the need for partnership working and co ordination with key stakeholders. Safer and stronger communities are a key corporate priority in Wakefield.</p> <p>Wakefield have signed up to a PIP with its partners Metro and Arriva with the aim of delivering quality bus corridors to make these routes more attractive and to encourage greater patronage of bus services.</p> <p>Tactical Diversion Routes for dealing with displaced traffic from the Motorway networks that bisect the district have been agreed with the Highways Agency and are now fully signed.</p> <p>A "Road Space Booking" procedure is in place to which includes details of planned events, which allows a dedicated Co-ordination Engineer to ensure disruption caused by conflicting activities is avoided. Parallel routes have also been identified within the district so that primary alternative routes are kept free of disruptive street or road works when works are in progress on the primary route.</p>

NETWORK MANAGEMENT HIGHLIGHTS

- Set up Yorkshire Traffic Managers Group (YTMG) with Ex-officio roles for the Utility Chair and Highways Chair from Yorkshire HAUC
- Developed Performance Improvement Plan with Metro
- Produced Yorkshire Traffic Managers Framework, based on the Intervention criteria
- Benchmarking Yorkshire Traffic Managers Framework Action Plans on an annual basis
- Produced Yorkshire Road Hierarchy and agreed it across all the District Boundaries
- Joint Working Groups with Yorkshire HAUC
- Produced the Yorkshire Consultation Framework to establish comparable data on Network Management
- Developing YTMG and YHAUC permits scheme.

KEYS TO SUCCESS – PARTNERSHIP WORKING

- Working with Metro (representative on YTMG)
- Developed and implemented tactical diversion routes with the Highways Agency
- Implanted Motorway Access Management with the Highways Agency
- Working with the North East Traffic Managers Group to develop a regional travel information website.

Table C2 NETWORK MANAGEMENT NEXT STEPS

District	Key Actions and Delivery Areas for 2008/9-2010/11
Bradford	<p>The updated Bradford Cycle map will be published in early 2009, this will be available free of charge through various outlets. This will also make cycle journey planning in the district possible in the future through Transport Direct. Expansion and development of the cycle network in Bradford will continue. Work will also continue to establish a car club for the city and Shipley/Saltaire areas.</p> <p>Delivery of the Bus Action Plan will be key to improving bus performance in the District.</p>
Calderdale	<p>Currently developing a Congestion Management framework to enable continuous assessment of routes across Calderdale district and to identify congestion 'hotspots'.</p> <p>Establishing a Congestion Management Team to assess and progress a Congestion Management Action Plan.</p> <p>Introduce further Automated Vehicle Location (AVL) on key bus routes throughout the district to ensure smoother traffic flows and better movement for buses during peak periods.</p> <p>Fixed VMS signing on the A646 route through the Calder Valley.</p>
Kirklees	<p>To meet the needs of residents and businesses Kirklees has introduced locality working that allows Councillors, residents and service providers such as the Police and Fire Services, Local hospitals etc to work together to limit activity causing congestion. A key action from this area of work will be to work with the locality co-ordinators to produce a joint action plan within the Network Management Plan framework by 31 March 2009.</p> <p>Work will continue on the CAPS project. Five of the corridors, including the two congestion target routes, A62 and A629 will be completed by July 2009.</p> <p>A large amount of work is being dedicated to the Local Development Framework which sets out the a spatial strategy for the district. The transport strategy to underpin this will need to consider how congestion is tackled and put in place measures to protect the core network.</p>
Leeds	<p>One of the key challenges for all authorities is the opportunity to implement a street works Permit Scheme. Leeds is leading on the Yorkshire "common" scheme and following a cost benefit analysis will be looking to make a decision on the option around January 2009.</p> <p>To have an approved Network Management Plan in place by April 2009.</p> <p>Leeds is currently developing a system for the civil enforcement of bus lane contraventions and hope to be taking enforcement action in known problem locations by March 2009.</p> <p>Continue to develop the Traffic Management Act action plan to drive continuous improvement in network management.</p>
Wakefield	<p>Wakefield is working towards Civil Parking Enforcement in 2009 which will give us the ability to target enforcement towards known hotspots.</p> <p>Implementation of the PIP's and quality bus corridors.</p> <p>The 10 routes identified in the Congestion Plan will be reviewed on a regular basis.</p> <p>Development is to be progressed on delivering a travel information web site with details of the Street Works Register, which will include all highway authority works, events, road closures, skips etc, together with Highway Agency information on the motorway network.</p> <p>The whole authority approach, i.e. ensuring that all sections of the authority understand the implications of the Traffic Management Act still need to be further developed and reinforced. Therefore a further series of presentations is being planned.</p>

APPENDIX D – TRANSPORT ASSET MANAGEMENT PLAN PROGRESS REPORT

West Yorkshire LTP2 2006 - 2011

Effective Asset Management – Progress Report October 2008

The objective identified in LTP2 for Asset Management was to 'Improve the Condition of the Transport Infrastructure' by:

- Managing the infrastructure more effectively.
- Meeting needs of current and future transport users.
- Mitigating and adapting to the effects of climate change.

It was recognised that a balance needed to be struck between three competing demands:

1. Safety – reactive maintenance to remove hazards.
2. Addressing the maintenance backlog – tackling the worst problems first.
3. Preventative maintenance – timely planned maintenance to prevent deterioration.

At the time of writing LTP2 it was envisaged there would be development of Highways Asset Management Plans for each Authority forming an integral part of a Transportation Asset Management Plan. All of these plans would have direct relationships to the Traffic Management Act and Local Transport Plans. On reflection two and a half years into the LTP2 period the development of HAMPs has not progressed as much as envisaged. However when viewed from a national perspective whilst the West Yorkshire Authority may not be among the leaders in the HAMP field but good solid progress has been made which is ahead of other areas of the country.

Officers continue to be actively engaged in Regional and National Working Groups sharing knowledge, best practice and ideas.

Table D1 LTP2 identified nine strategy elements as follows:

M1	Maintenance of roads and footways
M2	Strengthening and maintenance of bridges, walls and other highway structures
M3	Maintenance and operation of UTMC and CCTV systems (on street and public transport)
M4	Maintenance of lighting, signs and road markings
M5	Maintenance of bus stations, shelters and stops
M6	Maintenance of car and lorry parks
M7	Maintenance of Rights of Way
M8	Winter maintenance
M9	Reducing accident claims and better use of resources and materials

Eight of these elements directly relate to the five authorities providing 40 variables on which to report back. Strategy M5 the maintenance of bus stations, shelters and stops is the responsibility of Metro.

Appendix I of the LTP included position statements from each authority in relation to asset data and reliability/level of confidence in the data. All authorities have made progress in relation to information on the major highway assets although some asset areas such as highway drainage are still relatively poor. On a positive note street lighting data has improved significantly due to both PFI schemes in Leeds and Wakefield and the use by other authorities of data on inventory and condition to support internal proposals for capital funding to supplement that provided by LTP through the LTP process.

Authorities continue to develop asset databases and systems with direct interface to GIS systems and this process will continue to be refined in the coming years.

The programming and scheduling of work continues to build on previous years good practice of linking with other strategies such as congestion reduction, and safety and accessibility to maximise opportunities. One specific example of such a scheme is the Kirkstall Road Corridor in Leeds.

The ongoing development of asset management practices includes the use of condition data in more refined ways to aid decision making on works programme and lifecycle planning to ensure maintenance work not only addresses safety issues and maintenance backlog but also includes timely planned maintenance to prevent deterioration. Whilst this has always been the aim of maintenance and strengthening work due to backlogs this has not always been achieved.

The West Yorkshire authorities manage a considerable stock of highways assets including:

- 9588km of roads and associated footways
- 1631 Highway bridges and culverts authority owned over 1.5m span
- 1650km Retaining Walls (Work continues on data and inventory for walls)
- 725 Other Highway Structures
- 278238 Street lights
- UTC and Signals Equipment

- PROW Network
- Winter Maintenance to the Network.

In addition Metro maintains 14,289 bus stops, 4,026 bus shelters, 908 real time information units and 14 bus stations.

The five authorities continue to utilise the Codes of Practice for Highways, Structures and Street Lighting to refine good practice and develop plans and management strategies for the assets. One recent example of the use of the codes to benchmark against other authorities in the region was comparison of progress against Milestones in the Highway Structures Code of Practice at regional CSS level which showed the West Authorities in a good light.

Appendix I of the LTP2 included Table I1 an Overview of the 2005 position against the headings in the CSS Framework for Highways Asset Management with a gap analysis against Planned progress in 2011.

On 4th September 2008 25 Asset Managers from the West Yorkshire Authorities met to discuss progress against the gap analysis. The meeting included each asset group reviewing the gap analysis and providing an update. A sample of each has been extracted and combined in an overall table included within this appendix to provide feedback at this half way point in LTP2.

The effect of the Climate Change has continued to influence maintenance and whilst West Yorkshire did not suffer to the same extent as South Yorkshire in Summer 2007 maintenance resources had to be redirected in some authorities to address the problems caused. On a positive note maintenance representatives continue to play an active part groups such as the Bradford District Water Management Advisory Group and build strong relationships with all organisations involved in the Water Cycle. Many of these actions align with the recommendations of the Pitt Review.

The following sections provide a brief review of progress in the maintenance strategy element. Financial spend and scheme delivery is also highlighted.

Conclusion

Highways Asset Management in West Yorkshire continues to develop the good practice and record of delivery associated with LTP1.

Whilst the progress envisaged on HAMP'S in LTP2 has perhaps not reached the levels expected this is not wholly due to the authorities as natural development has also been slow to progress. However it is considered that progress has been made and a solid foundation developed on which to build towards the completion of LTP2.

The Improvement Actions and areas where we need to make progress should be based on the following themes:

- Develop joint approach to Asset Management utilising maintenance codes of practice and national guidance to contribute to knowledge sharing at West Yorkshire, Regional and National Levels.
- Develop the management of the good quality asset information already available and identify which inventories should be improved by further data collection. Utilise these systems as an Asset Management tool. This will enable further understanding and development of:
 - Levels of Service
 - Asset Valuation
 - Lifecycle Planning.
- Follow and contribute to national developments on Asset Management and Valuation to ensure we are in step with current practice.
- Review resource needs and plan for the future Drainage Plan.

It is proposed that the following structure is adopted to manage, coordinate and progress Highways Asset Management in West Yorkshire. The Asset Management Group will allow the 40 asset areas and METRO to link into the process and progress the work identified. The following hierarchy will be adopted which includes the M1 to M9 strategies covered in LTP2.

Overview

West Yorks Asset Management Group.

Coordinated by central team. Reps from each asset sub group. There may need to be two representatives from Highways and Structures in the first instance due to the asset sizes.

Sub Groups:

- Highway Maintenance including Winter and Claims
- Highway Structures
- Street Lighting
- Urban Traffic Control
- PROW – input from existing group to asset management
- Car Parks
- METRO

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
Goals, Objectives & Policies	<p>The HAMP/TAMP is still being developed. Most Authorities have completed on internal review and Gap Analysis.</p> <p>Authorities are aware of national development on Asset Management/Valuation through both active involvement with CIPFA network and the CSS/TAG Asset Management Working Group. This has enabled some Authorities to produce provisional valuation of their Assets.</p>	<p>Current good practice, Service Levels, Lifecycle Planning, and Optimisation of Budgets through appropriate prioritisation of works are not fully embedded in Asset Management Plans.</p>
	<p>The Traffic Management Act duties have been introduced and processes developed in advance of required implementation date.</p>	<p>Asset Valuation and what method to used, still subject of CIPFA/ DfT /CSS discussions delaying progress.</p>
	<p>Bridge Engineers from all 5 Authorities are active members of the CSS Yorkshire and Humberside Area Bridge Conference and contribute to discussion and development of good practice at both regional and national level such as the forthcoming CIRIA Drystone Walls report. A contribution is also been made a project involving the physical testing and numerical modelling of drystone retaining walls. It is considered that this will provide valuable information on the management of retaining walls which form 75% of the structures asset in upland Pennine areas.</p>	<p>There needs to be a more coherent approach to asset management planning and the links to LTP and this requires Authorities to commit resources to address the problem in the remainder of the LTP period.</p>
	<p>The Authorities Highway Maintenance group are meeting to discuss Survey techniques and outputs, and possible benefits of joint partnership working.</p>	<p>The LTP Maintenance allocation is based upon a formulaic calculation which does not include retaining walls. For upland Pennine authorities, retaining walls comprise approx. 75% of the structures stock and consume a similar proportion of the capital spend. The absence of funding for retaining walls diverts money away from maintenance of bridges and hampers implementation of the asset management process.</p>
	<p>The two current street lighting PFI contracts provide strong evidence of the effect of good street lighting. Post construction studies show improved feeling of well being, greater community cohesion and lower crime. This data can be used by other authorities to support their future bids.</p>	
	<p>Traffic signal control assets are used to manage traffic safely, balancing competing demands within defined transport strategies to sustain the social, economic and commercial well being of the districts.</p>	

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
<p style="text-align: center;">Inventory</p>	<p>Authorities are now using inventory and condition information to update and refine/develop their data management systems linked directly to GIS mapping. All Authorities have Scanner/DVI information on their network.</p> <p>Bridge Condition Indicator Inspection process and concerted efforts in completing inspection cycles has led to significant improvements inventory and condition.</p> <p>Authorities have invested significant resources into collection of Retaining Wall data on PRN,A,B and C roads.</p>	<p>More efficient data collection and storage mechanisms to be introduced in line with CoP recommendations.</p> <p>Clarification of Asset Valuation process required to enable optimisation of data collection.</p>
	<p>Improvement in Street Lighting inventory and condition assessment continues. This allows accurate energy consumption figures to be calculated helping to reduce the carbon footprint and enabling authorities to acquire more competitive energy prices</p>	<p>Energy costs.</p>
	<p>UTC, all Councils maintain comprehensive asset inventories with very high confidence in stored data to comply with fault management regimes All salient attributes of each traffic signal control installation are recorded so that energy supply requirements, expansion capability and control strategies in operation can be readily identified. Records are maintained in varying formats (spreadsheet, database, AutoCAD) appropriate to use.</p>	<p>Need to progress audit and quality control of data and review formatting.</p>
<p style="text-align: center;">Condition Assessment</p>	<p>Built on existing strengths to improve datasets and use new technology for capturing/managing data and displaying output.</p> <p>Bridge Inspector training has been carried out through YHABC to both introduce the BCI inspection process and to carry out inspection of 3 bridges in Wakefield to develop consistency in inspections Early development of cyclical assessments of Retaining Walls.</p>	<p>Inconsistency in Survey Data collection parameters/ Intervention Levels, makes trend analysis difficult. Need to continue to develop links to GIS systems to aid interpretation of data.</p> <p>Street Lighting/Bridge Condition Indicators still being developed nationally.</p>
	<p>Safety Inspection Regimes being carried out to National Codes of Practice/Guidance, promoting Safety and reduction in claims received.</p>	<p>Progress of condition assessment analysis techniques sketchy. Authority wide distrust of information output generated from Survey Models.</p>

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
	<p>Street lighting engineers now have an industry recognised format for condition assessment in the form of ILE Technical Report 22. This document outlines assessment criteria and procedures in order to ascertain an age when lighting columns may require more detailed inspection.</p>	<p>To comply with ILE Technical Report 22, street lighting engineers will most likely be required to carry out further survey work on their stock. There is a general lack of funding for such survey work.</p>
	<p>The obligation to keep traffic signal equipment up and running all of the time inclines a degree of micro management in all performance assessment regimes. This is reflected in the fault management process and periodic inspections. As a consequence, an extensive knowledge base of conditional decline, obsolescence and operational performance exists which then informs preventative maintenance regimes.</p>	<p>Aging assets and the large installed base in some regions create a backlog in inspection regimes. Pain/gain performance formulas are being trialled within some maintenance contracts to help overcome this problem.</p>
		<p>More efficient data gathering/handling techniques are also being developed within the industry.</p>
Demand Aspirations	<p>Authorities are actively engaging/consulting with communities and stakeholders over projects. Links to both shared priorities and corporate priorities explored and developed in areas such as street lighting for example fear of crime.</p>	<p>Application of Levels of Service still being debated nationally . Require review and clarity to move forward. Skills and resources need to be developed to include input from Customer/Stakeholder focus groups and/or consultations, to inform programme development and decision making. Little development of Customer/Stakeholder focus groups and/or consultations, to inform programme development and decision making.</p>
	<p>Recent flooding and climate change has raised public demands for a solution. Authorities working with other partners in water management field to review flooding issues in innovative ways.</p>	<p>Flood prevention measures are an additional drain on resources.</p>
	<p>Authorities continue to demonstrate best value for money with resources available through both traditional and innovative procurement. Application of the asset management process aims to deliver infrastructure fit for purpose.</p>	<p>Little development of Customer/Stakeholder focus groups and/or consultations, to inform programme development and decision making.</p>

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
	UTC Management and Control systems aiding efficient traffic management which includes provision for buses and dissemination of traffic information.	To progress further in this area there needs to be a sustainable budget to maintain and upgrade these assets
Performance Gap	Condition of Highway Asset has generally improved. Work on inventory and condition has consolidated asset knowledge. In some cases this has lead to a better understanding of backlog and identification of more schemes.	Slow progress in understanding/or analysing condition assessments/demand aspirations to identify 'performance gaps', in order to prioritise resources.
	Street Lighting - There are a number of standards for lighting engineers to achieve with their stock. For structural items, EN 40, for photometric performance BSEN13201, and for electrical safety BS7671.	Highway Structures maintenance backlog has developed due to resources being diverted from bridge strengthening to retaining walls.
	UTC proactive operation and maintenance in place through terms contracts which include dealing with faults and major incidents out of hours.	Most street lighting funding so far has only targeted the structural element and the photometric / electrical safety areas have been improved as part of the structural work.
		Need to develop an understanding of an acceptable steady state condition, the budget implications and identify sustainable funding.
Lifecycle Planning	Work has commenced on development of lifecycle plans in line with the Highway Structures Code of Practice but this is still at an early stage.	No real progress in utilising the process of right treatment at the right time, to promote better cost/benefit of available resources. Authorities struggling to embrace full use of UKPMS.
	Leeds/Wakefield have secured Street Lighting PFI's, which embed lifecycle planning, for improving/maintaining their stock. Bradford and Kirklees have obtained additional capital funds to replace ageing Street Lighting stock through consideration of structural integrity and electrical safety. Advanced programmes of work have been produced which can be assessed and amended in line with other major works (e.g. reconstruction schemes).	To ensure continuity of service in traffic control infrastructure, lifecycle management plans must consider lifespan in conjunction with a risk reduction strategy. Integrity, maintainability (availability of parts) and strategic importance should be weighted into refurbishment priorities.
	UTC Risk reduction principles are being adopted within some Life Cycle Management plans ensuring assets are sufficiently modernised to take advantage of developing technologies.	

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
<p style="text-align: center;">Optimisation and Budget Consideration</p>	<p>3 year settlement has allowed improved planning of long term programmes. Some Authorities have put additional resource into tackling their backlog.</p> <p>Current prioritisation mechanism based on Scanner/CVI/DVI surveys, plus Annual Engineering Inspections/Scoring Matrix.</p>	<p>The need for reactive maintenance still too high due to the maintenance backlog. Current level of maintenance funding suggests whilst headway can be made this will be a factor for a number of years.</p>
	<p>Independently, Kirklees have had a major structural bid successfully accepted, and Calderdale are currently submitting a Regional Funding Application.</p>	<p>Ever increasing energy costs will have a severe impact on overall Revenue budget. Opportunities to reduce the energy burden should be considered in all new works programs.</p>
	<p>Most Authorities have successfully received additional funding for their De-trunked Roads, following supplementary bidding.</p>	
	<p>The LTP settlements now include an identified capital resource for Street Lighting.</p> <p>The latest generation of LED traffic signal head technologies that some Councils are beginning to specify in new works contracts offer a significant energy saving potential on average 60% and reduced carbon footprint.</p>	
	<p style="text-align: center;">Risk Assessments</p>	<p>Generally reduction in accident claims, as authorities tighten up safety inspection regimes, and adopt a more robust defence of claims made through the legal process.</p>
<p>Highway Structure Capital Maintenance funding includes bridge parapet replacement and pier protection.</p>		<p>No enforcement facility (weighbridge) for overweight vehicles.</p>
<p>Authorities are adopting Abnormal Loads ESDAL for loading and routing.</p>		
<p style="text-align: center;">Forward Work Programme</p>	<p>3 Year Settlement enables development of longer term programmes, plus now have reliability of Capital funding stream.</p> <p>Authorities continue to carry out multi disciplinary works programmes where possible i.e. combining resurfacing/reconstruction projects with Bridge Maintenance and Traffic Signals upgrades.</p>	<p>Works Programmes currently formed independent of HAMPS. Long term strategic planning e.g. ten year programme is not supported by long term funding commitment.</p> <p>Insufficient information to determine true backlog of Asset Maintenance and it's nature. Prioritisation mechanism still to be decided, conflicting priorities affect decision making.</p>

Table D2 Asset Management Improvement Action Plans

Area for Consideration	Positives	Negatives
<p style="text-align: center;">Service Delivery</p>	<p>Authorities have engaged in a joint procurement initiative e.g. surface dressing consortium, winter weather forecasting etc .</p> <p>Authorities conducting procurement via electronic tendering.</p>	<p>Development of Working Groups to develop Best Practice in the area of Asset Management required.</p>
	<p>Authorities undergoing review of survey procurement for highway condition data.</p> <p>Considerable in house technical experience and expertise delivers an effective service.</p> <p>Leeds/Calderdale/Kirklees/Wakefield have framework agreements with Consultants to provide additional resources.</p>	<p>Staff resources with relevant experience and expertise continue to be in short supply both in local authorities and consultants.</p>
	<p>Authorities successfully utilise annual Term Contracts for provision of contracting services delivering better value and a more flexible response as well as utilising local contractors.</p>	
<p style="text-align: center;">Reporting and Monitoring</p>	<p>Annual reporting of BVPI' s ongoing. Figures show trend is of a general improvement in highway condition.</p> <p>For Highway Structures BCI inspection and reporting system adopted providing a consistent approach and better understanding of condition. Still in early stages of development.</p> <p>Financial out turns indicate spend is above original Capital Allocation.</p>	<p>Benchmarking of data occurs on an informal basis. Local and national benchmarking needs to be developed in a more structured way.</p> <p>BVPI Targets, now out of context following changes in Survey Requirements/Parameters.</p> <p>National Bridge/Street Lighting indicators not yet developed.</p> <p>Consider relevance of current indicators and wider agenda e.g. energy consumption.</p> <p>Need to carry out more detailed analysis of inputs verses outcomes.</p>

M1: Maintenance of Carriageway and Footway

Carriageway Maintenance

The condition of carriageways in the county has been monitored using the three Best Value Performance Indicators: PI 223 for principal roads, PI224a for classified non-principal roads and PI224b for unclassified roads.

Principal Roads

To date there has been no consistency in the rules for generating the PI 223.

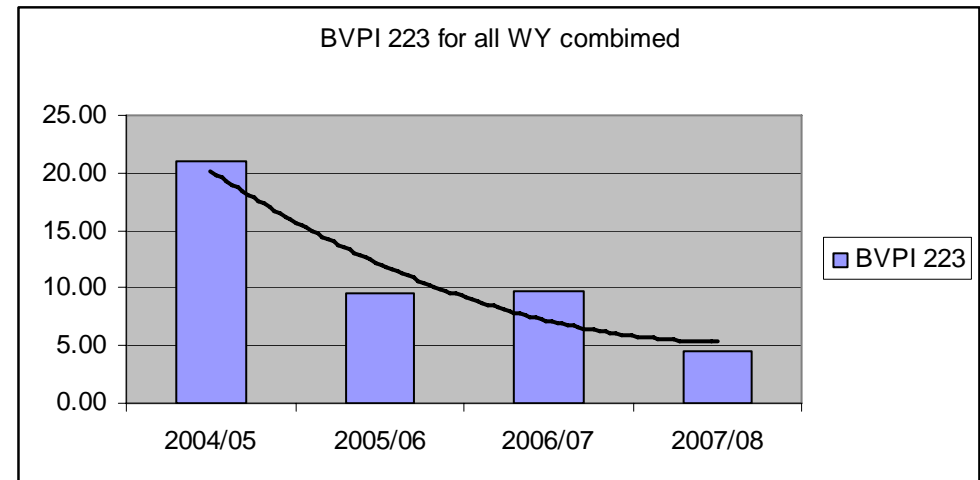
Table D3 Principal Roads Indicator

District	2004/05 TTS %	2005/06 Scanner %	2006/07 Scanner %	2007/08
Bradford	NA	18*	8	3
Calderdale	39	9	10	6
Kirklees	45	23*	12	4
Leeds	26	6	9	6
Wakefield	29	5	5	2
Weighted Ave.	21.	10	10	4
<i>Metropolitan UQ</i>	<i>33</i>	<i>11</i>	<i>9</i>	<i>m/a</i>
<i>Metropolitan Avge</i>	<i>35</i>	<i>17</i>	<i>12</i>	<i>n/a</i>
<i>Metropolitan LQ</i>	<i>65</i>	<i>23</i>	<i>15</i>	<i>n/a</i>

Currently each of the West Yorkshire Authorities has a PI 223 below 6%. Creating an average of 4%. A measure of this order of magnitude could be considered to be indicative of a network at a satisfactory condition representing an average reconstruction/resurfacing cycle of 25 years.

However there is insufficient funding available to be able to sustain this level of service.

Fig D1 Trends in Principal Road Carriageway Conditions



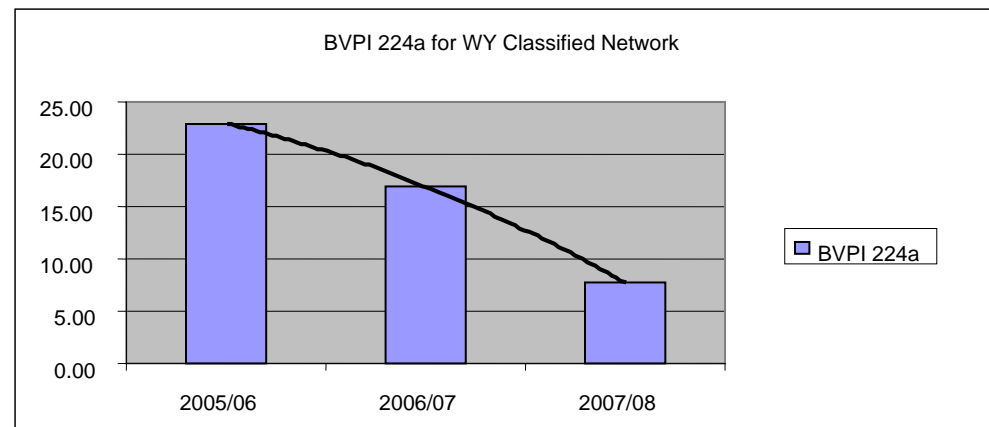
Non Principal Classified Roads

As with BVPI 223 this indicator has not be measured by a consistent rule each year. The apparent improvement in network condition is more readily explained by the changes made to the rules and weighting sets.

Table D4 Classified Road Indicators

District	2005/06 Scanner	2006/07 Scanner	2007/08
Bradford	27*	15	5.00
Calderdale	15	16	11.00
Kirklees	44*	25	7.00
Leeds	13	15	12.00
Wakefield	13	13	5.00
Weighted Ave.	23	17	8
<i>Metropolitan UQ</i>	16	13	n/a
<i>Metropolitan Avge</i>	25	15	n/a
<i>Metropolitan LQ</i>	33	18	n/a

Figure D2 Trends in Classified Road Carriageway Conditions



Un-Classified Roads

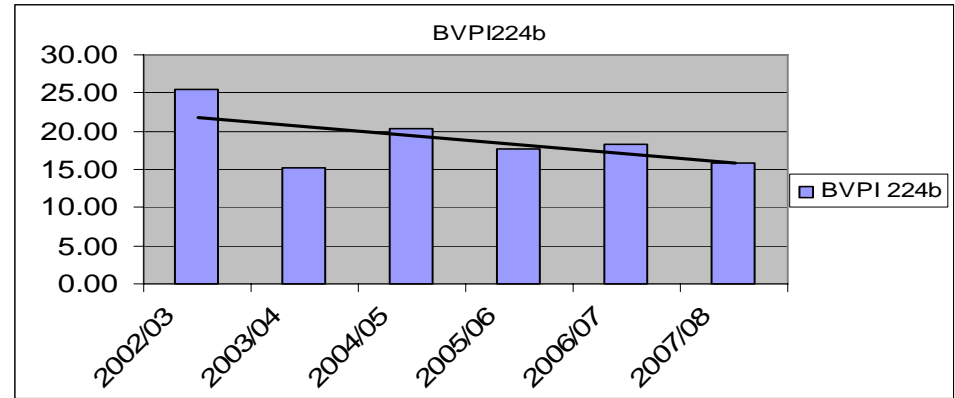
This group of roads represents by far the largest part of any authorities' network and their condition impinges on the lives of many residents as they make up the environment where they live.

BVPI 224b is now a measure of the condition of the unclassified road network with 25% measured each year over a cycle of four years. This is the second year of reporting the full network condition. The trend of results for BVPI224b show a gradual improvement in the condition of the network. The county remains in the lower quartile for 2006/07 (only figures available) compared with other metropolitan areas but there is a wide variance in the results for each authority with for example Bradford alone in the upper quartile. Recent investments made on this class of road by Leeds and Kirklees are not yet fully reflected in the results because of the sampling over four years.

Table D5 Unclassified Road Network Indicators

District	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Bradford	11.00	2.56	13.11	9.40	12	9
Calderdale	27.42	24.28	19.27	16.20	15	14
Kirklees	10.10	8.51	15.52	14.89	12	12
Leeds	39.48	18.88	26.25	23.51	26	22
Wakefield	32.00	26.10	24.60	21.79	22	19
Weighted Ave.	25.42	15.17	20.42	17.62	18	16
<i>Metropolitan UQ</i>	6.60	10.64	9.95	15.00	10	<i>n/a</i>
<i>Metropolitan Avge</i>	15.00	17.94	18.01		14	<i>n/a</i>
<i>Metropolitan LQ</i>	18.10	22.50	22.07	16.60	17	<i>n/a</i>

Figure D3 Trends in Unclassified Road Carriageway Conditions



This has been achieved, in conditions of under funding, by the application of many quick fixes;: surface dressing, thin-surfacing and minor works. This type of remedial work can in the short term improve the indicators but does not have a long lasting, sustainable effect. This needs to be picked up in the development of asset management plans and expressed in terms of levels of service and life cycle options

Footway Maintenance

BVPI 187 is a limited measure of the footway asset as it only measures the condition of a relatively small subset of the whole network; all be it an important set.

The indicator is showing a gradual improvement. With the funding levels set to remain static or drop this indicator is likely to rise particularly as it is sensitive to minor deterioration. The five authorities need to collaborate to establish an appropriate measure of the condition of the general footway network that helps inform the process of asset management.

Table D6 Footway Network Indicators

District	2003/04	2004/05	2005/06	2006/07	2007/08
Bradford	36.60	12.51	16.25	26.00	21.00
Calderdale	5.99	5.72	5.63	5.00	5.00
Kirklees	5.00	5.99	6.95	16.00	22.00
Leeds	32.94	35.65	30.06	19.00	19.00
Wakefield	34.00	22.53	31.79	23.00	20.00
Weighted Average	24.22	19.46	22.32	20.29	18.65

Figure D4 Trends in Footway Conditions

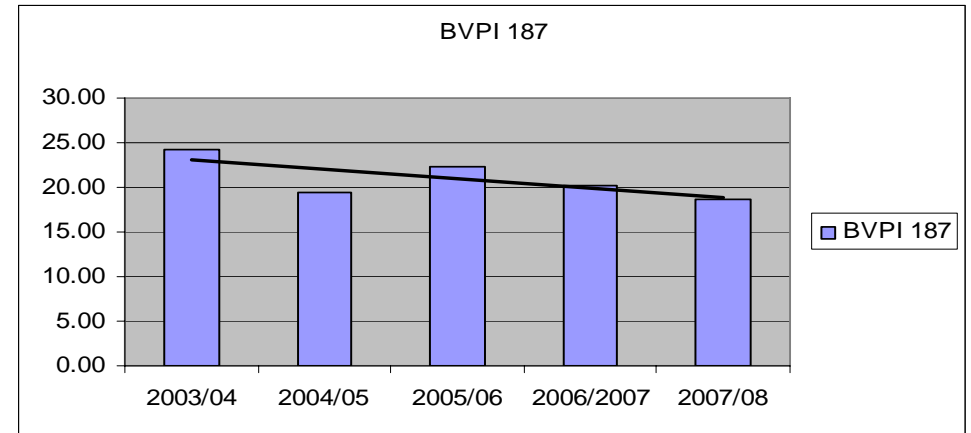


TABLE D6 MAINTENANCE EXPENDITURE AND LENGTH OF NETWORK TREATED

West Yorkshire Highway Maintenance work

Km of carriageway and footway repair

District	2006 - 07				2007 - 08			
	A roads	B& C Roads	Uncl Rds	Footway	A roads	B& C Roads	Uncl Rds	Footway
Kirklees	15	21	49	33	20	21	54	43
Leeds	21.1	10.0	102.2	96.1	21.0	12.0	122.0	122.4
Bradford	5.3	5.8	67.9	3.4	8.2	5.6	75.2	1.4
Wakefield	2.3	13.4	36.8	5.4	3	12.9	26.7	8
Calderdale	11.1	18	12.4	48.9	8.1	16.7	23.7	16.3
Total	54.8	68.2	268.3	186.8	60.3	68.2	301.6	191.1

District	Spend		Spend		Budget		Budget		Budget	
	2006 - 07		2007 - 08		2008 - 09		2009 -10		20010 - 11	
	Capital	Revenue	Capital	Revenue	Capital	Revenue	Capital	Revenue	Capital	Revenue
Kirklees	11682	6320	11185	6861	14890	6701	12051	6598	11209	6437
Leeds	15798.9	7100	17434.6	7600	19177.7	7360	17451.7	7300	17901.7	7300
Bradford	3291	3600	3502	3700	2619	3765	2816	3850	3048	3940
Wakefield	3641	2993	2926	3385	3400	3179	2520	3198	2646	3234
Calderdale	3100	2800	2600	2300	2100	2300	2100	2100	2000	2100
Total	37512.9	22813	37647.6	23846	42186.7	23305	36938.7	23046	36804.7	23011

Expenditure in £,000's

M2 STRENGTHENING AND MAINTENANCE OF BRIDGES, WALLS AND OTHER HIGHWAY STRUCTURES

LTP 2 includes three background indicators for Highway Structures

- The number of bridges strengthened
- The number of structures with weight and width restrictions
- Essential and Preventative Maintenance

A brief review of the indicators together with an update on progress on the Highway Structures Code of Practice follows.

Resources

The following table represents the West Yorkshire spend to date and forward budget for the remainder of LTP2.

Table D7 Profile for Highways Maintenance Expenditure

Year	Capital	PRN	Revenue
2006/07	13415	Inc	1254
2007/08	14719	Inc	1208
2008/09	8938	9364	1230
2009/10	9114	7438	752 (3 authorities)
2010/11	8965	8119	749 (3 authorities)

In addition Kirklees have in place a Major Bid Package of £15.2m over 3 years with a £10m allocated to bridge strengthening for 9 structures and £5.2m for 3.6km of retaining walls.

In terms of categories of work the following table broadly describes how each authority has allocated capital resources to the various aspects of the highway structures programme from 2006 to 2009.

Table D8 How Maintenance Funds Have Been Spent

	Leeds	Bradford	Kirklees	Calderdale	Wakefield
Bridge Strengthening (Inc PRN)	15%	34%	58%	24%	1%
Major Structural Maintenance (Inc PRN)	68%	9%	10%	62%	57%
Retaining Walls (Inc PRN)	6%	52%	27%	12%	32%
Inspection and assessment	11%	5%	5%	2%	10%
Revenue budget £	1126	435	678	1283	170

Note : A significant proportion of Calderdale's revenue budget is allocated to retaining walls.

Schemes are prioritised and programmes formulated considering a number of factors including;

- Risk
- Backlog of work and longstanding programmes items
- Minimising congestion
- Programming with other maintenance schemes such as highway maintenance
- Reactive works identified by inspection and assessment or due to emergencies such as flooding or collapse of retaining walls.

In considering the bridge strengthening and restriction indicators over this initial LTP period the basic figures suggest a lack progress with only Kirklees showing an increase in strengthening and reduction of restrictions.

However there has been a shift of emphasis towards Asset Management by the 5 West Yorkshire Authorities in line with the developing Asset Management Plans and C of P for the Management of Highway Structures. The above table reporting percentage spend reflects the shift.

This has resulted in less structures being strengthened, with significant progress being made in structural maintenance on both bridges and walls which will improve the overall condition of the Highway Structures stock and should be seen as an improvement in the reported BCI scores.

Highway Structures Condition

Inventory and condition data are key elements in asset management. The LTP2 document reported a background indicator identifying the percentages of stock requiring preventative and essential maintenance. The indicator was based on the findings of Principal and General Inspection of structures but was not based on a common reporting system. All five authorities now follow the CCS Bridges Condition Indicator form of inspection and reporting. Through the CSS Yorkshire and Humberside Area Bridge Conference Bradford, Kirklees and Wakefield played a lead role in arranging three bridge inspector/bridge engineer training sessions which concluded with inspection of three bridges in Wakefield then benchmarking of the inspection results. The CSS BCI Reporting system leads to the calculation of scores for individual bridges and an overall stock score. All five authorities have now completed at least one full round of inspections and it is now proposed evaluation and comparison of stock condition is based on this system.

To March 2008 the calculated scores indicate that West Yorkshire Highway Structures Bridges stock condition is classed under the BCI system as Poor but close to the borderline of Fair

Table D9 New System Utilising BCI Regime						
Highway Structures >1.5m span requiring maintenance (excluding walls, PROW footbridges and gantries)						
District	Total Number of Council owned Structures	Bridge Stock Average BCI(av) / (crit) Score	LOW – MODERA TE RISK	SIGNIFICAN T RISK (Preventativ e)	HIGH – VERY HIGH RISK (Essential)	% of Structures Requiring Urgent Maintenance (Essential)
			BCI(av) /(crit) >80	BCI(av) /(crit) 64 <79	BCI(av) /(crit) < 65	
Kirklees	Av 319	79.48	169	110	40	12.5
	Crit	69.1	131	87	101	31.7
Leeds	Av 411					
	Crit	77.0	176	45	92	22.0
Bradford	Av 420	81	264	95	61	15
	Crit	75	243	58	119	28
Wakefield	Av 148	79	84	51	13	8
	Crit	77	73	29	46	31.1
Calderdale	Av 333	85	260	55	18	5
	Crit	75	181	36	116	35
TOTAL	1631					

The CSS evaluation includes the following comments for Fair/Poor Condition.

'Historical maintenance work may be under funded and structures may not be managed in accordance with Best Value principles, implementation of Asset Management is essential.'

'Potential for rapid decrease in condition if sufficient maintenance funding is not provided moderate to significant backlog of maintenance work with essential work dominating spending.'

Authorities consider that this is a good correlation with the current observed position and that ongoing the capital investment and effective asset management should show consolidation of the stock condition in the coming years.

The BCI reporting system can also be used in the evaluation of retaining wall condition and scheme /maintenance prioritisation is being developed based on these evaluations in some areas. This initiative also links to contributions to CIRIA good practice project on Drystone Retaining Walls and a retaining wall research project with Bath University which includes both physical testing and numerical modelling.

The Management of Highway Structures

The Code of Practice for the Management of Highway Structures includes the use of Milestones to define progress in the management process.

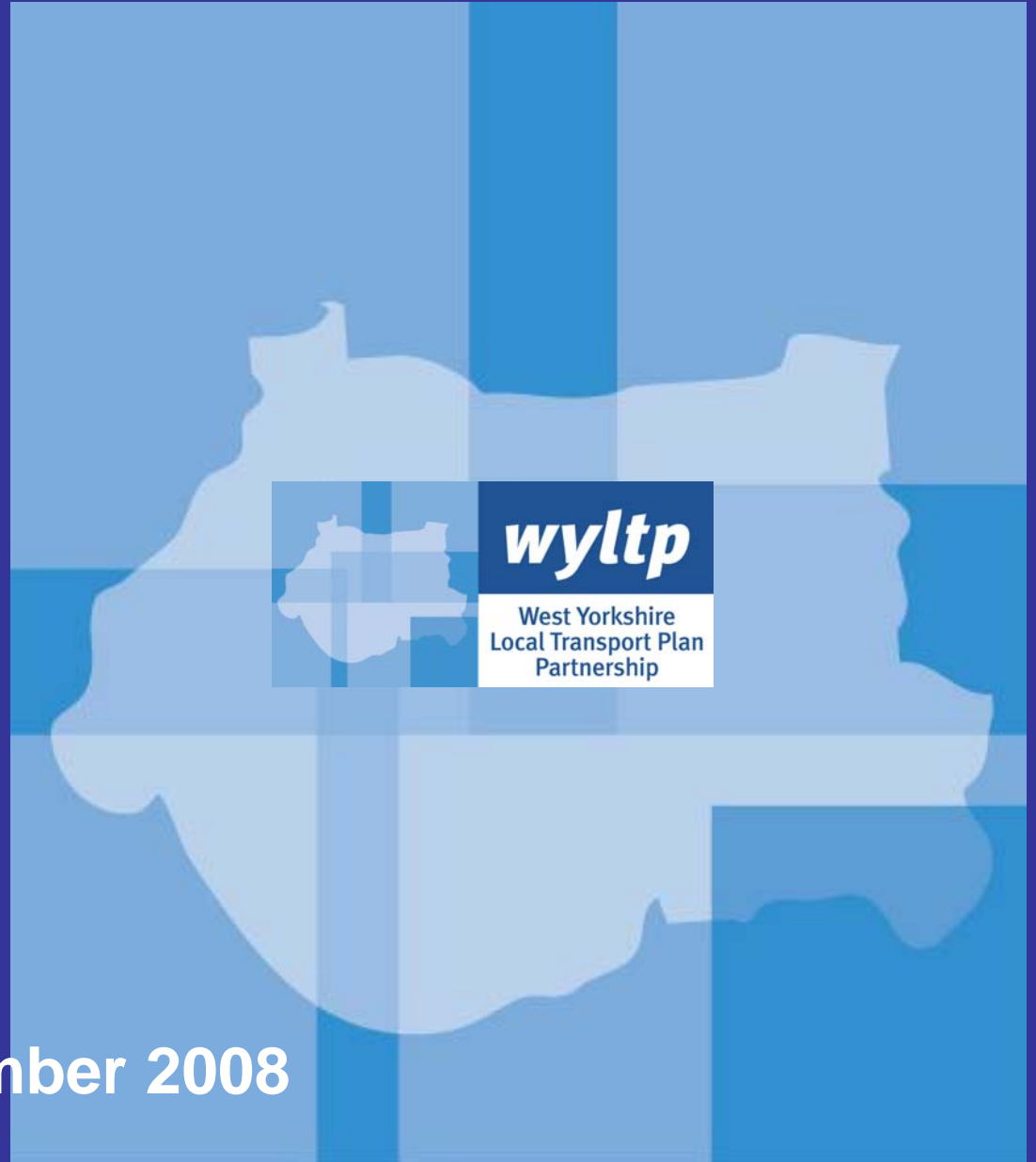
- Milestone 1 Highway Structures which are **safe** to use, inspect and maintain.
- Milestone 2 Highway Structures that are **fit for purpose**.
- Milestone 3 **Full implementation** of the Code.

The CSS Bridges Group nationally have suggested following implementation programme of Milestone 1 by 2008, 2 – 2010, 3 – 2012.

The Yorkshire and Humberside CSS Area Bridge Conference held a workshop in September 2008 to benchmark progress throughout the region with an aim of sharing good practice. The West Yorkshire Authorities were shown to be well placed in delivery of Milestone 1 with good progress towards Milestone 2 and some progress on Milestone 3.

Appendix E

West Yorkshire Local Transport Plan 2 2008 Progress Report Air Quality Update – December 2008



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2.	Evidence of a Comprehensive Monitoring Regime	Page 7
3.	Progress on Implementing Local Transport Measures to Improve Air Quality	Page 15
4.	Partnership Working	Page 42

1. INTRODUCTION AND BACKGROUND

Background

Better air quality, in particular limiting transport emissions of air pollutants, greenhouse gases and noise remains one of the core West Yorkshire Second Local Transport Plan (LTP2) objectives: this is supported by four key strategies as detailed below:

	Strategic Element
AQ1	Traffic demand measures, focusing on commuter journeys
AQ2	Encouraging more sustainable travel
AQ3	Actions to reduce vehicle emissions
AQ4	Measures to mitigate the effects of climate change

At the time of submitting LTP2 10 Air Quality Management Areas (AQMAs) were designated due to high emissions of NO₂ from road transport. Since submission this has increased to 27 traffic related AQMAs across the 5 authorities.

At the time of submission only the Leeds AQMAs had relevant Air Quality Action Plans (AQAPs). As a consequence the targets on reducing NO₂ levels in these formed the basis of LTP2 mandatory target M12. This target remains on track for delivery. Two further local targets, L7 and L8 were introduced to predict emissions of NO_x and CO₂ arising from the PRN across West Yorkshire. These targets will provide useful proxy indicators for air quality and climate change mitigation, respectively. These are both on track to be delivered.

Air Quality Management Areas - District Update

LTP2 Submission

Leeds and Wakefield declared AQMAs prior to the introduction of the Second Local Transport Plan (LTP2). The 7 road traffic related AQMAs declared in Leeds are all located near major road junctions around the Inner Ring Road close to the City Centre. The 2 AQMAs declared in Wakefield run along the strategic corridors of the M1 and A1.

The Highways Agency is responsible for the A1, M1 and M62. The traffic on these roads is the main contributor to the poor air quality in the Wakefield AQMAs and in a number of Areas of Concern (AOC) elsewhere in West Yorkshire.

Leeds City Council has agreed targets and currently undertakes regular monitoring to assess progress against these targets. Wakefield City Council is yet to declare targets or set up monitoring regimes.

Post LTP2

Following the introduction of LTP2 **Bradford** has subsequently declared four AQMAs along:

- Shipley Airedale Road,
- Thornton Road,
- Manchester Road and Mayo Avenue, and
- Manningham Lane and Queens Road.

All four areas have been declared due to exceedence of the annual NO₂ average objective concentration of 40µg/m³.

The authority is now in the process of preparing and consulting on an Air Quality Action Plan (AQAP) to cover these areas.

In **Calderdale**, 6 AQMAs have been declared at:

- Salterhebble (A629),
- Sowerby Bridge (A58),
- Hebden Bridge (A646),
- Luddendenfoot (A646),
- Stump Cross (A58) and;
- Brighouse Town Centre (A641/A643/A644).

These have been declared due to the annual average level of NO₂ of 40ug/m³ being exceeded. AQAPs are currently being developed for all six declared AQMAs with consultation completed for Salterhebble, Sowerby Bridge and Hebden Bridge.

In **Kirklees**, an Air Quality Strategy was approved for the district by Cabinet in May 2007. In June 2008 Cabinet approval was granted for the designation of 2 AQMAs at:

- A62 - Leeds Rd / Bradley Rd junction/Rose Cottage/Three Nuns area, (Declared October 08) and;
- A644 Scout Hill, Dewsbury (to be declared)

Leeds has not declared further AQMAs since the submission of LTP2.

Wakefield have now declared further AQMAs (a total of 8 now exist) on the basis of exceedence of the annual mean NO₂ annual mean objective from traffic. The boundaries extend beyond the area of exceedence to accommodate wider ranging mitigation measures. The AQMAs are located at:

- Wakefield City - an area covering the city centre and some outlying residential areas;
- Castleford - an area covering the centre of the town and outlying roads;

- Pontefract - an area covering a small area at the junction of Mill Hill Lane and A645;
- Knottingley - an area covering the town centre and main A645 route through it;
- Featherstone - a small area covering the junction of Station Lane and A645;
- M1 - an area covering the M1 through the District;
- M62 - an area covering the M62 through the District; and,
- A1 - an area covering the A1 through the District.

Further air quality monitoring data is currently being collected across West Yorkshire as evidence to establish whether any new AQMAs need to be declared.

The above is summarised in Table 1 and with a supporting location plan of West Yorkshire Air Quality Constraints below.

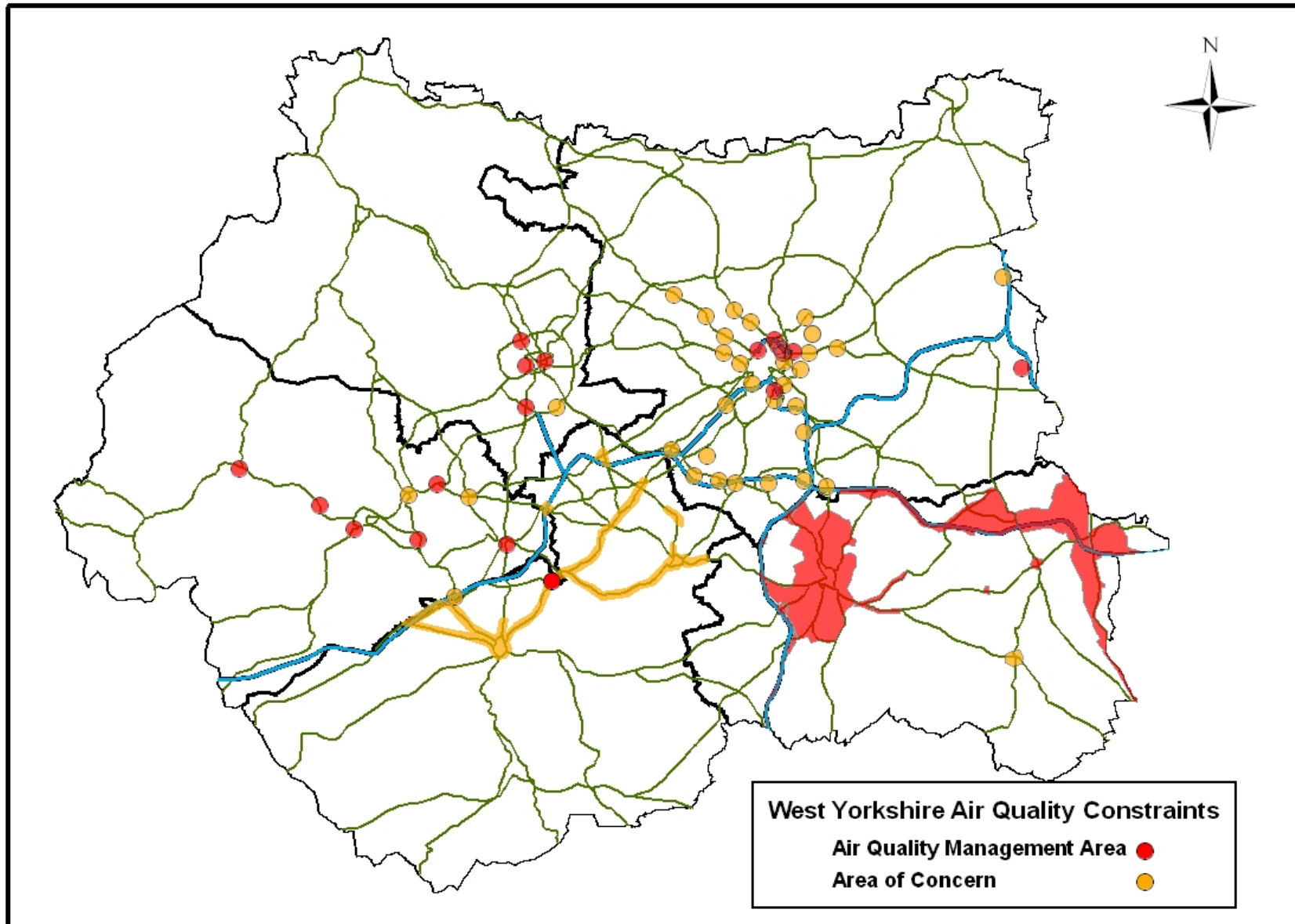
West Yorkshire LTP Progress Report 2008 Air Quality Update

Table 1 - Update of West Yorkshire District's Air Quality Review and Assessment Process

	PRIOR TO LTP2 SUBMISSION			POST LTP2 SUBMISSION		
DISTRICT	AQMAs	AoCs	AQAP	AQMAs	AoCs	AQAP
BRADFORD	0	5 Traffic	N/A	4	3 Traffic, under investigation.	Draft Action Plan covering all AQMAs being developed, proposed consultation in late 08/early 09. (Delay indirectly caused, and accepted by DEFRA)
CALDERDALE	1 Traffic	5 Traffic	Not started	6 Traffic Likely Amendment to reduce size of Salterhebble AQMA	3 Traffic under investigation.	3 separate draft Action Plans almost complete, subject to consultation response input & Committee approval, 3 additional Action Plans in the preliminary stage of development, pending outcome of individual Further Assessment Reports. Some delay caused by slow DEFRA response
KIRKLEES	0	3 Traffic	N/A	1 Traffic (a further declaration to be made shortly)	6 Traffic. Plus several locations within a larger area under investigation.	Under development. Action Plans for individual AQMAs to be incorporated into AQ Strategy Action Plan.
LEEDS	7 Traffic. 1 Domestic	7 Motorways	Completed and Approved	7 Traffic 1 Domestic	7 Motorway AoC 1 Motorway under investigation. 5 Traffic AoC and 11 Traffic under	Existing Plan being updated New Action Plan covering all AQMAs being developed (In house) using latest Detailed Assessment. Consultants to facilitate joint internal & external stakeholders workshop

West Yorkshire LTP Progress Report 2008 Air Quality Update

					Investigation.	
WAKEFIELD	2 Motorway	4 Traffic 1 Motorway	Under Development	5 Traffic 3 Motorway	1	Original Plan completed. New Action Plan covering all 8 AQMAs is currently under development, but delayed, indirectly through DEFRA



2. EVIDENCE OF A COMPREHENSIVE MONITORING REGIME

A comprehensive monitoring programme has been developed throughout the districts to monitor air quality. Each authority is dealt with below.

Bradford

Automatic Monitoring Locations

Monitoring Station	Location	Grid Reference	Pollutants Monitored	Monitoring Since
Urban centre	Bradford Centre (<i>N.B. Closed from 1/10/07</i>)	416654 / 433049	SO ₂ , NO _x , CO, PM ₁₀	1998
Urban centre	Bingley	410881 / 438942	NO _x , PM ₁₀	1998
Urban centre	Keighley	406065 / 441270	NO _x , SO ₂ , PM ₁₀	1998
Roadside	Mobile (Shipley)	414920 / 437587	NO _x , SO ₂ , PM ₁₀	1998
Kerbside	Shipley Airedale Rd	416967 / 433265	NO _x	1998
Kerbside	Manningham Lane	415887 / 433047	NO _x	2006
Kerbside	Manchester Rd	415933 / 430569	NO _x	2006
Kerbside	Thornton Rd	415887 / 433047	NO _x	2006

Diffusion Tube Monitoring

Bradford has a network of diffusion tubes used to monitor background levels of NO₂, the numbers and locations vary during the year. As with other districts, these tubes are used to help identify compliance with standards.

Modelling capability

ADMS Urban.

Calderdale**Automatic Monitoring Locations**

Monitoring Station	Location	Grid Reference	Pollutants Monitored	Monitoring Since
Urban roadside	Wakefield Rd, Brighouse TC	414800/422930	NOx	April 2007
Urban roadside	Salterhebble Hill, near Bristol St junction, Halifax	409788/423194	NOx	Nov 2007
Urban roadside	Huddersfield Rd, Salterhebble, Halifax	409485/423430	NOx	July 2004
Urban roadside	Market St, Hebden bridge, near Salem junction	398990/427207	NOx	Nov 2005
Urban roadside	Carlton Mill, Wharfe St, Sowerby Bridge	406074/423615	NOx	Nov 2005

Diffusion Tube Monitoring

Passive diffusion tubes are located at 99 sites across Calderdale. There are a range of monitoring site types, used to help identify annual average NO₂ concentrations and compliance with relevant air quality standards.

Modelling Capability

ADMS Urban.

Kirklees**Automatic Monitoring Locations**

Monitoring Station	Location	Grid Reference	Pollutants Monitored	Monitoring Since
Trailer 1 - Roadside	Old Fieldhouse Lane / Leeds Road	416030/418390	CO, SO ₂ , NO _x , O ₃ , PM ₁₀	April 2001
Trailer 2 – Urban background	Back Ravens Street, Dewsbury	417030/420060	NO _x , PM ₁₀ , O ₃ , SO ₂	December 2006
Roadside Unit 1	Scout Hill, Dewsbury (A644)	423257/420769	NO _x and PM ₁₀	March 2004
Roadside Unit 2	A638, Bradford Road, Cleckheaton	418200/426500	NO _x and PM ₁₀	March 2005
Roadside Unit 3	B6121, Hunsworth Lane, Cleckheaton	418840/427480	NO _x and PM ₁₀	December 2006
Roadside Unit 4	A651, Bradford / Oxford Road, Birkenshaw	420420/427350	NO _x and PM ₁₀	December 2006
Roadside Unit 5	A644, Huddersfield Road, Ravensthorpe	422560/420420	NO _x and PM ₁₀	December 2006
University of Huddersfield – Urban Centre	A629 / A62 Ring Road	414850/416500	NO _x and SO ₂	January 2004
Holmfirth – Urban background	Holmfirth Adult Education Centre	414340/408530	SO ₂	April 2004

Diffusion Tube Monitoring

Passive monitoring in the form of diffusion tubes have been conducted at 64 different sites across the Kirklees district. These tubes have been employed to help identify compliance against the annual average NO₂ standard.

Modelling Capability

ADMS Urban

Leeds

Automatic Monitoring Locations

Monitoring Station	Location	Grid Reference	Pollutants Monitored	Monitoring Since
Urban centre	AURN site, Woodhouse Lane	429967/434253	CO, SO ₂ , NO _x , O ₃ , PM ₁₀ , Benzene	1993
Urban kerbside	Headingley A660	427987/436051	NO _x , PM ₁₀	1998
Urban kerbside	Corn Exchange, Vicar Lane	430358/433422	NO _x , PM ₁₀	1997
Urban roadside	Haslewood Close, A64	431284/433710	NO _x	2000
Urban background	West Street car park	429010/433617	NO _x	2003
Urban roadside	Compton Road	432399/434867	NO _x	March 2007
Sub-urban background	Copperfield College	432068/432645	NO _x , SO ₂ , PM ₁₀	April 2007
Sub-urban background	Garforth Community College	440163/432562	SO ₂	1998
Sub-urban background	Middlecross Day Centre, Armley	427676/433262	NO _x , SO ₂ , PM ₁₀	October 2007
Urban roadside	Norman Row, Kirkstall	426277/435813	NO _x	March 2008
Urban background	Millshaw	427898/430039	NO _x , PM ₁₀	January 2005
Urban roadside	Queen's Court, Morley	426332/427867	NO _x	2004

Diffusion Tube Monitoring

Passive monitoring using diffusion tubes takes place at 44 varied sites within the Leeds district. This monitoring is undertaken to help establish compliance against the annual average NO₂ standard.

Modelling Capability

Airviro model, system upgraded March 08 (Version 3.11).

Wakefield**Automatic Monitoring Locations**

Monitoring Station	Location	Grid Reference	Pollutants Monitored	Monitoring Since
Castleford	Castleford	443436/425490	NO ₂ , SO ₂ , PM ₁₀	June 1999
South Kirkby	South Kirkby	445571/411090	NO ₂ , SO ₂ , PM ₁₀	July 1999
Wakefield City	Wakefield City	433718/420371	NO ₂ ,SO ₂ ,PM ₁₀ ,CO	July 2000
Horbury Road	Horbury Rd	430607/418936	NO ₂ ,PM ₁₀	February 2003
Ladybalk	Ladybalk	445630/422920	PM ₁₀	March 2001
Newton Bar	Newton Bar	432736/421838	NO _x ,PM ₁₀	July 2007
Anglers	Anglers	430607/415380	PM ₁₀ , O ₃	March 2001

Diffusion Tube Monitoring

Passive diffusion tube monitoring has been conducted at approximately 106 sites within the Wakefield district. These tubes have been located at a range of site locations, to help identify compliance with the annual average NO₂ standard.

Modelling Capability

ADMS Urban

Progress Towards LTP2 Targets

The monitoring information identified above feeds directly into three LTP2 indicators. The latest data is summarised in the table below. All three indicators are "on track" to meet our LTP2 target.

Indicator	Units	Base	2007/08	On Track
M12 – NO ₂ in Leeds AQMA	ug/m ³	100 (index)	94	Yes
L7 - NO _x emissions on PRN	tonnes per year	15198	11,492	Yes
L8 – CO ₂ emissions on PRN	million tonnes per year	2.329*10 ⁻⁶	2.315*10 ⁻⁶	Yes

At the time of submitting LTP2 only Leeds City Council had declared AQMAs and had set targets within an associated AQAP. Since submission only Wakefield has adopted an AQAP however targets are yet to be set

The Partnership will continue to review the position of AQMAs and associated AQAP targets with a view to incorporating them within the indicators identified above.

Background NO₂ and PM₁₀ Monitoring

As part of the LTP2 monitoring process urban background concentrations for both NO₂ and PM₁₀ have been collated at a district level. NO₂ and PM₁₀ represent the 2 transport related pollutants of most concern. Figure 1 below shows the results of the annual average NO₂ monitoring within urban centres of each District. The 7 year period from 1998 shows the general trend where urban background NO₂ was slowly improving until 2005, when all Districts easily complied with the annual average standard of 40 µg/m³. However since 2006, general increases in NO₂ levels were experienced by all districts, except Kirklees. Again, with the exception of Kirklees, recorded levels in 2007 were still higher than recorded in 2005, with Calderdale just exceeding the relevant standard. The long term trend is now becoming less certain. It should be noted that annual concentrations of traffic related pollutants can vary significantly depending on annual weather conditions and proximity of urban monitoring site to the road, rather than actual vehicle emissions.

Figure 2 indicates that all Districts comply with the annual average PM₁₀ standard of 40 µg/m³. Since monitoring began in 1998 there has been little change in general background PM₁₀ air quality within urban centres. Again variations in PM₁₀ air quality can be weather dependant and could be affected at times by local construction activities. Similar to NO₂, the longer term trend is unclear for all West Yorkshire Districts.

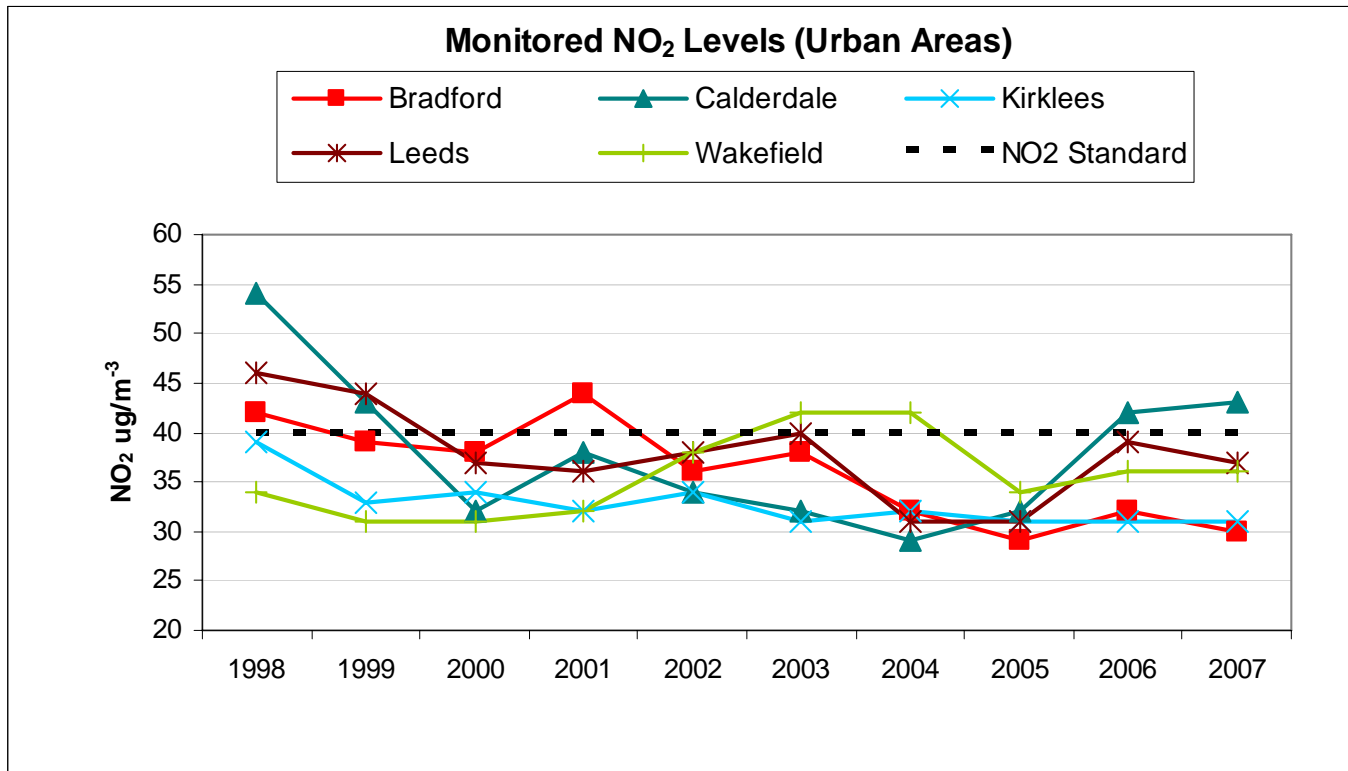


Figure 1: West Yorkshire NO₂ levels by Urban Area (1998-2007)

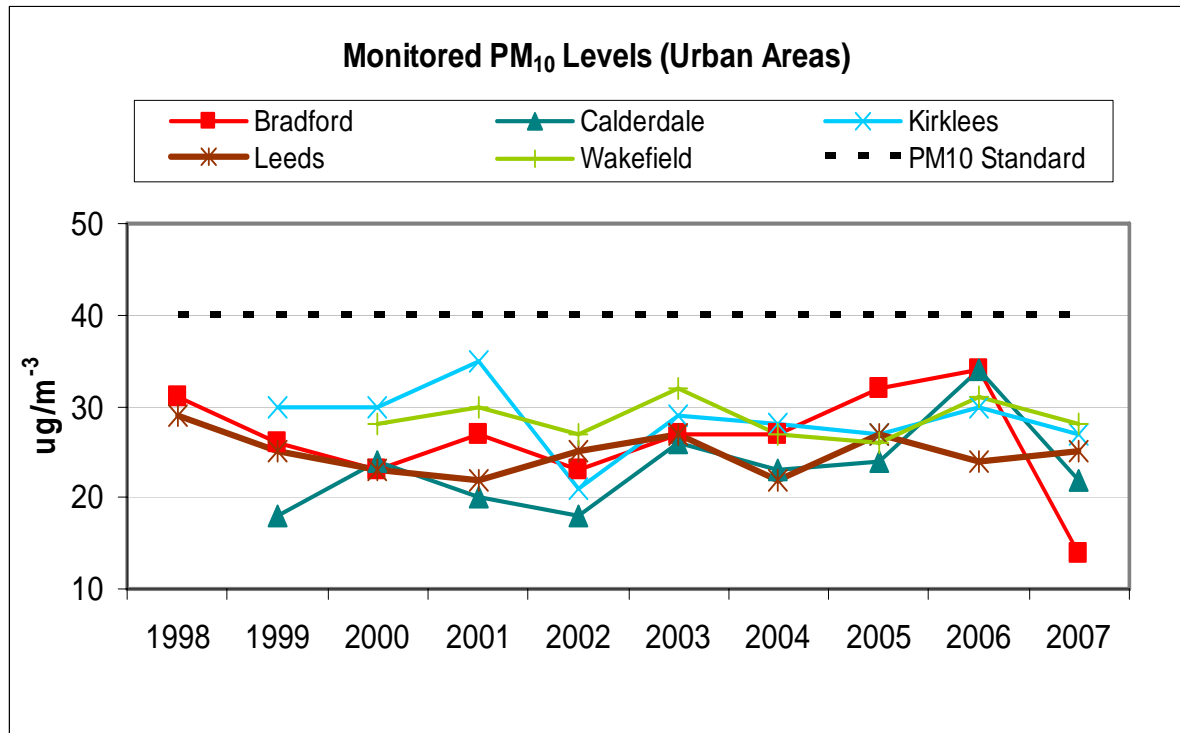


Figure 2: West Yorkshire PM₁₀ levels by Urban Area (1998-2007)

3. PROGRESS ON IMPLEMENTING LOCAL TRANSPORT MEASURES TO IMPROVE AIR QUALITY

Introduction

Progress on implementing local transport measures to improve air quality identified within the Local Transport Plan integrated Air Quality Action Plans are summarised below and relate at the present time to **Leeds** and **Wakefield**. Once Action plans for other districts are finalised it is envisaged that these will be integrated into LTP2. An update on this will be provided in December 2008 with the final submission to DfT.

The flow chart below (Figure 3) sets out the key connections between differing areas of the transport agenda and LTP strategies. The diagram provides the basis for how each district is tackling air quality.

SUMMARY OF WEST YORKSHIRE TRANSPORT INITIATIVES TO IMPROVE AIR QUALITY

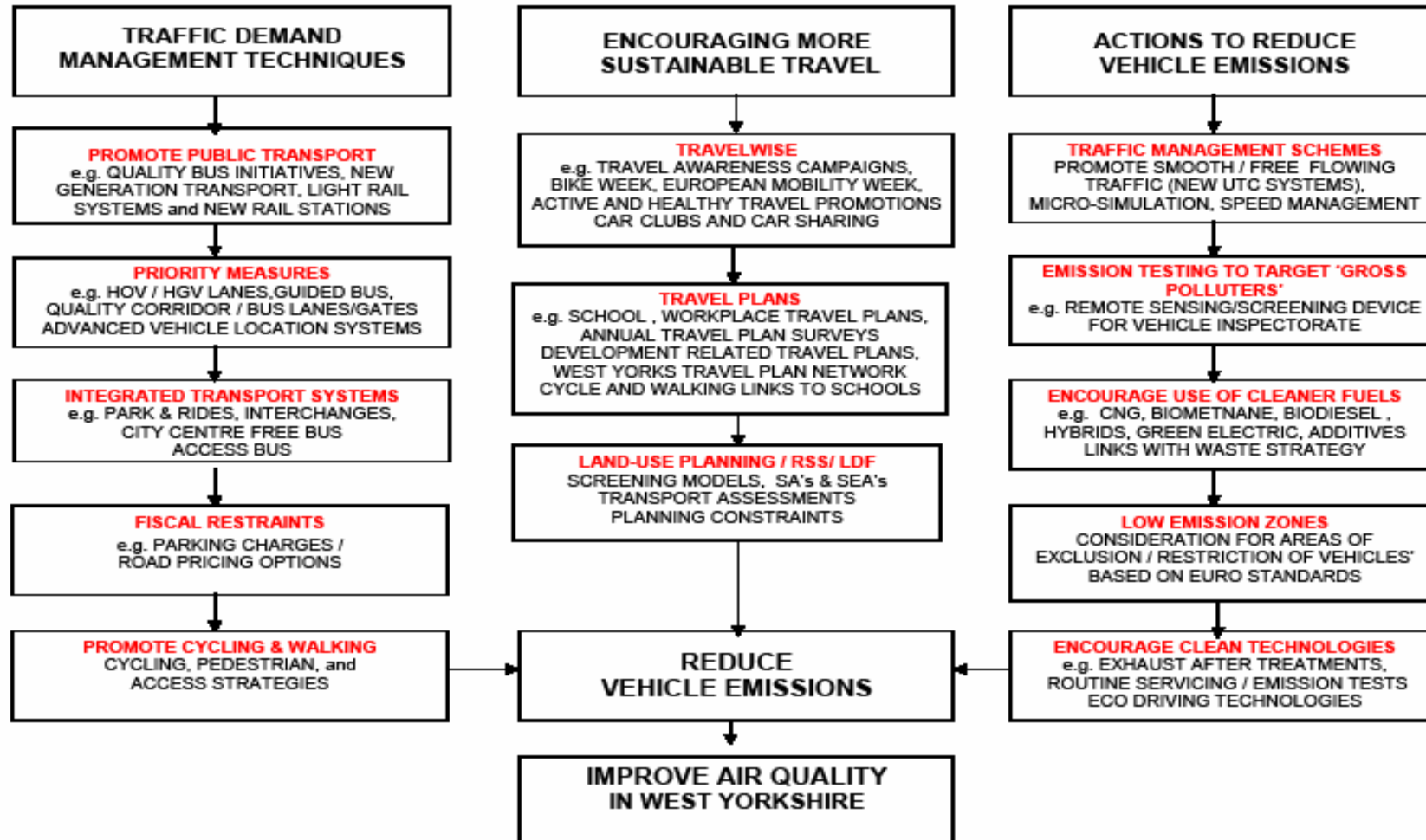


Figure 3: Transport Interventions and Air Quality

LEEDS

AQ1 - Traffic demand management measures, focusing on commuter journeys

Leeds	AQ1 - Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>“Supertram” Light Rail System</p>	<p>Bid evaluation 2002 Construction 2004</p>	<p>Tenders were more expensive than original budget. Scheme re-designed to reduce construction costs. Secretary of State for Transport made the decision in November 2005 not to provide funding for the scheme.</p>	<p>An alternative bus based option is now being developed.</p>	<p>The Light Rail Transit system was a major scheme in Leeds and was included in LTPI. The designs of other LTP schemes depended to a great degree on whether the scheme was built or not.</p>
<p>Bus Rapid Transport (BRT) New Generation Transport (NGT)</p>	<p>Depending on the availability of funding, it is hoped that the initial phase of the NGT network will be operational by 2015.</p>	<p>Major Scheme Business Case (MBSC) currently in preparation to be submitted to DfT in May 2009.</p>	<p>Regional funding (RFA) secured in June 2007 for £150m from 2010/11 onwards for initial phase of network. Further bid to be made to RFA for remainder of funding to complete the network. The preferred mode would be electrically powered, using renewable energy</p>	<p>The DfT has encouraged LCC / Metro to pursue a high standard alternative to the Supertram. Progress will depend on approval of MBSC to be submitted in 2009. Decision from DfT anticipated by November 2009. A Low Emission Zone is being considered in the vicinity of the Public Transport Box</p>
<p>Supplementary Planning Documents (SPDs) relating</p>	<p>Both these SPDs were programmed</p>	<p>The draft Travel Plan SPD aims to reduce car usage at</p>	<p>Following the consultation period,</p>	<p>Both documents seek to encourage / support more</p>

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Leeds	AQ1 - Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
to Developer Contributions towards Travel Plans and Public Transport Improvements been through the public consultation process and are due for adoption.	for adoption by the City Council in September 07.	<p>new development and increase the use of more sustainable modes (public transport, walking and cycling). Due for adoption October 2008.</p> <p>The Public Transport SPD aims to reduce the travel impact of new development by seeking contributions towards the cost of new / enhanced public transport provision. Due for Adoption August 2008.</p>	both documents have been considered / reviewed with a revised version being prepared ready for adoption.	sustainable access provision arrangements for new developments, and a reduction in car usage, the objectives of which are reduced congestion and pollution, and improvements to overall air quality in the city.
<p>Quality Bus Corridors (QBCs)</p> <p>A65 Kirkstall Road QBC</p>	DfT provisional approval for scheme designed by Development Department (Transport Planning) for completion middle of 2008	The scheme was split into to 2 parts. Funding for the major part of the scheme has been secured. A proposed public Inquiry has delayed the expected start date to late Autumn 2009, with a view to opening in summer 2011.		The majority of a smaller part of the scheme between Kirkstall Lites and Horsforth has been completed.
A653 Dewsbury Road QBC	Completion expected early 2006	This scheme has been split into parts to enable early benefits to be achieved. Construction due to commence January 2009	No outcome to report	There is a significant delay with the second part of the scheme due to the discovery of old mine workings on the route.
A61 Hunslet Road QBC	Completion 2006	Scheme being reviewed.	No outcome to report	An initial scheme has been

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Leeds	AQ1 - Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		Not expected to be implemented until 2011.		included in LTP2 as part of the Supertram replacement with intention of being able to convert to BRT.
Burley Road Bus Priority	Completion 2005	Completed. Scheme became operational December 2007	No outcome to report	
Leeds / Bradford Road Bus Priority	Completion 2007	To be completed in 2 stages. Stage 1 received approval late 2008. .	No outcome to report	
Bus Priority junction improvements and bus stop accessibility improvements	Ongoing	On target. Major corridor routes expected to be completed by 2012		Bus priority junction improvements piloted on Showcase Route 4.
Route 4 ftr - Wellington Road Bus Priority Scheme	Not specified in original Plan.	Completed July 2006.	No outcome to report	A series of measures including AVL, brand new "ftr" buses and new bus priority lanes have been combined with the aim of increasing patronage and reducing bus journey times on this route by more than 10 minutes

West Yorkshire LTP Progress Report 2008 Air Quality Update

Leeds	AQ1 - Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Fiscal Measures Parking zones and discourage long term parking	On going	On going	Between 1998 and 2007, the inbound modal share of cars during AM fell from 64% to 56.6%	Average cost of Council controlled parking for over 8 hrs is now £6.92 per day. This represents an increase of 19% since 2004 - the base for LTP2
Trial 10% discount on company MetroCards	2002	On going	Approximately 1450 subsidised annual travel cards were issued to staff in 2007/8.	15% discount now offered on annual MetroCards to council staff.
Promote Cycling and Walking Cycling and Pedestrian Strategies	Pedestrian Strategy 2001 Cycling Strategy 2002	Both Strategies completed on time. Both the Leeds Action Plans were implemented through the West Yorkshire Strategies and the LTP. Leeds Action Plan periods have now expired. Both Plans are being reviewed and updated for inclusion in the second LTP.	The number of people crossing the Leeds Central Cordon on weekdays increased by nearly 3% between 2000 and 2006. In 2007 numbers fell back to 2000.	A combined cycling, walking and access action plan is to be prepared. LTP2 includes various targets that may be relevant, including Mandatory M4, Mandatory M7, and Local L2.

Leeds	AQ1 - Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure Target	Original Timescale	Progress	Outcome	Comments
Access Strategy	Action Plans to implement DDA (part 3) by 2004	A new method of providing for DDA requirements has been introduced. This has resulted in requests for dropped kerbs and for disabled parking bays to be rapidly progressed and implementation to be undertaken more quickly than hitherto.	Targets have been set, and met, for 75% of all DDA enquiries requiring detailed investigation to be determined within six weeks. Comments on new highway schemes are provided within ten working days.	The proportion of pedestrian crossings with dropped kerbs, tactile paving and tactile indicators in Leeds stood at 82% in 2007/08.
Planning guidelines to include the discouragement of long-stay parking in the City Centre and encouragement of cycling provision	On going through planning application and policy process	Numbers of long-stay car parking places within the City Centre are being reduced. The parking strategy for Leeds is currently under review.	Between 1999 and 2007, total parking spaces in Leeds Central Business Area have increased by only 1% to 23,698. In the same period, total availability of long stay parking has reduced by 11% to 14,388 spaces.	Between 2004 and 2006 the number of people employed in Leeds City Centre increased by nearly 4.8% to 130,000 people. It is expected that there will be a net loss of existing long-stay car parking spaces through future development.

LEEDS

AQ2 Encouraging more sustainable travel

Leeds		AQ2 Encouraging more sustainable travel		
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Travel Plans i) Workplace / Travel Plans for private sector business and public sector organisations	Proposed 6 further plans during 2002/03	Target exceeded. 140 organisations are members of the West Yorkshire Travel Plan network.	Annual travel to work survey of companies with travel plans. In 2007, 51% of staff at organisations with travel plans travel to work in single occupancy car journeys.	Travel to work modal share is now collected on an annual basis across West Yorkshire. In 2008 over 38,000 people surveyed across WY.
ii) Development / Travel Plans for development that has significant trip generation	Proposed 20 further travel plans attached to Planning Applications during 2002/03	Target exceeded. 170 Planning Applications now conditioned with travel plans.	The increase in travel plans across the region has resulted in the formation of a new 'WY Travel Plan Network'. Yorkshire Forward Funded Travel For Work Partnership commenced April 2007 for 3 years – 4 additional travel plan advisers across WY	Monitoring travel plans developed through the Planning process has proved challenging. A new SPD on Travel Plans is helping formalise travel planning in the development control process.
iii) School Travel Plans	Proposed 20 further travel plans in schools during 2002/03	Target exceeded. 202 (71%) of schools now have travel plans and have received DfT grant funding.	Percentage of children of all ages walking to school has increased from 50.0% to 50.8% (2007/08)	In January 2007, 55 schools successfully applied for a one-off, 3-year grant to introduce a walking bus or other walking initiative. 41 of these schools initiated a walking bus

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
iv) Corporate Travel Plan	2002/03	<p>Corporate Travel Plan Strategy approved February 2005. Corporate Travel Plan Officer employed July 2007 to implement strategy.</p> <p>Corporate roll out of WhizzGo.</p> <p>Corporate Promotion of sustainable travel options to staff.</p>	<p>Corporate Business Mileage review to be undertaken, which will look at ways in reducing business mileage, rationalising city centre car parking and reviewing the payment of mileage rates, to be completed by the end of the financial year.</p>	<p>As part of the NI 185 Indicator 'to reduce CO₂ emissions from local authority operations' targets will be set to include business mileage.</p>
<p>The council offers eight flexible working options which include: -</p> <ul style="list-style-type: none"> - Flexi-time - Job share - Term time working - Variation in hours - Compressed hours - Self rostering - Annualised hours - Employment breaks 	Ongoing	<p>A successful trial of the scheme has lead to the formal adoption of the Policy within the Development Department.</p> <p>A Corporate home working policy is a separate project and is currently being piloted / under review with the unions.</p>	<p>A pilot Teleworking Strategy has been developed and will be incorporated into the Development Department's Travel Plan.</p> <p>Flexible working has been extended to allow up to 2 days leave to be taken for every 4 week period.</p>	<p>These have been promoted corporately as well as part of the sustainable travel options and the corporate travel plan.</p>
v) European "Toolbox" Travel Plan Resource Kit	Toolbox used as a travel plan aid.	Toolbox' software experienced technical problems and project was	New measures adopted under Interreg IIIB European	No further work proposed on Toolbox project.

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
	2001/02	incomplete. However, the experience gained has been used and transferred to other travel plan resource tools developed.	Target 2 project.	
Travelwise Campaign i) Environmental Awareness Campaigns	Ongoing	LCC continues to support Leeds Bike Week annually and completed a successful event this June. New Greener Driving Leaflet produced and distributed by Travel for Work Partnership	Between the 1991 and 2001 census, levels of walking and cycling to the city centre showed a modest growth.	Cycling increased in Leeds by 20% between 1991 and 2001. The next census will be taken in 2011. New Walking Journey Planner launched April 2008 (walkit.com) Leeds City Centre travel to work survey 2007 found 10.1% walk to work within the City Centre.
ii) Green Vehicle Trials	Ongoing	Leeds City Car Club - WhizzGo replaced the G-Whiz electric vehicle for use as a car pool. LCC membership to WhizzGo commenced in 2004. By November 2008, WhizzGo now 23 active locations within Leeds City Council district.	There are now 1400 members of WhizzGo, 317 of which are LCC staff.	The WhizzGo project allows staff to commute by public transport and then have access to a fuel efficient car for business purposes Leeds City Council in discussions with CENEX, Gasrec and a number of vehicle suppliers with a view to trial Low Carbon Vehicles in the City Council fleet which will also benefit air quality.
iii) Alternative Fuel Trials	Ongoing	All Leeds City Council vehicle fleet now run on a 5% blend of bio-diesel. Investigating the potential of using Gas or Biomethane as a vehicle fuel		Investigations are on-going into the potential benefits and problems of using fuel additives and "conditioners" to improve engine performance and increase fuel efficiency. An example of this is Ad Blue - an additive to help diesel vehicles reduce NOx emissions.

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Leeds		AQ2 Encouraging more sustainable travel		
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
EIA and AQ Assessments	Ongoing	Scheme dependant Updated Environmental Statement for Stage 7 of Leeds Inner Ring Road. Air Quality Assessments completed for many feasibility studies or developing QBC schemes.		Many small transportation schemes slipped through the 'EIA' net. e.g. traffic calming / management schemes. Consequently an in-house EIA screening model was developed, which considers air quality.
EIA Screening Model	Ongoing	Scheme dependant Transport Policy forward planning meetings highlight all proposed new transport schemes.	System is now working well. Scheme included Section 106 and 278s as Part 1 claims for property devaluation.	Air quality and related issues are classed as a physical factor under Part 1 of the Land Compensation Act (1973).

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>Land Use Planning</p> <p>The aim of reducing reliance on the private car is implemented throughout the local development plan, specifically in the transport, shopping, employment, housing, leisure and access for all chapters.</p>	Ongoing	<p>Leeds City Council will promote a pattern of land use to support compact vibrant centres to accommodate uses that act as trip destinations (such as shopping and offices) and restrict dispersed out-of-centre development. LCC will seek to concentrate housing in the main urban area where infrastructure already exists and public transport improvements could be made.</p>	<p>Planning permission for housing development was granted close to Burley Park train station and Headingley train station.</p> <p>Green Travel Plans were produced for the Allerton Bywater Millennium Village proposal. The proposal was negotiated with sustainability at the fore-front.</p>	
<p>The current Urban Capacity Study is identifying brownfield housing opportunities within a Priority Area only (defined by its accessibility to public transport).</p>	Ongoing	<p>The study has been finished and has been used to inform policy in the UDP.</p>	<p>The proportion of new housing constructed on brownfield sites has risen from 74% to 97% between 2000/1 and 2006/7</p>	<p>A new study is now required: "Strategic Housing Land Availability Assessment". This study is not restricted to urban areas as the UCS was, and therefore is likely to generate pressure for dispersed housing development.</p>
<p>The UDP allocates land specifically for public transport initiatives e.g. park and ride schemes, A65</p>	Ongoing	<p>Policy T17 in the Adopted UDP allocates Park and Ride sites.</p>	<p>The Park and Ride at Lingfield Approach, Moortown has been</p>	

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
quality bus corridor.			implemented and links with the A61 Scott Hall Road Guided Bus.	
Planning Briefs highlight the need for sustainable design and transport and a reduced reliance on the car.	Ongoing	Ongoing production of Planning Briefs.	Allerton Bywater Millenium Village required Green Travel Plans.	Sharp Lane, Middleton which is a large housing proposal but also requires 10 hectares of woodland to be planted as part of the Forest of Leeds.
Retail development is required to locate in town centres in accordance with PPS6. This is also supported by SPG No. 2 on leisure development, which takes PPS6 into consideration.	Ongoing	Planning guidance has been further strengthened with PPS6 requiring that all key town centre uses are located in central areas.	A major retail development proposal in the Eastgate/Harewood Quarter within the City Centre has been granted consent. A supermarket is proposed at Halton within the Halton Town Centre boundary. An application to expand Cross Gates Centre is under negotiation.	PPS6 has built on the requirements of PPG6. It includes the requirement of work and leisure uses in addition to retail development to be located in town centres. This strengthens case put by previous SPG No.2
Town Centre Action Plans and Market Town Initiative aim to support town centres and amongst other issues	Ongoing	Ongoing. Action supported by Action Plans within the Local	Town Centre Plans have been drawn up for some Town Centres and others	

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
support public transport improvement.		Development Scheme contained within the new Local Development Framework.	are in the pipeline.	
The layout of a site is particularly important for movement and transport; individual developments should ensure ease of movement for pedestrians and cyclists as a priority.	Ongoing	Ongoing.	Footpath provision within developments take priority with direct routes to nearest public transport link sought.	Secure Cycle Parking required on developments. It is ensured that all LDF documents promote this.
<p>The Plan is supporting the development of major residential development in the City Centre and Town Centres.</p> <p>Holbeck Urban Village seeks to promote live/work and high technology industries in a site which has high public transport accessibility.</p> <p>Environmental initiatives around the City rail and bus stations</p>	Ongoing	<p>Around 110 residential schemes providing 7070 dwellings have been completed in the city centre area since 2000, with 12 more under construction.</p> <p>Planning framework for mixed use development at Holbeck Urban Village approved.</p> <p>Planning framework for Mabgate in the pipeline.</p>	<p>The residential population of the city centre area in late 2006 stood at 12400.</p> <p>Permission granted for mixed –use scheme with major residential development in the City Centre at Globe Road and at Doncaster’s Forge.</p>	<p>The residential population of the city centre is expected to increase to 14,800 when all dwellings under construction are complete. This would rise to 30,000 if all developments with planning permission are completed.</p> <p>Movements are being made towards car – free City Centre Living which will further reduce the use of the car.</p>
<p>Supporting the City Centre as a focus for District-wide trip generators:</p> <p>The City Centre is promoted and protected as hub for</p>	Ongoing	<p>UDP Policies SA9, SP8 and CC1 to CC30 provide the policy support.</p> <p>National policy support through PPS6.</p>	Improvements carried out to the Train Station and Bus Station. New bus interchange	PPS6 has built on the requirements of PPG6. It includes the requirement of work and leisure uses in addition to retail development to be located in town centres. This strengthens case put by

West Yorkshire LTP Progress Report 2008 Air Quality Update

Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
retail, leisure and employment opportunities		LDF Core Strategy proposal for some town centres to grow.	provided close to the Train Station. Some large scale mixed use developments have been started or approved in and around Leeds City Centre, e.g. Holbeck Urban Village.	previous SPG No.2 Development control decisions are based on the policy framework in the UDP. City Centre Management Plan continues to promote Leeds city centre as a vibrant, attractive and prosperous centre to attract investment, including transport generating development.
It is intended to introduce a more solid base for sustainable development in the Reviewed UDP, to include: 1. A sustainability appraisal of the Review which may include air quality or reducing the need to travel indicators 2. More sustainable design policies 3. A focus on sustainable urban regeneration and brownfield re-use in areas accessible to public transport	Ongoing	The UDP Review has introduced two policies on sustainability. Policy GP9 requires all development to meet sustainable design principles. Policy GP10 asks for a sustainability appraisal for all major development applications.	The UDP Review is On Deposit and awaiting Inspectors comments in November prior to Adoption	The Sustainable Development Design Guide is intended for use by developers and site designers. It sets out the principles of sustainable development and how these can be applied in practice to the development process. LDF documents are all subject to sustainability appraisal, which includes an air quality objective.
Rat running in residential areas should actively be avoided.	Ongoing	Scheme dependant		Planning and Highway officers strive to ensure that neither development or new road schemes will result in the creation of 'rat runs'

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Leeds	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Safe Routes to School schemes should be considered to discourage exacerbating "the school run".	Ongoing	Travel plan grant funding allocated up to the end of the financial year was £764,530 to be spent across the district on improving highway safety and environmental issues.	Improving school grounds, cycle shelters, access points and footpaths	A School travel plan may identify desired movements on the highway to support safe and sustainable travel to school. These may require highway improvements such as crossing facilities, traffic management, footpath upgrades or cycle routes linking to other cycle networks.
Travel Plans are sought in association with major development to facilitate assessment of transport impacts and encourage the reduction in the use of the private car. Car-free development is also encouraged.	Ongoing		82 travel plans have been sought for major developments, including schools	Travel Plan for High Royds Housing development designated as a flagship scheme by DfT.

LEEDS

AQ3 Actions to reduce vehicle emissions

Leeds	AQ3 Actions to reduce vehicle emissions			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Urban Traffic Control System (phase 2 upgrade)	Scheme dependant from 2001 onwards	<p>1. Reducing congestion at individual junctions</p> <p>2. VMS Ltd appointed to implement car park and traffic management variable signs scheme</p> <p>3. Central UTC control</p> <p>4. Approval obtained for the next phase of UTMC upgrade. This to include better public information and better diversion scheme implementation</p>	<p>1. Considerable effort over the last year has gone into ensuring that all improvements to add pedestrian phases or bus priority measures at junctions do not increase congestion.</p> <p>2. Contract start date 1 Oct 07. Some signs on street now</p> <p>3. Increased CCTV coverage to improve efficiency of operator intervention to reduce congestion.</p> <p>4. UTMC improvements phase 1 implemented</p> <p>5. Route 4 priority</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Travel information web site in use and being promoted as a way to reduce congestion. Journey planner gives CO2 emissions for different modes.</p> <p>Phase 2 being specified</p> <p>UTC working with consultants to develop a sophisticated programme (SPRUCE) to get maximum bus</p>

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Leeds	AQ3 Actions to reduce vehicle emissions			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		5. AVL bus priority system	scheme completed autumn 2007	priority with minimum vehicle delays.
East Leeds Link Road (ELLR)	To be completed during 2005.	Scheme delayed partly due to negotiations with HA. Will be opened to traffic during December 2008	N/A	Original scheme was revised to include an HOV / HGV Lane. It is likely to attract traffic away from large residential areas
Completion of Inner Ring Road Stage 7	To be operating in 2007.	Scheme was delayed due to funding issues, but was opened to traffic in November 2008.	N/A	This major scheme from the first LTP is expected to ease congestion in areas that are more sensitive and enable better operation of other schemes.
A6120 Ring Road Route Strategy	2006 - 2011	Evaluation of study outcomes is ongoing. Further detailed appraisal planned for 2007/08, with a view to determining a preferred option.	N/A	Inclusion in LTP2 as a possible major scheme.

LEEDS

AQ4 Measures to adapt to the effects of climate change

Leeds	AQ4 Measures to adapt to the effects of climate change			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
<p>Council's Own Fleet</p> <p>The Council will reduce vehicle emissions from its diesel fleet by continuing to run LCC vehicles on ULSD fuel, fitting all new Large Goods Vehicles with CRT equipment and appropriate use of fuel additives.</p>	Ongoing	A 3 year contract to procure a sustainable source of bio-diesel was agreed in 2007.	<p>All of LCC's fleet runs on 5% Bio-diesel blend.</p> <p>114 of the council's LGV's fleet are fitted with CRTs, to reduce particulate emissions.</p> <p>43. LGV's use AdBlue additive to reduce NOx emissions.</p>	<p>The department continues to investigate the use of fuel additives and fuel conditioners to reduce emissions further still.</p> <p>Fleet actively investigating Low Carbon Vehicle Technologies. To Commence trials in 2009 on Electric, diesel electric hybrid and Compressed Biomethane and dual-fuel vehicles</p>
<p>The Council will ensure all new HGV units will comply with Euro IV standard.</p>	July 2008	Policy continuing with fleet on a 5 year replacement program	The 5 year replacement policy has ensured that the oldest vehicles on the fleet are now at least EURO III standard. All vehicles purchased must meet latest EURO specification	<p>New vehicles will be specified with Euro (V) where possible.</p> <p>Euro V will mean retrofitting CRT technology will be no longer required.</p>
<p>The Council will use electric powered vehicles where possible for uses of less than 30 miles / day and will investigate the use of electric pool cars for out of town offices.</p>	2002/03	<p>The use of the G-Whiz electric pool car has been abandoned.</p> <p>The council is now a corporate member of "carshareleeds.com" and the "WhizzGo" car club is promoted as a an alternative</p>	Leeds City Council provides free parking bays around the city for use by the cars belonging to the WhizzGo car club scheme.	Policy of using the new generation of electric vehicles is being further explored through participation in the first phase of DfT's Low Carbon Procurement Programme. (LCVPP) with the 1 to 3 year trial of "Lower Carbon" and All Electric Vans and Minibuses.

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Leeds	AQ4 Measures to adapt to the effects of climate change			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		to Pool Cars.		
Carbon footprint of Leeds City Council vehicles to meet N1185	July 2008	Carbon footprint completed by EST.	Leeds City Council Fleet both operational and Grey Fleet produce in excess of 14,000 tonnes CO ²	Details per operation to be sent for service plan inclusion. Many Lower Carbon initiatives have additional Air Quality benefits.
Biomethane refuse vehicles (Pilot)	July 2009	Report being prepared for action plan and time scales.	Reduced fuel cost and carbon footprint after evaluation.	Ongoing task involving Fleet, Refuse and Transport Strategy.
The Council will introduce vehicle safety / driving training initiatives which will contribute to more efficient driving and reduced fuel usage.	Ongoing	<p>Vehicle Safety Team established.</p> <p>All new drivers are subject to a driver assessment before being offered a post and includes training on efficient driving.</p> <p>Drivers of all new vehicles fitted with specialised equipment are trained by the manufacturers to ensure that the vehicle is used safely and at its most efficient.</p>	<p>In total 627 drivers assessed so far.</p> <p>Midas training is carried out for all staff in passenger transport, which includes a safe and efficient bus driving training element. 295 drivers since January 2008</p> <p>Measuring the impact of these measures through fuel usage is not easy due to the changing nature of the fleet make up both in age and size of vehicles.</p>	<p>It is estimated that Leeds City Council has over 2000 employees who drive as part of their duties. It would be impossible and extremely costly to train every driver.</p> <p>A pilot scheme has started on a ROSPA desktop driver assessment, computer program called 'sensitivity'. This enables large numbers of drivers to be quickly assessed and are rated by the program as low, medium or high risk immediately.</p> <p>The driver training can then be focused on the high risk drivers first.</p> <p>CPC to be implemented and</p>

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Leeds	AQ4 Measures to adapt to the effects of climate change			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
		A DfT subsidised "Safe and Fuel Efficient Driving "(SAFED) training was given to 116 drivers of cars/light vans. Benefits included reduced fuel consumption and improved driver awareness/safety.	SAFED training resulted in a 7% reduction in fuel, with pro-rata reductions in air pollutant emissions.	includes fuel efficient driving. It will require an average of 7 hours training per year over 5 year period fro every driver. Leeds City Council Fleet Services to apply for CPC training status. It is anticipated that CPC will replace SAFED training.
The Council will use strategically placed fuelling points and route planning to reduce vehicle mileage.	Ongoing	Ongoing. Fleet has instigated the use of "Masternaught" system and GPS technology to deploy vehicles and plan routes more efficiently.	There are 7 refuelling points located at council depots across the district	Route planning is an ongoing day to day operational activity across all Depots/ Divisions. Fleet is trialling the use of Automatic Tyre pressure sensors.
Land Use Planning UDP Policy encourages freight transfer from road to rail and water.	Ongoing	The preferred option outlined for the Aire Valley Area Action Plan includes a transport strategy that identifies opportunities to move freight off the road and onto the rail and waterways network to help reduce vehicle trips and congestion of the road network.		At the time of writing the Preferred option report for the Aire Valley Area Action Plan was out for consultation. Responses to this preferred options consultation will be used to help write the action plan. There will be a further consultation on the action plan at the end of 2008.
Support for using brownfield	Ongoing	The UDP Review deletes 34	The proportion of new	The PPG3 policy of brownfield

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Leeds	AQ4 Measures to adapt to the effects of climate change			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
sites to aid urban regeneration rather than greenfield sites which tend to be on the edge of the urban area.		sites as Protected Areas of Search for future housing land and puts them back in the Green Belt or open space.	housing constructed on brownfield sites has risen from 74% to 97% between 2000/1 and 2006/7	priority has been emasculated by PPS3 such that Leeds City Council will be challenged on its local policy.
The UDP supports town centres as hubs of public transport and the most accessible locations for major trip generators.	Ongoing	Improvements carried out to the Rail Station and Bus Station. New bus interchange provided close to the Rail Station.		
The UDP and emerging LDF aim to ensure that a wide range of shops is available in locations to which all sections of the community, including those without access to private cars, have access by a choice of means of transport	Ongoing	Regeneration initiatives supported by SRB funding have brought vacant shops back into use and ensured that existing shops remain viable. Leeds City Council continues to resist out of town shopping facilities.	This has helped retain facilities in the local area and thus reduced the need for people to travel to facilities.	

WAKEFIELD

General measures to improve air quality

Wakefield	General measures to improve air quality			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Working with local communities to produce local Action Plans	Short Term	Revised community strategy and Local Area Agreement.	Superseded by new AQ Action Plan measures 2008.	
Establish Air Quality Steering Committee	Short Term	Council executive re-organisation resulted in no committee.	Ongoing	It is hoped that a new strategic group will form the basis of air quality management.
Liaise with health bodies	Short Term	PCT re-organisation has resulted in loss of contacts.	Included in the new AQ Action Plan 2008	A commitment to improve relationships and undertake joint working is proposed.
Improved liaison and consultation with Highways Agency	Short Term	Established positive working group but HA restructuring caused breakdown of communications.	Included in the new AQ Action Plan 2008.	A closer working relationship is proposed with a formal understanding and joint working methods.
Increased consultation with stakeholders on LTP and air quality	Short Term	Slow progress but LTP2 requirements now beginning to bear fruit.	Included in new AQ Action Plan measures 2008.	Formal consultation, following DEFRA amendments, will be carried out in Autumn 2008.

WAKEFIELD

AQ1 - Traffic demand management measures, focusing on commuter journeys

Wakefield	AQ1 Traffic demand management measures, focusing on commuter journeys			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Improved relationships with transport operators	Short Term	Much improved following LTP2 strategy	Ongoing	
Develop a long-term rail use strategy	Medium Term	Produced for LTP2	Achieved	Included in the new AQ Action Plan 2008 for further actions.
Develop parking and park and ride strategy	Medium Term	Process began in LTP1 with LTP2 further developments	Ongoing	Included in the new AQ Action Plan 2008 to drive the proposed locations forward.

WAKEFIELD

AQ2 – Encouraging more sustainable travel

Wakefield	AQ2 Encouraging more sustainable travel			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Develop and implement a Council Travel Plan	Medium Term	Achieved during LTP1 and further development in LTP2.	Achieved	Further measures Included in the new AQ Action Plan 2008
Develop and promote integrated non car use strategy	Medium Term	Walking and Cycling strategies done and implemented. Further progress in LTP2	Partly achieved	Further promotion measures Included in the new AQ Action Plan 2008
Promote increase in Home Zones	Medium Term	1 zone established and others under investigation for LTP2	Ongoing	Further promotion measures Included in the new AQ Action Plan 2008
Increase status of air quality issues in the LDF	Medium Term	AQ policies now in LDF and development plans	Ongoing	Included in the new AQ Action Plan 2008
Develop air quality supplementary planning document and training for LDF	Short Term	Revised document produced and implemented	Achieved	Further training will be undertaken when the document meets the LDF formal requirements. Additional planning obligation document written.
Increased training for Development Control on air quality	Short Term	Reduction in liaison with Planning	Ongoing	Training to be established during Autumn 2008.
Add AQMAs and areas of concern to planning GIS layers	Short Term	Revised AQMAs added to the system 2008	Achieved	

WAKEFIELD

AQ3 – Actions to reduce vehicle emissions

Wakefield	AQ3 Actions to reduce vehicle emissions			
Action Plan Measure / Target	Original Timescale	Progress	Outcome	Comments
Assessment of roadside emissions testing through WYLTP	Medium Term	Not considered	Ongoing	Further measures Included in the new AQ Action Plan 2008
Implement Road Traffic regulations. 2002	Medium Term	Not considered. Revision proposed for LTP2	Ongoing	Further measures Included in the new AQ Action Plan 2008
Assess Low Emission Zone implementation	Medium Term	Further assessment under LTP2	Ongoing	Further measures Included in the new AQ Action Plan 2008
Assessment of congestion charging through WYLTP	Medium Term	Assessed for Leeds. Unlikely at present but further work under LTP2	Achieved	Further measures Included in the new AQ Action Plan 2008
Increase traffic management technology	Medium Term	Slow progress and lack of liaison. Further work in LTP2	Ongoing	Further measures Included in the new AQ Action Plan 2008
Assessment of High Occupancy Lanes	Medium Term	Potential routes identified and further bids in LTP2	Ongoing	Further measures Included in the new AQ Action Plan 2008
Increase use of ULSD and CRT in the Council transport fleet	Medium Term	Slow progress further work in LTP2	Ongoing	Included in the new AQ Action Plan 2008
New Council fleet to meet Euro IV emissions	Medium Term	Slow progress further work in LTP2	Ongoing	Further measures Included in the new AQ Action Plan 2008
Increased Council fleet driver training	Medium Term	Policy produced and implemented		
Reduction in unsustainable fuel use	Medium Term	No progress	Ongoing	Revised measures in new AQ Action Plan 2008
Action Plan Measure /	Original	Progress	Outcome	Comments

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Wakefield	AQ3 Actions to reduce vehicle emissions			
Target	Timescale			
Assess emission standards for taxis and private hire vehicles	Medium Term	No progress. Revision for LTP2	Ongoing	Revised measures in new AQ Action Plan 2008
Continued enforcement of industrial emissions controls with Environment Agency	Short Term	Improved procedures and controls implemented.		
Strictly enforce Clean Air Act 1993	Short Term	Implemented and updated		Further measures Included in the new AQ Action Plan 2008
Continued nuisance complaint investigation	Short Term	Resource reductions impacting on investigations	Ongoing	Included in the new AQ Action Plan 2008
Implement energy efficiency plan	Medium Term	Plan established but further work required in LTP2	Ongoing	Included in the new AQ Action Plan 2008
Assess public information systems	Short Term	No progress. To be investigated in LTP2	Revised in new AQ Action Plan 2008	Air quality website with forecasting and health information service.
Increased use of media and liaison with stakeholders for air quality issues	Medium Term	Slow progress due to departmental re-structuring	Ongoing	Revised in new AQ Action Plan 2008

4. PARTNERSHIP WORKING

The West Yorkshire districts have worked in partnership with the following regional and national working groups:-

- The Yorkshire and Humber Pollution Advisory Council (YAHPAC) – consists of environmental health professionals with a remit of leading on air quality and disseminating good practice.
- Regional EMAQ events organised by AEA Technology – helps to share information relating to air quality modelling and assessment.
- The Low Emission Strategy Forum - chaired by Sheffield City Council to consider low emission strategies for tackling transport related problems the group includes representatives from DEFRA.

The West Yorkshire Transport Emissions Group (WYTEG) was originally set up to pool transport related environmental advice whilst conducting the Strategic Environmental Assessment for LTP2. The group contains expertise from environmental health, sustainability and transport planning, which have specialist knowledge in transport related air quality, climate change mitigation and adaptation and environmental noise. Members from all 5 West Yorkshire districts, the Highway Agency and the Institute of Transport Studies (Leeds University) normally attend the 2 monthly meetings.

As a response to the mid term review of LTP2 better liaison and integration between LTP, Highways Agency and air quality officers will be required to ensure that the air quality objectives are delivered. The central focus for this will be WYTEG.

APPENDIX F – PUBLIC RIGHTS OF WAY

Each district is charged with the preparation and delivery of a Right of Way Improvement Plan (ROWIP) progress in this area and future actions are set out below.

Table F1 UPDATE ON RIGHTS OF WAY IMPROVEMENT PLANS (ROWIP)

District	Status	Progress
Bradford	Adopted	Bradford's ROWIP was approved by Executive Committee in April 2007. The 2007/08 Action Plan was progressed and physical improvements and policy developments were implemented. Further improvements, longer-term projects and policy developments are in progress for 2008/09.
Calderdale	Adopted	Calderdale are updating their action plan and developing schemes in response to feedback from their rights of way liaison group. Priority will be given to improving accessibility and strategic links for all users.
Kirklees	Draft	The full network survey has now been completed and the results of this are being incorporated into the first draft of the ROWIP. Public consultation on the ROWIP is planned to commence in January 2009. A key theme will be the development of locality based actions.
Leeds	Draft	The draft ROWIP for Leeds has now been completed and was approved on 14 May 2008 by the council's Executive Board. The formal consultation process began in June 2008 for 12 weeks and was followed up by analysis of the responses leading to the revision of the draft document with a view to publication of the final ROWIP in early 2009.
Wakefield	Adopted	The draft ROWIP went out for public consultation during March, April and May 2007. Following consideration of feedback, appropriate comments were included in the final ROWIP, which was subsequently approved by Cabinet in September 2007, two months ahead of the scheduled completion date of November 2007. An Annual Programme of works for 2008 has been drafted and delivery is ongoing.

KEY DELIVERY AREAS - EXAMPLES

- Enhancements to existing routes such as the new footway bridge in Micklethwaite (Bradford).
- Contributions to Safer Routes to Schools projects e.g. Leventhorpe footpath (Bradford) and Leeds No.184 footpath to bridleway upgrade.
- Introduction of new facilities e.g. new bridleway link at Danefield Woods Miller lane (Leeds) and the section of Pennine bridleway (Kirklees).
- Creation of non motorised route alternatives such e.g. A1 Motorway Braham to Wetherby (Leeds) and Calder Valley Greenway (Kirklees).
- The creation of better crossing facilities e.g. Five Flags (Bradford) .
- Partnership working e.g. Queensbury (Bradford) where work with Sustrans has led to a further section of the Great Northern Trail to be opened.
- Better signage e.g. 140 new signs introduced in Bradford and 90 new signs commissioned in Wakefield for 2008.
- Use of new materials (- a key area of focus of the Wakefield ROWIP where recycled road materials have been used to improve path surfaces)
- Re-establishment of Calderdale's Countryside Access Liaison Group to steer action plans.
- In Wakefield, a rolling programme of DDA audits has commenced. Initial audits have been carried out on 11 Countryside sites. A delivery programme of improvements is currently being formulated.
- As part of opening up and facilitating wider access initiatives and partnerships, an inaugural Yorkshire and Humberside Regional LAF meeting was hosted by Wakefield and East Riding of Yorkshire.
- 151 claims and modification requests have been archived or closed. 4 Cycle Track 1984 Orders have been completed and 2 footpaths upgraded to restricted byways. (Wakefield)

Table F2 NEXT STEPS

District	Key Actions and Delivery Areas for 2008/9-2010/11
Bradford	Key schemes such as Furnance Road are already programmed and are complimented by phased schemes over several years – e.g. signing programme, Airedale Way improvements and Great Northern Trail. Over the next 2 years Bradford will be working on schemes to enhance and develop circular cycling and riding routes, some on road safety improvements and some off road surface, drainage and signing improvements in partnership with Yorkshire Tourism and other sections of the Council. The main risk to delivering further schemes is having the officer time to support them, there is a dependency on co-operation of others, such as landowners and also internal partners, such as Legal and Highways.
Calderdale	Adoption of the ROWIP has led to two successful grant applications which have funded one small local scheme and one larger, more strategic bridleway route with potential for development into a new long-distance trail. There continues to be an ambition to increase numbers of people walking and cycling to work and school, and provide better infrastructure to enable them to do so, mostly through the improvement of urban fringe paths. A further consideration is to improve the leisure network and impact positively on the health agenda. Key risks to delivery remain lack of adequate funding for infrastructure improvements; poor facilities at work (lack of showers etc) discouraging people from trying out new ways to travel; air quality also an issue especially for cyclists.
Kirklees	There are a number of key areas that will be taken on board as part of the ROWIP. These will include identification of specific routes that will be fully accessible for users with mobility problems, further development of the bridleway network and the provision of better quality information about public rights of way.
Leeds	Proposed future path improvement schemes proposed is included in the Leeds Draft ROWIP Action Plans. Projects for completion in 2008/9 and 2009/10 include:A1 Motorway - Non Motorised Users Routes Bramham to Wetherby; Gamblethorpe Tip Restoration Scheme - new bridleways; St. Aiden's Opencast Restoration scheme – New integrated footpath/bridleway network and Barrowby Lane bridleway – large scale re-surfacing scheme as part of a key radial cycle route development.
Wakefield	The 2008/09 programme includes further work to improve accessibility and tackle congestion. Information was a priority action in the ROWIP and projects to improve access for all path users and information are included. There are a number of large scale projects to provide missing or enhance routes for new users that are identified that will draw on LTP and other funding sources. In all there are 50 actions within the ROWIP.

Table F3 SHOWCASE SCHEMES SUPPORTING THE DELIVERY OF SHARED PRIORITIES AND WIDER OBJECTIVES

Scheme	Description	Contribution
Calder Valley Greenway – Kirklees	A 14 km link, using part of the bridleway network, connecting Huddersfield to Dewsbury via the Birkby/Bradley greenway. Launched late in 2007 the route provides access to open countryside but also links key settlements and facilities including; Huddersfield and Dewsbury Town centres and Mirfield and Deighton rail stations. There are already connections to the Spenn Valley Greenway and onto Bradford City Centre. There are planned extensions to Brighouse and Wakefield and other local destinations.	Congestion/Health/Accessibility
Reva Reservoir - Leeds	<p>Leeds City Council were initially approached by the Lower Wharfedale Ramblers Association to see whether a new footpath link could be created adjacent to Bingley Road, near to Reva Reservoir. The key concerns were safety issues posed to walkers by fast and busy traffic along this road and, in particular, on the sections where there was no safe verge to walk along.</p> <p>The outcome was that Yorkshire Water and their tenant farmer were willing to allow a strip of land to be fenced off and dedicated as a Public Footpath. The project was undertaken between 2006 and 2007, with on site works being carried out by British Trust for Conservation Volunteers during 2007/8.</p>	Accessibility/Safer Roads
Public Footpath Leeds No. 60 - Leeds	<p>A proposal was put forward by the Schools Travel Plan Officer which arose out of discussions with Adel St. Johns Primary School. Parents and the School were keen to increase the amount of walking to school journeys, but were concerned by the wet and muddy condition of part of this Public Footpath which crosses Bedquilts Recreation Ground.</p> <p>A scheme was consequently devised to re - surface the existing public right of way - Leeds Footpath No.60 - with a full tarmac surface. The works were carried out during 2007 by the City Council's Parks and Countryside Landscape Construction Team and they included wheelchair accessible barriers and gates. The project has proved successful in generating an increase in walking to school journeys by parents and children, as well as improving accessibility for the local community in general.</p>	Better Air Quality/Congestion/Accessibility/Asset Management/Health/Quality of Life
Pennine Bridleway –	Part of an important national link. Kirklees section links up Oldham	Health/Leisure/Quality of Life

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Kirklees	with Barnsley – essentially the Dark Peak Link. The section from Marsden to Wessenden Head Road has already been completed and is ready for opening. The next section will link Digley Reservoir, Holme and Hade edge and onto the Transpennine Trail.	
Spenn Valley Greenway		
Wakefield District Cycle Rides	Published a pack containing 14 different cycle rides across the district aiming to encourage cycling. The pack was launched in Bike Week 2008 is available in libraries, visitor centres, etc and can be downloaded from the Council's website.	Health/Leisure/Quality of Life

KEYS TO SUCCESS – PARTNERSHIP WORKING

Partnership working, including Sustrans and landowners, has been an integral part of delivering a successful public rights of way program. There are examples in all districts.

In Bradford partnership and multi-agency working is a key aspect of achieving results – for example, the new permissive bridleway at Denholme has been created by, and on land owned by Yorkshire Water. The result was to open up a much wider bridleway network for users and avoids a very busy main road. Internal partnerships and understanding of the ROWIP and the role of LTP funding in delivery are vital. Engagement with local people and user groups has been really useful in focusing on local needs and meeting them, the bridge at Micklethwaite (Bradford) is a good example of this approach.

The Great Northern Trail started with a wide public consultation and there are ongoing efforts to keep engaging with local people, users and landowners and developers to keep the momentum for this project going and to foster goodwill and keep good relationships. They have used legal powers to create new routes. Working with landowners, they have used permissive agreements to secure very useful access where there may have been resistance to create permanent rights of way.

APPENDIX G - USE OF RESOURCES

Introduction

The West Yorkshire Authorities are committed to delivering excellent services and to providing value for money to local tax payers by making economic, efficient and effective use of their available resources.

This is evidenced by Authorities making additional funding available to allow expenditure on LTP Integrated Transport and Maintenance schemes in excess of the West Yorkshire LTP allocation which has contributed towards 14 of 17 mandatory targets being on track.

It should be recognised that whilst the monitoring in place to inform this process there are still some difficulties with implementing flexible funding arrangements proposed in LTP2:

- Political sensitivity over movement of planned funding between authorities;
- Limited scope to deliver different schemes that will have large scale impact within the remainder of LTP2
- Does the LTP partnership have the evidence that reallocation of funds will deliver against poor performing targets?

Key Areas for Improvement for 2008-2011

The SWOT analysis undertaken (see Appendix A8) identifies some key area where processes can be improved to improve delivery within the time period of LTP2 and establish a firm base for delivery beyond 2010/11. The key areas identified are:

- PMF established but not fully implemented
- Limited resources (staff & funding) allocated to gathering evidence of impact of expenditure
- Limited active management of congestion delivery plan

The SWOT analysis (Appendix A) examines these issues in further detail.

Funding

The table below shows a summary of capital funding allocations, for integrated transport and maintenance, throughout the LTP period. It also illustrates the funding assumptions that were made during the development of the LTP and the difference between assumed funding and the actual allocation given for each year. Despite receiving “good” ratings for both LTP1 and LTP2 the funding allocated by the DfT for WYLTP2 has been reduced from 2007/08. In addition, ort Plan also being assessed as ‘good’. Planned allocations for Integrated transport were reduced by three quarters of million pounds and just over thirteen million pounds for highway maintenance, throughout the LTP2 period.

Table G1 funding assumptions for LTP2 and allocations for all 5 years

Year		2006 /7	2007/8	2008/9	2009/10	2010/11	Total
Integrated Transport	LTP2 assumptions	28,491	27,146	29,261	31,519	33,931	150,348
	Actual Allocation	28,491	27,960	29,452	31,054	32,657	149,614
	Difference	0	814	191	-465	-1,274	-734
Maint.	LTP2 assumptions	26,972	27,510	28,886	30,330	31,848	145,546
	Actual Allocation	26,972	23,727	25,463	27,066	29,300	132,528
	Difference	0	-3,783	-3,423	-3,264	-2,548	-13,018
Other allocations	PRN	6,338	7,152	8,745	7,438	8,119	37,792
	De-trunked Maintenance	1,073	1,146	1,829	1,876	1,922	7,846

Planned and Actual Capital Expenditure

Figure G1 shows the pattern of actual capital expenditure against planned expenditure as set out in LTP2 for 2006/7 and 2007/8. It highlights the divergences from planned expenditure greater than 25% and shows the under spending on four categories; Bus Priority; Public Transport Interchanges; Park and Ride; and Travel Plans.

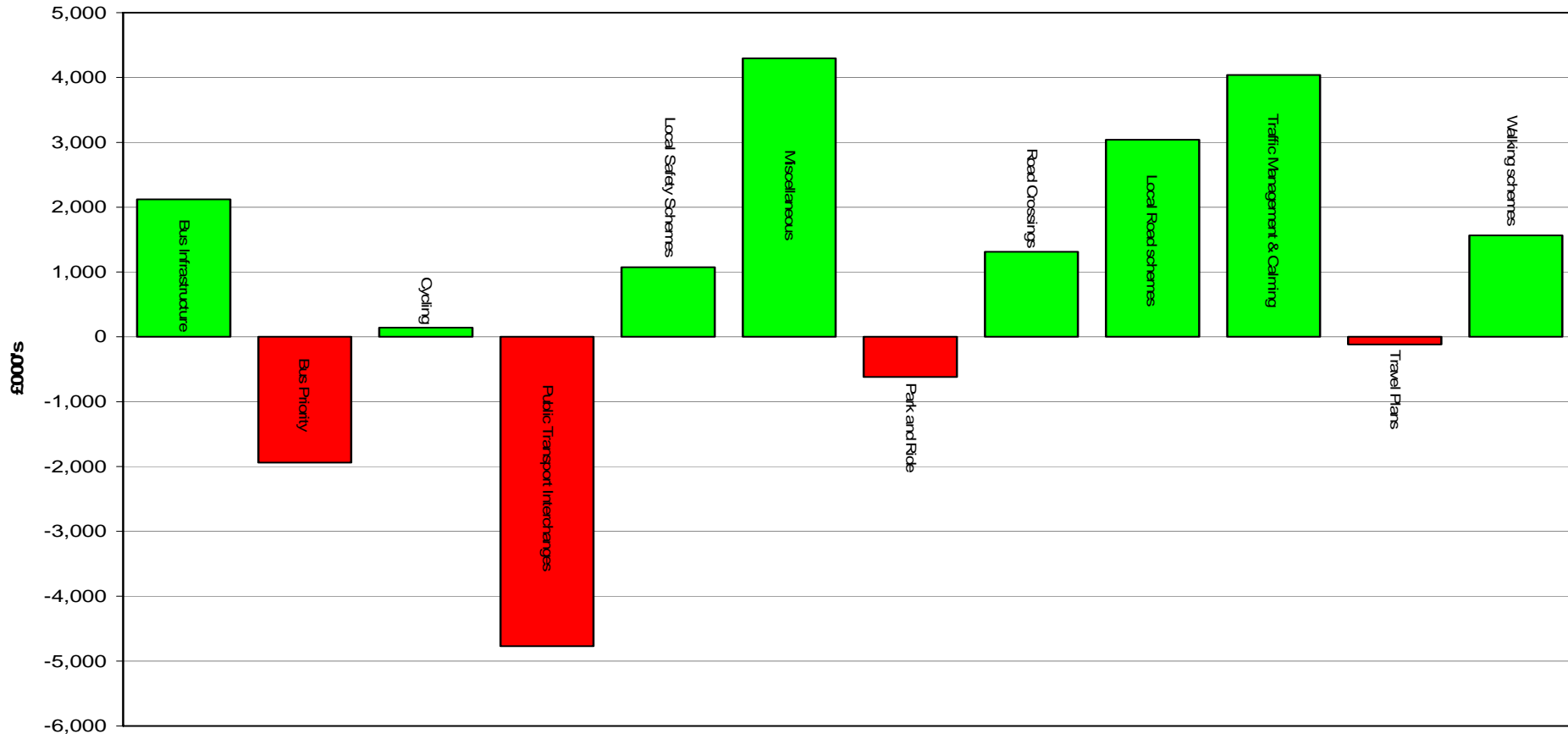


Figure G1 Variance Against Planned Integrated Transport Spend for 2006/07 & 2007/08.

- Overall increase in IT expenditure has been largely funded by individual Authority resources
- Miscellaneous collects together schemes that do not fit other categories (e.g. Mybus)

Revenue Expenditure

Table G2 shows actual revenue expenditure for 2006/07 and 2007/08. Overall the level of annual revenue expenditure on transport within West Yorkshire has increased by 22% when compared with the 2005/06 programme shown in LTP2.

Table G2 USE OF RESOURCES – Revenue Expenditure 2006/7 and 07/8

Category	Revenue Expenditure													
	(£000's)													
	Bradford		Calderdale		Kirklees		Leeds		Wakefield		WYPTE		Total	Total
	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08
Local rail services	-		-		-		-		-		67,918	67,815	67,918	67,815
Subsidised Bus Services	-		-		-		-		-		22,317	23,414	22,317	23,414
Concessionary Travel	-		-		-		-		-		39,300	41,549	39,300	41,549
Prepaid tickets	-		-		-		-		-		26,594	27,750	26,594	27,750
Direct passenger support	-		-		-		-		-		8,212	8,295	8,212	8,295
Traffic Management	62	67	486	418	829	1,038	1564	1595	3622	3888	-		6,563	7,006
UTC	383	423	65	74	429	517	1733	1908	27	46	-		2,637	2,968
Road Safety	232	188	244	270	423	345	454	515	99	61	-		1,452	1,379
School Crossing Patrols			248	237	485	454			290	274	-		1,023	965
Travel Plans			0	0	56	57	73	87	1022	359	-		1,151	503
Parking - on and off street	-932	-864	-1,063	-1540	-2,489	-3,150	-6,363	-5,954	-1455	-1758	-		-5,939	-7,312
CCTV	860	883	120	124	437	374	12	11	537	585	-		1,966	1,977
Rural Transport				0					0	0	-		0	0
Accessibility	57	10	0	0					0	0	-		57	10
Other Integrated Transport Costs:	74	172	0	0	385	426					-		459	598
ROWS	165	162	339	349	644	551	155	413	384	281	-		1,687	1,756
Highway structures	170	115	769	753	68	68	517	262	1100	1059	-		2,624	2,257

Table G2 USE OF RESOURCES – Revenue Expenditure 2006/7 and 07/8

Category	Revenue Expenditure													
	(£000's)													
	Bradford		Calderdale		Kirklees		Leeds		Wakefield		WYPTE		Total	Total
	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08	06/07	07/08
Surface dressing & thin surfacing		329	230	221	374	270	482	612	2000	624	-		3,086	2,056
Resurfacing			0	0	597	486			1941	596	-		2,538	1,082
General maintenance	3,298	3,169	2,176	2382	2,848	3,242	4837	5565	1400	1728	-		14,559	16,086
Winter maintenance	555	656	569	658	1,331	1,423	1054	1202	376	463	-		3,885	4,402
Horticultural maintenance	906	937	153	166	430	496	1079	1307	525	544	-		3,093	3,450
Gully Cleansing	519	537	268	299	530	515			345	373	-		1,662	1,724
Signs, guardrails & road markings	188	209	449	419	388	447	340	267	117	143	-		1,482	1,485
Lighting energy	1,360	1,944	869	1158	1,321	1,714	3166	4057	1321	1909	-		8,037	10,782
Street lighting	1,399	1,552	524	590	1,470	1,411	5165	5030	1558	1987	-		10,116	10,570
Public liability insurance	2,638	2,704	376	584	1430	1763	2570	1972	1503	1271	-		8,517	8,294
Total	11,934	13,193	6,820	7,157	11,986	12,447	3,836	4,116	16,712	14,433	164,341	167,796	234,996	239,834

APPENDIX H - MONITORING REPORT

The West Yorkshire LTP2 Monitoring Report 2008 (August 2008) is attached as a separate file.