

REPORT OF DIRECTOR OF DEVELOPMENT

SCRUTINY BOARD (DEVELOPMENT)

DATE: 12 SEPTEMBER 2006

SUBJECT: WEST YORKSHIRE LOCAL TRANSPORT PLAN 2001 – 2006 FINAL DELIVERY REPORT

Electoral Wards Affected:

All

Specific Implications For :

Ethnic Minorities	<input type="checkbox"/>
Women	<input type="checkbox"/>
Disabled People	<input type="checkbox"/>

1 PURPOSE OF REPORT

1.1 This report provides information on the development of a final delivery report for the first West Yorkshire Local Transport Plan 2001 – 2006, highlighting key achievements in Leeds over this period.

2 BACKGROUND

2.1 The first West Yorkshire Local Transport Plan (LTP1) was produced in July 2000 through a partnership of the five West Yorkshire district authorities and Metro. The document contained objectives, strategies, programmes and targets covering the five year period from April 2001 to March 2006.

2.2 Annual Progress Reports have been submitted to the Department for Transport (DfT) and have provided information on the implementation of the Plan proposals and progress towards the achievement of targets.

2.3 A final delivery report for LTP1 was a requirement set by the DfT to demonstrate the impacts of LTP1 over the full five year period.

2.4 The LTP1 final delivery report was submitted to the DfT on the 31st July 2006 and complied with specific guidance which was issued by the DfT.

2.5 The assessment of the delivery of LTP1 forms part of the calculation of financial allocations for the remaining four years of the second Local Transport Plan (LTP2).

3 INFORMATION

Delivery Report Guidance

- 3.1 The DfT provided specific guidance to local authorities regarding the requirements of a delivery report. The guidance stated that a delivery report should set out:
- The overall impact of the first Local Transport Plan including the impact on the locality, on local services and on the wider policy objectives of the local authority;
 - What progress has been made towards the targets local authorities set during the first local transport plan period; and
 - How the plan strategy, including the capital programme, has been delivered and the funding available has been spent.
- 3.2 Local authorities were required to comment on at least two policy aims or service delivery themes per plan area which had benefited from the development and implementation of the first LTP. The West Yorkshire final delivery report concentrated on economic growth and regeneration, health and social inclusion as areas which illustrated the wider benefits of the first LTP.
- 3.3 Authorities were also instructed to summarise what had been delivered over the five years in five key delivery areas. All reports were required to consider three strategy areas (public transport, road safety and sustainability) plus two others which could be selected by local authorities to reflect the strategies that had been of most local importance, from seven themes (cycling, walking, parking, school travel, workplace travel plans, disabled issues/social inclusion and principal road maintenance/bridge strengthening). The West Yorkshire final delivery report covered the areas of school travel and principal road maintenance/bridge strengthening.

Overview of the West Yorkshire LTP1 Final Delivery Report

- 3.4 The key transport impacts of LTP1 have been:
- Spreading economic growth and assisting in economic regeneration by accommodating increased economic activity in the main urban centres whilst restraining the growth in car traffic;
 - Constraining traffic growth;
 - Improved road safety with casualty reductions exceeding national and local targets, leading to the lowest ever casualty figures for West Yorkshire;
 - Better road conditions;
 - Raising the profile of transport at a local sub-regional and regional level;
 - Increasing the role of rail into urban centres for commuters and shoppers; for example journeys into Leeds by rail in the morning peak have risen from 9.5% in 2000 to over 12.5% in 2005;
 - Increasing the role of bus on a number of urban routes;
 - Improving social inclusion through concessionary fares, new MetroConnect services including improved rural transport and the AccessBus service;
 - A reduction in antisocial behaviour on public transport; and

- Transforming the way public transport users are treated as customers.

3.5 The successful actions during the LTP1 period included:

- A substantial programme of investment in bus and rail stations delivering higher standards of passenger comfort, security and information, including the completion of the Leeds Rail Station project by Railtrack in 2002, followed by the rail/bus interchange facility at the Rail Station funded by Metro in 2004 and other improvement schemes at Guiseley and Horsforth rail stations;
- Good progress on delivering a step change in bus facilities on core bus routes (including accessibility improvements and new bus lanes) through the Yorkshire Bus Initiative; two bus lanes have been completed in Leeds on Tong Road and Low Road and work commenced on the Wellington Road bus lane.
- A successful and well targeted road safety programme; 70 local safety schemes have been implemented in Leeds to target areas where there have been historic accident problems, other additional traffic calming schemes have also been implemented to improve road safety.
- Accommodating increased economic activity in the main urban centres whilst restraining the growth in car traffic; although there has been a growth in the number of people entering Leeds city centre in the peak period, car use, as a proportion of the total travel to work journeys is on a declining trend, decreasing by 6.7% between 1998 and 2005.
- Improvements to accessibility through the launch of new MetroConnect services for example in Leeds, the Aire Valley MetroConnect service has been operating since October 2003 to assist local communities to access employment opportunities in the Aire Valley;
- Good progress on school travel including school travel plans, of which 95 school travel plans have been submitted for schools in Leeds, Safe Routes to School, MyBus and the new SchoolPlus ticket;
- Launch of the largest real time passenger information system in the country covering South and West Yorkshire;
- Improved safety and security including the provision of CCTV at new bus stations and on a proportion of the West Yorkshire bus fleet;
- Delivery of successful, off-road cycle routes for example the Wetherby – Thorp Arch (Phase One) route;
- Significant improvements to the public realm, including enhanced pedestrian facilities such as the pedestrianisation and environmental enhancement of Briggate and City Square.
- Good progress in highway network maintenance with programmes that have established the condition of carriageways; and
- Substantial reductions in the backlog of bridges and structures maintenance and strengthening.

Expenditure

- 3.6 Over the period of LTP1 capital funding was allocated by the DfT to spend on schemes costing less than £5million. The Integrated Transport allocations from the DfT included 'bonus' funding, with the amounts being based on the assessment of the Annual Progress Reports.
- 3.7 Over the period of LTP1 £138.5million was allocated to West Yorkshire for Integrated Transport improvements which included £29.5million for Leeds; £149million was allocated to West Yorkshire for maintenance work which included £48million for Leeds.
- 3.8 A significant amount of capital was also spent on transport/highway infrastructure by the local authorities either from capital receipts or prudential borrowing. In total, including the allocation from the DfT, £30.3million was spent on Integrated Transport improvements in Leeds and £63.5million was spent on maintenance work.
- 3.9 In addition, funding was also provided from the DfT for advanced works for the Supertram scheme, the Inner Ring Road Stage 7 and East Leeds Link Road.

Targets

- 3.10 Good progress has been made towards delivering both the core and local targets which were set for LTP1; 68% of the targets have been achieved or are on track.

Road safety

- 3.11 Excellent progress has been made in reducing the numbers of children killed or seriously injured (KSI) in West Yorkshire. 133 children were KSI across West Yorkshire in 2005/06 (including 39 in Leeds) which equates to a 51% reduction since the base year of 1994/1998 exceeding both the LTP target of a 25% reduction by 2005/06 and the national target for a 50% reduction by 2010. Performance in this area reflects a continuing commitment by the district authorities in West Yorkshire to improving safety. This commitment is reflected in the setting of a stretched target in the second LTP for a 40% reduction for child KSI casualties by 2010, against the 2002/04 average.
- 3.12 Significant progress has been made in reducing the number of people KSI. The number of people KSI in West Yorkshire has fallen by 27% since the 1994/98 base year, and has fallen by 36.5% in Leeds, exceeding the target level for West Yorkshire of a 20% reduction.
- 3.13 The casualty rate for slight injuries has also been met with a reduction of 24% across West Yorkshire and a reduction of 28% in Leeds, against the target level. This is significantly below the 5% target level set for 2005.

Public transport

- 3.14 Improving rail patronage has contributed significantly to the overall increase in public transport patronage in West Yorkshire. Rail passenger numbers have increased by 43% since 1999/00 exceeding the target of 25%. Over 23 million rail passenger journeys per year are now made in West Yorkshire, an increase of 7 million since 1999/00; approximately 18,000 people arrive into Leeds by rail in the morning peak, reflecting on-going investment in public transport in West Yorkshire.

Rural accessibility

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

Air quality

- 3.16 Annual air quality targets, relating to NO₂ have been reached in the main district centres of Bradford, Halifax, Huddersfield, Leeds and Wakefield indicating improved air quality across West Yorkshire.

Walking and cycling

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

- 3.18 The aim to ensure that long term walking trips do not decline has been achieved. Between 1998 and 2006 morning peak walking levels into the five main urban centres across West Yorkshire grew by 33%, and by over 75% into Leeds city centre.

Traffic growth

- 3.19 Targets to reduce morning peak hour traffic growth to the major centres have been achieved in four of the five centres. In Leeds the challenging target of no increase in peak hour traffic has been attained in spite of continuing strong economic growth.

- 3.20 Average weekday traffic volumes across West Yorkshire have grown by only 3% since 1999 which is significantly below the target 5% growth during the LTP1 period.

Road condition

- 3.21 Good progress has been made on improving the condition of the roads in West Yorkshire. The required standards have been reached for road condition for principal roads and for footways. Progress has also been made on non-principal roads although the required standards have not been met. Progress on all maintenance targets has been recorded in the final delivery report as 'no clear evidence' following changes in the way that the data is collected.

- 3.22 Authorities have however been able to keep pace with the continuous deterioration of the network as a result of normal traffic use, weather degradation and the impact of utility reinstatements. There is strong evidence that the rate of repair is now exceeding the rate of deterioration with a resulting net improvement in the condition of the network.

- 3.23 There are two indicators which are not on track for West Yorkshire (bus patronage and cycling trips) as detailed below:

Bus patronage

- 3.24 The target for bus patronage growth in West Yorkshire was for total patronage to grow by 5% by 2006/07 from a 1999/00 base.

- 3.25 Prior to LTP1 there had been a long term decline in bus patronage of between 2% to 3% per annum in West Yorkshire, broadly in line with the national trend for reduced bus use outside of London. At the time of setting the target there was evidence that investment in public transport, for example bus stations, Quality Bus Corridor schemes and new buses, was starting to have a positive impact on bus patronage. Accordingly, in consultation with bus operators, a 3% patronage growth target was set.
- 3.26 Bus patronage rose by 2.1.% during the first three years of the LTP. As the target appeared to be achievable it was decided, in consultation with operators, to stretch the target to a 5% increase by the end of LTP1. Bus patronage then fell in both 2003/4 and 2004/05 and again this year to 2.4% below the base.
- 3.27 The reasons for the decline include poor reliability at certain periods and above inflation fare increases as a result of the cost of fuel, labour and insurance. Nevertheless bus patronage has increased in some parts of West Yorkshire, including Leeds where the East Leeds Quality Bus Initiative saw patronage increase by 2.5% during 2004/5.

Cycling trips

- 3.28 The target for cycling trips in West Yorkshire was to double the number of trips between 1996 and 2006 and to double it again by 2010.
- 3.29 The large decline experienced in the early part of LTP1 appears to be at an end and monitoring from 160 on-road sites across West Yorkshire, including 62 in Leeds, clearly shows a levelling out of cycle levels. Additionally, a number of on-road urban count sites close to Leeds city centre have shown an increase in cyclists between 1994 and 2004 over and above the general trend across West Yorkshire.

4 CONCLUSIONS

- 4.1 Excellent progress has been made in delivering the strategies and programmes presented in LTP1. This report includes some of the key achievements in Leeds over this period.
- 4.2 Expenditure on Integrated Transport improvements and maintenance has been above the amount allocated by the DfT.
- 4.3 Achievement of targets is generally good and the delivery report sets out in full the reasons why some targets were not achieved.

5 RECOMMENDATIONS

- 5.1 The Members of the Scrutiny Board (Development) are requested to note the contents of this report.

6 BACKGROUND INFORMATION

- 6.1 A copy of the final delivery report will be placed in the Group offices and a summary document is currently available.