

Report of the Strategic Director (Regeneration & Culture) to the meeting of Bradford South Area Committee to be held on 27 June 2013.

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Subject:

Consultation on West Yorkshire Local Transport Plan Implementation Plan 2 (2014-17)

Summary statement:

This report provides details of the consultation on the emerging shape of the draft West Yorkshire Local Transport Plan - Implementation Plan 2 (2014-17) and asks the Committee for their views on the programme areas, types of intervention and priorities for funding.

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Overview & Scrutiny Area:
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1. SUMMARY

- 1.1 This report provides details of the consultation on the emerging shape of the draft West Yorkshire Local Transport Plan - Implementation Plan 2 (2014-17) and asks the Committee for their views on the programme areas, types of intervention and priorities for funding.

2. BACKGROUND

- 2.1 'My Journey', the third West Yorkshire Local Transport Plan, was published in April 2011 and sets out West Yorkshire's transport needs and ambitions until 2026. The overall Local Transport Plan strategy is being delivered through three year Implementation Plans, the first of which was for the period April 2011 to March 2014. The Implementation Plans are shaped by the overall Plan's Vision, Objectives and 'Big Ideas' (see Appendix A) and utilise the Integrated Transport and Highway Maintenance financial allocations from the Department for Transport supported by existing revenue funding available to LTP partners.
- 2.2 The second Implementation Plan (IP2) for the period 2014-17 is now being developed. The process is being staged to allow for reflection on progress towards the objectives, consideration of new developments, and to give the opportunity to identify, appraise and prioritise potential schemes that make the best use of resources and effectively contribute to delivering the objectives of the LTP.
- 2.3 It should be noted that IP2 is being prepared alongside the development of the proposed West Yorkshire Plus Transport Fund and the intention is that this and future Implementation Plans will be complementary to the Transport Fund and will provide the opportunity to address those issues that fall outside of the Fund's specific objectives.
- 2.4 Capital funding for the first year of Implementation Plan 2 have been confirmed. Subsequent years fall into the next Comprehensive Spending Review period so assumptions have been made about the level of funding that is likely to be made available in those years. The anticipated level of funding for IP2 is approximately £150m but should this change significantly as a result of the Spending Review there will be an opportunity to revise the Plan accordingly.
- 2.5 A draft outline Implementation Plan has been developed by Local Authority and Metro transport officers in consultation with the Integrated Transport Authority's LTP Committee Members. The draft Plan identifies ten programme areas with their associated proposed ranges of funding and key types of intervention. Table 1 below outlines the programme areas, interventions and proposed funding levels. Further detail on each of the programme areas is given in Appendix B and officers will be able to expand on the information provided where required at the Committee meeting.

Table 1: Draft Programme areas and Interventions

Programme Area	'Must Have' interventions	Estimated cost (Range)
1 Manage Asset Condition	<ul style="list-style-type: none"> • Maintain Highway assets: roads: street lights, bridges • Maintain public transport assets: stops, shelters, stations • Maintain Urban Traffic Management Control systems • Collaborative working to improve efficiency 	£72m - £79m
2 Manage the Network	<ul style="list-style-type: none"> • Joint Urban Traffic Management Control • Congestion relief – small schemes at targeted hotspots • Improvements for Freight • Traffic signals and signs 	£2.3m - £7.9m
3 Information	<ul style="list-style-type: none"> • Multi-modal travel website • Better disruption information • Travel centre upgrades 	£2.9m - £3.2m
4 Cycling and Walking	<ul style="list-style-type: none"> • Safe segregated cycle routes • Off-road leisure routes for cycling and walking • City/Town/local centre improvements for walking 	£2.8m - £5.0m
5 Demand Management	<ul style="list-style-type: none"> • Develop a Demand Management proposition for discussion by stakeholders 	To be agreed
6 Integrated Public Transport	<ul style="list-style-type: none"> • Quality Contracts or Quality Partnerships for Buses • Fully Multi-modal Smartcard to include Rail • City and Local Transport Hubs for better integration • Committed Rail and Bus Station schemes 	£9.8m - £14m
7 Safer Roads	<ul style="list-style-type: none"> • Casualty reduction – focus on Killed Seriously Injured • Locally determined pot – other local traffic management 	£11m – £13.2m
8 Bids and Leverage	<ul style="list-style-type: none"> • Rail development programme – from RailPlan7 • Rail Devolution • Station enhancement and accessibility improvements • Match funding for other project funding bids 	£2.7m - £3.7m
9 Low Carbon Fuels and Technologies	<ul style="list-style-type: none"> • Gas vehicles – Strategy & Facilities • Electric Vehicles – recharging networks • Low Emission Vehicle demonstration • Low Emissions Zones 	£0.4m
10 West Yorkshire Plus Transport Fund	<ul style="list-style-type: none"> • Strategic Schemes – part funded with up to a 40% top slice from the LTP to set up a £1bn transport Fund 	£34.3m

- 2.6 Consultation on this plan is being carried out between 10th May and 5th July 2013. An online consultation survey is available on the LTP website at www.wyltp.com. The survey questions are included in Appendix C and it is proposed that these be used as a framework for the discussion at the Committee meeting. At this stage the detail of specific schemes and locations is not being consulted upon, this will be developed and further consultation will be undertaken.
- 2.7 In addition to the online survey, within Bradford, consultation is being undertaken with a small number of key stakeholder groups, Local Area Committees and the Environment and Waste Management Overview and Scrutiny Committee.
- 2.8 The outcome of the consultation will be taken into account by officers and the ITA LTP Committee in the further development of Implementation Plan 2.

3 OTHER CONSIDERATIONS

- 3.1 West Yorkshire Local Authorities, the Integrated Transport Authority and York City Council are in the process of developing a West Yorkshire Plus Transport Fund that would deliver major transport improvements at a number of locations across the district.
- 3.2 As work on the Fund develops reports will be brought to the Area Committee relating to schemes affecting their constituency area at the appropriate stages.

4. OPTIONS

- 4.1 The Committee may choose to provide comment on any or all of the following aspects:
- the emerging shape of Implementation Plan 2
 - the proposed programme areas
 - what are the key 'must have' interventions
 - priorities for funding.

5. FINANCIAL & RESOURCE APPRAISAL

- 5.1 The infrastructure schemes that would be progressed by the Council through Implementation Plan 2 would be funded from the Dft Integrated Transport and Highway Maintenance block allocations from the Department for Transport.
- 5.2 The proposals will be delivered using existing staff resources
- 5.3 Opportunities to secure partner support for funding and other resources to help deliver an enhanced package of measures will be taken as appropriate.

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 6.1 Both the Council and the ITA have developed robust performance management processes to manage risk in a timely and effective manner. The projects that would be included in Implementation Plan 2 will be subject to these processes.

7. LEGAL APPRAISAL

- 7.1. The projects that would be included in Implementation Plan 2 for delivery by the Council can be implemented through the Council's role as Highway and Traffic Regulation Authority

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

- 8.1.1 An Integrated Sustainability Assessment was undertaken on the LTP3 Strategy which the programme areas described in this report are designed to deliver. This assessment took into account equalities issues and commented that improvements to connectivity, safety, security and public transport reliability would bring benefits to some degree to all disadvantaged groups. Fuller details of the Equal Rights implications of LTP3 were provided in the Transport Delivery Plan report to Executive in March 2011

8.2 SUSTAINABILITY IMPLICATIONS

- 8.2.1 The Integrated Sustainability Assessment also took into account environmental and sustainability issues arising from the LTP Strategy. There were mixed implications with neutral impacts on noise, townscape and landscape, heritage and water. Air quality, material assets, health and the economy would be benefitted by the strategy whilst biodiversity, flora and fauna could suffer minor adverse impacts dependent on the details of the schemes implemented. More details on the Sustainability Implications were also included in the Transport Delivery Plan report to Executive in March 2011.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

- 8.3.1 The Integrated Sustainability Assessment also provided an assessment on the impact of the plan on greenhouse gas emissions. This suggested that there would be a reduction of CO₂ of 19% by 2025 across West Yorkshire with LTP3 proposals (compared with a do-minimum scenario). More details on this issue are provided in the Transport Delivery Plan report to Executive in March 2011.

8.4 COMMUNITY SAFETY IMPLICATIONS

8.4.1 Safety and Security on the Transport Network is a key consideration for LTP3. One of the key objectives is to 'deliver an integrated, reliable transport system that enables people and goods to move around as efficiently and safely as possible'. The Integrated Sustainability assessment concluded that there would be benefits from the plan in terms of reducing deaths and injuries from collisions. The first Implementation Plan includes projects and schemes to improve safety and reduce casualties on the highway network as well as improving personal security on the public transport network.

8.5 HUMAN RIGHTS ACT

8.5.1 There are no human rights implications

8.6 TRADE UNION

8.6.1 There are no trade union implications.

8.7 WARD IMPLICATIONS

8.7.1 The wards in which the measures described in this report are implemented will generally benefit from the improvements. Appropriate consultation will take place with Ward Members and local communities during the development of individual projects

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

8.8.1 As work on the specific schemes within the programme areas develops further reports will be brought to the Area Committee relating to schemes affecting their constituency area.

9. NOT FOR PUBLICATION DOCUMENTS

9.1 None

10. RECOMMENDATIONS

10.1 That the Area Committee provides their views on the emerging shape of Implementation Plan 2, the programme areas, key 'must have' interventions and priorities for funding.

11. APPENDICES

- 11.1 Appendix A: Local Transport Plan 2011 – 2026 Objectives and ‘Big Ideas’
- 11.2 Appendix B: Programme Area Details
- 11.3 Appendix C: Online Consultation Questions

12. BACKGROUND DOCUMENTS

- 12.1 ‘My Journey’ West Yorkshire Local Transport Plan 2011-2026
(Available at www.wyltp.com)
- 12.2 Report to Executive – March 2011 – ‘Transport Delivery Plan’

West Yorkshire LTP3

- WY LTP3 2011-25: 15 year **Strategy** approved 2011

- Vision:

MyJourney West Yorkshire Vision 2026 - Connecting People and Places
Working together to ensure that West Yorkshire's transport system connects people and places in ways that support the economy, the environment and quality of life.

- Objectives:

1	ECONOMY Improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
2	LOW CARBON Make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
3	QUALITY OF LIFE Enhance the quality of life of people living in, working in & visiting West Yorkshire.

- 6 Big Ideas: Enhanced Travel Information / Integrated Ticketing / Low Carbon travel /
New Approach to Buses / Stronger Demand Management / Network Management

Programme Area 1. MANAGE ASSET CONDITION

Transport assets make journeys possible, from e.g. roads, footways and cycle ways to bus real time information displays and traffic management control systems.

The type and extent of West Yorkshire’s transport assets are identified in the table below. Valuation exercises put their total value in excess of £10 billion. An appropriate level of funding is crucial to ensure the asset is maintained to a level which is fit for purpose. The West Yorkshire District Councils and Metro strive to manage and maintain the transport assets to get maximum value for money whilst delivering what is expected and needed from a busy transport network.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Highway Assets	Structural maintenance of: <ul style="list-style-type: none"> • 10,000km of roads • 274,000 street lights • 1,500 bridges • 1,300km of retaining walls. 	£69.5m - £77.5m	The lower level of funding (£69.5m) is consistent with the allocation in the first Implementation Plan (IP1, 2011-14). At this level there will be some deterioration in the asset. Higher allocations will reduce the rate of expected deterioration.
Public Transport Assets	Maintenance & refurbishment of: <ul style="list-style-type: none"> • 15,000 bus stops, • 1000 bus shelters • 25 bus stations/ bus points • 922 real-time displays • Core back office systems & associated hardware • Turning circles, vehicles, property 	£3.1m - £3.4m	This capital expenditure complements revenue funded maintenance. The precise programme will be dependent on asset condition surveys.
Urban Traffic Management & Control (UTMC) Street Assets	Maintenance & refurbishment of: <ul style="list-style-type: none"> • Urban traffic control apparatus • 1,600 traffic signal installations 	£0.4m - £0.5m	£0.4m means that the average age of equipment (poles, lighting and controllers) will increase more rapidly leading to a greater number of potential failures and a risk of reducing journey time reliability. £0.5m means that the average age of equipment will continue to increase but at a slower rate.
Procurement and collaborative working	Efficiencies from joint procurement and collaborative working	Minus £1m to minus £2.4m	There is a target to achieve cost savings from joint procurement and collaborative working – the scale of cost savings will be dependent on market conditions
Range for Programme Area 1		£72m - £79m	

Programme Area 2. MANAGE THE NETWORK

An efficient road network is important in helping to meet our priorities of employment, housing growth and regeneration whilst maintaining the quality of life of those who live in and visit the area. With limited funds we need to get the most out of the network that we have to help make journeys for people and goods run as smoothly as possible, minimise disruption, respond to incidents and keep people informed. We propose to invest in:

- locations and routes to reduce congestion and improve journey times;
- improving our traffic management technology. Major advancements in this technology in recent years means that we will be able to better monitor traffic flows and traffic incidents, manage traffic to smooth flows as well as keep people informed of what is happening;
- where we can assist the efficient delivery of goods to businesses across West Yorkshire.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Joint Urban Traffic Management Control (UTMC)	Establish communications links between UTMC systems and Common Data Bases - <ul style="list-style-type: none"> • requires high speed data links and some hardware between UTMC systems • requires some software modifications between common data bases 	£0.3m	
Improved data network	Deliver an improved data network using new modes of communications, new vehicle detection devices, air quality detection and journey time monitoring e.g. <ul style="list-style-type: none"> • 100 x new vehicle detectors • 20 x Automatic Number Plate Recognition cameras and data network • 25 x Air quality monitors • 100 x nodes for Wireless Communications network 	£0.3m - £1.5m	£0.3m would be targeted at authorities to enable them to achieve an acceptable standard. £1.5m would enable expansion of existing data network.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Congestion hot spots	Implement low cost solutions at 15 congestion hot spots - this may include UTC development and improved forms of signal control known as MOVA and SCOOT.	£0.5m - £1.6m	£0.5m would be targeted at quick win improvements e.g. timing changes to relieve congestion. £1.6m would allow engineering work and new equipment. This area will support public transport with bus priority. A bid was submitted to the DfT's Local Pinch Point Fund in February 2013. The fund is to improve roads to address congestion bottlenecks. There will be a requirement to provide local match funding from the LTP of up to £2.2m if all 6 identified schemes are successful - a decision is expected by June 2013.
Freight	Study work to investigate potential for Freight facilities.	£0.1m- £0.2m	£0.1m will fund a Freight consolidation centre study and provide assistance towards implementation of a consolidation centre. £0.2m may support a trial site to aid freight.
Traffic Signals	Deliver schemes to improve efficiency on strategic routes (not identified in the top 15 congestion sites)	£0.8m - £2.5m	£0.8m allows targeted low cost intervention at specific locations. £2.5m allows for an integrated approach on some strategic routes across West Yorkshire
Variable Message Signs (VMS)	Co-ordinated comprehensive VMS Strategy - A programme of message signs which would be multi-purpose and deliver all relevant information.	£0.3m - £1.8m	£0.3m provides for about 25 VMS signs. £1.8m would provide for a more comprehensive network
Range for Programme Area 2		£2.3m - £7.9m	

Programme Area 3. INFORMATION

The Local Transport Plan proposes investment in smartcard technology and information management systems to provide customers with improved travel information and easy payment for journeys. Key projects were started in IP1 and will continue into IP2. In IP2 we want to join up public transport journey information with fare information and also with other information such as traffic flows, car parking locations and costs, and walking and cycling routes. We particularly want to improve information about disruptions to journeys and the alternative transport options.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Transport Data Management	This is the back office database that holds information about public transport services and other modes.	£0.4m	
Multi-modal web portal	To use the output from Transport Data Management, UTMC & other data sources to deliver a comprehensive web offering to customers	£0.4m	
Multi-modal, hubs and disruption outputs	Multi-modal, hubs and disruption outputs (other than web). Utilising the output from Transport Data Management for other applications e.g. <ul style="list-style-type: none"> • Real time information • Printed information including incorporation of QR codes • Basic fares information • Incorporation of disruption information into the Journey Planner • Incorporation of other modes • Incorporation of fares information into the Journey Planner • Bus station / hubs Wi-Fi programme. • Work on transport network legibility including more mapping at on-street locations 	£1.8m	If the funding is lower different elements will be prioritised
Travel Centre adaptations	Removal of counters, wider access to online services at terminals and smart ticket purchase, for transactions with reduced staff intervention.	£0.6m	Enables revenue savings through encouragement of self-service.
Range for Programme Area 3		£2.9m - £3.2m	

Programme Area 4. CYCLING AND WALKING

Research shows that perceptions of traffic danger discourage people from cycling and walking. The Local Transport Plan proposes to develop networks and facilities to encourage cycling and walking. Providing high quality infrastructure for cycling and walking will help to reduce the negative impacts of car travel such as traffic congestion, noise and air pollution and road traffic accidents and play a valuable supporting role for public health programmes to address the health and well-being of residents. We are keen to deliver promotional activities in partnership with other organisations and interest groups.

More information on our proposed approach to cycling and walking can be found in a draft prospectus accessed from the West Yorkshire LTP website – with a link from the IP2 consultation material at www.wyltp.com/consultation.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Audit of current provision	Map the cycle network across West Yorkshire to show the network and future implementation plans and apply a comprehensive approach to identify speed and volume of vehicle traffic to inform the most appropriate type of cycle intervention e.g. where: <ul style="list-style-type: none"> • High level segregation or separation of cycling provision is required • Medium level mandatory cycle lanes are needed • Low level advisory lanes may be appropriate 	£0.1m	Should the LTP Partners succeed with the bid that was submitted to the Department for Transport in April 2013 for Cycle City Ambition Grant there will need to be an additional allocation to cycling and walking as the local match funding contribution. Details of the West Yorkshire Cycle City Ambition Grant bid can be accessed at: http://www.wymetro.com/news/13-04-30_Highway_to_Health/
Segregated or off road cycle lanes	Aimed at all cyclists - including families and commuters and provided on routes into town and city centres	£2.0m	
Mandatory cycle lanes	Aimed at commuters and provided on routes into town and city centres	£0.8m	
Cycle Hot spots	Address hot spots on the cycle network – particularly aimed at commuters on routes into town and city centres	£0.8m	
Cycle Information and promotion	Cycle maps, online information, on-street signing	£0.2m	

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Walking infrastructure	Interventions linked to delivery of the Public Transport hubs programme (see Programme Area 6) with a focus on difficult junctions to encourage commuter trips. Also investment in Public Rights of Way for leisure walkers.	£0.9m	
Walking promotion	Maps, online information, on-street signing	£0.2m	
Range for Programme Area 4		£2.8m - £5m	

Programme Area 5. DEMAND MANAGEMENT

The Local Transport Plan proposed the gradual phasing-in of stronger Demand Management to encourage less car use and to 'lock in' the benefits of travel behaviour change to more sustainable options. Demand Management measures are commonly understood to include:

- Using parking supply and price to discourage long stay commuter parking and encourage short stay visitor / shopper parking;
- Technological solutions to encourage use of less congested routes;
- Re-allocation of existing road space.

The delivery of Demand Management measures is unlikely to progress until the current economic conditions improve and increases in traffic flow and congestion threaten to further slow or constrain economic growth.

There are no proposals in IP2 to progress Demand Management other than to facilitate a high level discussion with stakeholders on the type of measures and timing for delivery to develop an approach for future Implementation Plan periods.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Demand Management	Develop an approach for future Implementation Plan periods	To be agreed	Low cost Desk based study Discussion with key stakeholders
Range for Programme Area 5		To be agreed	

Programme Area 6. INTEGRATED PUBLIC TRANSPORT

A key focus of the Local Transport Plan is on improving connectivity to help people move around as efficiently and comfortably as possible, through the delivery of an integrated, reliable transport system that better links where people live with urban centres and other employment centres. Good public transport is at the heart of an integrated transport system. The strategies that will steer investment in IP2 and beyond are:

- Developing a core, high quality financially sustainable network of transport services that will provide attractive alternatives to the car;
- Introducing a new framework for local bus services as part of an integrated transport system;
- Using integrated ticketing and smartcard technology to facilitate seamless travel across modes;
- Improving interchange and integration including the development of transport hubs.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
New Approach to Buses (Quality Contracts or Partnerships)	The WY Integrated Transport Authority has endorsed the development of a Bus Quality Contract Scheme (supported by WY District Council Leaders) or a Quality Partnership scheme that delivers the same benefits The cost of developing a Bus Quality Contract scheme is estimated to be £0.75 and £1m over IP2 and IP3 (2017-2020).	£0.4m - £0.8m	Depends on the approved approach and the detailed requirements of developing a Quality Contract or Quality Partnership Scheme.
Fully Multi-modal Smartcard – to include Rail	To enable multi modal smart transactions by including rail services in advance of the new rail franchise. A scheme will include: <ul style="list-style-type: none"> • Station gate validators • Hand held readers • Back office systems to provide information to the Yorcard HOPS and Nero systems. The intention is to also support smart ticketing through the development of back office systems for mobile phone and EMV payments	£3.7m - £4m	Metro is working with other Northern PTEs to define smart ticketing on rail and opportunities for early implementation. This proposal would include Rail Operator funding to be agreed.
Transport Hubs	For improved integration between transport modes at local centres to enhance passenger information and signposting, waiting facilities, walking and cycling and interchange with rail and taxis. There is also a need enhance city centre hubs and to develop bus based park and ride.	£0.5m - £4m	The numbers of hubs will vary depending on the allocations. The greater the roll-out of the hubs programmes the greater the benefits will be for customers

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Low Moor Rail Station	The development of a new two platform unstaffed station at Low Moor, with associated car and cycle parking.	£3.2m	A further requirement in IP2 of £3.2m to supplement the £5.1m in IP1 (2011-2014)
Castleford Bus Station	Complete the construction of a new bus station at Castleford and associated enhanced link to Castleford rail station.	£2m	Continuation IP1 (2011-2014)
Range for Programme Area 6		£9.8m - £13.2m	

Programme Area 7. SAFER ROADS

The Local Transport Plan seeks to improve the safety and security of road users to minimise road casualties, and has a key target to reduce 'Killed or Seriously Injured' (KSI) accidents by 50% over the full plan period to 2026. The most appropriate type of intervention will be determined by detailed analysis of accident data.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Casualty reduction (Killed or Seriously injured)	Casualty reduction specifically focussed on reducing 'Killed or Seriously injured' (KSI) accidents. Capital measures will be targeted at contributing towards achieving the LTP3 target of a 50% reduction in KSIs by 2026 from the 2005-09 baseline Measures to include: <ul style="list-style-type: none"> • Traffic calming • Speed limit reduction • Traffic Management • Safety cameras 	£7.7m - £9.24m	Detailed analysis of KSI data will be required to determine the best use of funds
Local pot for local traffic management	Local determination pot to support investigation and delivery of issues of severance, parking and other community concerns. Local pot schemes might also include a casualty reduction element to target KSI.	£3.3m - £3.96m	
Range for Programme Area 7		£11m - £13.2m	

Programme Area 8. BIDS AND LEVERAGE

This programme area mainly focuses on developing the case for improvements to West Yorkshire's rail network as set out in Railplan 7. Schemes must secure a value for money business case (for implementation by the rail industry), with IP2 providing local match funding to lever-in national rail industry and DfT funding. This approach was successful in IP1 with a number of local rail station improvements being implemented achieving a leverage of 8:1 (i.e. 8 times more national funding than the local contribution). It is also proposed to allocate funds to match fund other bidding opportunities for investing in the transport network.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Rail Development	Business Case and Rail industry required GRIP (Governance for Railway Investment Projects) Stages 1 & 2 development for e.g.: <ul style="list-style-type: none"> • High Speed Rail • HLOS/Yorkshire Rail Network Study 2 • Electrification strategy • Caldervale Line • Harrogate Line • Rail Performance Improvement • East Coast Main Line 	Up to £0.6m	
Rail Devolution	Contribution to work with Northern PTE's to take on the franchising role for Northern and TPE franchises e.g. financial advising and modelling support, revenue demand forecasting, economic appraisal, commercial contracts and agreements, franchise specification	Up to £0.5m	
Targeted Station Enhancements	IP2 funding to lever in third party/rail industry funding for CCTV, CIS, Help Point, Taxi Drop-off, heated waiting room, cycle parking, electric car charging, lighting etc.	Up to £0.6m	Investment levels will be influenced by which funding opportunities become available by the rail industry and other third parties During IP1 £2.1 million LTP investment helped to secure contributions of £17.8 million giving a return on investment of 8:1. Proposed IP2 capital cost is based on on-going investment in stations in IP3, 4 & 5, so achieving Railplan 7 station standards by 2026.

Type of Intervention	Description of intervention	Capital cost (Range)	Notes
Station DDA Accessibility Improvements	Provide match funding and support for future funding applications to implement DDA compliant step free access at West Yorkshire stations e.g. ramps, lifts, seating etc	Up to £1.3m	Assumes DfT 'Access for All' fund meets 66% of the costs. Proposed IP2 capital cost is based on on-going investment in stations in IP3, 4 & 5, so achieving Railplan 7 station standards by 2026.
Other projects / modes	Match funding - as required and opportunities arise	£0.7m	
Range for Programme Area 8		£2.7m - £3.7m	

Programme Area 9. LOW CARBON FUELS AND TECHNOLOGIES

The Local Transport Plan has an objective to move towards a low carbon transport system and a target to reduce CO₂ emissions from transport by 30% by 2026. The strategy is to work with partners to encourage the development of low-emission vehicle (LEV) technologies, supporting infrastructure and renewable fuels. LTP3 supports the provision of refuelling infrastructure and information for private and public service vehicles and freight.

It is important strategies are developed to promote the use of electric, hybrid and gas vehicles technologies and to exploit solar generated electricity and waste derived bio-methane used to power electric and gas vehicles, respectively. This will also provide complementary benefits in reducing emissions of air pollutants such as NO₂ & PM₁₀ particularly appropriate to Air Quality Management Areas where health based standards are exceeded, and will help reduce noise nuisance.

Type of Intervention	Description of intervention	Capital cost	Comment on funding range
Gas Vehicle Strategy	Technical advice on how/where to site gas refuelling infrastructure in West Yorkshire	£0.05m	
Gas Vehicle Infrastructure	Technical advice to set up a gas vehicle infrastructure implementation plan.	£0.05m	
Electric Vehicle (EV) Strategy	Technical advice to develop EV Strategy: <ul style="list-style-type: none"> • Planning e.g. technology, locations, interoperability, risk management, costs; • Implementation: understanding key components, delivery processes, providers and user requirements; • Operation: systems management, servicing hardware, EV user and owner engagement 	£0.03m	
Electric Vehicle (EV) Infrastructure	Support delivery of grant schemes and other electric vehicle initiatives.	£0.14m	An outline bid was submitted to the DfT Office for Low Emission Vehicles (OLEV) grant scheme in April 2013. OLEV will provide 75% match funding towards capital costs of installing EV recharging units. There will be a requirement to provide 25% local match funding from the LTP (up to £140,000) if the bid is successful - a decision is expected in June 2013.
Bus emissions assessment	Assessment of Real-life Emissions from City Bus, using LEV Technologies, working with Bradford/Leeds Universities and emission technology consultants	£0.03m	

Type of Intervention	Description of intervention	Capital cost	Comment on funding range
Demonstration Projects	A range of EC and UK matched funded projects are anticipated for Hybrid, EV, Gas demonstrations within Local Authority fleet.	£0.2m	This links with DEFRA funded West Yorkshire Low Emission Strategy to reduce vehicle emissions
Micro-simulation Modelling to Optimise UTMC	Work with Leeds University and specialist micro-simulation modelling consultants to optimise UTMC to reduce congestion and associated traffic emissions. Targeting actions close to Air Quality Management Areas / other areas of concern	£0.05m	
Low Emission Zones	To develop an understanding of Low Emission Zones using findings and best performing elements from DEFRA funded studies in West Yorkshire	£0.03m	
Range for Programme Area 9		Up to £0.4m	

Programme Area 10. WEST YORKSHIRE PLUS TRANSPORT FUND

The Local Transport Plan authorities propose to create a new Transport Fund of around £1bn to be targeted specifically at supporting jobs and economic growth across the area through investment in a package of well-targeted large scale transport projects. Establishing the Transport Fund requires an injection of LTP funds (up to a total of £34.3m in the IP2 period) which will be supported by other funds raised locally, and provided by neighbouring Authorities (e.g. York is also part of the Transport Fund) or by funding partners.

Our analysis shows that a targeted programme of investment in large scale transport projects will help create and sustain up to 20,000 new jobs by enabling new and existing businesses to be more efficient (e.g. reducing the time lost to congestion) and expanding the catchment for workforces (by making it easier for people to commute, particularly to/from the expected major employment growth areas).

The programme includes schemes for rail, road and bus and multi-modal corridor and city centre improvements. The programme will have a transformational impact on residents, businesses and communities. Each individual district will benefit and the most deprived communities will benefit by more than the average. A core package of schemes has been identified. Further work will be undertaken to develop and deliver the schemes over a 10 year period with some early delivery expected from 2014.

The Fund will also be used to develop longer term schemes beyond the 10 year horizon which will continue to transform the transport system and support long term growth, reduce carbon emissions and improve the quality of life in West Yorkshire.

More information can be found in the Draft Transport Fund Prospectus which can be accessed on the West Yorkshire LTP website – with a link from the IP2 consultation material at www.wyltp.com/consultation.

Type of Intervention	Description of intervention	Capital cost	Comment on funding proposal
West Yorkshire Plus Transport Fund	<ul style="list-style-type: none"> • Radial routes into the main town/city centres – generally public transport schemes • Orbital routes diverting traffic away from the town/city centres – generally road schemes • Improved access from and to major new housing and employment growth sites • Faster, more convenient access to/from motorway to improve connectivity between communities and business across West Yorkshire and beyond • Transformation of connectivity between major centres • Improvements at main central rail stations to enhance those locations as ‘gateways’ into the main town an City Centres 		A top slice of up to 40% from IP2 Integrated Transport Block would contribute up to £34.3m to the Transport Fund.
	Range for Programme Area 10	Up to £34.3m	

ONLINE CONSULTATION QUESTIONS

The online consultation provides details of each the 10 Draft IP2 Programme Areas together with a short explanation of the Programme Area.

Respondents are asked for each programme Area:

1. How important is this Programme Area to you?
 - High Priority
 - Medium Priority
 - Low Priority
 - No Priority
 - No strong preference
2. Are there any interventions you feel are particularly important to prioritise?
3. Are there any suggested interventions you feel should not be prioritised?
4. Do you feel there are any interventions missing?

Respondents are asked about the overall shape of IP2:

5. What are your top three Programme Areas for funding priority?
6. Are there any Programme Areas missing?
7. Do you have any general comments on the overall shape of the draft IP2?

The online IP2 consultation can be accessed at: www.wyltp.com/consultation