

# **1 PURPOSE OF THE PLAN**

## **1.1 What it is for**

This plan sets out the action being followed across West Yorkshire to tackle congestion as part of the Department for Transport's (DfT) Public Service Agreement (PSA) Target on reducing congestion.

The delivery plan focuses on the 13 routes across West Yorkshire being monitored as part of the West Yorkshire element of the PSA target. The delivery plan is not intended to cover all the action being taken to tackle congestion across West Yorkshire, only that relevant to these 13 routes. Other actions are also being taken on other parts of the network where congestion occurs.

This document also includes short reports on the progress made toward the delivery of the West Yorkshire congestion target; for 2008/09 the provisional person journey time indicator was 21 seconds per person per mile less than the trajectory i.e. the target is on track.

## **1.2 How it will be used**

This is an 'active' document which will be updated on a regular basis with revised data on progress, amendments to the programme of actions and impact of outside pressures, e.g. new developments. This is the February 2010 update to the plan approved by DfT in May 2007. In addition to recording progress since that date the report also addresses the issues raised by DfT during the assessment of the performance of the plan undertaken during in August 2009.

The document is intended to be used as a guide and reminder for those involved in the delivery and as a reporting mechanism for senior management, elected Members and DfT officials.

Because of the planned regular updating it is intended that this document will also be a report on progress; no other progress reports are envisaged.

## **1.3 What it contains**

This document covers background and context to the target, risks to delivery, governance and reporting, delivery chain and communications, actions and delivery mechanisms, and (as it evolves) progress towards achieving the targets.

Within the document a number of interventions are identified that may be used to tackle congestion. Some of these have formal approval and are in the process of being developed or implemented. Others are only ideas at present and may or may not come to fruition.

As the implementation of the plan goes forward there will inevitably be changes in what is delivered; either because a more effective intervention has been identified or because there were difficulties or delays in delivering previously identified projects. These will be reported in future editions.

## 1.4 Changes

Table 1.1 shows the location of significant changes made to the text of the Plan

**Table 1.1 SUMMARY OF MAIN CHANGES TO AUGUST 2009 VERSION**

Section No.	Summary of change
1.5	Active Management – Text updated
2.4	Table 2.2 – Actual person journey time figure updated for 2008/09
4.1.4	Metro Officer for LTP Core Team has been updated
4.2	Table 4.1 – Updated timetable for LTP Steering Group CTDp matters
4.6	Preliminary Performance Assessment – Text updated
5.1.2	Table 5.3 – Updated text with regards to decriminalised parking enforcement
5.3	Table 5.4 – Y&H Regional meetings replaced by Yorkshire Forward
Section 6	All Districts – updates to scheme costs and progress where applicable
6.2.3	Table 6.1 – updates to Metro Initiatives
6.2.3	Table 6.3 – updates to Metro Initiatives, Progress to date
6.3	Revised Bradford Section
6.4	Revised Calderdale Section
6.5	Revised Kirklees Section
6.6	Revised Leeds Section
6.7	Revised Wakefield Section
7	Summary of Progress in 2007/08
7.2.2	Updated text relating to combined trajectories
7.2.2	Fig 7.1 & Fig 7.2 – updated Actual Performance line added

## **1.5 Active Management**

In January 2009 the DfT introduced a six-monthly active delivery assessment method for all the Congestion Target Delivery Plans nationally. The assessment is based on the following criteria:

- Are programmed milestones being delivered?
- Is the Plan being kept under review, used and updated to take account of new information?
- Is there good evidence of wider ownership and visibility of the target and Plan within and across authorities in the target congestion area?
- Are key risks being actively monitored and mitigated?

The first assessment was submitted to DfT in February 2009 with subsequent assessments being submitted in August 2009 and February 2010. The assessments are scored by DfT on the basis of a three point scoring scale. The results show improvement in the active management of the West Yorkshire Congestion Target Delivery Plan as set out in the table below:

**Table 1.2 DfT Assessment Results**

<b>Assessment</b>	<b>Delivery</b>	<b>Review</b>	<b>Ownership</b>	<b>Risk</b>	<b>Average score</b>	<b>Rank</b>
March 09	2	1.5	2	n/a	1.8	=2/9
August 09	2	1	1	2	1.5	=2/10
February 10	1.5	1	1	1.5	1.25	= 2/10