



16.1 The bid set out in Chapter 17 has been developed to reflect DETR guidance about the future availability of resources and the advice provided by the Government Office for Yorkshire and the Humber. The Plan has been produced in advance of the 2000 Comprehensive Spending Review and the publication of the Deputy Prime Minister's 10-year plan for transport. It is hoped that this plan will allocate additional resources for Local Transport within the 5-year Plan period.

16.2 The key assumptions about the future resource availability are set out below.

DETR FUNDING FOR MAJOR SCHEMES

16.3 The major scheme proposals have been subject to review to ensure consistency with Plan objectives and performance, including value for money, when compared to 'do minimum' scenarios and alternative options.

DETR FUNDING FOR INTEGRATED TRANSPORT AND MAINTENANCE

16.4 DETR guidance states that funding through the block allocation will increase by 35% in 2001/2002 and will remain constant thereafter.

16.5 The Plan takes the block allocation settlement for 2000/2001 (£33.6 million) as the starting point considering resource availability over the Plan period. The core programme for integrated transport and maintenance is based upon the following assumptions:

- the work undertaken in developing the full submission, the needs of the West Yorkshire area and the Centre of Excellence status previously awarded will result in an increase of 44% in block allocation for integrated transport in 2001/2002;
- the need for additional expenditure on maintenance will be reflected in an increase of 40% in 2001/2002;
- there will be an inflationary 3% p.a. increase in the following four years of the Plan.

16.6 The assumptions are reflected in Table 16.1 below.

RAIL PASSENGER PARTNERSHIP

16.7 In general we propose to fund, in partnership with the relevant train operating companies, minor improvement works (such as park and ride extensions or improvement to passenger waiting areas) from block allocation.

16.8 The Plan assumes the availability of Rail Passenger Partnership funding for certain proposals and facilities where a fully commercial case cannot be made.

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	2000/01	2001/02	2002/03	2003/04	2004/05	2006/07
INTEGRATED TRANSPORT (£m)	15.40	22.18	22.84	23.53	24.23	24.96
Increase from 2000/01	N/A	44%	48%	53%	57%	62%
HIGHWAY MAINTENANCE	18.23	25.57	26.31	26.96	27.80	29.16
Increase from 2000/01	N/A	40%	44%	48%	52%	60%
TOTAL BLOCK ALLOCATION	33.63	47.75	49.15	50.49	52.03	54.12
Increase from 2000/01	N/A	42%	46%	50%	55%	61%

Table 16.1 Assumed DETR Funding through Block Allocation

16.9 We consider that there is a commercial case for some proposed new stations. There may be a funding shortfall associated with other proposed new stations, which could be met from block allocations. In some cases, additional rolling stock is required in order to sensibly serve new stations or to maximise their contribution towards the achievement of Plan objectives, in which case Rail Passenger Partnership funding would be appropriate. It has been assumed that new stations proposed during the Plan period will be funded by Railtrack, who would recover costs (via train operating companies) from the generated revenue, with any shortfall being addressed through Rail Passenger Partnership funding. If this proves not to be appropriate, then an additional block allocation would be required to help fund new stations.

EU STRUCTURAL FUNDS

16.10 Parts of four of the West Yorkshire Districts are eligible for funding from the Yorkshire and Humber Objective 2 Programme 2000-2006. The draft Single Programme Document, submitted to the European Commission in April 2000, proposes a programme which includes

transport initiatives. It is expected that the activity funded through EU structural funds will primarily focus upon relatively local actions developed through partnership with communities and other agencies.

SINGLE REGENERATION BUDGET

16.11 It is expected that, over the life of the Plan, Single Regeneration Budget programmes will contribute some funding towards transport infrastructure schemes. Whilst such funding will facilitate the implementation of specific projects, such as Keighley bus station, it is not expected that SRB funding will add significantly to the funding assumptions set out in Table 16.1.

FUNDING FOR RURAL AREAS

16.12 The Plan programme assumes ongoing Rural Bus Grant (currently £556,000 per annum) and Rural Bus Challenge funding for eligible rural areas. In addition, Rural Transport Partnership funding of £0.5 million has already been secured for the early part of the Plan period which will be mostly utilised to support community transport services. It is anticipated that additional funding in the

order of £2 million - £3 million will be secured to support implementation of the Plan strategy in rural areas.

PRIVATE SECTOR PARTNERS

16.13 It is expected that the private sector will make very significant contributions to the development of transport infrastructure and services over the life of the Plan. The most important are likely to be:

- the completion of the Railtrack £165 million Leeds 1st project, providing additional track and platform capacity at Leeds station. This project is of great strategic significance as it unlocks the future development of the rail network serving West Yorkshire;
- proposed investment by Railtrack in West Yorkshire as part of the 2000 Network Management Statement. Whilst such investment is welcomed, the Network Management Statement is not fully funded and does not meet local aspirations in some respects, including improvements to journey speed between Leeds and Sheffield;
- investment by train operating companies in new rolling stock and station facilities, including the continuation of partnership projects. New Class 333 trains, as required by the franchise agreement, will be entering service on the Airedale and Wharfedale lines during the year 2000. Further investment will be defined as part of the process of re-franchising of rail services serving West Yorkshire. The Plan is not able to reflect some possibilities, such as Virgin’s proposals relating to the East Coast Main Line franchise. The WYPTA’s input to the re-franchising process is set out in RailPlan5;
- ongoing investment by bus operators in new vehicles, with a total value in excess of £75 million over the life of the Plan;

- contributions from bus operators towards the cost of infrastructure works, including bus stations and bus priority measures. The role of operators commissioning studies to assist the development of bus priority measures and facilitating programme delivery through funding contributions as well as investment in vehicles is an important part of the Plan.
- investment by taxi and private hire companies in new vehicles.

OTHER PARTNERS’ INVESTMENT

16.14 Investment by other partners will also be of great significance over the Plan period. Key investment is expected to be made by:

- the Highways Agency on Bingley Relief Road (£50 million), and in funding safety and maintenance on trunk roads (around £10 million), and for works of a non-safety nature on non-core trunk routes (a bid of £4.87 million is included in Chapter 17, Table 17.26);
- Leeds Bradford International Airport in partnership in implementing their Air Surface Access Strategy;
- Sustrans who will be contributing project expertise and assistance in bidding for funding from other sources such as Landfill Tax;
- British Waterways Board in maintaining and upgrading canals and towpaths.

ROAD USER CHARGING

16.15 The provisional Local Transport Plan included an annex detailing consideration of the role of local transport charges and the background to Leeds City Council’s decision to pursue the introduction of Road User Charging, subject to detailed discussions with DETR to agree a workable scheme that meets the needs of the city and is in the best interest of the people of Leeds. This annex

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considered the technology required for Road User Charging within the centre of Leeds and estimates of costs, revenues and impacts on travel, patterns, the economy and wider social issues. The work undertaken by consultants indicated that the introduction of Road User Charges could produce an annual net revenue in the order of £25 million.

16.16 Leeds City Council have contributed to the further development of charging initiatives through:

- membership of the Charging Partnership chaired by Lord MacDonal;
- providing sites for the DETR trial of Road User Charging technology.

16.17 DETR have recognised this interest in Road User Charging through the award of additional funding of £2.5 million as part of the provisional Plan settlement. The government have included enabling legislation within the Transport Bill currently before Parliament and have also recognised the need for investment in alternatives to the car before the introduction of charging schemes.

16.18 The Plan recognises the procedures to be followed in developing Road User Charging regimes, the start up costs and the need to implement the necessary improvements in advance of charging. The Plan therefore assumes that significant net revenue from road user charging will not occur until the end of the Plan period or early in the period of the second Local Transport Plan. A number of schemes are considered to be essential pre-requisites for the introduction of charging and this submission assumes funding for these within the Plan period.

DEVELOPER CONTRIBUTIONS

16.19 It is expected that developer contributions will form an important component of the funding package for implementing the investment programme. Developer contributions have already been secured/identified for the majority of the major scheme proposals, including very significant contributions towards the cost of Leeds Supertram.

REVENUE

16.20 The Plan is, in part, a bid for capital resources to enable the local authorities to implement their part of the 5-year investment strategy. The Plan does not constitute a bid for revenue funding.

16.21 Revenue resources are required to fund the debt charges arising from capital investment. We also recognise the need for revenue resources to:

- maintain existing assets;
- support capital investment through high standards of maintenance;
- support public transport provision through rail franchising, tendered bus services, information and promotion and concessionary travel;
- undertake associated activities, including TravelWise initiatives, road safety education, training and publicity.

16.22 With the exception of new rail services, the revenue implications of individual proposals within the Plan programme are not significant. Nevertheless, the implementation of the Plan strategy will require additional revenue resources to maintain new assets and undertake supporting activities. The Local Transport Plan process does not include an explicit link between capital and revenue expenditure. We consider that the needs of the West Yorkshire

authorities to support the Local Plan strategy with revenue expenditure should be reflected in future Revenue Support Grant determination.

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