



## UTILISING 'BONUS' FUNDING

This section sets out measures that could be implemented with 'bonus' capital funding, in addition to the existing five year action plan.

During the course of LTP2 the DfT plans to allocate 'bonus' funding to high performing authorities, that is, transport authorities with LTP2s ranked above average. The Government has indicated that this bonus could be up to 25% extra. This would be awarded based on performance in implementing LTP2, as reported in the APRs.

The proposed measures have the potential to make a significant contribution to LTP2 objectives, targets and outcomes. An inclusive list of the projects is provided in Table 3.30. This list is subject to review and further refinement.

At this stage in the Plan process, an estimate has been made of the effect that these measures may have on our LTP2 targets in Table 3.31.

**FIGURE 3.30: LIST OF PROPOSALS TO UTILISE ANY 'BONUS' FUNDING AWARDED**

PACKAGE	MEASURES	ESTIMATED COST (£m)
<b>TRANSPORT FOR YOUNG PEOPLE</b>	MyBus Phase 4	4.0
<b>DELIVERING BETTER INFORMATION TO CUSTOMERS</b>	Expansion of RTPI (including on-bus information displays)	3.0
	Internet congestion information	1.5
<b>SUSTAINABLE TRAVEL PACKAGE</b>	Cycling network enhancements e.g. Hebble Trail	1.0
	Greenways e.g. Colton to Wetherby; Otley to Pool; Meltham	2.0
	Kirkstall Valley Park, Leeds	1.0
	Travel planning, car clubs etc.	3.0
<b>SAFETY AND SECURITY ENHANCEMENTS</b>	Rail CCTV central control centre	1.0
<b>TACKLING CONGESTION</b>	Bus/Rail Park and Ride site(s)	2.8
	A647 Leeds Rd/A6177 Killinghall Road junction, Bradford	1.2
	A6177 Sticker Lane/A650/Cutler Heights Lane junct. Bradford	0.6
	A6035 Bradford Rd/Dalton Lane junction, Keighley	0.6
	Church Street widening, Halifax	2.0
	A660 Maple Grange to Otley widening, Leeds	1.0
<b>DELIVERING YORKSHIRE BUS</b>	Baildon, Shipley and Greengates HOV Lanes	2.6
	Wakefield-Dewsbury-Cleckheaton-Bradford QBC	1.6
	Huddersfield-Dewsbury-Leeds QBC	1.2
	A629 Wakefield Road Bus Priority	0.8
	Newton Bar Park & Ride/Bus Priority/Gyratory	3.8
	Better enforcement	0.5
<b>TOTAL</b>		<b>35.2</b>



**FIGURE 3.31: THE EFFECT OF 'BONUS' FUNDING ON LTP2 TARGETS (ESTIMATED)**

INDICATOR	MINIMUM STANDARD	MINIMUM STANDARD – STRETCHING	COMMENTARY
<b>KSI</b>	Either a 40% reduction from 1994-98 to 2010, or a 20% reduction from 2004 to 2010	A 40% reduction from 1994-98 to 2010 and a 30% reduction from 2004 to 2010	Should be achieved
<b>CHILD KSI</b>	Either a 50% reduction from 1994-98 to 2010 or a 25% reduction 2004 to 2010	A 50% reduction from 1994-98 to 2010 and a 35% reduction 2004 to 2010	Should be achieved
<b>SLIGHT CASUALTY REDUCTION</b>	No increase over recent levels	A 10% reduction compared to recent levels	Should be achieved
<b>BUS PUNCTUALITY</b>	For timetabled services, the 2010 target to be based on a trajectory towards 90% punctuality in 10 years i.e. by 2014/15 (punctuality is defined as less than 1 minute early or 5 minutes late). For services registered as frequent, a year-on-year reduction in Excess Waiting Time.	For timetabled services, the 2010 target to be based on a trajectory towards 90% punctuality in 8 years i.e. by 2012/13 (punctuality is defined as less than 1 minute early or 5 minutes late). For services registered as frequent, a year-on-year reduction in Excess Waiting Time	LTP2 funded measures to tackle congestion and deliver additional bus priority will assist operators to improve punctuality. Additional bus priorities, delivered by LTP2 and introduced alongside PIPs, offer an opportunity to 'lever-in' better operator performance
<b>BUS SATISFACTION</b>	Maintain bus satisfaction levels to 2009/10 (if level in 2003/04 is greater than 50%) or improve them by at least 6% over 2003/4 level by 2009/10 (if not)	Bus satisfaction levels in 2009/10 of more than 75%, and greater than 2003/04 levels	The impact of LTP2 funded measures to deliver better quality bus services will be reflected through our local LTP2 targets relating to Quality Bus and satisfaction with LTP2 funded PT facilities
<b>MODE SHARE OF JOURNEYS TO SCHOOL</b>	No reduction in the ratio between the total number of pupils and the total number of car journeys to school between baseline and 2010/11	Subject to a case by case assessment	MyBus will assist
<b>CYCLING LEVELS</b>	No reduction in cycling levels	Subject to a case by case assessment	Level of cycling difficult to establish without extensive monitoring
<b>PEAK TRAFFIC FLOWS TO/FROM URBAN CENTRES</b>	No increase between baseline and 2010/11 (unless there are significant reductions in car mode share)	Subject to a case by case assessment	Peak traffic is likely to increase as a result of job creation and regeneration activities. It is therefore essential that LTP2 achieves a reduction in car mode share