

**AT A MEETING OF THE LOCAL TRANSPORT PLAN
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS
ON THURSDAY 14 DECEMBER 2006**

| | | | |
|--------------------------------|-----------------------------|---|---------------------------------|
| PRESENT: | Councillor R Downes (Chair) | | |
| | Councillor G Wainwright | - | Calderdale MBC (from minute 25) |
| | Councillor S Andrew | - | Leeds CC |
| | Councillor W Hyde | - | WYPTA (to minute 27) |
| | Councillor P McBride | - | WYPTA |
| | Councillor G Phelps | - | WYPTA |
| Officers in Attendance: | S Thornton | - | Bradford MDC |
| | I Gallacher | - | Bradford MDC |
| | D Holdstock | - | Calderdale MBC |
| | J English | - | Kirklees MC |
| | D Gilson | - | Leeds CC |
| | P Foster | - | Leeds CC |
| | B Anderson | - | Wakefield MDC |
| | D Hoggarth | - | Metro |
| | R Chaplin | - | WYPTA |

19. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S King (WYPTA), M Slater (WYPTA), R Taylor (Calderdale), M Bolt (Kirklees) and P Dobson (Wakefield).

20. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members at the meeting.

21. MINUTES

Further to minute 13, Funding Allocations 2007/08, it was noted that the announcement for the LTP settlement was expected before Christmas. It was reported that the Association of West Yorkshire Authorities had agreed a compromise option, for reflecting the additional Air Quality Management Areas that had been declared in allocations. It was further reported that a response had been received from the DfT in relation to a letter requesting that the DfT allocation reflect the additional AQMAs. It stated that Ministers would consider the issue.

RESOLVED - That the minutes of the meeting held on 2 October 2006 be accepted as a true record.

22. NATIONAL AND LOCAL POLICY UPDATE

The Steering Group considered a report which provided information on the Eddington Transport Study, DfT review of Local Transport Plans, Northern Way, Regional Spatial Strategy and Regional Rail Studies. Members noted the key points made in the study and a summary was attached at Appendix 1 to the report.

RESOLVED - That the report be noted.

23. CITY REGION VISION AND TIF UPDATE

The Steering Group considered a progress report covering the City Region Transport Vision and the Transport Innovation Fund (TIF) bid.

With regard to the City Region Transport Vision, it was reported that the vision had been launched at the House of Commons on 20 November 2006 as part of the City Region Development Programme. Members were advised that the next steps would be to undertake further work on the wider economic benefits and to develop a detailed implementation plan.

The Steering Group expressed their disappointment and concern that the City Region bid for TIF pump priming funding had not been successful. It was noted that the bid had been developed in close consultation with the DfT and was not materially different to other accepted bids. City Region Leaders had written to the Secretary of State for Transport to express their disappointment and DfT had stated that they would welcome future bids for full TIF funding. Concerns about the process were being discussed with the DfT and Government Office for Yorkshire & Humber.

It was noted that other potential funding sources were being considered and discussions were being held with Yorkshire Forward who were very supportive of the City Region's vision. Progress on the vision and TIF would be reported to a future meeting of the Steering Group.

RESOLVED - That the report be noted.

24. MAJOR SCHEMES UPDATE

The Steering Group considered a report on progress with LTP major schemes and the Regional Funding Allocation process overseen by the Regional Transport Board (RTB).

Members were advised that all new schemes would need to be formally considered by the RTB. The Supertram bus replacement scheme was not considered as part of the initial prioritisation process although referred to in the text submitted from the RTB and a replacement scheme had been acknowledged in the DfT's response to initial Regional Funding Advice (RFA) as an emerging proposal. The DfT had agreed to receive an Initial Business Case submission in advance of formal consideration by the RTB.

It was noted that other emerging schemes would need support from the RTB before consideration by the DfT. There was limited headroom in RFA at present which was a cause for concern for any emerging major schemes through to 2015/16 and created problems for introducing new schemes to put to the RTB.

With regard to membership of the RTB, concern was expressed that the balance of City Region representation (in relation to population) had still not been properly addressed and members requested that the Regional Assembly be lobbied to address this. The Steering Group stressed that it was essential for West Yorkshire representatives on the RTB to present strong arguments for a resolution to the current impasse to considering new schemes and for allocations from RFAs that better reflect priorities and the value of transport investment to economic performance.

RESOLVED –

- (a) That the report be noted.
- (b) That partner authorities bring pressure to bear on the Regional Transport Board to consider and support the new major schemes being developed for West Yorkshire as part of the City Region Transport Vision.
- (c) That the Regional Assembly be lobbied regarding representation on the RTB.

25. ACCESSIBILITY PLANNING UPDATE

The Steering Group considered a report on progress in delivering the LTP2 Accessibility Strategy and in establishing an Accessibility Partnership.

It was reported that an Accessibility Partnership (reporting to the LTP Steering Group) had been established and the first meeting had taken place in November 2006. The Partnership, which included the 5 West Yorkshire Councils, Metro and external stakeholders, would seek to champion Accessibility Planning within their own and other organisations. It would also provide input and steer to the LTP Steering Group in respect of development of the Accessibility Strategy, Action Plans and indicators.

The Steering Group discussed the responsibilities of Planning Authorities when consideration was being given to new developments and, in particular, to healthcare services. Comment was made that even though the Partnership included representatives from Hospitals and Primary Care Trusts, several doctors' surgeries and primary care providers were relocating to areas that were not easily accessible by public transport. It was suggested that Planning Authorities should ask for contributions towards transport provision through Section 106 payments when their planning applications were being considered. It was noted that some local authorities already took accessibility issues into account when considering planning applications although it was suggested that a letter be sent to local authorities reminding them of the accessibility issues in the Local Transport Plan.

RESOLVED –

- (a) That the report be noted.
- (b) That a letter be sent to local authorities reminding them of the accessibility issues in the Local Transport Plan when consideration was being given to planning applications.

26. DELIVERY PLAN FOR URBAN CONGESTION TARGET AND CONGESTION PERFORMANCE FUND

The Steering Group considered a report which provided members with updated information on DfT requirements for reporting delivery of the mandatory LTP urban congestion target and the announcement of the Congestion Performance Fund.

It was reported that the DfT had announced that it had made available a fund of up to £60 million over 4 years to be allocated to the 10 areas which have congestion targets. The first instalment of £5 million in 2007/8 would be based on the production of a Delivery Plan and subsequent instalments, rising to £20 million in 2010/11, which would be linked to the extent that targets were being significantly exceeded.

The Steering Group noted that the monitoring requirements and performance fund had only recently been announced which was after the main LTP had been submitted. The additional reporting requirements and the need to produce a separate Delivery Plan may have resource implications, but Members accepted the need to develop the Plan and seek to access the new fund.

RESOLVED –

- (a) That members note the information contained in the report and consider the points set out in paragraphs 2.10 and 2.11 of the submitted report.
- (b) That further updates be brought to future meetings of the Steering Group.

27. WEST YORKSHIRE SAFETY CAMERAS

The Steering Group considered a report which provided details of the operation of safety cameras in West Yorkshire. Endorsement was sought for the proposed operational activities and the principle of using driver training as an alternative to fixed penalties and endorsements (under specific circumstances).

It was reported that from April 2007 the operation of safety cameras would be managed locally through the Local Transport Plan. The management structure of the West Yorkshire Casualty Reduction Partnership would need to co-ordinate matters and provide the specialist services necessary to identify

locations, deploy resources and monitor the results of using camera enforcement. The Steering Group requested that a presentation on the process for selection of locations be given at the next meeting of the Steering Group.

Members considered the benefits of driver training and noted that as a general principle, the Partnership would seek to move towards driver training under specific circumstances, as an alternative to fixed penalties and endorsements. This was in accordance with Government guidelines and developing practices elsewhere in the country.

RESOLVED -

- (a) That the operational activities of the West Yorkshire Casualty Reduction Partnership be endorsed.
- (b) That the principle of offering driver training be supported and that a further report be prepared for a future meeting of the Steering Group.
- (c) That a presentation on the process for selection of safety camera sites be provided at the next meeting of the Steering Group.

28. TACKLING CONGESTION: REALLOCATION OF ROAD SPACE

Members were given a presentation on “Tackling Congestion: Reallocation of Road Space”.

It was stressed that the re-allocation of roadspace had been agreed as a key demand management strategy for tackling congestion in the Local Transport Plan. The work that had been undertaken was aimed at ensuring successful and consistent implementation of the strategy across West Yorkshire. Officers had undertaken technical work to demonstrate locations in which various priority measures including bus lanes and High Occupancy Vehicle Lanes could be used to maximise the overall throughput of people and thereby reduce ‘congestion’ overall. It was noted that other factors such as the need to meet specific bus performance targets and the hierarchy of road users (particularly reflecting the needs of pedestrians and cyclists) would also need to be taken into account. Complementary measures should also be considered to maximise the benefit of any investment.

Members welcomed the work that had been undertaken and stressed the need to harmonise the process across West Yorkshire. It was requested that the references to ‘taxis’ in the presentation were amended to read ‘hackney carriages’ and private hire vehicles as appropriate. A further report would be prepared on how the framework would be rolled out.

RESOLVED -

- (a) That officers be thanked for their presentation.

- (b) That the principle of road space as a demand management tool for tackling congestion be noted.
- (c) That a report be prepared for a future meeting of the Steering Group.
- (d) That in all future presentations clarification be made between licensed hackney carriages and licensed private hire vehicles and should refrain from the use of the general term “taxi”.

29. LTP2 PERFORMANCE MANAGEMENT FRAMEWORK

The Steering Group considered a report on the implementation of the Performance Management Framework for LTP2.

Members had previously considered the Performance Management Framework and discussed the four key areas for assessment (delivery against planned expenditure, delivery of planned schemes, progress towards targets and delivery of policy).

It was reported that in terms of incentivising performance, it was likely that funding above the indicative allocation for integrated transport eg. bonus funding, would offer the most scope. However there would be a need to revisit this when the LTP settlement was received. The suggested timetable for review of data and action was noted and the Steering Group would continue to receive regular updates on activities and performance in each of the shared priority areas.

RESOLVED –

- (a) That progress on developing the performance management regime be noted.
- (b) That the principles and timetable of the proposed performance management framework be agreed.