

**AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP
HELD AT WELLINGTON HOUSE, LEEDS
ON MONDAY 19 APRIL 2010**

PRESENT:	Councillor C Greaves (Chair)		
	Councillor A Hawkesworth	-	Bradford MC
	Councillor K Watson	-	Calderdale MC
	Councillor D Dagger	-	Wakefield MDC
	Councillor C Campbell	-	WYITA
	Councillor Y Crewe	-	WYITA
Officers in Attendance:	J Grint	-	Bradford MC
	S Thornton	-	Bradford MC
	N Pickles	-	Calderdale MC
	S Taylor	-	Kirklees MC
	A Hall	-	Leeds CC
	D Hoggarth	-	Metro
	J English	-	Metro
	A Chymera	-	LTP3 Team
	N Holdsworth	-	LTP3 Team
	R Chaplin	-	WYITA

36. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors R Downes (WYITA), R Pearson (WYITA), S Andrew (Leeds) and P McBride (Kirklees).

37. DECLARATIONS OF INTEREST

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

38. MINUTES

RESOLVED - That the minutes of the meeting held on 16 February 2010 be approved.

39. WEST YORKSHIRE STRATEGIC PROGRAMME OF SCHEMES - REVIEW

The Steering Group considered a report on a review of the West Yorkshire Strategic Programme of Schemes (WYSPS).

It was reported that a review of the programme of schemes had been undertaken to identify the reasons for the delays which had previously been reported. The main findings of the review and key issues identified were outlined in the submitted report.

Members were advised that all partners had given assurances that the schemes which had commenced or were programmed to commence during 2010/11 would be delivered subject to appropriate funding being available. However it was reported that there was uncertainty about the Leeds Inner Ring Road scheme which could be affected by the funding shortfall and the expected reductions in LTP3 funding. Concern was also expressed that although good progress was being made with the timetabling issues and feasibility design of the Low Moor Station scheme, there was a risk that Network Rail procedures could delay the start of work on site.

It was noted that the overall progress with schemes was good and it was anticipated that most would be completed within the three year programme. However there was a risk that schemes which were not planned to commence until 2011/2012 could be delayed if LTP funding was reduced and alternative top up funding could not be identified.

RESOLVED – That the report be noted.

40. LTP CONGESTION PERFORMANCE FUND – PEER REVIEW

The Steering Group considered a report on the Peer Review of the LTP Urban Congestion Target Performance Fund Programme and discussed an approach to utilise further Performance Funds.

Members noted the position regarding the current Congestion Performance Fund (CPF) programme for 2009/10 in each district and details of programme allocations and expenditure were outlined in the submitted report.

It was reported that a review had been undertaken in January 2010 which had indicated that a significant number of schemes would not be delivered until 2010/11. However assurances had been given by all partners that spend would be accelerated and the programme delivered. Expenditure was not ring fenced to a particular financial year and could be carried forward into future financial years.

The Department for Transport (DfT) had confirmed that the WYLTP Partnership would receive a 100% allocation of the next tranche of CPF totalling £2,040,536. The conclusions of the Peer Review and priority areas identified for future use of CPF were detailed in the submitted report. It was recommended that a strategic approach was essential to utilise the future funding and the broad delivery areas informed by the Peer Review process were attached at Appendix D. A proposal for the use of the next tranche of CPF was being developed and a progress report would be prepared for the next meeting of the Steering Group. Members agreed the allocation of £300,000 revenue funding from CPF for the West Yorkshire Travel Plan Network in order to secure the proposed work programme. It was noted that the staff involved in travel planning were funded separately through the European Union "Care North" Interreg programme.

RESOLVED -

- (a) That the report be noted.
- (b) That a report be provided to the next meeting of the Steering Group providing details of the programme for utilising the next tranche of Congestion Performance Funds.
- (c) That an allocation of £300,000 (revenue funding) to the West Yorkshire Travel Plan Network be agreed.

41. WYLTP3 PROGRESS REPORT

The Steering Group considered a report on the preparation of WYLTP3 which detailed progress to date and planned activities over the next two months.

Members were advised that the web based consultation on the draft Vision and Outline Strategy for the Local Transport Plan 2011-2026 had been launched and member based sessions would be held for each partner.

The planned key activities for the development of WYLTP3 for the period April to May 2010 were outlined in the submitted report and a list of topics currently identified for the LTP3 research programme was attached at Appendix 3. It was noted that detailed study briefs and cost estimates were being prepared.

It was reported that the House of Commons Environment Audit Committee had published a report on Air Quality which was critical of the priority given nationally to tackling poor air quality and called for more active promotion of changes in travel behaviour to reduce the amount of air pollution caused by transport. Members discussed the effect new developments could have in increasing the pollution on routes which were already heavily congested and it was acknowledged that air quality was one of the challenges to be addressed by LTP3.

RESOLVED -

- (a) That progress on developing WYLTP3 be noted.
- (b) That the forthcoming activities for WYLTP3 preparation be endorsed.

42. ROAD SAFETY GRANT AND SAFER ROADS PARTNERSHIP UPDATE

The Steering Group considered a report which provided an update on progress made by the West Yorkshire Safer Roads Partnership and sought approval for allocation of the Road Safety Grant for 2010/11.

Members noted progress in relation to the development of a Safer Roads Remedial Action Plan and the national Core Cities Safer Roads Steering Group which was currently chaired by a representative from the WYLTP Partnership.

With regard to West Yorkshire road injuries, it was noted that there had been a 10% reduction in killed and seriously injured (KSI) in 2009 compared to 2008. There had been variations in the individual Districts and the 2009 figures with corresponding trends from 2004 were shown in Appendix 1. It was reported that there were concerns regarding the higher number of pedal cycling injuries in the Leeds district and further work would be undertaken to identify the reasons for the increase. However there had been a 23% reduction in killed and seriously injured accidents in the Bradford district where it was considered that a more focused approach to enforcement linked to driver training schemes had had a significant effect.

It was noted that a recent review of 140 safety camera sites in West Yorkshire had identified that there had been a 52% reduction in KSI accidents for fixed camera sites and a 37% reduction for mobile camera sites.

The Steering Group endorsed the allocations of Road Safety Grant for 2010/11 which was set out in Appendix 2. It was proposed that the existing methodology previously agreed be used for the allocation and that approval be sought from the AWYA District Leaders.

RESOLVED -

- (a) That the Safer Roads activities and reductions in road casualties in 2009 be noted.
- (b) That the Road Safety Grant allocation for 2010/11 as set out in Appendix 2 of the submitted report be endorsed and approval be sought from the AWYA District Leaders.
- (c) That subject to approval from AWYA, the Government Office be advised of the Road Safety Grant allocations for 2010/11.

43. URBAN CHALLENGE FUND

The Steering Group considered a report which provided details of the new Urban Challenge Fund proposed by the Department of Transport (DfT).

It was reported that the DfT had announced their intention to create an 'Urban Challenge Fund' (UCF) to replace the Transport Innovation Fund (TIF) and Sustainable Cities Fund. A copy of the DfT's discussion paper was attached at Appendix 1 to the submitted report. It was proposed that a consultation response be prepared and circulated to members for comment. The final response would then be agreed with the Chair of the Steering Group and submitted to the DfT prior to the 4 June 2010 deadline.

RESOLVED -

- (a)** That the report be noted.
- (b)** That a draft response to the DfT discussion paper be circulated to members for comment.
- (c)** That the final response be agreed with the Chair of the Steering Group and submitted to the DfT by 4 June 2010.

44. LOCAL TRANSPORT PLAN (LTP2) CAPITAL PROGRAMME REVIEW

The Steering Group considered a report on the forecast expenditure for the LTP2 period (2006/7 – 2010/11) for the West Yorkshire LTP2 Partnership.

Members noted the report which summarised the proposed 2010/11 expenditure for each of the LTP partners. It also reviewed the overall level of expenditure over the LTP2 period 2006/7 – 2010/11. Details of the Integrated Transport and Maintenance Blocks expenditure were summarised in the submitted report with more detailed information for each partner attached at Appendices 1 – 6.

With regard to the Integrated Transport Block, it was reported that the WYLTP partners would have fully utilised over £177m during LTP2, which represented an additional £27m of expenditure above allocation. Members were aware that expenditure for bus priority would be lower than planned because some schemes had not been progressed due to the frequent changes and withdrawal of bus services in some areas. It was noted that a commitment from operators was essential if schemes were to progress and it was reported that work was ongoing to address the matter. This was also one of the reasons that the Authority was developing plans for Bus Quality Contracts.

It was noted that overall the West Yorkshire Districts were expected to fully utilise their LTP2 Maintenance Block allocation and would deliver over £256m of expenditure which represented an additional £86m above allocation.

RESOLVED - That the Steering Group note the forecast expenditure for the LTP2 period 2006/7 – 2010/11.