

AGENDA ITEM No: 12

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY / DISTRICT COUNCILS

MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP HELD AT WELLINGTON HOUSE ON TUESDAY 3 MARCH 2009

PRESENT: Councillor D Robinson (Chair)

Councillors	R Downes	-	WYITA
	C Greaves	-	WYITA
	A Hawkesworth	-	WYITA
	G Hyde	-	WYITA
	G Phelps	-	WYITA
	R L'Amie	-	Bradford MDC
	A Blackburn	-	Leeds CC

Officers in Attendance:

I Gallacher	-	Bradford MDC
A Hall	-	Leeds CC
J English	-	Metro
S Heckley	-	Metro
S Naylor	-	WYITA

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors T Swift (WYITA), M H Peel (Calderdale MBC) and J Smithson (Kirklees MC).

8. DECLARATIONS OF INTEREST

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

9. MINUTES

RESOLVED - That the minutes of the meeting held on 16 September 2008 be approved.

10. PLANNING UPDATE

The Liaison Group considered a progress report of the Passenger Transport Executive regarding the Community Infrastructure Levy (CIL), Community Infrastructure Fund (CIF), Regional Spatial Strategy (RSS), Local Development Framework (LDF) and developer contributions.

Community Infrastructure Levy (CIL)

Members were advised that no further guidance had been issued by the Department of Communities and Local Government (CLG) regarding the CIL since the last meeting. It had been expected that the draft regulations would be published in Autumn 2008 with CIL coming into force in Spring 2009. However, CLG has now delayed the draft regulations to October 2009.

It was reported that a national survey carried out by planning consultants found that CIL was not widely supported by local planning authorities. The West Yorkshire authorities had identified that in the current economic climate there were concerns that CIL would place further financial burdens on developers and limit the viability of some development sites. It was confirmed that Government guidance was expected later in the year and that a further update would be submitted to the Liaison Group.

Community Infrastructure Fund (CIF)

The Liaison Group was informed that the CIF fund intended to complement mainstream transport funding by linking the provision of funding for transport infrastructure to the delivery of accelerated housing growth. The Leeds City Region had submitted expressions of interest for proposed schemes in Calderdale, Wakefield, Barnsley and Craven as outlined in the report. An announcement from CLG and DfT following assessment of expressions of interest against eligibility criteria was anticipated at the end of March 2009. Those expressions of interest that were deemed eligible would be invited to submit full business cases to the DfT. A further progress report would be submitted to a future meeting of the Liaison Group.

Councillor Hyde and Councillor Robinson requested further details of CIF scheme details and costs to be forwarded to members as a briefing note.

Regional Spatial Strategy Update

Members noted that as part of the review of the Regional Spatial Strategy (RSS), a consultation had been undertaken on a 2009 update for housing growth in the region to explore the scale and locations of growth and infrastructure requirements. It was confirmed that Metro had submitted a consultation response on behalf of the WYLTP Partnership. A copy of the response was outlined in Appendix A to the report. Public transport issues addressed in the consultation response were outlined to members. The Liaison Group noted that the Regional Transport Board would consider independent analysis of all consultation responses on 20 March 2009.

Local Development Framework (LDF) Update

Members were updated of Metro's involvement with the development of Local Development Framework (LDF) documents across the five Districts. Each District had differing programmes for the development of their LDF. A schedule of anticipated LDF consultation over the next 2 months was outlined

to members and attached as Appendix B to the report. It was reported that Metro was co-ordinating input to LDF documents with that of the Highways Agency (HA), which was promoting sustainable transport modes to ease congestion on their network. Metro was also investigating the proactive development of a set of core transport strategies to input to all LDF. A progress report concerning this issue would be submitted to a subsequent meeting of the Liaison Group.

RESOLVED -

- (a) That the report be noted.
- (b) That members be provided with a briefing note outlining scheme details and costs associated with the City Region's Community Infrastructure Fund bids.

11. NEW DEVELOPMENTS AND THE ECONOMY

The Liaison Group considered a report of the Passenger Transport Executive on the implications of the current economic climate for Local Planning Authorities (LPAs) in securing transport funding through Section 106 Agreements.

Members were advised that the West Yorkshire Planning and Transport Officer Group had noted the impact that the economic downturn was having on the viability of some new developments and that LPAs were increasingly mindful that sites may not be brought forward if significant developer contributions were required. Thus, there was concern that the development of Community Infrastructure Levy (CIL) or Supplementary Planning Document (SDP) for transport improvements could add further financial burdens to developers. It was, however, identified as paramount that work on LDF continued to ensure that future development site allocations take into account accessibility and that these sites had excellent public transport accessibility or a requirement for incremental/affordable enhancements to ensure long term sustainability.

In this respect, it was suggested that the Leeds SPD for public transport improvements be used to provide a template for developing a consistent West Yorkshire approach to securing developer contributions in advance of further Government guidance on CIL. The Leeds SPD was explained to members as providing a transparent, consistent framework for planning officers and developers.

Concern was expressed at the flexibility and transferability of the Leeds SPD to other Districts with differing transport issues and requirements. It was agreed at this stage to prepare a short briefing note for members and planning officers with a copy of the Leeds SPD explaining the background, purpose and approach of the Leeds SPD.

RESOLVED -

- (a)** That the report be noted.
- (b)** That members be provided with a briefing note outlining the basis and purpose of the Leeds Supplementary Planning Document.

12. LOCAL TRANSPORT PLAN - CONGESTION UPDATE

The Liaison Group considered a progress report of the Passenger Transport Executive regarding the Congestion Shared Priority contained within the second Local Transport Plan (LTP2), which included bus priority programmes, Congestion Target Delivery Plan (CTDP) progress and the development of the technical leaflet "Impact of Traffic Congestion on Bus Performance".

Bus Priority Measures

Members were informed that the LTP Progress Report process had identified underperformance in respect of delivery of bus priority schemes and in target (M8) relating to bus patronage. It was reported that the Government Office for Yorkshire and the Humber (GOYH) had expressed concern that the region's bus patronage had continued to decline. In response, the LTP Partnership had instigated action to prioritise the implementation of bus priority measures in the remainder of the LTP2 period. Proposals to enhance the capital plan programmes for bus priority measures by each District had been identified and were attached as Appendix 1. These schemes would be implemented, subject to approval, over 2009/10 and 2010/11.

Congestion Target Delivery Plan (CTDP)

Members were informed that the CTDP was a complementary document to LTP2, which set out actions to tackle congestion as part of the DfT Public Services Agreement (PSA). It was reported that as part of the West Yorkshire element of the PSA target the CTDP focused on 13 routes. The performance of the CTDP was monitored with data provided by the DfT. It was confirmed that since initial approval of the CTDP the DfT had changed the supplier of the journey time data, which had caused difficulties over the precise values for the data to be attached to the base, trajectory and target for the person journey time indicator. Members were advised that revised data for 2007/08 recently published by the DfT had confirmed that West Yorkshire had significantly outperformed against the planned trajectory and was on track to meet its congestion target. In recognition of this, the DfT Congestion Performance Fund had awarded £1.2m to the West Yorkshire LTP Partnership and that these funds would be allocated as £0.9m in 2008/09 and £0.3m in 2009/10.

Impact of Traffic Congestion on Bus Performance

The Liaison Group noted that members had previously endorsed a draft technical leaflet dealing with the impact of traffic congestion on bus

performance and what might be done by LTP partners to mitigate these effects. It was reported that the leaflet had now been refined through the West Yorkshire Bus Partnership Group and would be printed at the end of March 2009 and circulated to all West Yorkshire ward members. In response, members commended the leaflet, which they considered to be very proactive in tackling traffic congestion on the bus network.

RESOLVED - That the report be noted.

13. NATIONAL POLICY CONSULTATIONS

The Liaison Group considered a report of the Passenger Transport Executive regarding the Department for Transport consultations on national transport policy, including Delivering a Sustainable Transport System (DaSTS) and Local Transport Plan (LTP) draft guidance.

Delivering a Sustainable Transport System (DaSTS)

Members received a summary of the DfT's recently published consultation on 'Delivering a Sustainable Transport System' and the development of a national policy framework based on a set of 5 transport goals. These goals, identified in more detail in Appendix A to the report, were tackling climate change, supporting economic growth, promotion of equality of opportunity, quality of life improvement and contribution towards safety, security and health. It was reported that the DfT would provide further development and guidance by June 2009 to cities and regions on goals, challenges and priorities. Members noted that the Regional Development Agency would lead the process of developing a programme of regional priorities for funding for 2014/2019, with a less detailed programme for 2019/2024 and the Integrated Transport Authority and City Region Partnership would provide input and support to the process in Yorkshire and the Humber.

The West Yorkshire LTP Partnership had responded to the consultation, which had closed at the end of February 2009. It welcomed the overall strategic approach proposed in DaSTS. The Liaison Group noted the key comments concerning the response, a copy of which was available to members via the Integrated Transport Authority office.

Local Transport Plan Guidance

Members were advised of the DfT's recent publication of draft statutory guidance for local authorities regarding the production of Local Transport Plans (LTP). The key change from previous LTP guidance was that the ITA would be responsible for the production of the LTP and its implementation within Metropolitan areas. The guidance, however, recommended strong co-ordination between ITAs and the Metropolitan District Councils. It was reported that there would be a strong link between the next round of LTPs (LTP3) and the national DaSTS policy framework and that the DfT expected LTP3 to contribute to the five national transport goals as over-arching

priorities. These goals would replace the four LTP2 shared priorities. A significant new requirement for LTP3 was to identify transport's contribution to climate change mitigation.

Members were informed that LTP3 must contain plans for Strategy and for Implementation and that the duration of these plans was for the ITA to decide.

It was reported that LTP3 was required to be produced by April 2011. Even though LTP3 would not formally be assessed by the DfT, the Government Office for Yorkshire and the Humber would meet with the ITA annually to discuss progress. The outcome of these meetings would assist the Audit Commission in preparing their Comprehensive Area Assessment (CAA). Overall, the DfT's approach was welcomed and the West Yorkshire LTP Partnership's consultation response would be submitted by the 9 April 2009 deadline.

RESOLVED - That the report be noted.