

**AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP  
HELD AT WELLINGTON HOUSE, LEEDS  
ON TUESDAY 28 JULY 2009**

**PRESENT:** Councillor C Greaves (Chair)

Councillor A Hawkesworth	-	Bradford MC
Councillor B Collins	-	Calderdale MC
Councillor P McBride	-	Kirklees MC
Councillor S Andrew	-	Leeds CC
Councillor D Dagger	-	Wakefield MDC
Councillor R Downes	-	WYITA
Councillor D Robinson	-	WYITA

<b>Officers in</b>	J Blackburn	-	Bradford MC
<b>Attendance:</b>	S Thornton	-	Bradford MC
	N Pickles	-	Calderdale MC
	S Taylor	-	Kirklees MC
	A Hall	-	Leeds CC
	D Hoggarth	-	Metro
	J English	-	Metro
	A Chymera	-	Metro
	M Auger	-	Metro
	S Naylor	-	WYITA

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors G Phelps and T Swift (WYITA).

**2. DECLARATIONS OF INTEREST**

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

**3. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 27 April 2009 be approved.

**4. LOCAL TRANSPORT PLAN STEERING GROUP - REVISED TERMS OF REFERENCE**

The Steering Group considered a report advising members that the Terms of Reference of the Group had been updated.

Members were advised that the revised Terms of Reference had been agreed at the West Yorkshire Integrated Transport Authority's annual meeting held in June 2009. It was reported that the Terms of Reference had been generally updated and amended to reflect the provisions of the Local Transport Act 2008. References to the Passenger Transport Authority had been changed to the Integrated Transport Authority and that the statutory duty of the Authority to prepare LTP3 was acknowledged. The revised Terms of Reference was attached as Appendix 1.

**RESOLVED** - That the revised Terms of Reference be noted.

## **5. LOCAL TRANSPORT PLAN (LTP) PERFORMANCE MANAGEMENT**

The Steering Group considered a progress report on the implementation of the Bus Priority Programme, the Congestion Performance Fund Programme, the West Yorkshire Strategic Programme of Schemes and the Financial Outturn for 2008/09.

### **Bus Priority Programme 2009/11**

It was reported that overall progress had been maintained by each of the partners, although exceptions had been identified in six schemes in the Bradford, Kirklees, Leeds and Wakefield districts, which were outlined in Appendix 1. It was noted that since January 2009 seven schemes encompassing the Calderdale, Kirklees and Leeds districts had been added to the programme and these were also listed in the report.

Members noted that due to the recent service cuts in Bradford, the Council was seeking commitment from bus operators in terms of maintenance and improvement of bus services in the district in respect of their bus priority programme. In this regard, the Chair and Bradford members updated the Steering Group on the programme and the reasons behind Bradford Council's approach.

### **Congestion Performance Fund Programme 2009/10**

Members were advised that progress on the programme had been steady, although there was uncertainty about the start dates for a number of schemes due to limits on the availability of UTC resources. Although partners were looking to increase UTC staff resources via the West Yorkshire Traffic Light Priority scheme, Wakefield had proposed revisions to its agreed programme to improve overall benefits. Exceptions to the planned progress were set out in Appendix 2.

### **West Yorkshire Strategic Programme of Schemes**

Members were advised that each of the schemes in the programme were progressing and there were no exceptions to report.

## **LTP Financial Outturn 2008/09**

Members were informed that the West Yorkshire LTP Settlement for 2008/09 had made spending available for integrated transport measures and highway maintenance. The planned spend for 2008/09 reflected the spend profile identified in the approved LTP2 with amendments to reflect the significant release of additional funding for transport investment during 2008/09. Actual expenditure was well above the original LTP settlements at £33.8m for integrated transport measures and £54.1m for the maintenance programme.

Assessment had been made against the agreed capital programme, as identified by LTP2 scheme categories. Table 1 of the report compared the planned 2008/09 capital programmes with the actual expenditure incurred and emphasised variance with particular scheme types such as bus priority and local roads.

### **RESOLVED -**

- (a) That the progress and exceptions reported for the Bus Priority Programme, the Congestion Performance Fund Programme and the West Yorkshire Strategic Programme of Schemes be noted.
- (b) That the new schemes added to the Bus Priority Programme be endorsed.
- (c) That the amendments to the Congestion Performance Fund Programme be endorsed and that a further report on the use of unallocated funding for 2009/10 be submitted to a future meeting of the Steering Group.
- (d) That the LTP financial outturn for 2008/09 be noted.

## **6. PRELIMINARY PROJECT PLAN FOR THIRD WEST YORKSHIRE LOCAL TRANSPORT PLAN (LTP3)**

The Steering Group considered a progress report on the establishment of a new West Yorkshire LTP Team and the preparation of a project plan for the development of LTP3.

It was confirmed that since the last meeting a West Yorkshire LTP team had been established to strengthen arrangements for the preparation of the WYLTP3. It was noted that the LTP3 Interim Project Manager had been appointed to project manage and oversee the arrangements. The Steering Group noted that the recruitment process for two remaining posts was ongoing.

Members were advised that a draft LTP3 strategy plan was expected to be published by the end of August 2010, with a statutory requirement that a full LTP3 be implemented by 1 April 2011. The LTP3 guidance provided greater scope/flexibility to match with local strategic aspirations and over the next 3

months the focus would be to develop the West Yorkshire context. In this respect, a further progress report would be presented to the next meeting of the Steering Group.

**RESOLVED -**

- (a) That the progress towards establishing a new West Yorkshire LTP Team be noted.
- (b) That the project plan for the early steps in the development of West Yorkshire LTP3 be agreed.
- (c) That progress regarding the development of the project plan to deliver the next steps in the preparation of West Yorkshire LTP3 be reported to future meetings of the Steering Group.

**7. CITY REGION TRANSPORT STRATEGY AND THE REGION'S DaSTS PRIORITIES**

The Steering Group considered a progress report and presentation regarding the Leeds City Region Transport Strategy and the regional DaSTS work programme priorities.

Members were advised that City Region partners had identified the key city region challenges through the DaSTS process. Emerging spatial priorities had been developed with possible interventions to formulate a Delivery Action Plan. An early draft of the Strategy produced by Arup was available from the WYLTP Partnership and ITA office. City Region partners had provided detailed comments to enable a substantial first draft to be completed by 31 July 2009. In this respect, an extract from the Strategy was attached as Appendix A and a summary of draft interventions was circulated to members at the meeting.

There was general support for the draft strategy although Councillor McBride asked that his concerns about the approach and the draft outcomes be recorded.

It was reported that in order to allow further modifications to be made to the Strategy prior to its launch at the City Region Summit in November 2009, consultations would be undertaken with the Steering Group, District Cabinet Members and the Local Strategic Partnerships during July/August. In this respect, it was confirmed that a draft version of the Strategy was ready for district engagement, with anticipated sign off of the document in September/October in readiness for its launch. A progress report would be submitted to the next meeting of the Steering Group.

With regard to the Yorkshire and Humber DaSTS work undertaken by Steer Davies Gleave on behalf of Yorkshire Forward, key challenges for the region had been identified. In this respect, a study work programme for the Yorkshire and Humber had been submitted to the Department for Transport

(DfT) on 30 June 2009 and a copy was attached as Appendix B. Early indications from the DfT had confirmed that support would be given to both the Leeds City and Sheffield City Region Connectivity Studies and, in this regard, Leeds City Region partners were presently developing a brief for this work with the DfT. Further progress would be reported to future meetings of the Steering Group.

**RESOLVED -**

- (a) That progress in developing the City Region Transport Strategy be noted.
- (b) That the Steering Group provide further input to the ongoing development work.
- (c) That the regional work programme priorities submitted to the Government by Yorkshire Forward be noted.
- (d) That a progress report regarding the City Region Transport Strategy be submitted to the next meeting of the Steering Group.

**8. "A SAFER WAY : DfT CONSULTATION ON MAKING BRITAIN'S ROADS THE SAFEST IN THE WORLD"**

The Steering Group considered a report, which advised members of the West Yorkshire Safer Roads Partnership's response to the Department for Transport (DfT) consultation about proposals to make Britain's roads the safest in the world.

Members were informed of the DfT's consultation document inviting comments on the vision, targets and measures for improving road safety in Great Britain beyond 2010. It was noted that the consultation response deadline was 14 July 2009 and that it invited comments on 20 specific questions, which were listed in Appendix 1. Key challenges for the new strategy were outlined in the report and included significant factors such as reducing the number of road deaths, safety on rural roads, poor road user behaviour and illegal/inappropriate speeding. The strategy proposed four targets set out in the report to be achieved by 2020, with thirteen key performance indicators suggested as the basis for measuring progress towards the targets.

The Steering Group was advised that a consultation response had been prepared by the West Yorkshire Safer Road Partnership and submitted to the DfT before the deadline. A copy of the response was attached as Appendix 2 for members' information.

Members discussed the significance of how uninsured drivers and drivers under the influence of drugs and alcohol contributed to the number of road deaths and accidents across West Yorkshire. Members agreed that further action was required to tackle these issues, which if combated could have a

significant impact on accident figures across the county. It was also highlighted that there was no representation for metropolitan areas on the National Road Safety Delivery Board.

The Steering Group requested that a supplementary response be submitted to the DfT requesting that consideration be given for additional resources for Automatic Number Plate Recognition (ANPR) equipment to tackle uninsured drivers and that penalties be more appropriate to the severity of crime. It was also requested that consideration be given to implementing drug testing and that representation on the National Road Safety Delivery Board be offered to the Metropolitan areas.

**RESOLVED -**

- (a)** That the response to the consultation about “A Safer Way” submitted to the Department for Transport by West Yorkshire Safer Roads Partnership be noted.
- (b)** That a supplementary response be submitted to the Department for Transport requesting that consideration be given for:
  - (i)** Additional resources for Automatic Number Plate Recognition (ANPR) equipment in order to tackle uninsured drivers and that penalties be more appropriate to the severity of crime.
  - (ii)** Implementation of drug driving testing.
  - (iii)** Representation on the National Road Safety Delivery Board be offered to the metropolitan areas.