

**AT A MEETING OF THE LOCAL TRANSPORT PLAN
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS
ON MONDAY 24 OCTOBER 2005**

PRESENT:

Councillor J S King (Chairman)		
Councillor A Hawkesworth	-	Bradford MDC
Councillor P Phillips	-	Calderdale MC
Councillor J Smithson	-	Kirklees MC
Councillor B Anderson	-	Leeds CC
Councillor A Manifold	-	Wakefield MDC
Councillor P McBride	-	WYPTA
Councillor A Wallace	-	WYPTA

Officers in Attendance:

A Mainwaring	-	Bradford MDC
M Hibbins	-	Calderdale MBC
S Clewlow	-	Kirklees MC
D Gilson	-	Leeds CC
A Spittlehouse	-	Wakefield MDC
J Henkel	-	Metro
D Hoggarth	-	Metro
B Whitaker	-	Metro
J Spruce	-	Arups (minute 21 only)
R Chaplin	-	WYPTA

17. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Andrews (Leeds), R Downes (PTA) and G Wainwright (Calderdale).

18. DECLARATIONS OF INTEREST

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

19. MINUTES

Councillor Manifold expressed his concern that there was no mention in the minutes regarding two items he had raised at the previous meeting. The first related to the future work programme and the inclusion of reference to LTP3 schemes. The second referred to local community transport initiatives.

Members were given a verbal update regarding local community transport initiatives. It was reported that Metro was working with District Councils and other partners with a view to commissioning development work as part of the Sub Regional Investment Plan, with a view to drawing down funding from

Yorkshire Forward. This process, which included the work being undertaken by Wakefield MDC, would be reflected in the LTP submitted in March 2006.

Further to minute 14, Transport Innovation Fund, members were advised that Professor David Begg, the former Chair of the Commission for Integrated Transport, had offered to come and speak about road pricing. It was agreed that this would be in the form of a seminar open to a wider audience of members and officers.

RESOLVED - That the minutes of the meeting held on 15 September 2005 be accepted as a true record.

20. LTP2 INTEGRATED TRANSPORT ALLOCATIONS

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the proposed methodology for allocating the West Yorkshire Local Transport Plan integrated transport block allocation amongst the District Councils and Metro during the period of the second LTP (2006/07 to 2010/11). It had already been agreed that the Highways Maintenance block would be allocated in accordance with the current formula, which was used by the DfT in distributing funds between LTP areas.

The report set out the proposal to move to a new formula, based on the national DfT formula, which would be phased in over three years. Under the proposal, Metro would receive a 30% share of the funding which would facilitate the delivery of local and county-wide public transport schemes as well as the replacement of existing assets such as AccessBus vehicles. The District Councils would receive the remaining 70% split on the basis of the new DfT formula.

Whilst members accepted the logic of using the DfT formula, they were concerned that some authorities could end up with less funding in 2006/07 under the new formula than in 2005/06 under the old formula. Members therefore agreed that there should be a cap such that in the situation whereby the overall funding for 2006/07 was at least the same as 2005/06, no authority would be worse off in real terms (ie. including an appropriate adjustment for inflation). It was recognised that this could involve an adjustment being made after the settlement is announced.

It was agreed that the old LTP1 formula would be applied if the overall funding in 2006/07 for West Yorkshire was less than 2005/06 (after adjusting for inflation).

Members were advised that the application of the formula did not provide a mechanism for any adjustments to the figures based on performance and progress within the LTP2 period towards achieving LTP targets. The Steering Group recognised the need to direct resources towards the achievement of LTP targets and to ensure good performance in implementing programmes and achieving expenditure in line with funding. It was therefore agreed that further work be undertaken to develop a performance management

framework that would provide the basis for these objectives to be reflected in a mechanism for allocating funding from 2007/08.

The Steering Group also discussed the issues regarding possible bonus funding. It was agreed that any bonus funding received in the first year of LTP2 would be allocated on the same basis as the base Integrated Transport block allocation. However, any bonus funding received in subsequent years would be directed towards the 'bonus' schemes outlined in the provisional LTP2, depending on their priority and timescale for delivery. Further work would be required to agree a mechanism prior to the confirmation of the District Councils' and Metro's allocations for 2007/08.

RESOLVED:

- (a) That the Association of West Yorkshire Authorities be recommended to endorse the following approach to funding allocations for 2006/07:
- Where the total funding allocated to West Yorkshire is greater than or equal to the funding for 2005/06 the new formula set out in the report will be used but with a cap such that no authority will be worse off (after taking into account inflation) than in 2005/06.
 - Where the total funding allocated to West Yorkshire is less than the 2005/06 allocation (after adjusting for inflation) the LTP1 formula will be used.
- (b) That further work be undertaken to develop a mechanism for the use of any 'bonus' funding from 2007/08 and a Performance Management Framework to bring about the achievement of LTP2 objectives and targets.
- (c) That the Association of West Yorkshire Authorities be recommended to endorse the continued use of the DfT maintenance formula for the split of West Yorkshire LTP maintenance block funding in 2006/07 between the District Councils.

21. FINAL LOCAL TRANSPORT PLAN PROGRESS AND MAJOR SCHEME BIDS

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership which provided an update on progress towards the submission of the final Local Transport Plan.

It was reported that a meeting had been held with the DfT who had provided feedback on the provisional LTP that had been submitted in July 2005. Overall, the DfT felt that the first part of the plan (setting the LTP in the wider context) was the strongest plan. They suggested that further work was required on the linkages between the first section, the strategy and targets.

The strategy areas requiring most attention were those relating to congestion and air quality.

Members were informed that work would be undertaken to address the DfT's comments and other outstanding areas of work, including the refinement of targets, before submission of the final LTP in March 2006. The DfT had indicated in the supplementary guidance that they would assess all improvements made to the final version of the LTP. It was proposed that further consultation on LTP1 would be undertaken during the development of the Transport Vision.

With regard to major schemes, members were advised that the DfT had announced revised timescales for announcements on Major Scheme funding bids. Two bids (the Wakefield Westgate and Kirklees Structure schemes) had been submitted to the DfT in July 2005 and a decision was still awaited on the submission for the A65 Kirkstall Road Quality Bus scheme. It was noted that an announcement was expected in March 2006.

RESOLVED - That the report be noted.

22. WEST YORKSHIRE TRANSPORT VISION

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the development of a long term transport vision for West Yorkshire.

Mr Jonathan Spruce of Arups attended the meeting and gave members a short presentation updating them on progress in developing the Vision. It was noted that members of the Integrated Transport Forum had participated in workshops and discussions had been held with District Council officers where key issues had been identified. A draft report would be prepared which would include the issues raised, an assessment of evidence and data together with a framework for the Vision. This would be used as the basis for the main consultation with stakeholders and workshops would be held during November. It was envisaged that each District Council would organise additional workshops as appropriate with elected members and local groups.

The Steering Group welcomed the work being done and thanked Mr Spruce for his presentation.

RESOLVED -

- (a) That progress on developing the West Yorkshire transport vision be noted.
- (b) That the proposed workshops set out in the report be noted.
- (c) That further progress reports be prepared for future meetings of the Steering Group.