

AGENDA ITEM NO: 13

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

AT A MEETING OF THE DEVELOPMENT AND ENVIRONMENT WORKING GROUP HELD AT WELLINGTON HOUSE ON MONDAY 28 JANUARY 2008

PRESENT: Councillor P McBride (Chair)

Councillors K Hussain, B Jennings, S Khan and S King

7. DECLARATION OF INTERESTS

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

8. MINUTES

Further to minute 6, City Region Transport Vision, it was reported that a delegation from the passenger transport executive group (pteg) was currently visiting the tram-train in Kassel.

RESOLVED – That the minutes of the meeting held on 17 October 2007 be approved.

9. NEW GENERATION TRANSPORT (NGT) IN LEEDS

The Working Group considered a report of the Passenger Transport Executive and received a short presentation which provided an update on progress on various aspects of the New Generation Transport (NGT) project including the emerging work on the strategic fit.

The Working Group was advised that representatives from the DfT and GOYH had visited Leeds and issues had been raised regarding the rationale for certain elements of the proposed NGT network. This appeared to be contrary to the previous advice to work up a high-quality bus-based system as a direct replacement for the cancelled supertram scheme. Coupled with the recent National Audit Office report and the possibility of tram schemes going ahead in other UK cities, it made sense to re-assess the scheme in the context of the wider strategy for transport in the city region.

It was reported that consultants (Arups) had been commissioned to review the data previously collected in order to demonstrate how NGT would fit within a wider transport strategy for the city. The work was aimed at identifying the most appropriate transport interventions on radial routes in Leeds based on traffic flow data and assumptions related to future growth scenarios.

The presentation covered the initial findings of the work which pointed to a strategy including interim bus improvements on some corridors, a phased approach to NGT (with a full assessment of all mode options including the tram) and tram-train on other corridors. Once the work was completed, it was intended to present the findings to the DfT. In the meantime, work to inform the NGT major scheme business case could continue.

The Group endorsed the proposed approach.

RESOLVED - That the report be noted.

10. TRAM-TRAIN UPDATE

The Working Group considered a report of the Passenger Transport Executive which provided an update on progress on the current status of the development of tram-train proposals in the Leeds City Region.

Members were advised that a review had been undertaken by the DfT, Network Rail and Northern Rail to establish location(s) for a trial of tram-train technology and an announcement was expected in the near future. Work was being undertaken by Metro, in partnership with North Yorkshire County Council, City of York Council and Leeds Bradford International Airport, to provide a clearer indication of the feasibility and attractiveness of the identified route options. This would help to inform decisions regarding future activity so the proposals were 'ready to go' at the point at which there was a greater degree of certainty from the DfT on the requirements for developing a business case.

RESOLVED - That the report be noted.

11. CITY REGION TRANSPORT VISION

The Working Group considered a report of the Passenger Transport Executive updating members on the implementation of the City Region Transport Vision.

Members were given an overview on the current position. It was noted that in addition to the NGT and Tram-Train projects, work was being undertaken on the development of proposals for a city region Metrocard and options would be discussed with bus and train operators in the near future.

It was reported that the Regional Transport Board (RTB) was undertaking a review of the Regional Funding Allocation (RFA) for transport schemes and had invited outline business cases for schemes that could utilise the £93m headroom identified in the programme up to 2012/13. Outline business cases would be submitted by 15 February 2008 but it was noted that there would be

a full review of the RFA and an opportunity to submit further schemes in Autumn 2008.

With regard to Network Rail's Strategic Business Plan for 2009-2014, it was noted that a meeting had been held with them to discuss the strategic fit with the city region transport vision. In general, there was good alignment where the plan covered aspects of the vision but there were also areas where the city region would need to engage further and influence the plan. The alignment between vision schemes and the plan were detailed in Appendix A to the submitted report together with suggestions where further engagement was required.

The Working Group noted that an outline engagement strategy had been developed and key outcomes for each area identified. It was acknowledged that it would take several years to achieve all the required outcomes. However there were some activities which had been identified for the short term together with some of the medium term priorities to feed into the wider strategy and these were set out in Appendix B to the submitted report. It was noted that in order to continue to promote and publicise the benefits of rapid transit systems for the City Region 'road shows' would be arranged and a programme of engagement be developed with each of the city region partner authorities. Engagement with stakeholders and the media was also proposed to demonstrate the benefits of best practice in integrated transport elsewhere.

RESOLVED - That the report be noted.