

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

ITA EXECUTIVE BOARD

DATE: 30 APRIL 2010

AGENDA ITEM NO: **5**

SUBJECT: NEW GENERATION TRANSPORT UPDATE

Report of the Passenger Transport Executive

1. **MATTER FOR CONSIDERATION**

- 1.1. To update the ITA Executive Board on progress in developing the New Generation Transport (NGT) scheme.

2. **INFORMATION**

Programme Entry Approval

- 2.1. The NGT scheme was awarded Programme Entry Approval on 22 March 2010, with £235 million being allocated to the scheme. Programme Entry Approval is the first stage in the DfT's approval process and is confirmation that the Department for Transport (DfT) believe that the scheme offers good value for money.
- 2.2. The scope of the NGT network for which Programme Entry Approval has been granted, does however differ from that put forward in the Major Scheme Business Case which was submitted in October 2009. The DfT have only approved those routes which they believe fulfil their strict value for money criteria, namely:
 - The North Route to Bodington Park & Ride;
 - The South Route to Stourton Park & Ride;
 - A link through the city centre (to provide a link between the North and South routes); and
 - The proposed Holt Park extension
- 2.3. The DfT have not approved those sections of the network which they consider do not meet their criteria, namely:
 - The East Route to St James's Hospital; and
 - The Headrow/Eastgate/Markets section of the city centre route to provide a full city centre loop.
- 2.4. In awarding Programme Entry to NGT, the DfT set out a number of conditions to the approval in a formal letter to the scheme Promoters. This letter is attached for information at Appendix 1.

- 2.5. The key condition set by the DfT is to prevent the Promoters from switching any of the £235m funding to those parts of the network which have not been given Programme Entry Approval, even if overall cost savings can be made on the project. This effectively means that alternative funding sources will be required to deliver the both the East Route and the full city centre loop and work is currently underway to consider possible funding options for these sections.
- 2.6. A response is being made to the DfT's Programme Entry letter in order to accept the conditions of the approval on behalf of the NGT Promoters. This letter highlights Metro's disappointment at the decision not to award funding to the East Route and the full city centre loop and indicates a clear intention to find a way of delivering these sections.
- 2.7. Achieving Programme Entry Approval is a significant milestone for the NGT scheme, which does provide an increased level of security going forward. However, there are potential risks to the scheme following any post-election spending review. It is therefore recommended that following the General Election, senior members of the ITA and LCC seek a meeting with the appropriate Department for Transport Minister to seek further assurances about the security of the scheme and to avoid any abortive scheme development costs.

Transport and Works Act Order

- 2.8. Following the receipt of Programme Entry Approval, the emphasis of work has now shifted towards preparation for the submission of a Transport and Works Act Order (TWAO) application. The TWAO will provide the legal powers needed to construct and operate the NGT system. The TWAO application, which is currently anticipated in September 2010, would then be followed by a Public Inquiry into the scheme which is likely to take place in Spring 2011.
- 2.9. In order to proceed with the TWAO application in September 2010, it will be necessary to gain formal approval from the Leeds City Council at their full Council meeting on 14th July 2010. Under the TWAO legislation Leeds, as the Local Authority, are legally required to pass a Resolution of the full Council confirming that they support the application.
- 2.10. As part of the TWAO process Metro and LCC will be required to demonstrate that there is a formalised funding source in place for all parts of the NGT network that are included within the TWAO application. It will therefore be necessary to quickly identify alternative funding sources for the East Route and the full city centre loop. Work to identify such opportunities is currently in progress.

2.11. In preparation for the TWAO application a Land Referencing process is currently in progress. This initially involves the distribution of 'Requests for Information' which are being sent to all landowners who are directly affected by the scheme or who own properties within the within the Limits of Deviation for the scheme. The information provided through this process will be used to inform the Book of Reference to be submitted as part of the TWAO application. The Book of Reference will be used to ensure that all affected parties are kept informed about the TWAO process

Holt Park Consultation

2.12. As highlighted in 2.2, in granting Programme Entry to NGT, the DfT included the proposed extension of the network to Holt Park within their approval. This section of the network is now being developed in more detail.

2.13. In terms of public consultation undertaken to date on the NGT proposals, whilst the aspiration to extend the network to Holt Park has been clearly highlighted, no formal consultation on this specific element of the scheme has taken place. It is therefore intended to hold a public exhibition at the Holt Park District Centre between 20th-22nd May to present the route proposals and gather feedback on these.

2.14. The exhibitions will be advertised through the Local Area Committee, the NGT website, in the local newspaper and through posters distributed in the Holt Park area prior to the event.

3. FINANCIAL AND LEGAL IMPLICATIONS

3.1. None as a result of this report

4. STAFFING IMPLICATIONS

4.1. None as a result of this report

5. EQUAL OPPORTUNITY IMPLICATIONS

5.1. None as a result of this report

6. RECOMMENDATIONS

6.1. That this report be noted.

6.2. That the DfT's Programme Entry funding offer is formally accepted, but that discussions continue with the DfT to identify other funding opportunities for those parts of the network without Programme Entry Approval.

- 6.3. That a meeting is sought with the appropriate DfT Minister, to gain further assurances about the security of NGT funding.
- 6.4. That further work is undertaken on funding options for those sections of the NGT network not granted DfT approval.

Director General
West Yorkshire Passenger Transport Executive