

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE DEVELOPMENT AND ENVIRONMENT WORKING
GROUP HELD AT WELLINGTON HOUSE ON
MONDAY 23 FEBRUARY 2009**

PRESENT: Councillor P Wadsworth (Chair)

Councillors C Greaves, S Khan, and A Pinnock

8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors C Campbell and E Firth.

9. DECLARATION OF INTERESTS

Councillor Greaves declared a personal interest in agenda item 4, Yorkshire and Humber Regional Funding Allocation, as he is a member of the Regional Transport Board.

10. MINUTES

RESOLVED – That the minutes of the meeting held on 13 October 2008 be approved.

11. YORKSHIRE & HUMBER REGIONAL FUNDING ALLOCATION

The Working Group considered a report of the Passenger Transport Executive which provided an update on the full review carried out by the Regional Transport Board (RTB) of the Regional Funding Allocation (RFA).

Members were advised that West Yorkshire and City Region partners had submitted 62 new schemes to the RTB and details were attached at Appendices A and B of the submitted report.

It was reported that the RTB had re-endorsed all the current schemes in the existing RFA1 programme and these were listed in Appendix C. They had also agreed a reserve list of 6 regional schemes to take up any further headroom that may emerge which included Low Moor Rail Station. Members stressed their commitment to the early development of Low Moor Station and also the importance of further schemes being in a state of readiness as funding became available.

The RTB also agreed to prioritise the Leeds New Generation Transport (NGT) Phase 2 scheme (£98.8m) and to transfer £98m from the RFA to uplift the

LTP allocations by 20%. This was approximately £37m for West Yorkshire LTP spread over 3 years. The West Yorkshire Local Transport Plan partnership were considering the principles to be adopted for the allocation of the £37m and a programme would be developed which would seek to achieve an appropriate balance between expenditure on strategic priorities, local needs and the need to ensure expenditure targets were met. Members were advised that discussions were also being held with the Department for Transport (DfT) and Government Office for Yorkshire & Humber (GOYH) regarding the funding of exceptional maintenance schemes such as the essential work necessary on the Leeds Inner Ring Road.

RESOLVED – That the report be noted.

12. NEW GENERATION TRANSPORT

The Working Group considered a report of the Passenger Transport Executive which provided an update on progress made on the development of the New Generation Transport (NGT) proposals.

It was reported that the RTB had recommended that a further £98.8m be allocated to the project which allowed approximately £250m for the scheme in total. This would be supplemented by a necessary 10% local contribution and would allow for the development of a core 3 line network at an overall cost of c.£280m. Work continued on developing a Major Scheme Business Case and it was proposed to submit this to the Department for Transport (DfT) in late Summer 2009. The DfT would then consider whether the scheme would be granted Programme Entry (the initial stage of DfT approval).

Members were advised that the DfT had accepted the findings of the strategic fit technical work and a summary document had been prepared for use in stakeholder discussions in the run-up to the Major Scheme Business Case submission. A document entitled “Investing in Public Transport – A Framework for Leeds” presented the case for NGT in a user-friendly format and copies would be circulated to members.

With regard to the NGT public engagement exercise, it was reported that 1,820 questionnaires had been completed and the responses analysed. Members noted the key findings which were summarised in the submitted report and the results would be published on the NGT website. A programme of more detailed public consultation activities was being developed to take place prior to the submission of the Major Scheme Business Case.

RESOLVED - That the report be noted.

13. TRANSPORT FOR LEEDS

The Working Group considered a report of the Passenger Transport Executive which provided an update on progress made with the Transport for Leeds proposals.

It was noted that several cities including Leeds had been awarded Transport Innovation Fund (TIF) funding to develop a full business case into the causes of and possible solutions for congestion.

Members were advised that the implications of the Manchester TIF referendum had been considered in the development of the package for Leeds and the overall aim was to continue to develop options to tackle the causes of congestion in Leeds.

Members stressed that the project should initially focus on developing a strong evidence base to identify the problems of congestion and they were updated on the main areas of work which included data collecting and modelling and the recent public consultation exercise. It was noted that the results of the consultation would help to inform the development of the Transport for Leeds package.

It was reported that a report would be produced setting out the current base level of transport data in Leeds and a projection to 2016 to demonstrate what the levels of congestion would be. The impact of the current economic climate would also be taken into consideration.

A progress report would be prepared for a future meeting of the Working Group.

RESOLVED - That the report be noted.

14. LOW CARBON DEMONSTRATION PROJECT

The Working Group considered a report of the Passenger Transport Executive on a proposal for a low carbon demonstration project.

It was reported that Metro had sought funding from the Regional Transport Board (RTB) to develop a project which would focus on the provision of a small fleet of hybrid buses and a package of supporting measures to reinforce Metro's aim to promote change in travel behaviour and lock in the benefits of modal shift. However the RTB had not endorsed the project although there are opportunities to progress the scheme in a reduced form via the 20% uplift received the West Yorkshire Local Transport Plan partners or possibly as a component of an EU North Sea Interreg Project.

Members considered that the levels of CO₂ reduction which could be achieved by using low carbon vehicles should be measured against other innovative schemes of a similar cost eg. park and ride, car clubs etc.

A progress report would be prepared for a future meeting of the Working Group.

RESOLVED - That the report be noted.