

**AT A MEETING OF THE LOCAL TRANSPORT PLAN
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS
ON THURSDAY 1 FEBRUARY 2007**

PRESENT: Councillor R Downes (Chair)

Councillor A Hawksworth	-	Bradford MC
Councillor G Wainwright	-	Calderdale MBC
Councillor M Bolt	-	Kirklees MC
Councillor S Andrew	-	Leeds CC
Councillor S King	-	WYPTA
Councillor G Phelps	-	WYPTA

Officers in Attendance:	C Hughes	-	Bradford MDC
	D Holdstock	-	Calderdale MBC
	J English	-	Kirklees MC
	S Clewlow	-	Kirklees MC
	D Gilson	-	Leeds CC
	B Anderson	-	Wakefield MDC
	D Hoggarth	-	Metro
	R Chaplin	-	WYPTA

30. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M Slater (WYPTA), R Taylor (Calderdale) and P Dobson (Wakefield).

31. DECLARATIONS OF INTEREST

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

32. MINUTES

It was noted that Councillor Hawksworth had sent her apologies for the meeting held on 14 December 2006 and the minutes would be amended. Further to minute 27, West Yorkshire Safety Cameras, it was noted that a presentation on the process for selection of locations would be given at the next meeting of the Steering Group. Councillor Wainwright asked that the request made at the meeting to use the correct terminology distinguishing between taxis and private vehicles be formally recorded.

RESOLVED – That, subject to the amendments outlined above, the minutes of the meeting held on 14 December 2006 be accepted as a true record.

33. 2007/08 SETTLEMENT LETTER

The Steering Group considered a report on the annual 'settlement' letter which had been issued by the Department for Transport (DfT) to the West Yorkshire LTP Partnership in December 2006.

Members noted the information regarding the assessment of the second LTP (2006/07 – 2010/11), the progress made in delivering the first LTP (both of which were assessed as 'good') and notice of the Integrated Transport and Maintenance capital allocations for 2007/08 and the Integrated Transport allocations for 2008/09 to 2010/11.

Members expressed their disappointment regarding the way bonus funding had been 'top sliced' resulting in an overall lower level of funding for West Yorkshire than the indicative allocation despite receiving a bonus of 3%. They were also concerned that the DfT had included 25 new Air Quality Management Areas (AQMAs) nationally, but had not provided any additional funding for them. Concern was also expressed that the maintenance allocation for Bradford had been under-estimated due to the use of inaccurate information by the DfT.

With regard to the delivery of LTP1, the Steering Group were disappointed with the comments made by GOYH stating that although progress on increasing rail patronage had been good, the decline in the number of bus users remained a concern. Members believed that some of the decline was attributable to passengers transferring from bus to rail and that the DfT should be reminded of this and be asked to consider public transport patronage figures as a whole for West Yorkshire. It was also pointed out that much housing growth was taking place near rail stations, but the DfT had not included any capacity increase in the Northern franchise. Members requested that a letter be sent to the Department for Transport and Government Office for Yorkshire and the Humber expressing these concerns in the strongest terms. It was requested that the land use planning issues discussed were also taken up with the local authorities and the Regional Assembly.

It was reported that additional letters had been received outlining the Specific Road Safety Grant Determination that had replaced the camera partnership funding and assessment of West Yorkshire performance in delivering LTP1. It was proposed to allocate the RSA funding as set out in Table 6 of the submitted report (in line with the previously reported proportions) and the Association of West Yorkshire Authorities would be recommended to endorse the approach. With regard to Table 5, West Yorkshire Road Safety Allocations, members requested that an explanation be sought on why the allocation was lower in 2009/10 than that for 2008/9 and 2010/11.

RESOLVED –

- (a)** That the contents of the 2007/08 DfT LTP Settlement and Specific Road Safety Grant Determination letters be noted.
- (b)** That the associated funding allocations be noted.

- (c) That the Association of West Yorkshire Authorities be recommended to endorse the approach for the distribution of the Road Safety Allocations as set out in Table 6 of the submitted report.
- (d) That a letter be sent to the Department for Transport and Government Office for Yorkshire and the Humber expressing the Steering Group's concerns and feedback.

34. LTP2 PERFORMANCE MANAGEMENT FRAMEWORK

The Steering Group considered a progress report on the Performance Management Framework for LTP2.

Members were advised that from the information analysed to date, the partnership was on track to meet expenditure targets for 2006/07 and deliver a balanced programme. An assessment had indicated that there were three areas forecast to underspend, although the variation in bus priority schemes was the only serious concern and actions would be required in future years programmes to compensate for it. It was reported that there were some concerns regarding the figures for bus patronage which had shown a reduction despite increases amongst concessionary users. Progress on delivering individual schemes (costing over £200,000) was reported. A summary of the schemes at risk of serious delay would be provided to each authority and future reports to the Steering Group would include more information regarding slippage of schemes and how this was being addressed.

RESOLVED –

- (a) That progress on delivering the second Local Transport Plan be noted.
- (b) That a summary of schemes at risk be provided to each authority.
- (c) That further information regarding slippage of schemes be included in future reports to the Steering Group.

35. STRATEGIC ISSUES UPDATE

The Steering Group considered a progress report covering the City Region Transport Vision (CRTV), proposals for a Transport Innovation Fund (TIF) bid, the Regional Transport Board and the DfT's proposals for reforming bus services in the publication, 'Putting Passengers First'.

With regard to the City Region Transport Vision, it was reported that work was progressing on the proposed delivery programme for the vision and a report would be prepared for a future meeting on the proposed prioritisation of schemes and the funding package required.

It was reported that with regard to submitting a future bid for TIF funding, the DfT had indicated that the key issues for the City Region to focus on were the

development of a clear proposition for demand management measures that addressed specific congestion problems and an appropriate package of investment measures. Comment was made that the areas that had been successful with TIF bids already had rapid transit systems which offered a realistic alternative for car users. It was stressed that 'a carrot and stick' approach was required. It was noted that discussions had been held with Yorkshire Forward who had indicated that they were interested in assisting with the development of a detailed TIF proposal and business cases for schemes within the CRTV.

Members were advised that the Regional Transport Board had agreed a methodology to assess new schemes as they were brought forward and they had recognised that the overall regional funding allocation was not sufficient and the region would lobby for additional resources. It was proposed that the West Yorkshire LTP partners develop a forward programme that matched prioritised schemes against an appropriate share of current and future Regional Funding Allocations (RFAs).

The Steering Group noted the Executive Summary of 'Putting the Passenger First' which was appended to the report. It was reported that the DfT were proposing to develop ideas on governance through discussion with local authorities, PTA/Es and other interested parties and a briefing session had been held on 30 January 2007.

RESOLVED -

- (a) That the report be noted.
- (b) That a forward programme of prioritised LTP and CRTV schemes be developed within the context of an appropriate share of current and future Regional Funding Allocations.

36. URBAN CONGESTION TARGET DELIVERY

The Steering Group considered a progress report on the development of the delivery plan for the West Yorkshire element of the Urban Congestion Target.

Members were given a presentation on the delivery plan and copies were made available at the meeting. It was noted that the plan would be assessed by the DfT to determine the allocations from the Congestion Performance Fund and indications were that it would be capital funding.

The DfT required the draft delivery plan by the end of February 2007 and members were asked to forward their comments regarding the draft plan as soon as possible. A meeting was to be held with the DfT and the GOYH on 8 February 2007 where it was expected that the DfT would make recommendations for improvements to the draft plan. It was proposed that a final version of the plan be brought to the next meeting of the Steering Group for approval.

RESOLVED –

- (a)** That the contents of the draft delivery plan be noted.
- (b)** That a revised delivery plan to include members' comments be submitted to the DfT by the end of February 2007.
- (c)** That the Delivery Plan be brought to the next meeting of the Steering Group for approval.