

**AT A MEETING OF THE LOCAL TRANSPORT PLAN
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS
ON MONDAY 30 JANUARY 2006**

PRESENT:

Councillor J S King (Chairman)		
Councillor A Hawkesworth	-	Bradford MDC
Councillor J Smithson	-	Kirklees MC
Councillor S Andrew	-	Leeds CC
Councillor A Manifold	-	Wakefield MDC
Councillor P McBride	-	WYPTA
Councillor R Downes	-	WYPTA

Officers in Attendance:

C Hughes	-	Bradford MDC
D Holdstock	-	Calderdale MBC
J English	-	Kirklees MC
D Gilson	-	Leeds CC
J Hall	-	Wakefield MDC
D Hoggarth	-	Metro
P Roberts	-	Metro
R Chaplin	-	WYPTA

23. APOLOGIES FOR ABSENCE

No apologies for absence were received.

24. DECLARATIONS OF INTEREST

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

25. MINUTES

RESOLVED - That the minutes of the meeting held on 24 October 2005 be accepted as a true record.

26. LOCAL TRANSPORT PLAN SETTLEMENT 2006/07

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the Department for Transport's (DfT) annual settlement letter received in December 2005.

Members had been provided with a copy of the letter which provided feedback on the Annual Progress Report (APR) for 2004/5, notice of the capital

allocations for 2006/7, details of the indicative planning guidelines for the integrated transport block covering the last four years of the second LTP and an assessment of the provisional LTP, including areas for improvement.

It was reported that the APR for 2004/5 had been rated as 'good' and had resulted in a bonus of 5% (£1.357m) for the 2006/07 Integrated Transport allocation and the maintenance share had increased from £26.467m to £33.310m for 2006/07. The DfT had confirmed major scheme funding for Leeds Inner Ring Road Stage 7 and subsequently for East Leeds Link and MyBus Phase 3. The DfT were expected to make decisions on other outstanding bids by the end of March following advice received from the regions. It was noted that concerns had been expressed about the Regional Funding Allocations process and in particular the lack of headroom for emerging schemes within West Yorkshire.

The bids submitted by West Yorkshire for pump priming funding through the Transport Innovation Fund (TIF) had not been successful and guidance had been received on a further pump priming round due in July and a report would be prepared for a future meeting of the Steering Group.

It was noted that with regard to the assessment of the provisional LTP2, West Yorkshire had been rated as 'promising' and the settlement letter set out a number of areas where substantial improvement was required if the final plan was to achieve a 'good' or 'very good' rating. These areas were being addressed in order to improve the final submission

RESOLVED - That the contents of the 2006/07 Settlement Letter be noted.

27. FINAL LOCAL TRANSPORT PLAN

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on proposed changes to the provisional LTP to reflect the feedback from the Department for Transport and Government Office for Yorkshire and the Humber and to consider the further development of the Accessibility Strategy.

Members had received a copy of the latest working draft of the Plan which had been strengthened to address the issues raised in the settlement letter and consideration was given to the summary of changes attached to the report.

With regard to Congestion and Air Quality, it was reported that the DfT/GOYH were not confident that the strategy and programme set out in the Provisional Plan would fully address the key issues identified and that it was unlikely to deliver minimum standards for some mandatory targets.

In order to strengthen linkages between issues, policy, programme and targets, a detailed analysis of a number of example corridors had been undertaken and a summary of the first, the Huddersfield – Halifax corridor,

was circulated at the meeting. Members were asked to provide any comments on the format or content by 3 February 2006.

The DfT had commented on the weaker approach to demand management and smarter choices and the Steering Group discussed the mandatory congestion targets and considered the measures required to achieve the minimum standard. A strengthened approach to three areas of demand management, car parking, 'other charging mechanisms' and 'reallocation of road space' was agreed.

It was believed that the revised strategy would provide confidence that the partnership was serious about tackling the problem of congestion and further discussions would be held with the DfT on the exact wording of the proposed targets.

Members thanked officers for the work involved in producing the LTP2.

RESOLVED -

- (a) That the changes to the provisional Plan made to address the issues raised by DfT in the settlement letter set out in Appendix A of the report be noted.
- (b) That the amendments proposed in paragraph 2 and Appendices B and C of the report be approved.
- (c) That the further consultation exercises and the feedback set out in Appendix D of the report be noted.
- (d) That, subject to the changes approved at the meeting, the final LTP be recommended for submission to the AWYA Leaders and individual authorities for approval.
- (e) That any significant further changes be reported back to the Steering Group.

28. LTP2 PERFORMANCE MANAGEMENT FRAMEWORK

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the proposed methodology for a performance management framework for the second LTP (2006/07 to 2010/11).

It was proposed that in order to address the issues raised in the assessment, a performance management framework be implemented which would consist of an enhanced performance monitoring framework, dynamic programme management, funding flexibilities and independent advice.

A risk register had also been produced and copies were circulated at the meeting.

RESOLVED -

- (a)** That the principles of the proposed performance management framework be agreed and included in the final LTP to be submitted in March 2006.
- (b)** That more detailed proposals be developed and brought to the next meeting of the Steering Group.