

**AT A MEETING OF THE LOCAL TRANSPORT PLAN  
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS  
ON TUESDAY 17 APRIL 2007**

**PRESENT:** Councillor R Downes (Chair)

Councillor A Hawkesworth	-	Bradford MC
Councillor M Bolt	-	Kirklees MC
Councillor S Andrew	-	Leeds CC
Councillor S King	-	WYPTA
Councillor P McBride	-	WYPTA
Councillor M Slater	-	WYPTA

<b>Officers in Attendance:</b>	C Hughes	-	Bradford MDC
	S Thornton	-	Bradford MDC
	D Holdstock	-	Calderdale MBC
	M Fudge	-	Kirklees MC
	D Gilson	-	Leeds CC
	D Cherry	-	Leeds CC
	D Sherborne	-	Leeds CC
	J Siakev	-	Leeds CC
	A Spittlehouse	-	Wakefield MDC
	D Hoggarth	-	Metro
	S Heckley	-	Metro
	R Chaplin	-	WYPTA
	N Foster	-	Arup (minute 44 only)

**37. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors R Taylor (Calderdale) and P Dobson (Wakefield) and J English, Kirklees MC.

**38. DECLARATIONS OF INTEREST**

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

**39. MINUTES**

**RESOLVED** – That the minutes of the meeting held on 1 February 2007 be accepted as a true record.

**40. URBAN CONGESTION TARGET DELIVERY PLAN**

The Steering Group considered a report on the final Delivery Plan and proposals for spending the allocation for 2007/08 from the Congestion Performance Fund.

It was reported that the Delivery Plan had been submitted to the Department for Transport (DfT) and an assessment had been received from them. A meeting had subsequently been held with Government Office (GOYH) who had suggested that the Plan required a number of changes to provide more clarification in order to access the reward funding. Members were circulated with a schedule of changes and it was noted that the Plan would be resubmitted to the DfT by 20 April 2007 incorporating the changes. Subject to acceptance and approval of the amended Plan, West Yorkshire would receive funding of £510,000 from the Congestion Performance Fund. It was noted that the West Yorkshire District Leaders had delegated approval for expenditure of the performance fund to the LTP Steering Group.

It was noted that in order to access performance funding in future years, it would be necessary to direct the funding towards schemes which were likely to have a substantial impact on progress towards the congestion target. It was proposed that progress against the initial list of schemes be reviewed at future meetings and adjustments to the programme be considered when appropriate.

**RESOLVED –**

- (a) That the West Yorkshire Urban Congestion Target Delivery Plan be approved.
- (b) That the allocation from the Congestion Performance Fund be noted.
- (c) That the proposals for spending the 2007/08 allocation from the Congestion Performance Fund as detailed in Appendix 1 of the submitted report be approved.

**41. LTP2 PERFORMANCE UPDATE**

The Steering Group considered a progress report on performance in delivering the LTP2 programme.

Members were circulated with information regarding the proposed LTP spend for 2007/08. It was noted that delivery of the overall 2006/07 LTP capital programme was anticipated to exceed the original LTP programmes for Integrated Transport and Maintenance (with the balance being funded from non-LTP sources). Members were advised that whilst the overall programme would be exceeded, two main areas of underspend had been identified - Bus Priority and Public Transport Interchanges. Reasons for changes to the Interchange programme were reported and the need to address the bus priority shortfall was discussed. Final finance figures would be available in July 2007 and reported to a future meeting of the Steering Group when actions to address any issues would need to be considered.

**RESOLVED –** That the report be noted.

## **42. SAFER ROADS PARTNERSHIP**

The Steering Group considered a progress report on the operation of the West Yorkshire Safer Roads Partnership. Members noted the main issues including speeding vehicles, young drivers and motorcyclists and that further efforts were being made to address these concerns through speed management and police enforcement initiatives.

Comment was made that motorway incidents could significantly change the figures and targets. It was noted that the Highways Agency were represented on the Road Safety Steering Group and it was suggested that they be invited to a future meeting of the LTP Steering Group.

Members were given a presentation on the criteria used in the deployment of safety cameras in respect of road speeds, road injuries and the lengths of road over which safety cameras were placed. The process was illustrated through an example relating to the A65 corridor.

### **RESOLVED -**

- (a)** That the progress against LTP safety targets in West Yorkshire be noted.
- (b)** That future work programmes seek to further reduce fatal and serious injury, particularly with regard to young drivers and to speeding vehicles.
- (c)** That the presentation covering the criteria for the siting of safety cameras be noted.

## **43. AIR QUALITY PROGRESS UPDATE**

The Steering Group considered a report and were given a presentation on progress against the LTP shared priority of air quality.

Members noted the summary of progress made by each district which was attached to the submitted report. It was reported that additional Air Quality Management Areas (AQMAs) had been declared by Bradford, Calderdale and Wakefield districts. A number of Areas of Concern (AoC) and other sites were under investigation in Calderdale, Kirklees and Leeds although Kirklees was the only district not to have declared an AQMA.

The Steering Group noted that each District would produce their own Air Quality Action Plans and the importance of close partnership working in order to achieve the shared priorities of LTP2 was stressed.

### **RESOLVED –**

- (a)** That the report be noted.
- (b)** That the presentation be noted.

#### **44. CITY REGION TRANSPORT VISION**

The Steering Group considered a progress report covering the City Region Transport Vision and other City Region issues and were given a presentation by Arups, the consultants who had been appointed to develop the implementation plan and prioritised funding packages.

Members were advised of the current work taking place in the development of a detailed implementation plan for the vision and on a City Region appraisal framework. The framework had been based on national and regional frameworks but also reflected specific priorities for the Leeds City Region. The importance of the Steering Group having a clear consensus about the West Yorkshire priorities within the overall implementation plan was emphasised. It was also crucial that the sub-region had worked-up schemes to take advantage of any slippage in the funding programme. The need to access funding sources (such as TIF) in addition to the Regional Funding Allocation was noted.

It was reported that there were a number of schemes within the West Yorkshire LTP that would also need support from Regional Funding Allocations. An initial list of West Yorkshire LTP schemes which would require funding before 2015/16 was presented to the Steering Group and there was discussion on the relative importance of some of the schemes. It was stressed that the main point was that West Yorkshire authorities would need to access appropriate funding. Members noted that demand management measures would be key to accessing more funding.

It was reported that the City Region Leaders' Board had recently held their first meeting and the next meeting of the Regional Transport Board was scheduled for 20 April 2007. The Steering Group were advised that Councillor Hawkesworth was a member of the Regional Transport Board (as West Yorkshire representative) and would be happy to raise any matters on behalf of members at the meeting.

**RESOLVED** - That the report and presentation be noted.