

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 18 November 2005

AGENDA ITEM NO: 17

SUBJECT: REGIONAL ISSUES

Report of the Passenger Transport Executive

1 MATTERS FOR CONSIDERATION

- 1.1 This report provides members with an update on several regional, pan-regional and sub-regional issues including:
- Northern Way
 - City Region
 - Regional Spatial Strategy
 - Regional Transport Board and Regional Funding Allocations

2. INFORMATION

Northern Way

- 2.1 As previously reported, the ODPM's Northern Way growth strategy aims to bridge the £30 billion economic output gap between the north and the rest of the UK. The work is being overseen by a Steering Group chaired by Sir Graham Hall and which also includes the Chair of the Yorkshire and Humber Assembly and Councillor A Carter of Leeds City Council. The three Regional Development Agencies are leading on different aspects of the work (Yorkshire Forward is leading on connectivity).
- 2.2 An action plan has been produced covering the ten investment priorities identified by the Steering group. There are three connectivity priorities:
- Improving surface access to the North's airports, particularly Manchester Airport
 - Improving access to the North's sea ports
 - Creating better integrated transport systems within and between the City regions.
- 2.3 A £100m Growth Fund has been identified to support the priorities. A Northern Way Business Plan has been produced which sets out the priorities for investment. In the case of connectivity there three areas proposed are:

- Early win interventions (up to £10m) including improved rail access to ports and Manchester Airport and improvements to rolling stock in the Northern Rail franchise
 - Developing the evidence base (up to £2m). Research work to demonstrate the economic benefits of specific investments. Areas highlighted include 'bus partnership' frameworks, increased rail capacity through Manchester Airport and a Route Action Plan for the M62 motorway.
 - Establishing a Northern Transport Compact (no cost assumed).
- 2.4 The Northern Transport Compact is intended to provide a pan-northern unified voice on transport priorities in order to make the case for investment required. The Northern Way Steering Group has appointed Professor David Begg (former Commission for Integrated Transport Chairman) as Chair of the compact. David Begg is also a non-executive board member of Transport for London and First Group.
- 2.5 The five PTA/Es in the Northern Way area will have one representative on the Compact between them. Other members include one from each Regional Development Agency, one from each Regional Assembly, one Government Office representative, one representative from each of the five City Regions, one Public Transport User representative and one Business representative. Metro has expressed concern that the Compact will be overly bureaucratic and simply become a 'talking shop'.
- 2.6 The Northern Way Steering Group has appointed consultant MRC McLean Hazel to develop a prioritisation methodology to determine which transport schemes are pan-regional and how they should be prioritised based on the contribution to the overall objectives. Officers from Metro have been involved in technical workshops considering the process and methodology. It will be for the Transport Compact to recommend actual priorities.

City Region

- 2.7 The Northern Way identifies five city regions including one based around West Yorkshire and extending to Barnsley, Selby, Harrogate, Craven and York. Although this region has no official status, a concordat has been agreed between the relevant authorities in order to achieve more joint working on key priorities.
- 2.8 Each City Region has been asked to produce development plans in support of the Northern Way Priorities. Metro has been asked to lead the development of a connectivity plan for the City Region. An outline plan has produced and copies will be available for inspection at the meeting. Priority schemes from the City Regions will be identified and fed into the work that MRC McLean Hazel are undertaking to develop a set of pan-regional priorities.

- 2.9 The Government is keen to pursue the devolution of transport responsibilities and is reported to be considering whether the current structure of local government is best suited to delivering transport policy in the City Regions. David Milliband (the Minister for Communities and Local Government) is leading a review of governance in the city regions.
- 2.10 It is understood that various structures are being considered including directly elected mayors and new organisations with transport and other responsibilities.
- 2.11 It is expected that that Office of the Deputy Prime Minister (ODPM) will publish a White or Green paper on local government early in 2006.

Regional Spatial Strategy and Regional Transport Priorities

- 2.12 The Yorkshire and Humber Regional Assembly is leading the production of the revised Regional Spatial Strategy (RSS) incorporating the Regional Transport Strategy and priorities. Progress on the development of the RSS has been reported to the Authority's Highways and Transport Planning Liaison Group and Metro's inputs have been via the Regional Transport Forum and Regional Planning and Infrastructure Commission of which the Chair and Vice Chair are members respectively. Key issues have included strengthening the approach to integrating land use and transport planning.
- 2.13 The draft RSS will be signed off by the Assembly in the next few weeks and submitted to government in December. There will then follow a period of formal public consultation (expected to extend until March 2006). A public inquiry will follow.
- 2.14 The RSS includes a revised list of transport investment and management priorities for the region. This has been developed by consultants (Arups) employed by the Assembly. The priorities are expressed in terms of outcomes rather than specific schemes and are grouped in three categories (A, B and C) according to the potential impact on regional strategies. Top priority (A) schemes are:
- Increase rail and road capacity and capability to the south Humber ports.
 - Increase rail and road accessibility to Hull and the port of Hull, particularly to and from the west.
 - Improving passenger and freight offer and capacity on strategic national north-south rail links
 - Improving passenger and freight capacity and capability on the Transpennine rail network.
 - Improvements to the management of strategic north-south road links to protect their strategic role.

- Improving capacity and quality of public transport links between the main urban areas in the Leeds city region, in particular to Leeds city centre.
- Improved public transport links between Leeds and Sheffield.
- Improved journey time, capacity and quality between Leeds and Manchester city regions (including Manchester Airport) by all modes.
- Improvements to surface access to Leeds Bradford International Airport.
- Improvements to surface access to Robin Hood Airport Doncaster Sheffield.

Regional Transport Board

- 2.15 As part of the process of devolving decision making, the government has issued indicative funding guidelines for the regions covering transport, housing and economic development activities. The transport funding covers funding available for LTP Major Schemes and strategic highway improvements. It does not currently cover funding for rail services or investment.
- 2.16 Indicative funding allocations have been set out for the next three years together with a longer term planning assumption. The figures for Yorkshire and the Humber are £88m for 2008/09 rising to £101m in 2015/16.
- 2.17 The Government has asked the regions to advise on priorities for expenditure in light of the guidelines, but the Secretary of State for Transport retains the final decision. Initial work indicates that, taking into account existing commitments,
- the allocation for 2006/07 is already over-committed,
 - around 50% is committed in 2007/08
 - very little is already committed for the following years.
- 2.18 Regional Transport Boards are to be established to provide the guidance on priorities. The membership of the Yorkshire and Humber Transport Board is shown in Appendix A. Metro argued strongly that PTA/Es should have a place on the board, but the Assembly has decided not to include PTA/Es on the Board.
- 2.19 The first meeting of the Board was held on 2 November. A further meeting is planned for December to consider priorities.

- 2.20 To assist the board in prioritising the schemes, the Government Office has established a technical Management and Analysis Group (which includes an officer representative from Metro). The Government Office has also commissioned JMP Consultants to develop a prioritisation framework to assess schemes.
- 2.21 Any unapproved LTP Major Schemes will now be considered by the Regional Transport Board (including Wakefield Westgate additional platform capacity, A65 Kirkstall Road Quality Bus Initiative, Bradford Interchange and the Yorkshire Bus Initiative). It has also been suggested that schemes that are provisionally approved, but not yet fully approved (such as Castleford Interchange) would have to be considered by the Regional Transport Board before full approval is given.

Next Steps

- 2.22 There are currently a significant number of regional and pan-regional initiatives underway. There are concerns about the accountability of the groups charged with taking decisions on these issues and the dangers of creating an even more bureaucratic process for considering transport investment proposals. Nevertheless, it is considered important that Metro remains involved with the process and argues for the best possible outcome for West Yorkshire.
- 2.23 Further updates will be brought to future meetings of the Authority.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

- 3.1 There are no financial implications as a result of this report.

4. STAFFING IMPLICATIONS

- 4.1 None.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1 None.

6. RECOMMENDATIONS

- 6.1 That the report be noted.

Director General
West Yorkshire Passenger Transport Executive
DATE: 2 November 2005

**MEMBERSHIP OF THE YORKSHIRE AND THE HUMBER REGIONAL
TRANSPORT BOARD**

Councillor Arthur Barker
Hambleton District Council
Sustainability Commission Chair

Councillor Ken Branson
Leader of Hull City Council
Humber Local Authorities

Councillor Andrew Carter
Leeds City Council
Yorkshire and Humber Assembly

Frank Carter
Managing Director
Yorkshire Traction
Business Sector

Felicity Everiss
Regional Director
Government Office for Yorkshire and The Humber

Councillor Stephen Galloway (Chair)
Leader of City of York Council
Chair of the Regional Planning and Infrastructure Commission

John Hoare
Chair of the Regional Transport Forum

Christopher Longley
Yorkshire & The Humber Regional Forum
Voluntary and Community Sector

Councillor John Smithson
Kirklees Metropolitan Council
West Yorkshire Local Authorities

Councillor John Weighell
North Yorkshire County Council
North Yorkshire Local Authorities

Councillor Jan Wilson
Leader of Sheffield City Council
South Yorkshire Local Authorities