

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 6 FEBRUARY 2009

AGENDA ITEM NO: 15

SUBJECT: STRATEGY UPDATE

Report of the Passenger Transport Executive

1. MATTER FOR CONSIDERATION

1.1. An update on strategic transport issues.

2. INFORMATION

The Local Transport Act 2008

- 2.1 The Authority has previously received reports on the Local Transport Bill which includes reforms in relation to bus services and the provision for transport governance reviews. The Bill has now received Royal Assent and has therefore become an Act.
- 2.2 The provisions of the Act will come into effect through various orders on appointed days. Information to date about the implementation dates is set out below:

9 th February	<p>The six English Passenger Transport Authorities become "Integrated Transport Authorities" (ITAs), with full responsibility for local transport plans.</p> <p>Powers to review and reform transport governance arrangements in ITA areas come into being (but reforms depend on local reviews being completed and secondary legislation being made).</p> <p>New "well-being" powers for ITAs come into force.</p> <p>Amendments to competition law relating to voluntary bus partnership agreements (VPAs).</p> <p>Enhanced powers for traffic commissioners in relation to bus punctuality performance.</p> <p>Extension of maximum length of bus subsidy contracts from 5 to 8 years.</p>
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4 th March	Statutory post of Senior Traffic Commissioner comes into existence.
6 th April	Reforms relating to bus quality partnership schemes. Deregulatory measures to support the community transport sector.

- 2.3 As stated above, the name change to Integrated Transport Authorities will come into effect on 9th February. The immediate implication for the Authority is that it will become the 'West Yorkshire Integrated Transport Authority' (ITA). The implications of the name change alone are relatively minor (e.g. a requirement for new stationery) as the name 'Metro' will continue to be used by both the PTA and PTE for many purposes.
- 2.4 The Act presents substantial opportunities for Metro to better respond to the needs of transport users across the city region. For example, work is in progress to develop proposals that can take advantage of the new powers in relation to Statutory Quality Partnerships or Quality Contracts. Joint work is also being undertaken through pteg (the Passenger Transport Executive Group) and the PTA Special Interest Group to understand how ITAs can best pursue the other opportunities including well-being powers, freight responsibilities and the response to climate change. The latter two are also integral to the current work being undertaken through the Leeds City Region Transport Vision refresh.
- 2.5 Following the City Region Leaders meeting on 1 December 2008, work is also underway on two options for revised governance arrangements. The first workstream reflects the preference of a majority of authorities for a single City Region Integrated Transport Authority and will be seeking to address the barriers that currently exist. The second workstream is developing more detailed proposals for a West Yorkshire ITA coupled with stronger partnership working across the city region.
- 2.6 The work to take advantage of new opportunities will be reported to the appropriate PTA Working Groups. In addition, seminars will be arranged for all members of the Authority to outline the provisions of the Act and the implications and opportunities for the new Integrated Transport Authority.

Local Government Bill

- 2.7 The Local Democracy, Economic Development and Construction Bill has recently been introduced into the House of Lords. The Bill is in eight parts and covers a wide range of topics. Those of particular relevance to the Authority are:
- a duty on the part of local authorities to consult the ITA in preparing the new economic assessment required by clause 63;
 - and the inclusion of ITAs as partners in the new statutory MAAs under clause 119.
- 2.8 There are also provisions relating to the establishment of combined authorities with responsibilities relating to transport. However, it is unclear how these will impact on existing integrated transport areas and clarification is being sought.
- 2.9 The Bill will be monitored during the parliamentary process and further reports will be brought to the Authority once its provisions become clearer.

Regional Funding Allocations

- 2.10 As previously reported, the Regional Transport Board has been undertaking a review of the programme of major transport schemes to 2018/19. The review has considered whether to re-endorse schemes already in the programme, how to increase spend in the early years of the programme (the next three years primarily) and how to allocate the additional £265m available up to 2018/19. The Regional Transport Board has now completed its full review of RFA.
- 2.11 At its meetings on 12 December 2008 and 23 January 2009, the Regional Transport Board agreed the following in respect of West Yorkshire and the wider city region:
- to re-endorse all the current schemes in the existing programme;
 - to prioritise funding for Leeds New Generation Transport (NGT) Phase 2 - £99m;
 - to transfer £98m from the RFA to uplift the Local Transport Plan (LTP) Block Allocations (about £37m for the West Yorkshire LTP Partnership spread over 3 years (2009/10-2011/12));
 - to agree a reserve list of regional schemes to take up any further headroom that may emerge up to 2019. The reserve list is comprised of all Leeds City Region schemes prioritised by city region partners from the 62 new schemes submitted. The reserve schemes (alphabetical order) are:

Scheme	Cost - £m
Access York Phase 2	37.4
Connecting Airedale Stage 3 (Canal Road Regeneration)	34.4
Horsforth Woodside Rail Station	12.9
Kirklees Economic Zone	42.3
Low Moor Rail Station	5.6
North Wakefield Gateway	8.0

- to highlight the particular exceptional case of the Leeds Inner Road to DfT to identify alternative funding sources.

2.12 Metro is working with the West Yorkshire districts to develop a strategy for utilising the additional LTP funding. This will be considered in more detail at the Local Transport Plan Steering Group.

Delivering a Sustainable Transport System (DaSTS)

- 2.13 DaSTS sets out the Department for Transport (DfT)'s investment and policy plans for 2014 to 2019 and beyond. A consultation document was issued by DfT and this will be considered in detail by the Local Transport Plan Steering Group. The consultation closes on 27 February 2009.
- 2.14 In addition to the consultation, the DfT is also asking regions to generate, by June 2009, joint sets of priorities and challenges and a proposed work plan to develop these into detailed propositions. The output of this work will feed into the DfT's own spending priorities and future reviews of the Regional Funding Allocations. Metro will be fully involved with this work and progress will be reported to future meetings of the Authority.

East Coast Main Line Rail Services

- 2.15 Previous reports to the Authority have set out information on the competing proposals to run additional services on the East Coast Main Line. The Office of Rail Regulation (ORR) has now announced its proposed decision.

- 2.16 In addition to confirming paths for some existing services and an additional service between Sunderland and London, the ORR is proposing firm rights for three new daily Grand Northern services each way between Bradford Interchange and London King's Cross. The new services will have a calling pattern of London, Doncaster, Pontefract, Wakefield Kirkgate, Brighouse, Halifax and Bradford Interchange and will run until 2014.
- 2.17 The ORR has also stated they are hopeful ways can be found to step up National Express's services although some further detailed work on this is required. National Express is proposing to run further through services to Harrogate and Bradford.
- 2.18 Metro has welcomed the proposed enhanced services to West Yorkshire and the city region and will be working with both Grand Union and National Express on the detail of the proposals.

3. FINANCIAL AND LEGAL IMPLICATIONS

- 3.1. None 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 is noted.

**Director General
West Yorkshire Passenger Transport Executive**