

AGENDA ITEM No. 13

AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS ON THURSDAY 15 SEPTEMBER 2005

PRESENT:

Councillor J S King (Chairman)	
Councillor A Hawkesworth	- Bradford MDC
Councillor G Wainwright	- Calderdale MC
Councillor S Andrew	- Leeds CC
Councillor A Manifold	- Wakefield MDC
Councillor P McBride	- WYPTA
Councillor R Downes	- WYPTA
Councillor J Lewis	- Observer

Officers in Attendance:

A Mainwaring	- Bradford MDC
D Holdstock	- Calderdale MBC
J English	- Kirklees MC
A Hall	- Leeds CC
N Ford	- Wakefield MDC
J Henkel	- Metro
P Roberts	- Metro
R Chaplin	- WYPTA

9. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor J Smithson, Kirklees.

10. DECLARATIONS OF INTEREST

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

11. MINUTES

RESOLVED - That the minutes of the meeting held on 30 June 2005 be accepted as a true record.

12. REVIEW OF PERFORMANCE IN LTP1

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on performance against LTP1 targets, capital spend and delivery.

It was noted that the July 2005 Annual Progress Report reported that 73% of targets were on track and 100% of the LTP allocation had been achieved.

Members were advised that four targets were not on schedule and a number of other targets were progressing slower than anticipated. The four main areas where achievement of LTP1 targets were most at risk were bus patronage and performance, cycling, traffic growth in some areas and structural maintenance. Members noted where remedial action was being taken or where further action was required to deliver the best possible LTP1 achievement in relation to targets.

The Steering Group were advised that with regard to LTP2, there would be a need to develop a more robust approach to the management of the Plan and members would need to look at areas where spend and outcomes were not being achieved at an early stage.

RESOLVED:

- (a) That progress on LTP1 delivery be noted.
- (b) That the actions taken to improve performance delivery be noted.
- (c) That the further actions required, particularly in relation to bus patronage, performance, traffic growth and delivery of bus priorities be noted.

13. REVISED LTP2 PLANNING GUIDELINES

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on consultation on proposed funding allocations for Local Transport block allocations.

It was reported that the DfT had provided draft planning guidelines for the Integrated Transport block and proposed modifications to the formula used to distribute the maintenance block for consultation. It was noted that comments were required by 12 October 2005 and a response would be prepared for consideration by each Chief Officer and their members prior to submission.

Members noted that the DfT proposed to base the formula to allocate the funding on the shared priorities for transport and to weight the components within the formula using existing spending at national level as a guide.

The Steering Group considered the two options which the DfT had suggested for phasing in the new allocations and it was noted that Option 2 would give the highest funding level for West Yorkshire over the five years of LTP2.

Members also discussed the allocation of LTP funding to the partner authorities. It was noted that the DfT's formula would not provide a mechanism for dealing with schemes where authorities may need to draw on additional funding in a particular year. It would also not address the issue of providing incentives for authorities to deliver more outputs in line with the LTP objectives or to reshape the programme to ensure that the required outcomes were delivered. It was therefore proposed to develop proposals based on the

DfT allocations, but also addressing these issues. A further report would be prepared for the next meeting of the Steering Group.

RESOLVED -

- (a) That a response be made to the DfT consultation accepting the principles of the proposed changes to funding allocations and stating that Option 2 is the preferred way of phasing the proposed changes to the Integrated Transport allocations.
- (b) That alternative options for apportioning the Integrated Transport allocations between West Yorkshire authorities be developed in more detail and a report be prepared for the next meeting of the Steering Group.

14. TRANSPORT INNOVATION FUND BID

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the development of a bid for pump priming funding through the Government's Transport Innovation Fund (TIF).

It was noted that the proposal for a potential TIF bid had been considered at a meeting of the Association of West Yorkshire Authorities (AWYA) Leaders. Concern was expressed by some authorities about developing a bid that could be seen to ultimately lead to the implementation of charging mechanisms. Feedback had been sought from the GOYH and further options were developed and considered at a meeting of AWYA held on 9 September 2005.

The AWYA agreed to submit two bids as a preferred way forward for the TIF pump priming bid. These were the Revised Scheme for West Yorkshire Car Occupancy Management and Management of Parking and Bus Networks which were detailed in options 3 and 4 of the report.

The Steering Group were advised that a formal submission would be made to the DfT by 7 October 2005. There would be liaison with each Chief Officer and lead members prior to submission, which would also be considered by the Leaders.

Members requested a further report on road pricing to a future meeting of the Steering Group.

RESOLVED -

- (a) That the report be noted.
- (b) That a report on road pricing be prepared for the next meeting.

15. WEST YORKSHIRE TRANSPORT VISION

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the development of a long term transport vision for West Yorkshire.

Members were advised that it was proposed to develop a vision in parallel with the development of the Final LTP2 for submission at the end of March 2006, thus providing input to the Government's Comprehensive Spending Review 2007.

It was proposed that the vision would set the interventions and schemes that were required to ensure that West Yorkshire's transport network be 'fit for purpose' in the longer term to support economic growth in the sub-region in a sustainable way that maximised accessibility for all. It was intended that the vision document would be used to lobby Government for additional resources and support the development of the City Region Development Plan and the Northern Way Growth Strategy.

It was reported that consultants, Arups, had been appointed to provide assistance on the vision and had undertaken initial work to define key transport requirements to support future economic growth. A standard format of consultation would be developed to include workshops and a web-based consultation which would be available to the wider public.

RESOLVED -

- (a)** That progress on developing the West Yorkshire transport vision be noted.
- (b)** That the proposed consultation arrangements set out in paragraphs 2.6 and 2.7 of the report be noted.
- (c)** That further progress reports be prepared for future meetings of the Steering Group.

16. FUTURE WORK PROGRAMME

The Steering Group considered a report of the West Yorkshire Local Transport Plan Partnership on the future work programme for the final Local Transport Plan (LTP) and future meetings of the LTP Steering Group.

RESOLVED - That the proposed future work programme and schedule of meetings be agreed.