

## AGENDA ITEM NO: 5

### AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS ON THURSDAY 18 SEPTEMBER 2008

<b>PRESENT:</b>	Councillor R Downes (Chair)		
	Councillor A Hawkesworth	-	Bradford MC (to minute 14)
	Councillor G Wainwright	-	Calderdale MC
	Councillor S Andrew	-	Leeds CC
	Councillor D Dagger	-	Wakefield MDC
	Councillor C Greaves	-	WYPTA
	Councillor G Phelps	-	WYPTA
<b>Officers in Attendance:</b>	J Blackburn	-	Bradford MC
	N Pickles	-	Calderdale MBC
	M Fudge	-	Kirklees MC
	D Gilson	-	Leeds CC
	K Bloomfield	-	Wakefield MDC
	J Spear	-	Atkins Consultants
	A Spittlehouse	-	Atkins Consultants
	D Hoggarth	-	Metro
	J English	-	Metro
	R Chaplin	-	WYPTA

#### 8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor D Hall (Kirklees).

#### 9. DECLARATIONS OF INTEREST

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

#### 10. MINUTES

Further to minute 6, Regional Spatial Strategy – Housing Growth Consultation, it was reported that the Yorkshire & Humber Assembly had received 90 responses to the consultation which were being considered as part of the review to update the RSS in 2009.

**RESOLVED** - That the minutes of the meeting held on 7 July 2008 be approved.

## **11. LTP PROGRESS REPORT 2008**

The Steering Group considered a report which provided an update on the progress of preparing the 2008 LTP2 Progress Report.

It was reported that the Progress Report would not be formally classified or ranked by the Department for Transport (DfT) as in previous years, and no reward funding would be allocated on the basis of the report.

Members noted that guidance had been received and the West Yorkshire LTP partners had held an initial workshop with GOYH and a working draft had been submitted to them at the end of July 2008. GOYH's response had been positive in respect of the approach adopted to date and the emerging content. Individual members of the Steering Group would be briefed by District and Metro officers as work progressed on the draft. The key dates for the process of preparing the report were noted and the final Progress Report would be submitted to Government Office for Yorkshire and Humber (GOYH) by 31 December 2008.

It was noted that the work would contribute to delivering the recommendations set out by the Audit Commission into 'Increasing Bus Usage in West Yorkshire' and a report would be prepared for the next meeting of the Steering Group.

### **RESOLVED –**

- (a)** That the report and process timetable be noted.
- (b)** That comment be provided on the working draft of the Progress Report.

## **12. TRANSPORT VISION REFRESH**

The Steering Group considered a report which provided an update on the refresh of the Leeds City Region Transport Vision (LCRTV).

It was reported that since the launch of the Transport Vision in 2006, a number of policy changes had taken place and it was proposed to refresh the Vision as part of the engagement strategy for transport. The refresh, together with the transport MAA negotiated with Government, would be used as the basis of a new 'city region deal' with central government and would form the basis of a ministerial presentation.

Members noted the main areas to be covered in the refresh which were outlined in the submitted report. It was proposed that both the DfT and GOYH would be involved from an early stage and Arup consultants had been appointed to carry out the refresh on behalf of the city region partners. Further progress reports would be prepared for the Steering Group to provide the opportunity for members to input to the strategy. It was anticipated that

the refresh would be completed by February 2009 and the Vision would be re-launched as part of the City Region engagement strategy for transport.

**RESOLVED -**

- (a) That the report be noted.
- (b) That further progress reports be prepared for the Steering Group.

**13. YORKSHIRE AND HUMBER REGIONAL FUNDING ALLOCATION**

The Steering Group considered a report which provided an update on the full review of the Regional Funding Allocation (RFA).

Members were advised that the Regional Transport Board (RTB) had completed its interim review of the RFA and over £100m of new schemes had been prioritised for the Leeds City Region. Details of the schemes were outlined in paragraph 2.1 of the submitted report. The RTB would consider submissions from scheme promoters before making recommendations to the DfT in February 2009. Metro was co-ordinating the approach for submissions across the Leeds City Region and the draft list had been collated and a matrix prepared to highlight how particular schemes/measures fit with policy and deliver regional outcomes. It was noted that there was a large number of schemes and some duplication on the matrix. It was stressed this was a working document and that Metro would hold further individual discussions with local authority partners and update the list.

**RESOLVED -**

- (a) That the report be noted.
- (b) That further work is undertaken on the submissions matrix presented to the meeting.

**14. TRANSPORT INNOVATION FUND (TIF)**

The Steering Group considered a report which provided information on the Development of a potential Transport Innovation Fund (TIF) bid.

Members noted the background to the Transport Innovation Fund and were advised that within the TIF fund there was specific funding for TIF 'congestion'. This was available to authorities who brought forward innovative packages of measures to tackle the most serious congestion problems. In order to evaluate the potential for a TIF congestion package, substantial funding was needed to develop the transport modelling and business cases required. The DfT had therefore made available 'pump-priming' funding for authorities to undertake the development work.

It was noted that Metro and Leeds City Council had made a joint bid for pump-priming funding to support work on developing a future transport strategy for Leeds, leading to a potential bid in 2010 for full TIF funding. The overall cost of the development work was estimated at £4.6m with 50% government support and the remainder split between Metro, Leeds City Council and Yorkshire Forward. It was stressed that the pump-priming bid only committed the partners to investigate what could form part of a future package to address congestion and any decision on the role of a charging scheme would come out of the research and investigations.

The Steering Group was informed of the proposed objectives for any future package of transport measures and the two year work programme which were outlined in the submitted report. It was noted that the work programme had been designed to carry out the necessary work to allow the submission of a full TIF proposition within two years if the partners decided it was appropriate to submit a bid. The work was being overseen by Metro and Leeds City Council and appropriate governance arrangements had been made including a Project Board and Transport Strategy Group. Comment was made on the potential wider impact than the Leeds urban area and the need to keep the Steering Group informed. Progress reports would be prepared for future meetings of the Steering Group and the City Region Connectivity Partnership.

**RESOLVED -**

- (a) That the report be noted.
- (b) That further update reports be prepared as appropriate.

**15. TRANSPORT GOVERNANCE REVIEW**

The Steering Group considered a report which provided an update on the progress being made in carrying out a detailed review of transport governance across the Leeds City Region.

It was reported that the second round of engagement sessions had been completed and the Stage III Option Assessment Report, which detailed the views and feedback from all partners and stakeholders had been distributed to all partner authorities and stakeholders across the City Region.

An engagement workshop was held with Atkins Consultants and the Steering Group was given a presentation which explained the preferred model/s in detail. It was noted that this was the final engagement round and the final report should be produced by the end of October 2008 and distributed to all partners in November 2008 for comment. It was expected that a preferred governance model/s would be presented to the Association of West Yorkshire Authorities/Leaders Board in November/December 2008.

Members expressed concern regarding the level of consultation at some district councils. They considered that the consultants should seek comments

and views from all district council members as the sample taken did not represent the views of all members.

With regard to the composition of the ITA, members discussed the preferred models and strongly opposed and rejected the option for a 10 member ITA. Members unanimously agreed that there would be a democratic deficit and lack of transport expertise in any structure of less than 22 members. They suggested that the ITA should include a lead member from each local authority who could act as a transport spokesperson on their own district's executive board. It was also stressed that the ITA should be represented on the City Region Transport Panel.

**RESOLVED -**

- (a)** That the views and comments of the Steering Group be noted.
- (b)** That the Steering Group unanimously reject the 10 member ITA proposal in the preferred model because of its democratic deficit. However it was fully supportive of the alternative proposal for 22 ITA members with a small executive cabinet arrangement.
- (c)** That the Steering Group supports the other elements of the preferred model and specifically the additional powers vested in the ITA.