

**AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP
HELD AT WELLINGTON HOUSE, LEEDS
ON MONDAY 9 FEBRUARY 2009**

PRESENT: Councillor R Downes (Chair)

Councillor A Hawkesworth	-	Bradford MC
Councillor S Andrew	-	Leeds CC
Councillor D Dagger	-	Wakefield MDC
Councillor C Greaves	-	WYITA
Councillor G Phelps	-	WYITA
Councillor T Swift	-	WYITA

Officers in Attendance:	J Blackburn	-	Bradford MC
	N Pickles	-	Calderdale MC
	R Hadfield	-	Kirklees MC
	D Gilson	-	Leeds CC
	K Bloomfield	-	Wakefield MDC
	D Hoggarth	-	Metro
	S Heckley	-	Metro
	R Chaplin	-	WYITA

29. COUNCILLOR G WAINWRIGHT

The Chair reported the sad death of Geoffrey Wainwright, a longstanding member of the Passenger Transport Authority and Calderdale Council, and a minute's silence was held in his memory.

30. APOLOGIES

An apology for absence was received from Councillor D Sheard (Kirklees).

31. DECLARATIONS OF INTEREST

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

32. MINUTES

Further to minute 26, LTP Progress Report 2008, a copy of a response was circulated at the meeting from the Clerk to the Justices regarding the penalties imposed on drivers of uninsured vehicles. Members were concerned that a low income should not automatically mean a low fine and suggested that if the

defendant was unable to pay the fines imposed, their vehicle should be seized and crushed. It was agreed that a response to the letter should be made making this suggestion.

RESOLVED - That the minutes of the meeting held on 8 December 2008 be approved.

33. GOVERNMENT OFFICE RESPONSE TO THE LTP PROGRESS REPORT 2008

The Steering Group considered a report on the Government Office response to the Local Transport Plan Progress Report 2008.

It was reported that comments on the Progress Report had been received from Government Office for Yorkshire and Humber (GOYH) and a copy of their letter was attached at Appendix A to the submitted report. It was noted that GOYH had identified 2 mandatory performance indicators as giving cause for concern - bus patronage (Target M2) and total people KSI (Killed or Seriously Injured) (Target M9).

The Steering Group discussed the underperforming mandatory targets and recognised that West Yorkshire was not on track regarding bus patronage. However members commented that it was unrealistic for GOYH to compare bus patronage in West Yorkshire with other areas as several factors needed to be taken into consideration including concessions and fare increases. It was the Steering Group's view that the changes in the economic climate should also be taken into account and it was requested that a letter be sent to GOYH incorporating members' comments.

With regard to Target M9, total people KSI, it was reported that GOYH would seek to persuade those districts without casualty reduction indicators to reconsider their inclusion in any refresh of their LAA should the KSI performance not improve. It was agreed that the Steering Group would request further information from GOYH and ask the districts to provide details regarding their casualty reduction indicators. It was reported that a detailed analysis of fatal and serious road crashes and injuries in each district would be carried out and a further report prepared once all the data was available.

RESOLVED -

- (a)** That the report be noted.
- (b)** That a response be sent to Government Office for Yorkshire & Humber incorporating members' comments regarding the underperforming targets.

34. UPDATE ON CONGESTION TARGET DELIVERY PLAN

The Steering Group considered a report which provided an update on the West Yorkshire Congestion Target Delivery Plan (CTDP), the analysis of data for each of the 13 congestion routes and the development of proposals for the use of the Congestion Performance Fund.

It was reported that the DfT had recently published final performance data for 2007/08 relating to person journey time and this would be used as the basis for assessing performance against the agreed target and determining Congestion Performance Fund payments for the remainder of the LTP2 period.

Members were advised that the West Yorkshire Congestion Target was measured by means of a Person Journey Time (PJT) indicator. Details of the current PJT for each of the 13 congestion routes identified and the overall target using provisional 2007/08 data was shown in Appendix 1 to the submitted report.

Concern was expressed that West Yorkshire had only qualified for 25% of the possible performance funding available for 2006/07 based on the performance data provided by the DfT. It was noted that DfT was about to make a further award of performance funding and West Yorkshire could qualify for additional funding. Currently there was a lack of clarity on how performance funding would be allocated for 2007/08 and it was requested that further clarity be sought from the DfT and that the problems regarding lack of funding in West Yorkshire to tackle congestion problems be highlighted.

With regard to the Congestion Performance Fund, it was reported that proposals were being developed to utilise the £178,500 funding which was available, together with preliminary indications of proposals to take up any additional funding that may become available. Details of how the congestion funds had been allocated in 2007/08 – 2008/09 were attached at Appendix 3 to the submitted report. A further report on the use of the confirmed Congestion Performance Fund would be prepared for the next meeting of the Steering Group.

The Steering Group were advised that a formal update of the West Yorkshire CTDP would be completed by the end of February 2009 and would be published as a web based document. An update on delivery of the CTDP actions plans would be prepared and submitted to GOYH in February 2009 and a progress report prepared for the next meeting of the Steering Group.

RESOLVED -

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

- (b) That a report be prepared for the next meeting of the LTP Steering Group setting out detailed proposals for use of the confirmed Congestion Performance Fund.
- (c) That a progress update on delivery of the Congestion Target Delivery Plan action plans be prepared and submitted to GOYH in February 2009 and be reported to the next meeting of the Steering Group.

35. DEVELOPING LTP2 PLANS FOR 2009/10 – 2010/11 TO ADDRESS UNDERPERFORMING AREAS

The Steering Group considered a report on progress in developing the Local Transport Plan (LTP) Capital Plans for the remainder of LTP2 to target underperforming areas highlighted in the mid-term review of LTP2.

It was noted that at the last meeting the Steering Group agreed to take action to address the two failing targets (bus patronage (M2) and total people killed or seriously injured (M9)) and the partner authorities would develop their capital programmes for the next two years with particular focus on the underperforming areas.

With regard to bus patronage, a proposed programme of bus priorities (incorporating both originally planned and new schemes) had been prepared by each partner. The aim of the programme was to target under performance on bus patronage and under-delivery of bus priorities. The programme was circulated at the meeting and members were given a presentation summarising the information provided by each district. Implementation over the final two years of the plan would be closely monitored by the Steering Group.

A report would be prepared for a future meeting of the Steering Group detailing an overall summary of the LTP capital programmes for the final two years of the LTP2. Regular performance management reports would also be prepared detailing the progress in delivering the LTP programmes.

RESOLVED -

- (a) That the report be noted.
- (b) That the measures proposed to address under-performance against the bus patronage target be noted.

36. YORKSHIRE AND HUMBER REGIONAL FUNDING ALLOCATION

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

Members were advised that at its meetings held in December 2008 and January 2009, the Regional Transport Board (RTB) had re-endorsed all the current schemes in the existing RFA1 programme and these were listed in Appendix C of the submitted report.

The RTB had also agreed to prioritise the Leeds New Generation Transport (NGT) Phase 2 scheme (£99m) and to transfer £98m from the RFA to uplift the LTP allocations by 20%. This was approximately £37m for West Yorkshire LTP spread over 3 years and members discussed the principles to be adopted for its allocation.

A discussion took place around the principles for allocation of the additional resources (which would have to ultimately be approved by the Association of West Yorkshire Authorities). It was recognised that strategic needs would need to be balanced against local needs and the need to ensure expenditure happened quickly. Strategic priorities suggested were:

- the reserve priority list of regional schemes (detailed in paragraph 2.4 of the submitted report)
- Early spend schemes (eg. Traffic Light Priority Scheme and Low Carbon Demonstration Project)
- LTP2 underperforming areas

It was also suggested that using the ITA as a central 'banker' for the funding would allow maximum flexibility and therefore best overall use of the resources.

The Steering Group welcomed the RTB decisions but stressed the need for the City Region to continue lobbying for more resources both at the regional and national levels. It was considered that the fund should be used in delivering strategic benefits for West Yorkshire but members also supported the use of the fund for exceptional maintenance work and wanted to see a balance with local needs. Leeds City Council suggested their preference was that the first payments should be made to individual authorities.

After discussion, it was agreed that officers would work up an appropriate schedule that sought to achieve an appropriate balance between the views of the partners whilst still delivering strategic objectives.

RESOLVED –

- (a)** That the report be noted.
- (b)** That a further report be prepared for the next meeting of the Steering Group.

**37. DELIVERING A SUSTAINABLE TRANSPORT SYSTEM (DASTS)
CONSULTATION FOR PLANNING FOR 2014 AND BEYOND**

The Steering Group considered a report and response to the Department for Transport (DfT) consultation on 'Delivering a Sustainable Transport System' (DaSTS).

It was reported that the DfT had published 'Delivering a Sustainable Transport System' (DaSTS) and a summary note was attached at Appendix A to the submitted report. It was noted that DaSTS had five main goals and the biggest challenge would be tackling climate change and economic growth. The DfT would require all transport interventions to have a good fit against the five goals and these would replace the Shared Priorities of LTP2 for the Local Transport Plan 3. The DfT was to provide additional guidance to cities and regions and priorities for a programme of work would then be submitted to the DfT by June 2009.

The DfT had issued a consultation document and a formal set of consultation questions and members considered a draft response to be sent from the LTP Partnership which was attached at Appendix B. It was noted that the closing date for responses was 27 February 2009.

RESOLVED -

- (a) Members noted the implications of the DaSTS approach.
- (b) That members consider the draft consultation response and, subject to discussion at the meeting and further modifications by officers, agree for it to be issued to the DfT before the deadline of 27 February 2009.

38. CONSULTATION ON LOCAL TRANSPORT PLAN DRAFT GUIDANCE

The Steering Group considered a report informing members of recent draft guidance for the preparation of Local Transport Plans produced for consultation by the Department for Transport (DfT).

Members considered an outline of the proposed approach produced by the DfT for the development of LTP3. It was noted that the Integrated Transport Authority (ITA) would be responsible for the production of the LTP3 which was required to be adopted by April 2011. It was proposed that authorities would be accountable to their communities, rather than the DfT, for the quality of the transport strategies and for ensuring effective delivery. There would be a link between the LTP3 and the national policy framework and it would also be required to be consistent with Sustainable Community Strategies and Local Area Agreements. The LTP would not be formally assessed by the DfT and there would be no mandatory targets, performance related funding or requirement to submit monitoring reports separate from the LAA.

A consultation response to the draft guidance would be prepared and circulated to members for comment prior to its submission to the DfT by 9 April 2009.

RESOLVED -

- (a)** That the report be noted.
- (b)** That, subject to comments made at the Steering Group, a consultation response be prepared, circulated to members for comment and then submitted to the DfT by the 9 April 2009 deadline.

**39. REGIONAL SPATIAL STRATEGY UPDATE 2009
– CONSULTATION QUESTIONS**

Members were circulated with a copy of the LTP Partnership's response to the Regional Spatial Strategy (RSS) consultation document which had been previously discussed at the meeting held on 8 December 2009. The response had been submitted to the Yorkshire and Humber Assembly at the end of January 2009.

RESOLVED - That the LTP Partnership's response be noted.