

## AGENDA ITEM No: 14(a)

### AT A MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS ON WEDNESDAY 19 MARCH 2008

**PRESENT:** Councillor J S King (Chair)

Councillor A Hawkesworth	-	Bradford MC
Councillor K Watson	-	Calderdale MC
Councillor P McBride	-	WYPTA
Councillor K Rhodes	-	WYPTA
Councillor M Slater	-	WYPTA

<b>Officers in Attendance:</b>	F Limb	-	Bradford MC
	J Blackburn	-	Bradford MC
	D Holdstock	-	Calderdale MBC
	S Taylor	-	Kirklees MC
	D Gilson	-	Leeds CC
	B Anderson	-	Wakefield MDC
	D Hoggarth	-	Metro
	J English	-	Metro
	R Chaplin	-	WYPTA

#### 35. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Andrew (Leeds), R Downes (PTA), D Hall (Kirklees) and G Wainwright (Calderdale).

#### 36. DECLARATIONS OF INTEREST

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

#### 37. MINUTES

Further to minute 33, Safer Roads Partnership, it was reported that a letter had been sent on behalf of the Steering Group to the Chief Constable of West Yorkshire regarding the issue of uninsured drivers. A positive response had been received advising that there had been over 11,000 vehicles seized in 2007 and the campaign would continue.

**RESOLVED** - That the minutes of the meeting held on 23 January 2008 be approved.

### **38. UPDATE ON CONGESTION TARGET DELIVERY PLAN**

The Steering Group considered a report which provided an update on the West Yorkshire Congestion Target Delivery Plan in line with revised Department for Transport (DfT) requirements.

It was reported that the Congestion Target Delivery Plan (CTDP) had not been revised because the required traffic data had not been supplied by the DfT. However it was expected that this would be available by the end of March 2008 and once it had been analysed the CTDP would be updated and submitted to the DfT. The CTDP would be regularly reviewed and revised to reflect changes and the ongoing work to deliver against the target.

With regard to the Congestion Target Routes, Members were advised that surveys undertaken in Autumn 2007 had indicated that demand was in line with the trajectory published in the Delivery Plan and a summary of progress on each route was attached at Appendix A to the submitted report.

It was noted that West Yorkshire received £510,000 Congestion Fund for 2007/08 of which £88,000 was unallocated but could be carried forward to 2008/09. Details of the expenditure programme for 2007/08 were attached at Appendix B to the submitted report.

**RESOLVED** – That the report be noted.

### **39. LTP2 SHARED PRIORITY FOR AIR QUALITY**

The Steering Group considered a report which provided an update on progress on the LTP shared priority of air quality across West Yorkshire.

It was noted that the Leeds NO<sub>2</sub> levels had changed very little and the target was not on track to reduce by 10%. Bradford, Calderdale and Wakefield needed to set their NO<sub>2</sub> targets following the declaration of their Air Quality Management Areas (AQMA) and Kirklees were expected to declare an AQMA in Spring 2008.

Members noted the summary of progress by each District with regard to the Air Quality Review and Assessment Process which was attached at Appendix 1 to the submitted report. It was noted that both Leeds and Wakefield were developing updated Air Quality Action Plans (AQAP) and Bradford and Calderdale were developing their first. It was noted that all LTP2 schemes should help contribute towards general air quality improvements across West Yorkshire and, where necessary, LTP2 schemes should target air quality improvements towards AQMAs. The importance of considering the implications for green house gas (GHG) emissions was stressed when Districts developed their AQAPs.

The Steering Group noted the general transport themes which were being implemented within LTP2 to help reduce vehicle emissions and improve local

air quality. They discussed the measures being taken to alleviate the problem of emissions from queuing traffic in city/town centres, on motorways and at motorway junctions and it was suggested that the Highways Agency be invited to attend a future meeting of the Steering Group. It was recognised by the City Region Leaders and the districts that further transport interventions were required to help reduce vehicle emissions and achieve air quality targets.

**RESOLVED** – That the report be noted.

#### **40. LTP2 ACCESSIBILITY TARGET AND INDICATORS**

The Steering Group considered a report on progress in refining the LTP2 accessibility target and recommendations for further work towards identification of supplementary LTP access to health indicators.

Members were advised that the target for 89.5% of households without access to a car being within 30 minutes of a hospital by public transport by 2011 was not on track. This was due mainly to bus service running times being lengthened to reflect the impacts of traffic congestion and also service changes in certain areas.

The Steering Group had previously agreed that access to hospitals should remain a priority and that the existing 'hospital' target be maintained. However they had requested that work be undertaken to identify a clear definition of 'hospital' and also complementary indicators for access to health facilities. Members noted that a case study, with input from Bradford and Airedale Primary Care Trust, had been carried out and the highlights of the study were outlined in the submitted report. It was noted that some initial accessibility mapping for access to GPs in the Bradford district had been carried out which had shown that access was currently very good for a variety of groups. However Members commented that the results would not be mirrored in other districts such as Calderdale, where some hospital services had been transferred to Huddersfield and journey times had been significantly increased. They also stressed the importance of accessibility and environmental consequences being taken into consideration when planning new health facilities and that this should be taken into account when developing the Multi Area Agreements.

It was noted that initial discussions had been held with the Government Office for Yorkshire and the Humber (GOYH). They had indicated a willingness to work with the LTP partnership to investigate the adoption of supplementary accessibility targets/indicators and this would be pursued through the LTP Progress Report process over the next six months.

**RESOLVED** -

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

- (b) That further work to refine the definition of a 'hospital' and to identify appropriate supplementary indicator(s) for access to health services at a district level be undertaken within the context of the 2008 LTP Progress Report.
- (c) That a further report be presented to a future meeting of the Steering Group.

#### **41. DEVELOPMENT OF A MULTI AREA AGREEMENT**

The Steering Group considered a report on the development of the transport component of a Multi Area Agreement (MAA) for Transport and Skills in the Leeds City Region (LCR).

It was noted that the MAA was crucial to the achievement of the 25 year vision and LTP partners were providing input into the development work and were negotiating their Local Area Agreements (LAAs) with GOYH. Members considered the summary of the emerging MAA transport theme which was detailed in the submitted report and were advised that further discussions would take place with GOYH, Department for Communities and Local Government (DCLG) and the Department for Transport (DfT). Detailed discussions would also be held with key partners such as Highways Agency, Network Rail and Yorkshire Forward.

It was proposed to present a draft MAA submission to the Leeds City Region (LCR) Leaders Board in April 2008. Further discussions would then be held with GOYH, DCLG and the DfT with a final submission to the LCR Leaders Board in June 2008 prior to being submitted to Government Ministers.

#### **RESOLVED -**

- (a) That the progress in developing a MAA for transport across the Leeds City Region be noted.
- (b) That Members help shape the emerging MAA proposition and the general direction of travel.
- (c) That regular progress reports continue to be presented to the Steering Group, the Transport Panel and Connectivity Partnership.

#### **42. YORKSHIRE AND HUMBER REGIONAL FUNDING ALLOCATION**

The Steering Group considered a report which provided an update on the major scheme funding proposals submitted to the Regional Transport Board (RTB) to utilise the unallocated 'headroom' within the Regional Funding Allocation (RFA).

It was reported that the Regional Transport Board had received an initial list of 24 schemes with a total cost of more than £340m. Members considered the list of 16 schemes submitted by the Leeds City Region which were attached at Appendix A to the submitted report. It was reported that Outline Business Cases had been submitted to the Yorkshire and Humber Assembly and had been assessed by their consultants in terms of value for money, deliverability and policy fit. Details of the outcome of the assessments, which were allocated into 5 different bands, were circulated at the meeting. It was noted that 3 of the City Region schemes, Yorcard, Leeds Station Southern Access and East Leeds Parkway had been placed in Band 1 (the highest priority) by the Assembly's consultants. Concern was expressed that several schemes, which the Leeds City Region had considered as a high priority, had been put in the lowest banding. These included the Rail Growth Package, Connecting Airedale and Regional Real Time Information and Members welcomed the fact that the initial assessment would be challenged as it was considered crucial for some schemes to be given higher priority.

The RTB would formally consider the schemes at its meeting on 4 April 2008.

**RESOLVED** - That the report and the list of City Region schemes submitted to the Regional Transport Board be noted.

#### **43. TRANSPORT GOVERNANCE REVIEW**

The Steering Group considered a report on the progress being made in carrying out a detailed review of transport governance across the Leeds City Region (LCR) and participated in a Governance Workshop with Atkins consultants.

It was noted that Atkins had finalised the Stage 1 Scoping Report and this had been distributed to all partner authorities across the City Region. Stage II of the review to identify the issues and options with partners and stakeholders had commenced. Sessions had been held with individual partners and stakeholders and a report on Stage II would be presented to partners at the end of April 2008.

It was expected that preferred governance model(s) would be developed by July/August 2008 and a progress report would be prepared for the next meeting of the Steering Group.

The LTP Steering Group Governance Workshop with Atkins was held at the close of the meeting.

**RESOLVED** -

- (a) That the progress being made in carrying out a detailed review of transport governance across the City Region be noted.
- (b) That Members participate in the Governance Workshop with Atkins.