

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

DATE: 21 APRIL 2006

AGENDA ITEM NO: **15.**

SUBJECT: REGIONAL ISSUES

Report of the Passenger Transport Executive

1 MATTERS FOR CONSIDERATION

- 1.1 This report provides members with an update on several regional, pan-regional and sub-regional issues including:
- Northern Way
 - City Region
 - Regional Spatial Strategy
 - Regional Transport Board
 - Yorkshire and the Humber Assembly Review of Governance

2. INFORMATION

Northern Way

- 2.1 The ODPM's Northern Way growth strategy aims to bridge the £30 billion economic output gap between the north and the rest of the UK. The three Regional Development Agencies are leading on different aspects of the work (Yorkshire Forward is leading on connectivity).
- 2.2 The Northern Way Transport Compact (chaired by David Begg) met in February. Members of the Compact include Cllr Mark Dowd (representing the PTA Special Interest Group) and Kieran Preston (representing pteg). The Compact stressed the need to provide a strong evidence base that transport schemes deliver against the key objective of increasing productivity in the North. The next meeting of the Compact is scheduled for May/June.
- 2.3 Consultants MRC McLean Hazel, working for Northern Way, have undertaken an initial prioritisation of schemes put forward by the City Regions in terms of their likely contribution to Northern Way objectives. This work has proposed the following schemes as the highest priority:
- East Coast Main Line enhancements;
 - M62 Liverpool to Hull;
 - High Speed Rail Link to London;
 - 3rd Platform at Manchester Airport

- M6 (Birmingham to Manchester)
 - Manchester Rail Hub.
- 2.4 The prioritisation has not been fully endorsed by all partners. In particular, the methodology does not currently reflect the significant productivity benefits that could be delivered by a number of more local schemes. Further work is being undertaken by Northern Way's consultants.

City Region

- 2.5 The Northern Way identifies five city regions including one based around West Yorkshire and extending to Barnsley, Selby, Harrogate, Craven and York. Each City Region has been asked to produce development plans in support of the Northern Way Priorities.
- 2.6 Metro is leading the work on a connectivity plan for the City Region as well as a long term vision for transport in the City Region. The work undertaken to date on a long term vision for transport in West Yorkshire (submitted alongside the second West Yorkshire Local Transport Plan) is now being formally extended to cover the whole City Region. A transport workshop for City Region Leaders on 26 April is being led by Metro.
- 2.7 The final vision for transport in the City Region will be used to inform the City Region Development Plan which will be finalised by September 2006 and used to inform the government's Comprehensive Spending Review 2007.
- 2.8 David Milliband (the Minister for Communities and Local Government) is leading a review of governance in the City Regions. A government White or Green Paper is expected later in the year.

Regional Spatial Strategy

- 2.9 The Yorkshire and Humber Regional Assembly is leading the production of the revised Regional Spatial Strategy (RSS) incorporating the Regional Transport Strategy and priorities. Progress on the development of the RSS has been reported to the Authority's Highways and Transport Planning Liaison Group and Metro's inputs have been via the Regional Transport Forum and Regional Planning and Infrastructure Commission of which the Chair and Vice Chair are members.
- 2.10 Through these inputs, Metro has helped shape the draft RSS which in general represents a step forward in terms of the policies relating to public transport. There are areas where the document could be further strengthened and these were set out in Metro's response to the formal public consultation (which closed on 13 April 2006). A summary of the response is set out in Appendix A. The full draft Plan is available at www.yhassembly.gov.uk. An Examination in Public is scheduled to take place in September 2006.

Regional Transport Board

- 2.11 As previously reported to the Authority, the government established Regional Transport Boards to provide advice on priorities for Regional Funding Allocations up until the year 2016. The transport funding covers funding available for LTP Major Schemes and strategic highway improvements. It does not currently cover funding for rail services or investment.
- 2.12 Despite concerns raised by the Authority, PTAs were not directly represented on the Board which provided advice to government at the end of January.
- 2.13 Priorities put forward by the Board are shown in Appendix B. A 'headroom' of £153m was allocated for 'emerging' future schemes which are also listed in Appendix B.
- 2.14 Metro has consistently stressed that the process needs to be iterative in order to properly reflect progress made on new schemes (included those listed in the second Local Transport Plan and schemes brought forward to replace Leeds Supertram). A further report will be brought to the Authority once Ministers have responded to the regional advice.

Yorkshire and the Humber Assembly Review of Governance

- 2.15 The Yorkshire and Humber Assembly (at its meeting on 24 January) has agreed the principles of a series of changes to its governance arrangements: moving away from the current structure based around advisory 'Commissions' to a series of functional, decision-making Boards.
- 2.16 An overview of the proposed structure is set out in Appendix C. This includes a new Transport Board. The proposed remit and membership of the Transport Board is also set out in Appendix C. The Authority would have a representative on the Transport Board (but not the Planning Board). It also proposed to have a Regional Transport Forum and Regional Planning Forum with a much wider membership, but no formal decision making powers.
- 2.17 The Assembly is consulting on the proposals until Friday 28 April 2006. It is proposed to submit a Metro response including the following points:
- welcoming the fact that PTA/Es will be represented on the proposed Transport Board;
 - suggesting there should be scope for a PTA/PTE representative to be present at Planning Board meetings where there are relevant items under discussion;
 - seeking clarity on the need for representatives on the boards from sub-regions and city regions;

- seeking clarity on the proposed role and workload associated with the advisory forums which could duplicate the work of the boards.

2.18 An update will be provided to Members at a future meeting of the Authority.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

3.1 There are no financial implications 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 be noted.

6.2 That the issues set out in paragraph 2.17 are used as a basis for a Metro response the Yorkshire and Humber Assembly consultation on their review of governance.

Director General
West Yorkshire Passenger Transport Executive
DATE: 11 April 2006

SUMMARY OF METRO'S RESPONSE TO THE RSS CONSULTATION

Overview

- Metro has been fully engaged with the development of RSS and has been satisfied with the good level of consultation and co-operation. Furthermore Metro has had good opportunity to influence the development of RSS;
- The development of RSS has been generally positive and recognises the role of transport in ensuring long term sustainability and how this can be delivered through planning decisions;
- Metro is pleased that some of the principles suggested have been recognised in the RSS document: in particular the concept of development along transport corridors, development of transport networks and the need for investment in and promotion of in public transport.

Issues

- A concern that this RSS could lead to an increase in car journey lengths
 - The RSS should therefore include specific requirements for cluster specialist areas, based on a level of access to the rail network, through physical proximity or via high frequency bus services between those sites and the nearest rail station. Furthermore these sites need enhanced travel planning and incentives to manage car use (particularly for commuting) and other initiatives to ensure there is no conflict with other policies.
- The need to introduce positive steps to increase the use of public transport as a means of access to/from new development.
 - There is a need to establish the principle of assembling 'pools' of money from developers which can be used more effectively to provide basic, or enhanced, levels of transport infrastructure and services. For example, where housing developments take place on an infill basis, there will be a collective impact which should not be overlooked. RSS should be much stronger on the concept of establishing pools of money to be used to promote adequate levels of sustainable transport options.

Detailed Points

| Area of document | Issue | Consultation response |
|------------------|---|---|
| Introduction | Aspiration to reduce the number and length of journeys by car | Consistency is required with Policy T1, which relates to reducing the need for travel, not specifically road travel. |
| Policy T1 | Reducing the need for travel | The aspiration to reduce travel could be in conflict with a need to encourage economic growth. An increasing specialisation of key locations, and spreading the benefits of economic growth across the City Region may require more and longer distance travel. RSS should be clearer how these future demands can be catered for by public transport, particularly rail. The policies in RSS should be strengthened to ensure rail and bus can accommodate a transfer from car, including longer distance travel. |
| Policy T2 | Location of urban centre parking | The relocation of parking at the edges of urban centres, rather than in the heart of them, would lead to a reduced traffic and environmental impact. The RTS should include as an aspiration a move towards decanting urban centre parking to the edge of urban centres. This would reduce the impact of traffic congestion in urban centres on bus services and deliver an advantage of public transport providing penetration to the very centre of urban areas. |
| Policy T3 | <p>Main public transport corridors (B)</p> <p>Strategic Public Transport Themes (B)</p> <p>Major Public Transport hubs (16.17)</p> <p>Developing and funding accessibility improvements</p> | <p>The growth in the 5 Towns Area should be highlighted by including a reference in the map in Figure 16.2.</p> <p>Real Time (based on the WY and SY scheme) and Yorcard should be specifically mentioned to add weight to their potential influence and importance.</p> <p>It would be helpful to include a named list of these hubs. With regard to West Yorkshire the Interchange Strategy defines a hierarchy of interchange locations from which category A and B could be applied as a list of major hubs. (That list can be provided to the Panel if required via Paul Roberts on 0113 251 7255).</p> <p>The promotion of public transport networks should be emphasised in relation to securing pump priming revenue funding. Primarily this would be through S106 contributions.</p> |

| Area of document | Issue | Consultation response |
|-------------------------|--|---|
| Policy T6 | Funding airport access improvements | While it is recognised that airports have an important role to play in economic growth in the region, and that access improvements can be integrated with wider access improvements, there will still be a need for substantial funding contributions from the airports themselves. |
| Policy T8 | Rural Transport | It would be helpful to identify the benefit of linking fixed and 'demand responsive' rural public transport networks, with transport interchanges on the edge of urban areas. These interchanges could also cater for rural/urban park and ride locations. This will improve rural access into urban areas. |
| Policy T9 | Transport Investment and Management Priorities | Here reference should be made to the priorities identified by the Regional Transport Board. We have concerns about the process, in particular that it does not adequately address years of under investment in the City Region, or make adequate provision for post-Supertram schemes. The ongoing work to develop a Transport Vision for the Leeds City Region will be reflected in our presentations at the Public Examination in September. . |

REGIONAL TRANSPORT BOARD PRIORITY SCHEMES

Firm Priorities

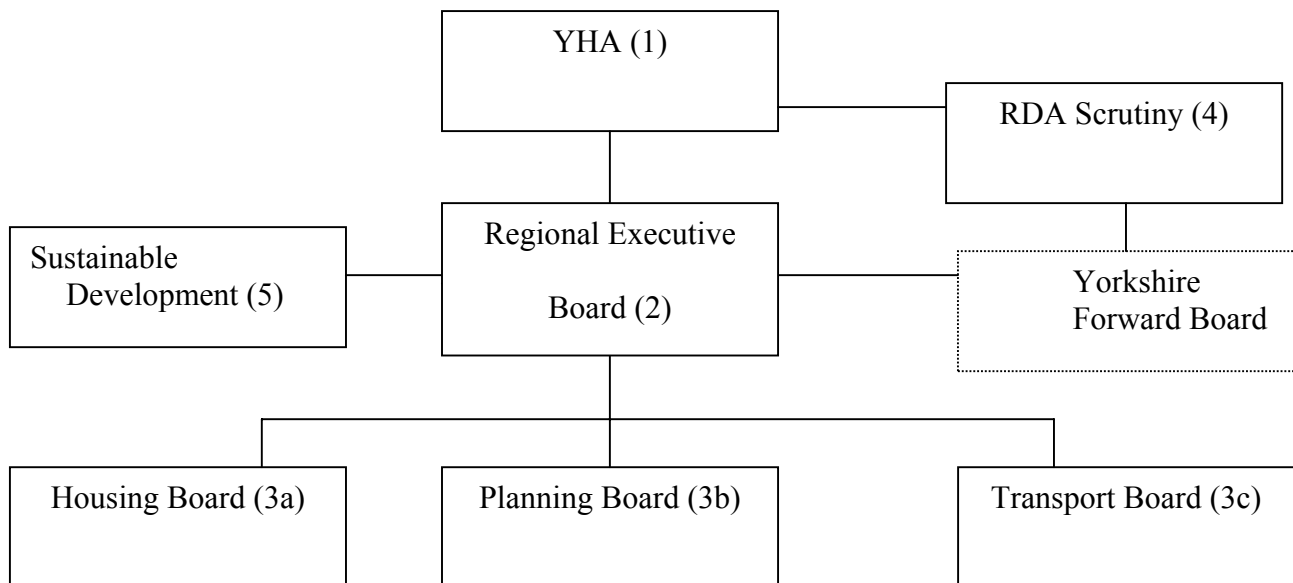
| Scheme name | Scheme Sponsor |
|---|----------------------------------|
| Bridlington Integrated Transport Plan | East Riding of Yorkshire Council |
| Yorcard pilot | SYPTTE/METRO |
| A631 West Bawtry Road Improvement | Rotherham MBC |
| Glasshoughton Coalfields Link Road | Wakefield MDC |
| Waverley Link Road | Sheffield CC |
| Wakefield Westgate Station | METRO |
| A57 – M1 to Todwick Crossroads | Rotherham MBC |
| Castleford Integrated Transport scheme | METRO |
| Hemsworth to A1 Link Road | Wakefield MDC |
| Cudworth and West Green Bypass | Barnsley MBC/SYPTTE |
| Scarborough Integrated Transport Scheme | Scarborough Borough Council |
| A65 Kirkstall Road QBC | METRO/Leeds CC |
| South Yorkshire Supertram Extension* | SYPTTE |
| A160/A180** | Yorkshire and Humber Assembly/HA |
| FARRRS **** | Doncaster MBC |
| A63 Castle Street*** | HA |
| Beverley Integrated Transport Scheme | East Riding of Yorkshire Council |

'Emerging Priorities' to be considered within future headroom:

- Leeds Supertram replacement schemes (A8);
- A6120 Leeds Outer Ring Road Strategy (A7);
- Aire Valley, Leeds, Transport Strategy (A8, B2);
- West Yorkshire Park and Ride Programme (A8);
- The Yorkshire Bus Initiative, in both South and West Yorkshire (A8, A9, A10);
- A630 Sheffield Parkway Improvements/J33 Improvements (A6, B2);
- A6182 White Rose Way (Doncaster) dualling (A6, A10)
- A61 Penistone Road Sheffield bus priorities (A10);
- East of Barnsley Public Transport Loop (A10);
- A18-A180 Link, Riby Crossroads to Stallingborough Interchange (A2).

YORKSHIRE AND THE HUMBER ASSEMBLY REVIEW OF GOVERNANCE

Proposed Assembly Structure:



Proposed Transport Board Responsibilities:

- Providing high-profile and visible leadership for the transport agenda at the regional level.
- Identifying transport issues that may require a response at regional level – and being the Assembly’s ‘lead member’ body for transport.
- Steering the preparation/ drafting of the Regional Transport Strategy (RTS) and agreeing the draft RTS element of the RSS for the Planning Board – and in close liaison with the Planning Board (given its role in respect of coordinating the whole RSS).
- Approving/ overseeing work to implement and deliver the RTS element of the RSS, including any action/ implementation plans and monitoring.
- Advising the new Regional Executive Board on transport issues, particularly as they relate to housing, planning and economic development.
- Influencing and lobbying Government and other national/ regional agencies to ensure that national transport policy and investment fully reflects the needs of our region.
- Agreeing and keeping under review the Region’s strategic transport priorities and their implementation by national, pan-regional, regional and local agencies.

- Agreeing the transport 'input' to any future 'Regional Funding Allocations' (RFA) Exercise – including any advice to Ministers on the Region's strategic transport investment priorities
- Approving responses to any consultations that the Assembly may receive from Government (or other Agencies or infrastructure and service providers) on transport matters/ draft Policy Statements/ rail and road route management strategies etc.
- Identifying and agreeing those transport issues where there needs to be under consultation with transport stakeholders in a transport forum (see paragraphs 24 to 26).

Proposed Transport Board Membership:

- Chair (local authority Assembly Member).
- Vice Chair (SEE partner Assembly Member).
- One local authority Member from each sub-region (4 in total).
- One local authority Member from each of the three city regions, plus one from rural local authorities outside the city regions.
- One representative from each of the Passenger Transport Executives/ Authorities for West and South Yorkshire (2 in total).
- Two representatives from the environment sector.
- Two representatives from the business sector.
- One representative from the social sector.
- Observer seats for Yorkshire Forward, Government Office and the Highways Agency (3 in total).