

**AT A MEETING OF THE LOCAL TRANSPORT PLAN  
STEERING GROUP HELD AT WELLINGTON HOUSE, LEEDS  
ON MONDAY 17 JULY 2006**

**PRESENT:** Councillor R Downes (Chairman)

Councillor A Hawkesworth	-	Bradford MDC
Councillor R Taylor	-	Calderdale MBC
Councillor M Bolt	-	Kirklees MC
Councillor S Andrew	-	Leeds CC
Councillor P Dobson	-	Wakefield MDC
Councillor W S Hyde	-	WYPTA
Councillor P McBride	-	WYPTA
Councillor M Slater	-	WYPTA

**Officers in Attendance:**

C Hughes	-	Bradford MDC
S Thornton	-	Bradford MDC
P Stubbs	-	Calderdale MBC
J English	-	Kirklees MC
D Gilson	-	Leeds CC
A Spittlehouse	-	Wakefield MDC
D Hoggarth	-	Metro
P Roberts	-	Metro
S Naylor	-	WYPTA

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor J S King (WYPTA).

**2. DECLARATIONS OF INTEREST**

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

**3. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 25 May 2006 be accepted as a true record.

**4. CONGESTION TARGET**

The Steering Group considered an update report on the development of a congestion target for West Yorkshire.

It was reported that following recommendations at the previous meeting of the Group all districts had now reviewed their data and had looked further into planned developments along selected routes that may affect journey times and/or throughput. Members were also advised that Kirklees MBC had undertaken a full risk assessment of factors that might affect progress towards the target and that the assessment findings had been incorporated into the final documentation.

The local targets had been combined to produce a combined West Yorkshire target. It was confirmed that each Authority had endorsed this West Yorkshire target and that it had been submitted to the Department for Transport (DfT).

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

## **5. TRANSPORT VISION AND TIF PUMP PRIMING BID**

The Steering Group considered a progress report on the development of the Transport Innovation Fund (TIF) pump priming bid and the congestion target.

### **Transport Vision**

The Group was advised that following the Leaders' meeting in April additional work to develop a 25-year vision for transport across the City Region had taken place. This work included the collation of appropriate data/evidence and consultations with each City Region authority. It was reported that Arups (consultants commissioned to undertake the work on the vision) had now produced a draft vision/investment plan, which was based on themes relating to highways, rail and bus issues, and that a wider consultation on the draft vision would be undertaken during the summer, with findings reported to a future meeting of the Group. Members were advised that they could, through their respective District officers, provide input on the vision and it was also recognised that the TIF could be a potential key source of funding to implement the Transport Vision.

### **Transport Innovation Fund**

The Group was advised that the Transport Innovation Fund (TIF) represented a significant element of national funding for transport investment. Members were informed that the TIF incorporated two strands and that these were productivity and congestion. The process for accessing the congestion strand was detailed in Appendix 1 of the report.

In April the City Region Leaders' meeting endorsed the preparation of a bid for TIF pump-priming funding to develop a better understanding of the current/future impacts of congestion on economic performance, transport and demand management, with the process for developing the final bid document being approved at a subsequent Leaders' meeting in June.

The Group was advised on the TIF bid development process and how it had involved local authorities, the GOY&H, DfT, the Highways Agency and the Congestion Partnership. The Group was advised that Metro had been asked to submit the bid on behalf of the City Region authorities.

**RESOLVED** - That work on the development of the TIF pump-priming bid be noted.

## **6. SAFER ROADS PARTNERSHIP**

The Steering Group considered a report detailing the operation of the Safer Roads Partnership, achievements in reducing road injuries in West Yorkshire and the new funding arrangements for road safety to be introduced in April 2007.

### **Safer Roads Partnership**

Members were advised that the aim of the Safer Roads Partnership was established to deal with road safety issues in the sub-region and bring together professional bodies that had an interest in road safety and in wider transport/health issues, such as the police, NHS Primary Care, Highways Agency and the West Yorkshire Casualty Reduction Partnership. It was reported that the Partnership had direct targets to prevent/reduce road injuries and also contributed to a number of other objectives in the LTP, such as to increase walking/cycling.

### **Road Safety Activities**

The Group was informed that in recent years sustained and successive new road safety initiatives had reduced road deaths/serious injuries to record low levels. New initiatives included pedestrians' skills training, speed management, safety camera enforcement and automatic number plate recognition.

### **Road Safety Funding**

The Group was advised of road safety funding allocations for 2007/08 (£3.8m) reflecting Safety Camera Partnership costs previously funded by the Government. The Group was also advised that a review would be undertaken to determine whether the operational costs of the Safety Camera Partnership could be reduced to release further funding for safety initiatives.

The Group commended the Partnership and its achievements. However, Members referred to the West Yorkshire Road Injuries chart circulated at the meeting and expressed their concern that a higher number of cyclists had been injured in 2005 compared to figures taken in 1974. The Group noted that the overall reduction in casualties had been significant, but requested that this area be addressed further through the LTP.

Discussions also took place with regard to the need for speed safety zones near to primary schools and other potential hazard 'hot spots', such as narrow roads and areas of heavy parking.

**RESOLVED -**

- (a) That the progress in reducing road injuries in West Yorkshire be welcomed.
- (b) That the integration of the West Yorkshire Casualty Reduction Partnership (Safety Camera Partnership) into the LTP new road safety block be supported.
- (c) That investigations continue on the operational costs of the West Yorkshire Casualty Reduction Partnership with a view to re-allocating finance to other road safety activities.

**7. LTP1 DELIVERY REPORT**

The Steering Group considered a progress report on the production of the final delivery report for the first LTP (LTP1) for submission to the Department for Transport (DfT) by 31 July 2006.

Members were given an overview of the West Yorkshire LTP1 delivery report and also informed of the key transport impacts of LTP1, some of which included spreading/assisting in economic growth/regeneration, constraining traffic growth, improved road safety and improving road conditions. It was reported that expenditure over the period of LTP1 had exceeded the capital allocated by the DfT and that this was due to some authorities using prudential borrowing or capital receipts to spend on transport/highway infrastructure. The Group was advised that excellent progress had been made towards many targets, which included road safety, rail patronage, rural accessibility and air quality, but two targets (increase bus patronage and double the number of cycle trips) had not been achieved. The delivery report would describe the external factors that had impacted on the bus target and highlight the patronage numbers achieved in relation to specific schemes.

It was noted that the partners had worked extremely hard to achieve expenditure and to implement programmes/schemes to achieve the LTP targets.

Members were informed that the delivery report would be ready for submission to the DfT by the end of this month.

**RESOLVED -** That submission of the delivery report on the basis set out in the report be approved.

## **8. REGIONAL FUNDING ALLOCATIONS**

The Steering Group considered a progress report on the Department for Transport's (DfT) recent announcement regarding which major transport schemes in the Yorkshire and Humber region would be included within a 10 year spending programme.

The full outline of the above was provided in a letter to the Chair of the Yorkshire and Humber Assembly, Councillor P Box, and was listed in Appendix 1 to the report. It was also reported that West Yorkshire had received regional approval for two new schemes, which were the A65 Kirkstall Road Quality Bus Corridor and Kirklees Highways Strengthening and Bridge Maintenance initiative. Full approval had been gained for the Yorcard trial in South Yorkshire, which if successful would be rolled out across to West and South Yorkshire.

Members were informed of the concern that the lack of regional funding might not allow the funding of a number of schemes identified in LTP2 or through the City Region Transport Vision. Once committed and anticipated cost for schemes was combined some £260m remained available for expenditure on current uncoded major local schemes up to 2016. This would have to cover the Leeds rapid bus transit scheme and emerging schemes such as those included in LTP2 and the vision. Therefore, it was important to lobby for increased investment and explore the role of funding from the Transport Innovation Fund (TIF).

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