

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY
AT A MEETING OF THE EXTERNAL FUNDING WORKING GROUP
HELD AT WELLINGTON HOUSE ON
THURSDAY 13 NOVEMBER 2008

PRESENT: Councillor K Rhodes (Chair)
Councillors A Hawkesworth, G Phelps, A Pinnock and
P Wadsworth

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors T Brice and C Campbell.

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 of the Working Group held on 29 January 2008 be approved.

4. TRAVEL FOR WORK PROJECT

The Working Group considered a report of the Passenger Transport Executive updating members on progress with the implementation of the travel for work project.

It was reported that work continued in strengthening the travel plan network and the project team were working with 170 organisations giving access to almost 200,000 employees. Members were advised that the provision of tickets to jobseekers was above target and, in order to meet the increasing demand, Yorkshire Forward had agreed to bring forward funding from 2009/10 to purchase additional tickets.

Members noted other areas of activity which included campaigns that had been undertaken to promote car sharing, active travel and the M606 High Occupancy Vehicle Lane in Kirklees/Bradford.

It was reported that in the first year of the project 6,400 tonnes of CO₂ had been saved and survey results had shown a reduction in single occupancy car use from 52.7% to 47.3% from 2007 to 2008.

The Working Group was advised that Yorkshire Forward funding for the project would end in March 2010. It was reported that options for continuation of the scheme were being explored and a report would be prepared for a future meeting of the Working Group as proposals were developed. An update on the Northern Way was requested and it was agreed that a briefing note would be circulated to members.

RESOLVED - That the report be noted.

5. NORTH SEA INTERREG FUNDING

The Working Group considered a report of the Passenger Transport Executive on progress in developing a bid for Interreg funding and seeking approval to an alternative approach.

It was noted that members had previously approved work to support an Interreg North Sea IVB funding bid for a proposed project, 'Co-Opt' (capacity optimisation of passenger transport). The project was designed to complement Transport Innovation Fund (TIF) work and inform and support the development of Metro Messenger and customer alerts driven by realtime information systems. However, despite progress with the project, there were doubts about the extent of partner interest and the possible dilution of the project through further development. This was because different partners wished to place different emphasis on various components of the project.

It was reported that Metro had submitted a proposal to the Regional Transport Board (RTB) for support from the Regional Funding Allocation for a Low Carbon Demonstration Project. There had been strong interest for the project from District Councils, operators and a bus manufacturer and the submission would be considered at the RTB meeting to be held in December 2008. It was suggested that a complementary Interreg project would expand Metro's involvement in low carbon technologies and assist in developing strategies and projects to reduce the energy cost of bus services. It would also be consistent with the future environmental duty that the Local Transport Act would place on a future Integrated Transport Authority. It was noted that Bremen had confirmed their interest in principle in developing a proposal for Interreg funding and an outline project proposal was attached at Appendix 2 to the submitted report.

Members noted the partners who had already expressed an interest in developing a low carbon project proposal and questioned the commitment of bus operators to investing in new technologies. It was suggested that discussions be held with operators to encourage their participation. Members also requested that the potential for projects in other districts was considered. Further information was requested on the types of low carbon vehicles

available. A progress report would be prepared for a future meeting of the Working Group.

RESOLVED - That the Working Group endorse work on developing an alternative proposal for Interreg funding.

6. POTENTIAL ERDF FUNDING FOR ACCESS TO EMPLOYMENT OPPORTUNITIES

The Working Group considered a report of the Passenger Transport Executive on the availability of European Regional Development Funding (ERDF) to support access to employment initiatives.

It was reported that Yorkshire Forward had held a seminar in October 2008 to explain the fund and the bidding process. They had invited interested organisations to present ideas for projects and to explore the scope for collaboration between bidders. Following advice from Yorkshire Forward, Metro was preparing an outline business case based upon the provision of additional bus services together with travel planning, promotional and ticketing initiatives to address access to employment areas in Aire Valley Leeds, South Bradford and South East Wakefield. Discussions were being held with Kirklees and Calderdale Councils to explore whether similar projects could be included in the scheme. Members made suggestions for other areas that could be explored.

It was noted that a successful bid would provide additional resources for local bus services, although 50% match funding would be required.

RESOLVED – That the Working Group note the availability of ERDF funding and Metro's intentions to present a bid.

7. DEVELOPER CONTRIBUTIONS TO PUBLIC TRANSPORT

The Working Group considered a report of the Passenger Transport Executive on Metro's activities to secure developer contributions towards public transport. These included the residential MetroCard scheme, infrastructure improvements, Supplementary Planning Documents (SPDs), Community Infrastructure Levy (CIL), Community Infrastructure Fund (CIF) and future changes.

Members noted the overall approach regarding liaison with the District Councils and developers. It was reported that Leeds Planning Team had a bespoke IT package to record and track S106 and S278 agreements and Metro was developing a parallel monitoring system to support and encourage consistent monitoring approaches across West Yorkshire. It was noted that Metro sought contributions, via S106/S278, towards the improvement of public transport infrastructure, bus priority measures and larger public transport facilities where justified. Recent examples of success where Metro

had received investment in public transport included Horsforth Woodside Quarry and the Prince of Wales Colliery site. Members were also advised of a development in Lepton, Huddersfield which had included the provision of residential MetroCards and the costs of rerouting a bus service through the development as part of its planning conditions. With regard to residential MetroCards, it was reported that developers and planning authorities had requested evidence of take-up by households and Metro had initiated an evaluation of the seven sites in West Yorkshire where the scheme had been implemented.

With regard to Supplementary Planning Documents, it was reported that Leeds City Council had formally adopted its Supplementary Planning Document (SPD) on Public Transport Improvements. The SPD had been rigorously tested and provided a robust methodology for calculating developer contributions. It was noted that there was an error in Appendix B (last bullet point) which should read "CIL monies **will** be collected by the charging authority and will relate to all infrastructure costs (not just transport)".

Members noted the proposals for a Community Infrastructure Levy (CIL), details of which were attached at Appendix C to the submitted report. It was noted that CIL remained the long term goal for securing developer contributions for all infrastructure although the legislative processes could take some time to complete.

Members requested an update on the Local Development Framework (LDF) and a progress report would be prepared for the next meeting.

RESOLVED - That the report be noted.