

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE LOCAL TRANSPORT PLAN COMMITTEE
HELD AT WELLINGTON HOUSE, LEEDS
ON TUESDAY 8 FEBRUARY 2011**

PRESENT: Councillor R Downes (Chair)
Councillor B Collins - Calderdale MC
Councillor P McBride - Kirklees MC
Councillor R Lewis - Leeds CC
Councillor M Coulson - WYITA
Councillor C Greaves - WYITA
Councillor J Lewis - WYITA
Councillor E Smaje - WYITA

Officers in Attendance: J Blackburn - Bradford MDC
N Pickles - Calderdale MC
R Hadfield - Kirklees MC
A Hall - Leeds CC
K Bloomfield - Wakefield MDC
D Hoggarth - Metro
J English - Metro
A Chymera - Metro
J Bennett - Metro
S Howley - Metro

27. APOLOGIES

Apologies for absence were received from Councillor A Hawkesworth (WYITA), Councillor Longthorn (WYITA) and Councillor D Jeffery (WMDC).

28. DECLARATIONS OF INTEREST

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

29. MINUTES

RESOLVED - That the minutes of the meeting held on 18 January 2011 be noted.

30. DEVELOPMENT OF LTP3

The Committee considered a report and participated in a workshop to provide further input into the development of the draft LTP3 Implementation Plan 2011/2014.

Consultation Feedback

Members noted the further consultation feedback received following the consultation on the draft LTP3 strategy and also the ongoing public consultation in relation to the draft LTP3 Implementation Plan. A copy of the Feedback Summary Report from the LTP3 strategy consultation was attached to the submitted report. All the consultation responses received had been reviewed and, where appropriate, would be used to develop the LTP3 strategy further.

Links to Land Use Planning/Developer Contributions

The meeting supported a more consistent approach to developer contributions across West Yorkshire and agreed to add reference to the development of such a proposal in the LTP strategy.

LTP3 Development

Members noted the ongoing work to develop appropriate LTP3 targets and indicators. It was proposed to have 10 key indicators to track progress against delivery of the overall objectives of carbon reduction, supporting economic activity and improving quality of life. As part of developing the targets and indicators, the initiatives within the draft Implementation Plan were being tested in the Urban Dynamic Model (UDM) to assess their impact on jobs growth and carbon reduction. Work also continued to develop a hierarchy of routes and users which would assist in making investment decisions for the final plan.

LTP3 Implementation Plan 2011-14

The Committee discussed the draft Implementation Plan and public consultation document which had been adjusted to reflect members' comments. It was noted that work to develop the revenue funded initiatives was continuing and members noted the schemes that were currently being considered by LTP partners for inclusion in the Plan.

Members took part in a workshop session and were given the opportunity to provide further input into the development of the draft Implementation Plan. As part of the workshop session, members also considered how the LTP could encourage a more consistent approach across West Yorkshire for capturing private sector developer contributions through the planning process.

A summary of the key points discussed at the workshop were appended to the minutes.

RESOLVED -

- (a)** That the feedback received from the public consultation on the draft LTP3 Strategy be noted.
- (b)** That the ongoing work to develop appropriate LTP3 targets and indicators and the hierarchy of routes and users be noted.
- (c)** That members' comments regarding the development of the draft Implementation Plan 2011-2014 be noted.
- (d)** That a specific reference to developing a common approach to developer contributions be included in the LTP3 Strategy.

APPENDIX

Group 1

1. Hierarchy of Routes and Users –

- consider motorway diversion routes and the impact of congestion on local communities.
- add rail routes onto network maps.
- hierarchy needs to encourage public transport use – if the ‘green’ public transport network map achieves this then it will benefit the ‘orange’ roads map.
- consider adding the Quality Contract proposals onto the green network map where appropriate.

2. Implementation Plan 2011-14

- include revenue spend programmes.
- consider more park and ride schemes.
- network management could be funded locally from the Local Pot.
- LSTF could be used to free up some LTP3 funding.
- support for use of major scheme funding for WYSPS.
- use ‘majors’ funding flexibly on other schemes if DfT support for majors is not forthcoming.
- all potential schemes should be subject to value for money and business case assessments.
- consider accessibility needs to hospitals.

3. **Is the balance of spend right?** - It’s about right, but there is lots of flexibility already built into the programmes that will enable the Implementation Plan to respond flexibly to changing circumstances.

Anything that should be dropped? No, but keep the plan flexible and subject to value for money assessments.

Is there anything missing? No, but consider motorway diversion routes and enforcement of box junctions.

Group 2

- Need to ensure all schemes delivered are value for money and we are clear about why they are the best way of meeting the objectives (particularly rail schemes).
- Strong support for maintaining flexibility in the programme.
- Need to be very aware of the political aspect of striking the right balance between repairs and enhancements.
- There should be a clear set of outcomes against each scheme and this should be tested against alternatives eg bus lanes vs traffic light priority.
- Support from Kirklees for more investment in UTC equipment at traffic signals to reduce congestion.
- The proposed hierarchy of users should include the rail network and indicate where gaps could be filled by inter-urban buses.
- Suggestion that we should keep £1m of capital in reserve to deal with new proposals or additional maintenance needs etc, although it may be possible to deal with this through the over programming.
- Support for a more strategic approach to bus priorities (eg tackling hot spots such as Brighouse), but more needs to be done to get the story across about how priorities improve the financial sustainability of the network and support the new approach to buses in the plan (eg quality contract). Whole package of measures should be presented to districts.
- There was strong support for the idea of more workshop sessions and the Local Sustainable Transport Fund was suggested as a suitable topic.