

REGIONAL TRANSPORT BOARD MEETING

23 JANUARY 2009: 10.00AM – 12.00PM
KINGSWOOD SUITE, TOWN HALL, WAKEFIELD

AGENDA

1. Welcome, Introductions & Apologies

BUSINESS ITEMS

10.05 – 10.15

2. Minutes of the Last Meeting – 12 December 2008
3. Matters Arising

Paper Attached

Verbal Update

DECISION ITEMS

10.15 – 11.15

4. Review of Regional Funding Advice
 - a) Review of schemes in the existing programme
 - b) Proposals for new RFA2 programme to 2019
5. Response to DfT consultation on *Delivering a Sustainable Transport System*

Paper Attached

Paper Attached

Paper Attached

DISCUSSION ITEMS

11.15 – 12.00

6. Sub National Review
 - Update on Transport Arrangements
7. Any Other Business

Paper Attached

Date of Next Meeting: TBC

**MINUTES OF THE REGIONAL TRANSPORT BOARD MEETING:
12 DECEMBER 2008**

ACTION

1. Welcome, Introductions and Apologies

The Chair, Cllr Mark Kirk welcomed everyone to the meeting and the apologies were **noted**.

The Chair introduced new member, Simon Foy from Yorkshire Forward who has replaced Thea Stein. Thanks were **noted** for Thea's contribution to the work of the Board.

The Chair also welcomed Cllr Tom Glossop to his first meeting as Deputy Chair of the Board.

Cllr Kirk went on to say that today's meeting was an important meeting - setting the context for January's Board meeting that at which the critical decisions on regional funding priorities would be taken.

A full list of attendees and apologies is attached at **Annex A**.

2. Minutes of the Last Meeting – 25 July 2008

The minutes of the last meeting were **agreed** as an accurate record.

3. Matters Arising

There were no matters arising to be dealt with under this item – outstanding issues were covered elsewhere on the agenda.

4. Review of Regional Funding Advice

a) Overview of the RFA2 Review

Richard Wood introduced the item, summarising progress on the RFA review and presenting information about the likely scale of funding available for new priorities once allowance is made for existing schemes in the programme. He described the Government's proposals on 'Delivering a Sustainable Transport System '(DaSTS), which set out some principles for longer-term transport planning beyond 2014 that would be picked up after

the RFA process was complete.

The following comments were made during the discussion:

- We should use DaSTS as a further step to make transport decisions nationally and regionally;
- However, the RFA progress is still the current priority and we should concentrate on this;
- A 'reserve list' of priorities to allow for 'slippage' in the programme would be sensible as part of local management arrangements and not to be dismissed;
- The paragraphs on Climate Change are very welcome; and
- Welcome the use of the Highways Agency model for helping understand carbon impacts;

It was **noted** that Mike Padgett had discussed the option of the reserve list with DfT. SDG support having a reserve list. It was then **agreed** that options for the reserve list would be brought back to the January meeting. Members **endorsed** the next steps in the process as set out in the Report.

Mike Padgett

There was a query on any other regions doing better than us at slippage and Mike confirmed that it was very mixed, although we were not alone in this problem.

b) Review of Schemes in the Existing Programme

Richard introduced this item, which addressed the issue of the schemes in the existing RFA programme. Members **agreed** the recommendation for conditional re-endorsement of the schemes, subject to resolving any outstanding issues/ information before the next Board meeting in January. Richard went on to explain that there had been an offer from partners to set up a 'Peer Review Group' to assist the process and members were in general **agreement** that this should go ahead.

It was **noted** that the Highways Agency would welcome the opportunity to give more information on the two major schemes and there would be a meeting to discuss this before the next Board. Peter Godfrey agreed to update members in January.

Peter
Godfrey

c) Review of New Schemes submitted for RFA Support in the period up to 2014

Richard introduced the item and report. Ben Still from Steer Davies Gleave (SDG) then gave a presentation on the

assessment process that was underway. The particular issue of a potential 'under-spend' in the early years of the programme was identified. Possible options for addressing this problem were set out in the report and presentation.

Board Members **agreed** that the under-spend should be spent on transport related schemes, not housing and economic development.

In discussion Members suggested that the money should preferably go to those priority projects (including maintenance) that are 'ready to go' or which could be brought forward, although Mike Padgett and Ben Still advised that there were unlikely to be 'ready to go' deliverable options. There was also support for looking at the option of moving some funding into the Integrated Transport Block.

Mike Padgett

It was **agreed** that this issue should be brought back with recommendations to the next meeting.

Tom Higbee (from SDG) went on to finish the presentation and the following points were made:

- A large number of new schemes had been submitted for consideration and these in total would exceed many times over the likely available funding;
- The method and approach SDG were using to assess proposals is similar to that used for the last RFA.

It was **noted** that it would be helpful if further technical discussions between officers could take place before the next meeting to attempt to resolve outstanding matters.

d) Proposals for distributing RFA for Highways Maintenance after 2010 – 11

Members **agreed** the proposals and recommendations set out in the report for addressing the Highways Maintenance Block element of the RFA.

5. Sub National Review (SNR)

Chris Martin updated members on Sub National Review and informed them that Government had published its response to the representations received on the consultation document.

He went on to explain that in the Region there were now agreed

proposals for new governance arrangements from 1 April. These would replace existing Assembly Boards – including the existing Regional Transport Board. A Development Group (led by Local Government Yorkshire and Humber and Yorkshire Forward) was now developing proposals for the membership and arrangements for a new Transport Board. These proposals would need to be agreed by the new Regional Board in due course.

The following points were **noted**:

- A need for all four of the new post-April Thematic Boards to work together;
- Could the outcome of the work of the Development Group and next steps be reported to the next Board;
- Forum Meetings such as the Regional Transport Forum are a valuable aspect of regional working and may carry on in the new arrangements;
- Lack of information on LGYH – could this be provided on the YHA website;
- There is a strong role for SEE Partners in the new Thematic Boards.

6. RSS Review Spatial Options Consultation

Richard updated members on the Spatial Options Consultation and an Information Note attached to the papers explained this in more detail.

It was **noted** that responses to this should be with the Assembly by **30 January 2009**.

7. Any Other Business

There was no other business.

Date of Next Meeting: 23 January 2009

**REGIONAL TRANSPORT BOARD MEETING:
12 DECEMBER 2008**

Attendees

| | |
|-----------------------|---|
| Cllr Anne Hawkesworth | West Yorkshire Local Authority Partnership |
| Chris Glen | Business Sector (Deputy for Andrew Palmer) |
| Cllr Mark Kirk | Chair |
| Tom Glossop | Deputy Chair |
| Anthony Rae | Environment Sector |
| John Hoare | Environment Sector |
| Margaret Jackson | Government Office |
| Peter Godfrey | Highways Agency |
| Cllr Martin Vickers | Humber Local Authority Partnership |
| Cllr Steve Galloway | Leeds City Region Partnership (Deputy for Cllr Carter) |
| Cllr Clare Wood | North Yorkshire Local Authority Partnership |
| Cllr Derek Bastiman | Rural Local Authorities |
| Cllr Andrea Milner | South Yorkshire Local Authority Partnership (Deputy for Mayor Winter) |
| Cllr Mick Jameson | South Yorkshire PTA |
| David Brown | South Yorkshire PTE |
| Cllr Chris Greaves | West Yorkshire PTA |
| Kieran Preston | West Yorkshire PTE |
| Richard Thompson | Network Rail |
| Lyn Costelloe | Social Sector |
| Simon Foy | Yorkshire Forward |
| Cllr Ian Auckland | Sheffield City Region Partnership |
| Chris Martin | Yorkshire and Humber Assembly |
| Mike Padgett | Yorkshire and Humber Assembly |
| Richard Wood | Yorkshire and Humber Assembly |
| Stuart Clewlow | Yorkshire and Humber Assembly |
| Hannah Madajewski | Yorkshire and Humber Assembly |

Visitors

| | |
|-----------------|----------------------------------|
| John Blackburn | Bradford MDC |
| Ian Burnett | East Riding of Yorkshire Council |
| Phil Jones | GOYH |
| Mike Ibbotson | Hull City Council |
| Dick Crump | North East Lincolnshire Council |
| Barry Fleetwood | North Lincolnshire Council |

Frances Adams
Tom Higbee
Ben Still
Jonathan Brown
Christina Akbar
Jodie Booth
John Bann
Dave Parker
Tony Clarke
Elwyn Williams
Stuart Ashton
Laura Bazley

South Yorkshire LTP Partnership
Steer Davies Gleave
Steer Davies Gleave
Yorkshire Forward
Steer Davies Gleave
North Lincolnshire Council
Sheffield City Council
Highways Agency
City of York Council
North Yorkshire County Council
UK Coal
WSP Development and Transportation

Apologies

Andrew Palmer
Cllr Andrew Carter
Mayor Martin Winter
Michael Oughtred
George Peach
Cllr Dave Woods
Cllr Allan Jones
Steve Crowther

Business Sector
Leeds City Region Partnership
South Yorkshire Local Authority Partnership
Business Sector
Confederation of Passenger Transport
Hull and Humber Ports City Region Partnership
Town and Parish Councils
LSC

**REGIONAL TRANSPORT BOARD MEETING:
23 JANUARY 2009**

**REGIONAL FUNDING ADVICE TO 2018/19
REVIEW OF SCHEMES IN THE EXISTING PROGRAMME**

For Decision

Members are asked to:

- Confirm that all the schemes in the existing programme of major schemes should be re-endorsed (see Recommendation 1);
- Agree that £10m be allocated towards improvements of M18 at or near Junction 3 from underspending in the early years of the programme, followed by an allocation of £40m in 2018/19, with support for substantial further improvements to M18 (see Recommendation 2);
- Confirm a budget of £265m for additional schemes in the new RFA programme. (see Recommendation 3).

Background

1. At its meeting in December 2008 the Board considered the steps to be taken to produce revised RFA advice for transport. There will be two key elements – the “existing” programme of approved schemes brought forward from RFA1 and recommendations on further schemes to be added to the programme.

Existing Programme

2. This report deals with the first element (the existing RFA1 programme) and the resulting resource implications for the new RFA2 programme. Item 4b then puts forward proposals for the new RFA2 programme. As reported in December all schemes from RFA1 have been assessed against the following criteria:
 - The scheme definition is ostensibly the same as in 2006 and therefore would deliver the same outcomes;
 - That any increase in scheme cost does not exceed 20% of the approved cost;
 - That any revised calculation of Value for Money would meet the DfT’s criteria; and
 - That a comparison of the “policy fit” is not materially different in terms of policy from its assessment in 2005/6.
3. Based on this assessment work the Board gave a conditional re-endorsement to all the schemes in the existing RFA programme, subject to resolution of some outstanding questions about five of the schemes in advance of this

January meeting. The Board also recommended that a Peer Review Group of senior officers should be established to assess the further information which would be sought about the five schemes from their sponsors.

4. A Peer Review Group of senior officers representing the four sub-regions of Yorkshire & Humber met on 9 January 2009 and considered the schemes individually. At the end of the meeting all the five schemes were recommended for re-endorsement, but the Peer Review Group wished to bring a number of comments to the Board. It should be noted that where specific questions are associated with the schemes which the Peer Review Group has reviewed, these will be followed up through the new monitoring system which is being introduced to strengthen the current quarterly monitoring of local authority returns. In the future a Peer Review Group (as part of strengthened programme management arrangements previously agreed by the Board) could consider schemes on the basis of the criteria in Paragraph 2, reviewing the deliverability issues that arise in the programme.

Haxby Station, York

5. Additional information from the scheme sponsors indicates that deferring the proposed start from 2011 to 2013 should enable the necessary business case processes to be completed, both in terms of DfT requirements for an improvement scheme and Network Rail's planning and contracting process for their works.

Wakefield Westgate Station

6. The scheme has been scaled down compared to the original proposal, and the overall cost is reduced, although the cost to RFA remains the same. The Peer Review Group were satisfied that the scheme was sufficiently similar to the original scheme to remain in the programme. The viability of the scheme is dependent on Northern Rail committing to extend services through from Wakefield Kirkgate. The feasibility of the extended service will be determined in March 2009 and reported to the Board.

A63 Castle Street, Hull

7. The main difficulty had been that information was not supplied by the Highways Agency in time to advise the Board's December meeting. The Agency is working on a number of options to take to public consultation in March 2009 and two of these are achievable within the cost envelope in the RFA. The Agency claims strong regeneration benefits will be gained from the scheme. There is a possibility that a preferred scheme will show a saving in cost. This will be reported to the Board.

A160 Port of Immingham

8. As with the A63 proposal, scheme information arrived too late to inform the

December Board meeting. The scheme justification is now satisfactory and the Agency will be taking options to public consultation on May 2009, including options which can be met from the allocation in the programme. In addition to the RFA funding, DfT has recently offered £30m to this scheme to “fund national benefits” in recognition of the scheme’s strong benefits as an international gateway scheme. However, this extra £30m is not likely to free up £30m for the RFA programme.

FARRRS (Finningley and Rossington Regeneration Route Scheme)

9. FARRRS will be linked to Junction 3 of the M18 motorway, which requires a degree of upgrading of the motorway itself. The M18 is a motorway of regional significance and improvements have to be funded from RFA. The Highways Agency has identified £10m of “do-minimum” improvements which would enable FARRRS to be connected to the motorway, but further improvements to M18 will be required to accommodate traffic from the developments which FARRRS will ultimately serve. The Highways Agency has not yet developed improvement proposals in detail but a post-2014 submission from the Agency for consideration as part of this RFA has a mid-range cost of £162m. The extra traffic will build up over time, which enables the further improvement of the motorway to be deferred somewhat, requiring an initial £40m from this RFA round in 2018/19, followed by support to funding the balance of £122m in later RFA rounds. Doncaster Council has confirmed the local contributions to the FARRRS scheme that are required in addition to the funding sought from RFA.
10. SDG consider that FARRRS should be scheduled to start in 2015 if the programming guidelines that have been adopted for other schemes in respect of delivery times are to be followed. However Doncaster wish to schedule a start in 2013. If the scheme were to start in 2015 that there would be an increase in scheme cost because of inflation. The Board is recommended to programme this earlier start, but key ‘gateways’ should be closely monitored by the Board as part of ongoing RFA programme management and the starting date and funding requirements kept under review.
11. Following the helpful work of the quickly-convened Peer Review Group and in light of the further information provided on the five schemes, it is proposed that the existing RFA1 programme be endorsed and that further RFA funding be allocated towards related improvements on the M18.

Recommendation 1: To confirm that all the schemes in the existing programme of major schemes should be re-endorsed.

Recommendation 2: To agree that £10m be allocated towards improvements of M18 at or near Junction 3 from underspending in the early years of the programme, followed by an allocation of £40m in 2018/19, with support for substantial further improvements to M18 after 2019.

12. A list of the scheme brought forward from the “existing” programme is set out at **Annex A**.

Resources available for additional schemes

13. At the Board’s meeting on 12 December 2008, Members were advised that £350m would be available for major new schemes to be added as part of the RFA2 review. This figure was based on the scheme timings given by scheme promoters, but several authorities have put forward more optimistic timings between business case development milestones than DfT guidance suggests. This optimism is likely to lead to further slippage and it is proposed that the final programme for RFA2 put to Government will be re-profiled to reflect DfT guidance, using a nominal 4.5% inflation rate to adjust costs. This reduces the £350m to £315m.

14. On 9 January DfT issued revised additional technical guidance which reduces our flexibility to utilise over-programming. This could require a further adjustment to the funding available, but given the degree of consensus and support from partner authorities that has been achieved, it is proposed that we work to the £315m of available new funding. The programme will be subject to tighter control in future under the new regional monitoring system.

15. Recommendation 2 above would require £50m, leaving £265m to take forward for considering additional schemes in RFA2.

Recommendation 3: To confirm a budget of £265m for additional schemes in the new RFA programme.

Source Papers

16. Past reports on this subject are available as follows:

| Report | Location |
|---|---|
| Regional Transport Board – 12 December 2008: Agenda Item 4a: Overview of the RFA2 Review | Available from: Hannah Madajewski Yorkshire and Humber Assembly 18 King Street Wakefield |
| Regional Transport Board – 12 December 2008: Agenda Item 4b: Review of Schemes in the Existing Programme | WF1 2SQ Tel: 01924 331560 E-mail: Hannah.Madajewski@yhassembly.gov.uk |

Michael Padgett, Transport Advisor
January 2009

RFA1 Endorsed Schemes

| Scheme | Description |
|---|---|
| Bridlington Integrated Transport Scheme | 1000 space P&R, relocation of an existing boat compound and junction improvements |
| Waverley Link Road | 1.9km road between Highfield Lane/Highfield Spring and the B6200 Retford Road. Former open cast site |
| A65 Kirkstall Road Quality Bus Corridor | Quality Bus corridor improvements on the A65 Kirkstall Road |
| Beverley Integrated Transport Scheme | 2.7km town centre relief road, 750 space P&R, improved junctions, interchange and bus priorities |
| Sheffield Rotherham BRT (South) | BRT connecting residential and development sites in Rotherham & Sheffield, P&R, junction priorities and new bus lanes |
| A18/A180 Link | New road link between A180 Stalingborough Interchange and the A18 Riby crossroads |
| York - 3 P&R Sites | Park & Ride sites to on radial routes into York |
| Yorcard Full Scheme | Roll out a region wide multi-modal smartcard |
| Leeds Station - Southern Access | New southern access to Leeds station |
| A6182 White Rose Way Improvements | 1.7km upgrade from single to dual carriageway between M18 J3 and Ladybank, new junctions, bridge over ECML, pedestrian and cycle facilities |
| Sheffield Rotherham BRT (North) | BRT Northern Route connecting development sites in the Lower Don Valley with the centres of Rotherham and Sheffield |
| A61 Penistone Road QBC | Provide quality public transport between North Sheffield (A61 corridor) and the City Centre |
| East Leeds Parkway Station | New strategic 500 space rail park and ride located to the east of Leeds at Micklefield |
| A684 Bedale/ Aiskew/ Leeming Bar Bypass | Link from the A684 north of Bedale to the A684 east of Leeming Bar, Interchange with A1(M) |

| Scheme | Description |
|---|---|
| Leeds Rail Growth Package | Enhancement of rail P&R across the Leeds City Region. Construction of new rail stations at Kirkstall Forge and Apperley Bridge |
| A 630 Centenary Way Maintenance Scheme | A630 Centenary Way between Canklow Road and A6178 Sheffield Road reconstruction |
| Leeds Public Transport(NGT) – PHASE 1 | Phase 1 of High quality rapid transport electric trolleybus network, modern accessible vehicles |
| A636 Denby Dale Road/Charlesworth Way Maintenance | Reduce deformation on A636 Denby Road and Charlesworth Way - part of the city gyratory system |
| A639 Colorado Way Maintenance Scheme | Reduce deformation on A639 Colorado /Park Way and the M62 Junction 32 |
| A57 Todwick Crossroads | Widen to dual carriageway, better horizontal alignment, junction imps, and pedestrian facilities |
| Castleford Integrated Transport Scheme | Improved town centre interchange from provision of new bus station and associated improvements |
| Haxby Station | New station facilities with P&R and links to other transport modes inc. walking and cycling routes |
| Wakefield Westgate Station | A bay platform to improve performance of the local Huddersfield service, and allow reintroduction of the Pontefract/Knottingley service |
| A160/A180 | A160 / A180 Improvements Immingham |
| M18 Finningley Link Road (aka FARRRS) | Road from M18 J3 to RHADS with A638 connections and local access to Rossington |
| A63 Castle Street | Grade separation of Mytongate Junction with A63 plus various overground and underground options |

**REGIONAL FUNDING ADVICE TO 2018/19
PROPOSALS FOR NEW RFA2 PROGRAMME TO 2019**

For Decision

Members are asked to:

1. To agree either Scenario 1 or 2, as set out in this report, as the basis of the RFA2 Transport Advice to Government.
2. To agree that a reserve list of schemes be established and that an initial list be drawn up to include any scheme listed in Table 1 that does not form part of the RFA2 submission.
3. To agree that the challenges and issues identified through RFA2 bids be used to inform the Region's input to DaSTS.
4. To agree that the RFA2 submission highlights the particular case of the Leeds Inner Ring.

Background

1. Agenda Item 4a notes that the revised advice to Government on major schemes (RFA2) will be based on an updated programme for the "existing" approved major schemes, together with additional schemes proposed by scheme sponsors in the Region. This report is set out in three main parts.
2. The first part of the report considers a number of key issues which arose at the last Board meeting. These are options for addressing the underspend in the early years of the programme, proposals for additional schemes to be added to the programme and carbon implications. Actions taken since the last Board meeting are highlighted.
3. Drawing together these issues the second part of the report presents three scenarios which each present combined proposals for addressing underspend together with new scheme packages compatible with the scale of funding available. The third part of the report sets out overall conclusions and recommendations.

Part 1: Key Issues

Early years underspending

4. At its December 2008 meeting the Board considered a number of options for addressing the persistent underspend caused by slippage in the early years of the RFA programme. It was agreed that underspend should be spent on transport and not diverted to other RFA headings. The first preference for

spending would be individual projects (including maintenance) and options for viring money into the Integrated Transport Block or the Highways Maintenance Block should also be investigated.

5. The underspend is currently estimated at up to £150m in total, once individual scheme phasings have been adjusted to achieve realistic timescales throughout. A key consideration must be the risk that the current ability to carry forward this underspend to future years of the programme will not remain available to regions indefinitely.

Additional schemes to utilise underspend

6. Following December's Board meeting, officers issued a further invitation to potential scheme sponsors for schemes to be implemented in the early years of the RFA programme. A number of proposals were submitted. Following further assessment work, two proposals have been identified which should be capable of delivery in the critical underspend period (further details on these additional schemes are given at **Annex A**).
 - Doncaster have asked for additional RFA funding for the **White Rose Way**, increasing the RFA support from £15m to £27m; and
 - East Riding of Yorkshire Council have proposed the **A164 Humber Bridge to Beverley Route Improvement**. The cost to the RFA would be £11.7m.

Virement to the Integrated Transport/Highways Maintenance Blocks

7. Early years underspend could be transferred from the Major Schemes Block to local highway authorities in the Region for additional highway maintenance work and/or minor schemes and measures work from the Integrated Block.
8. DfT advice is that any such virement should not enhance the respective local authority blocks by more than 20% because of potential difficulties in delivering a significantly larger programme at relatively short notice. A 20% uplift of both Blocks across the Region would take £97.6m out of the Majors Block. A more detailed explanation is given at **Annex B**. The scenarios set out later in this report explore the implications of recouping or not recouping the uplift in the later years of the programme.
9. If local authorities were to receive increased Block Allocations for three years they could accelerate existing planned programmes of work. Alternatively, they could use the enhanced IT Block to deliver some of the relatively smaller schemes which have been put forward for RFA2 funding such as new stations or cycleways. However, as DfT does not wish to see this being used to evade assessment, investments would have to be treated as local spending decisions and the RTB would not be able to direct where the extra resources should be applied. The Board could, nevertheless, indicate the emphasis it would want placing on the use of an enhanced IT Block.

Proposals for new major schemes to be added to the programme

- 10.** In August 2008 potential sponsors were invited to submit bids for new schemes and to make those bids in two tranches. As reported in December, the first group is for “pre-2014” schemes and the second group are “post-2014” schemes. We received a total of 82 bids – 26 for “pre-2014” and 56 for “post-2014”. All the proposals have been assessed using SDG’s methodology, although this has been more difficult for the post-2014 schemes because only 30 provided detailed proposals. For the pre-2014 bids, the consultants’ initial assessments have been referred back to sponsors and ensuing comments have been reflected in the final assessments.
- 11.** The full set of individual Assessment Sheets has been posted on the Assembly website (hard copies will be supplied on request):
<http://www.yhassembly.gov.uk/Meetings/Regional%20Transport%20Board/2009/23%20January%202009/>
- 12.** A full-day workshop with officers from across the Region was held on 7 January 2009. This produced a shortlist of schemes to recommend to the Board, based on the SDG assessments. The recommendations are reflected by the scenarios set out in this report, but for information, two tables have been provided at Annex C. The first is for “Category 1” schemes, which are those with sufficient information that the Board can be confident what it is being invited to support. The other table is for “Category 2” schemes, which are less well-defined or longer-term schemes.

Carbon Implications

- 13.** The guidance for RFA2 requires regions to estimate the effects of their proposed RFA programmes on CO₂ emissions, in the light of the Committee of Climate Change Report on UK- wide carbon targets, and the likely adoption in the future of transport- specific carbon budgets and targets. The consultants (SDG) have undertaken a policy assessment of each scheme looking at the consistency of each scheme with the Region’s carbon objectives. This has provided an understanding of which schemes perform well under this criterion, and has helped in the development of the package of recommendations. Carbon impacts have been used as a discrete policy criterion whereas in RFA1 these impacts were subsumed within a single environment criterion.
- 14.** Further understanding of carbon impacts is being gained from modelling work carried out using the Highways Agency’s Urban Dynamic Model for Yorkshire & Humber. This work is at an early stage and will be developed to inform the Region’s contribution to DaSTS. An initial assessment of the RFA transport package indicates that there would be an increase in carbon impacts, but these can be reduced by the focus on public transport measures in the city regions and the wider measures proposed by the Committee on Climate Change.

Part 2: Scenarios for Future Funding Approaches

15. The following section provides a description of three scenarios which members are asked to consider. Because the options for addressing the early years' underspend have implications for the funding available for new schemes, the different scenarios look at both issues together. At the end of these descriptions Table 1 summarises the three scenarios.

Scenario 1

16. This first scenario addresses the early years underspend by introducing the two additional major schemes and transferring money into the Integrated Transport and Highways Maintenance Blocks. This would address the underspending problem and enable a number of smaller major schemes to be funded from an enhanced Integrated Block – for example some of the proposals for new rail stations. It would also enable more significant structural maintenance works to be delivered - for example it might be used for works on the two maintenance schemes submitted for RFA2 funding.

17. However, resources available for new major schemes would be severely limited as the £265m remaining in the programme (see Agenda Item 4a) would be reduced by the measures taken to address early years underspend as follows:

- **Additional funding for the White Rose Way scheme - £12.1m**
- **A164 scheme (Humber Bridge to Beverley) - £11.7m**
- **Virement to IT and Highways Maintenance Blocks - £97.6m**
(to effect a 20% uplift to both the Integrated Transport and Highways Maintenance Blocks for the years 2009/2010 to 2011/12)

18. As noted at Para.11 above, a large number of proposals for new schemes have been assessed by SDG and prioritised by officers. The schemes which achieved the highest assessment ratings and would take up the remaining balance in the programme are the following:

- **Leeds NGT Phase 2 - £98.8 m**
(A development of the initial "Leeds BRT Scheme" which the Board added to the original RFA1 Programme. It will enable the network of services to be extended and will probably be combined with Phase 1 as a single scheme).
- **Sheffield Supertram additional vehicles - £14.3m**
(As with Leeds NGT Phase 2, this proposal for developing urban public transport scores very well on policy grounds).
- **South Yorkshire Integr8 public transport package - £30.5m**
(A Bus Rapid Transit (BRT) network in South Yorkshire. The first phase proposes strategic Park & Ride sites in Sheffield and Doncaster linked by BRT routes. *It should be noted that the total bid was for £49.2m ,*

meaning that the scheme would have to be phased to match the available funding)

Summary of Scenario 1

| | |
|--|--------------|
| Additional funding for White Rose Way | £12.1m |
| A164 (Humber Bridge to Beverley) | £11.7m |
| Virement to IT and Highways Maintenance Blocks | £97.6m |
| Leeds NGT Phase 2 (total cost £98.8m) | £98.8m |
| Sheffield Supertram additional vehicles | £14.3m |
| South Yorkshire Integr8 | £30.5m |
| Total | £265m |

Scenario 2

19. Scenario 2 proposes the same measures to address underspending as Scenario 1, but with a phased return of funding vired into the IT/ Highways Maintenance Blocks back in to the Major Schemes Block by recouping the money over the 6 years after 2011/12. This could be effected by adjusting the IT and HM Blocks (which are also subject to regional advice) to balance out the payments over time.
20. The advantage of this approach is that resources available for new major schemes would be increased by approximately £98m compared to Scenario 1 as funding would be recycled back into the Major Schemes Block. Also, as in Scenario 1, it would be possible to fund smaller major schemes from an enhanced Integrated Block and structural works from an enhanced Maintenance Block.
21. The principles behind Scenario 2 were tested by consulting local authorities on whether they would wish to see a transfer of funding and also whether they would support returning the funding to the Majors Block by making a transfer payment over 6 years. Just over half of the authorities who were consulted have responded, and on balance there appears to be a willingness to take on the extra spend in the early years but not to see it refunded later. The principal objection to returning funding to the Majors Block was that the fluctuations in IT/Highways Maintenance Block allocations needed to effect the refund would adversely affect authorities' ability to plan their works programmes.
22. If, however, Scenario 2 were adopted, this would enable some funding of the new schemes referred to in Para.9. As noted above, officers have developed a shortlist based on the individual scheme assessments. It is recommended that any new funding be applied to meet the full cost of Integr8 and then to two small maintenance schemes which are assumed to be funded in Scenario 1 from the enhanced Highways Maintenance Block. These are "Exceptional

Schemes" which performed well in assessment.

23. The next group of highest scoring schemes are all in the Leeds City Region and are closely grouped in terms of performance in the assessments. The authorities in the Leeds City Region were invited to prioritise within this group of schemes and identified two sub-groups of priority schemes, of which the first has higher priority:

Leeds City Region First Priority Grouping

- Access York Phase 2 - £37.4m
- Connecting Airedale Stage 3(Canal Road Regeneration) - £34.4m
- Horsforth Woodside Railway Station - £12.9m
- Kirklees Economic Zone - £42.3m
- Low Moor New Rail Station - £5.6m
- North Wakefield Gateway - £8m

Leeds City Region Second Priority Grouping

- Bradford City Centre ITS - £6.1m
- Connecting Airedale Stage 1 (ShIPLEY/SALTAIRE) - £12.8m
- Connecting Airedale (Manningham Station) - £ 7m
- Rail Station CCTV Network - £6m
- Leeds Core Cycle Network - £7.8m

24. After allocating funding as in Para. 23 above, £71.7m of funding would remain. The Leeds City Region first priority grouping totals £140.6m. Because RFA requires specific recommendations, it is proposed that the highest-scoring schemes be put forward and this is reflected in the summary below. As noted above, all the schemes listed above score closely together.

Summary of Scenario 2

| | |
|--|--------------|
| Additional funding for White Rose Way | £12.1m |
| A164 (Humber Bridge to Beverley) | £11.7m |
| Leeds NGT Phase 2 (full schemes) | £98.8m |
| Sheffield Supertram additional vehicles | £14.3m |
| Calderdale Burr Walls | £3.8m |
| Barnsley A628 Hoylandswaine Maintenance | £3.4m |
| South Yorkshire Integr8 public transport package | £49.2m |
| Additional schemes in Leeds City Region (Prioritised using assessment sheets) | |
| • Horsforth Woodside Railway Station | £12.9m |
| • Low Moor New Rail Station | £5.6m |
| • Kirklees Economic Zone | £42.3m |
| • Access York Phase 2 (£37.4m total cost) | £10.9m |
| Total | £265m |

Scenario 3

25. Scenarios 1 and 2 both set out ways of addressing the persistent underspend in the early years of the programme. This course is recommended because of a major concern that Government will take underspent resources from the RFA funding envelope as it seeks to reduce its commitments to public spending. If the view is taken instead that the Region is willing to assume that Government will maintain the original funding in the RFA programme, this would allow the same new schemes to be added as Scenario 2, plus an additional £24m because funding would not be allocated to White Rose Way or A164 (Humber Bridge to Beverley). This would be used to further support Access York Phase 2.
26. However, the programme would be exposed to the significant risk that funding in the early years could be withdrawn by Government.

Reserve List

27. At its meeting in December the Board expressed interest in establishing a reserve list of schemes additional to those in the RFA programme. The exact status of schemes in this list was not determined, but they would have no special status so far as DFT is concerned and any authority seeking approval of a major schemes business case would first have to secure a place for that scheme in the RFA programme. A reserve list would be a mechanism to help the management of schemes, perhaps providing a first level of reserve schemes to take the place of any schemes falling out of the approved RFA programme. The list will also inform the Region's contribution to DaSTS. It is proposed that the reserve list should initially include any schemes from Table 1 (see next page) that do not form part of the RFA2 submission. Further schemes will be identified as studies to inform the Yorkshire & Humber response to DaSTS are carried out.

Table 1: Summary of Scenarios

| APPROACH | SCENARIO 1 | SCENARIO 2 | SCENARIO 3 |
|-----------------------------------|---|---|--|
| To Early Years Under Spend | <ul style="list-style-type: none"> • Additional funding for White Rose Way scheme - £12.1m • Funding for A164 scheme (Humber Bridge to Beverley) - £11.7m • Virement to IT & Highways Maintenance Blocks <u>without</u> future recoupment - £97.6m | <ul style="list-style-type: none"> • Additional funding for White Rose Way scheme - £12.1m • Funding for A164 scheme (Humber Bridge to Beverley) - £11.7m • Virement to IT & Highways Maintenance Blocks <u>with</u> future recoupment - £97.6m | <ul style="list-style-type: none"> • No action to address under spend • No additional funds for White Rose Way scheme • No funding for A164 scheme • No virement to IT & HM Blocks • Based on the Region retaining its full RFA allocation |
| To New Schemes | <p>£143.6m available for new major RFA 2 schemes*:</p> <ul style="list-style-type: none"> • Leeds NGT Phase 2 - £98.8m • Sheffield Supertram additional vehicles - £14.3m • South Yorkshire Integr8 public transport package - £30.5m (total bid £49.2m) <p>* Virement without recoupment enables <u>all</u> Local Highway & Transport Authorities to fund additional transport schemes, potentially the “smaller” major schemes and maintenance schemes submitted for RFA 2</p> | <p>£241.2m available for new major RFA 2 schemes:</p> <ul style="list-style-type: none"> • Leeds NGT Phase 2 - £98.8m • Sheffield Supertram additional vehicles - £14.3m • South Yorkshire Integr8 public transport package - £49.2m • Horsforth Woodside Railway Station - £12.9m • Low Moor New Rail Station - £5.6m • Kirklees Economic Zone - £42.3m • Access York Phase 2 - £10.9m (total bid £37.4m) • Calderdale Burr Walls Maintenance - £3.8m • Barnsley A628 Hoylandswaine Maintenance - £3.4m | <p>£265 m available for new major RFA 2 schemes:</p> <ul style="list-style-type: none"> • Leeds NGT Phase 2 - £98.8m • Sheffield Supertram additional vehicles - £14.3m • South Yorkshire Integr8 public transport package - £49.2m • Horsforth Woodside Railway Station - £12.9m • Low Moor New Rail Station - £5.6m • Kirklees Economic Zone - £42.3m • Access York Phase 2 - £34.7m (total bid £37.4m) • Calderdale Burr Walls Maintenance - £3.8m • Barnsley A628 Hoylandswaine Maintenance - £3.4m |
| Overview | <ul style="list-style-type: none"> • Focuses on under spend • Provides additional funds for transport across the whole Region during the downturn • Extra funding for smaller major schemes across the Region • Reduces scope for new major schemes • No future reductions in IT/HM block | <ul style="list-style-type: none"> • Focuses on under spend • Provides additional funds for transport across the whole Region during the downturn • Recoupment provides more funds for major schemes • Recoupment reduces IT & HM block funding in the future | <ul style="list-style-type: none"> • Maximises funding for new major schemes • No focus on under spend • High risk of Region losing transport funding |

Part 3: Conclusions and Recommendations

28. Members are asked to recommend either Scenario 1 or Scenario 2 as their preferred basis of new advice to Government. Both Scenarios address the issues of early years underspend. The difference between the two scenarios is whether money that is transferred into the Integrated Transport and Highways Maintenance Blocks is paid back or not.
29. In terms of the new major schemes being put forward the emphasis has remained on taking forward high policy scoring deliverable schemes. There is a strong public transport and regeneration based emphasis to the new major schemes being put forward under all three of the scenarios.
30. Combining the existing RFA1 programme (set out under item 4a) with the new major schemes being proposed (under any of the scenarios) results in the Region having a transport investment approach that does:
- Address the Northern Way's priorities for improving international connectivity and connectivity with the rest of the UK
 - Meet the overall emphasis of the Regional Transport Strategy on improving public transport in and to Leeds and Sheffield and improving access to the Humber Ports.

Recommendation 1: To agree either Scenario 1 or 2 as set out in this report as the basis of the RFA2 Transport Advice to Government.

31. The Board has placed a key emphasis on a strengthened approach to programme management. As discussed under paragraph 28 a reserve list approach would help the Region to be more responsive in bringing further new schemes forward in the future. The list would act as a programme management tool and would not have any 'official' status with DfT. It is important that the list includes high scoring schemes and is not too long.

Recommendation 2: To agree that a reserve list of schemes be established and that an initial list be drawn up to include any scheme listed in Table 1 that does not form part of the RFA2 submission.

32. The level of funding in RFA2 available for new schemes means it has only been possible to recommend funding for a limited number of the 82 bids submitted. However, the effort put in by sponsors is not all wasted. DfT is currently consulting on a process called 'Delivering a Sustainable Transport System' (DaSTS) which will generate a long term investment strategy (see Agenda Item 5). DaSTS will require Regions to identify the transport issues or challenges facing the Region and then prioritise these to produce what DfT calls Strategic Priorities. Following on from this we will need to identify options

(schemes) to address these priorities. In developing the RFA2 bids, scheme sponsors have already identified a number of challenges and viable options to address them. These will form an important part of the DaSTS process over the coming months.

Recommendation 3: To agree that the challenges and issues identified through RFA2 bids be used to inform the Region's input to DaSTS.

33. The RFA2 work has highlighted the significant issues facing the Leeds Inner Ring Road. Sections of the Inner Ring Road are 40 years old and there is evidence of severe deterioration of the structures. The authority already spends significant sums each year on interim maintenance in order to keep the route safe for traffic, but in the medium term a comprehensive renewal programme will be required. The extent and potential cost of any reconstruction scheme is currently unclear, but is expected to be in the hundreds of millions of pounds and as such is likely to be very difficult for the RFA budget to support.
34. Initial discussions have been held direct with GOYH and DfT to raise the issue and further meetings will be set up to identify more clearly the implications for the Leeds Inner Ring Road and a timeline for progressing the development of proposals. The opportunity will be taken to discuss the potential for alternative funding sources for the work. Pending the outcome of discussions with the DfT, as the matter may need to be revisited later this year. The RFA 2 submission presents an opportunity to press the case of the renewal strategy for the Leeds Inner Ring Road given its exceptional future funding requirements.

Recommendation 4: To agree that the RFA2 submission highlights the particular case of the Leeds Inner Ring.

Michael Padgett, Transport Advisor
January 2009



Additional Schemes to be delivered in the early years of the programme

1. Following the December Board meeting, officers issued a further invitation to potential scheme sponsors for additional schemes to be implemented in the early years of the RFA programme. Although a number of suggestions were received, many of them were schemes which would require a Major Schemes Business Case and would therefore be subject to the same risks of late delivery which have caused much of the under-spending we are attempting to address. Two proposals have been identified which should be capable of delivery in the critical period:
 - Doncaster have an approved scheme for the **White Rose Way** in Doncaster which is profiled to be delivered in the 2010/2012 period. The current RFA commitment is £15m, with the remaining £17m being funded by Doncaster MBC. The request is the RFA funding should be increased by £12.1m to £27.1m out of a total £32m, which would take account of the sponsor's commitment to provide 10% of the cost. Planning permission for the scheme was approved in April 2008, possession orders and Network Rail approvals are in place and CPO and SRO orders have recently completed advertisement. Providing a higher level of support from RFA would take away the risk that internal local authority funding based on disposals might not be achieved in the current economic climate; and
 - East Riding Council have a scheme for improving a section of the A164 - the **A164 Humber Bridge to Beverley Route Improvement** (HBBRIS). The proposed works consist of dualling a length of A164 and improving existing roundabouts to improve capacity, together with a new 6.65km length of off-road combined cycleway/footway. The scheme has previously been considered by the Board when we were looking in 2008 for schemes to take up slippage. East Riding have done further work to address deliverability questions and the scheme has been re-assessed using the methodology developed by SDG for the current RFA2 exercise. The scheme does not achieve high scores in the policy assessment but has a very good Benefit-Cost Ratio (BCR) of 5.5 and it relates to another RFA scheme – the Beverley Integrated Transport Plan. Improving the A164 would improve links to the Park and Ride site in the Integrated Transport Plan and strengthen the viability of the P&R site. The cost to the RFA of this scheme would be £11.7m and delivery would be January 2010 to March 2012.



Virement Options

1. An option for utilising early years underspend would be to transfer money from the Major Schemes Block to local highway authorities in the Region for additional highway maintenance work and/or work from the Integrated Block.
2. DfT advice is that any such virement should not enhance the respective local authority blocks by more than 20% because of potential difficulties in delivering a significantly larger programme at relatively short notice. In broad terms the two blocks total some £80m each for the whole of the Region. This implies that £32m could be vired to the local authorities. Although nominally different blocks, in practice the funding could be pooled. The actual figures are summarised below and the figures for individual authorities are in Tables 2, 3 and 4 at the end of this Annex.

Regional Total

| | | Block Allocations | | Indicative Allocation |
|-----------------------|----------------------|-------------------|---------------|-----------------------|
| | | 2009/10 (£m) | 2010/11 (£m) | 2011/12 (£m) |
| REGIONAL TOTAL | Integrated Transport | 77.397 | 78.125 | 82.407 |
| | Maintenance | 78.600 | 85.611 | 85.834 |
| | Combined Allocation | 155.997 | 163.736 | 168.241 |
| | 20% Uplift | 31.199 | 32.747 | 33.648 |

3. If local authorities were to receive increased Block Allocations for three years they could accelerate existing planned programmes of work. Alternatively, they could use the enhanced IT Block to deliver smaller schemes which have been identified as bringing high value locally but which exceed the £5m threshold and therefore require DfT approval of a Major Schemes Business Case. If the authority were able to fund this type of scheme from its Block Allocation, there would be no need to pursue the slow and bureaucratic major schemes approval process. However, as DfT do not wish to see this mechanism being used to evade assessment, investments would have to be treated as local spending decisions and the RTB would not be able to direct where the extra resources should be applied.
4. A number of the proposals which have been submitted to the Board for support fall into this category of high value local schemes which are not far above the £5m threshold. The officer Task Group has identified the following as possible candidates:

- Low Moor Station £5.6m
- Leeds Core Cycle Network £7.8m
- Bradford City Centre ITS £6.1m
- Rail Station CCTV network £5.9m
- Connecting Airedale Stage 2 £7.4m

Details of Block Allocations by Individual Local Authority

South Yorkshire Authorities

| | | Block Allocations | | Indicative Allocation |
|------------------|----------------------|-------------------|--------------|-----------------------|
| | | 2009/10 (£m) | 2010/11 (£m) | 2011/12 (£m) |
| Barnsley | Integrated Transport | 1.978 | 2.008 | |
| | Maintenance | 3.192 | 3.456 | 3.401 |
| | Combined Allocation | 5.170 | 5.464 | 3.401 |
| | 20% Uplift | 1.034 | 1.093 | 0.680 |
| Doncaster | Integrated Transport | 2.572 | 2.609 | |
| | Maintenance | 3.636 | 3.936 | 4.279 |
| | Combined Allocation | 6.208 | 6.545 | 4.279 |
| | 20% Uplift | 1.242 | 1.309 | 0.856 |
| Rotherham | Integrated Transport | 2.244 | 2.277 | |
| | Maintenance | 2.188 | 2.516 | 3.220 |
| | Combined Allocation | 4.432 | 4.793 | 3.220 |
| | 20% Uplift | 0.886 | 0.959 | 0.644 |
| Sheffield | Integrated Transport | 4.655 | 4.724 | |
| | Maintenance | 5.610 | 6.073 | 5.648 |
| | Combined Allocation | 10.265 | 10.797 | 5.648 |
| | 20% Uplift | 2.053 | 2.159 | 1.130 |
| SYLTE | Integrated Transport | 11.450 | 11.617 | |
| | 20% Uplift | 2.290 | 2.323 | 0.000 |

| | | | | |
|------------------------------------|----------------------|--------------|--------------|--------------|
| South Yorkshire LTP (Joint) | Integrated Transport | 22.899 | 23.235 | 23.068 |
| | Maintenance | 14.626 | 15.981 | 16.548 |
| | Combined Allocation | 37.525 | 39.216 | 39.616 |
| | 20% Uplift | 7.505 | 7.843 | 7.923 |

Note: For South and West Yorkshire Authorities the Integrated Transport indicative allocation for 2011/12 is currently only available for the Joint LTPs, not for individual authorities.

West Yorkshire Authorities

| | | Block Allocations | | Indicative Allocation |
|-------------------|----------------------|-------------------|--------------|-----------------------|
| | | 2009/10 (£m) | 2010/11 (£m) | 2011/12 (£m) |
| Bradford | Integrated Transport | 4.689 | 4.931 | |
| | Maintenance | 6.010 | 6.506 | 6.318 |
| | Combined Allocation | 10.699 | 11.437 | 6.318 |
| | 20% Uplift | 2.140 | 2.287 | 1.264 |
| Calderdale | Integrated Transport | 2.236 | 2.351 | |
| | Maintenance | 3.725 | 4.032 | 4.124 |
| | Combined Allocation | 5.961 | 6.383 | 4.124 |
| | 20% Uplift | 1.192 | 1.277 | 0.825 |
| Kirklees | Integrated Transport | 3.509 | 3.690 | |
| | Maintenance | 6.211 | 6.724 | 5.566 |
| | Combined Allocation | 9.720 | 10.414 | 5.566 |
| | 20% Uplift | 1.944 | 2.083 | 1.113 |
| Leeds | Integrated Transport | 7.546 | 7.936 | |
| | Maintenance | 8.109 | 8.779 | 7.988 |
| | Combined Allocation | 15.655 | 16.715 | 7.988 |
| | 20% Uplift | 3.131 | 3.343 | 1.598 |
| Wakefield | Integrated Transport | 3.758 | 3.952 | |
| | Maintenance | 3.011 | 3.259 | 3.701 |
| | Combined Allocation | 6.769 | 7.211 | 3.701 |
| | 20% Uplift | 1.354 | 1.442 | 0.740 |
| WYPTE | Integrated Transport | 9.316 | 9.797 | |
| | 20% Uplift | 1.863 | 1.959 | 0.000 |

| | | | | |
|-----------------------------------|----------------------|---------------|---------------|---------------|
| West Yorkshire LTP (Joint) | Integrated Transport | 31.054 | 32.657 | 36.922 |
| | Maintenance | 27.066 | 29.300 | 27.697 |
| | Combined Allocation | 58.120 | 61.957 | 64.619 |
| | 20% Uplift | 11.624 | 12.391 | 12.924 |

Unitary and Shire Authorities

| | | Block Allocations | | Indicative Allocation |
|-----------------------------|----------------------|-------------------|--------------|-----------------------|
| | | 2009/10 (£m) | 2010/11 (£m) | 2011/12 (£m) |
| East Riding of Yorks | Integrated Transport | 3.208 | 3.285 | 3.400 |
| | Maintenance | 7.970 | 8.628 | 9.121 |
| | Combined Allocation | 11.178 | 11.913 | 12.521 |
| | 20% Uplift | 2.236 | 2.383 | 2.504 |
| Hull | Integrated Transport | 4.526 | 4.020 | 4.053 |
| | Maintenance | 1.565 | 1.770 | 1.808 |
| | Combined Allocation | 6.091 | 5.790 | 5.861 |
| | 20% Uplift | 1.218 | 1.158 | 1.172 |
| North Lincolnshire | Integrated Transport | 1.785 | 1.741 | 1.968 |
| | Maintenance | 3.122 | 3.590 | 3.498 |
| | Combined Allocation | 4.907 | 5.331 | 5.466 |
| | 20% Uplift | 0.981 | 1.066 | 1.093 |

| | | | | |
|-------------------------|----------------------|--------------|--------------|--------------|
| North East Lincs | Integrated Transport | 1.901 | 1.730 | 2.014 |
| | Maintenance | 1.327 | 1.526 | 1.907 |
| | Combined Allocation | 3.228 | 3.256 | 3.921 |
| | 20% Uplift | 0.646 | 0.651 | 0.784 |
| North Yorkshire | Integrated Transport | 8.650 | 8.471 | 7.891 |
| | Maintenance | 21.442 | 23.211 | 23.464 |
| | Combined Allocation | 30.092 | 31.682 | 31.355 |
| | 20% Uplift | 6.018 | 6.336 | 6.271 |
| York | Integrated Transport | 3.374 | 2.986 | 3.091 |
| | Maintenance | 1.482 | 1.605 | 1.791 |
| | Combined Allocation | 4.856 | 4.591 | 4.882 |
| | 20% Uplift | 0.971 | 0.918 | 0.976 |

Category 1 Schemes

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | Deliverability Risk (incl. VFM) | RFA Cost (£m) | Local Objectives |
|--|-------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|---------------------------------|---------------|---|
| Leeds Public Transport (NGT) - Phase 2 | Metro | Phase 2 of High quality rapid transport electric trolleybus network (Total network - South route, North route, East route as far as St James's Hospital). | 3 | 3 | 3 | 2 | 0 | 3 | 2 | 3.5 | Medium | 98.8 | Supports local regeneration initiatives. |
| Supertram Additional Vehicles | SYPTE | Buy 4 Tram units capacity, frequency and service attractiveness on Sheffield Supertram. | 3 | 3 | 3 | 1 | 0 | 1 | 2 | 2.1 | Medium | 14.3 | Not applicable - no further local objectives to those captured in the regional objectives |
| Integr8 | SYPTE | A BRT network for South Yorkshire - Phase 1 - Strategic Park & Ride sites for Sheffield and Doncaster. | 2 | 2 | 2 | 1 | -1 | 2 | 1 | 2.0 | High | 49.2 | Improved town centre environment from removal of cars |
| Horsforth Woodside Railway station | Metro | A new station at Horsforth Woodside with a park & ride facility. | 2 | 2 | 1 | 0 | 0 | 2 | 1 | 2.0 | Medium | 12.9 | Supports planned housing development adjacent to station. |
| Kirklees Economic Zone | Kirklees Council | Major junction improvements including a major railway bridge widening, bus priority on A62 between Huddersfield and North Kirklees. | 2 | 0 | 0 | 1 | 0 | 1 | 2 | 7.1 | Medium | 42.3 | Serves identified regeneration area and improves local environment. |
| Access York Phase 2 | York Council | Pedestrian and bus priority improvements along with limited additional capacity on the ring road | 2 | 0 | -1 | 0 | 0 | 1 | 2 | 3.7 | Medium | 37.4 | Improves access to area designated for new employment and housing. |
| Leeds Core Cycle Network | Metro | A core network of 17 connected cycle routes complementing the existing strategic cycle network | 1 | 3 | 3 | 1 | 0 | 2 | 1 | 3.4 | Medium | 7.8 | Health benefits and reduction in emissions in sensitive areas (AQMA's). |
| Connecting Airedale Stage 3 | Metro/ Bradford Council | Highway improvements to Canal Road and bus priority measure on the A650 Quality bus corridor. | 1 | -1 | -1 | -1 | 1 | 2 | 2 | 2.3 | Medium | 34.4 | Improved access to serve and promote planned housing development site. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | Deliverability Risk (Incl. VfM) | RFA Cost (£m) | Local Objectives |
|--|----------------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|---------------------------------|---------------|---|
| Connecting Airedale Stage 2 | Metro/ Bradford Council | The reopening of the former rail station at Manningham. | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 2.2 | Medium | 7.4 | Localised regeneration around station. |
| Bradford City Centre ITS | Bradford Council | Improvements to pedestrian facilities, the realignments of junctions and changing the road prioritisation and other complementary measures. | 1 | 2 | 1 | 1 | 1 | 2 | 2 | . | High | 6.1 | Supports city centre regeneration proposal. Improvements to local health through pedestrian improvements. |
| Low Moor New Rail Station | Metro | A new rail station at Low Moor on the Calderdale Line bw Bradford & Halifax with 125 space car park. | 1 | 2 | 2 | 0 | 0 | 2 | 1 | 2.1 | Medium | 5.6 | Local accessibility benefits |
| Barnsley Cycle Network | Barnsley Council | Infrastructure to provide new & improved cycle routes and facilities, cycle training, & targeted marketing | 0 | 3 | 2 | 1 | 0 | 2 | 1 | . | Medium | 12.2 | Health benefits and reduction in local emissions. |
| Low Carbon Demonstration Project | Metro | Introduction of a Low Carbon Demonstration Zone centred around hybrid-busses, & other measures to change travel behaviour. | 0 | 3 | 3 | 2 | 0 | 0 | 0 | . | Medium | 4.1 | Health benefits from smarter choices element. |
| Traffic Light Priorities | Metro/ SYPTE | Priority traffic light scheme for buses in South and West Yorkshire. | 1 | 2 | 2 | 1 | 0 | 1 | 0 | 2.2 | Medium | 13.9 | Improved town centre environment from reduced traffic. |
| Pontefract Monkhill | Wakefield Council | Redevelopment of the Pontefract Monkhill station and provision of a new bus/cycle/pedestrian-only link road. | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1.3 | High | 4.3 | Improves the real and perceived safety and security in and around station. |
| Connecting Airedale Stage 1 | Metro/ Bradford Council | Better road links, bus and rail transport and local access in the Shipley area. | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2.0 | Medium | 12.8 | Improved pedestrian environment and access. Improved access to Saltaire. |
| A164 Humber Bridge to Beverley Route Improvement | East Riding of Yorkshire Council | Capacity improvements to 6 roundabouts, dualling, new footway/cycleway. | 1 | 0 | -1 | -1 | 0 | 1 | 0 | 5.5 | Low | 11.7 | Reduction of accidents on the route. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | Deliverability Risk (Incl. VfM) | RFA Cost (£m) | Local Objectives |
|---|--------------------|--|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|---------------------------------|---------------|---|
| MSY 37 Clay Wheels Lane Improvements, Sheffield | Sheffield Council | Bridge over the River Don, improvements to Clay Wheels Lane, a junction on Middlewood road, facilities for public transport, cycling and walking | 1 | 0 | -1 | 0 | -1 | 1 | 2 | 1.9 | Medium | 9.5 | Supports regeneration of Upper Don Valley |
| North Wakefield Gateway | Wakefield Council | Park & ride site, one way gyratory system, new bus stops and pedestrian realm. | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 17.0 | Medium | 7.6 | Improved access to local developments, and improved parking access at local educational facilities, |
| Rail stations CCTV network | Metro | The installation of a high quality network of CCTV cameras / Help points at all WY rail stations operated by network rail | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1.9 | Medium | 5.9 | Improves the real and perceived safety and security of public transport |
| Brighouse town centre | Calderdale Council | A number of traffic measures - junction improvements, bus lay-by and improved signalling | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2.4 | High | 0.5 | Local congestion relief |
| Calderdale Burr Walls | Calderdale Council | Proactive reconstruction of 11 walls in Calderdale which support the highway /land adjacent to the highway. | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | Low | 3.8 | Maintenance - reduced accidents. |
| A638 Bawtry Road Maintenance | Doncaster Council | Maintenance scheme to recover damage caused to the road as other proposed schemes take place (e.g.. major works on the A6182 WRW diverting traffic to A638). | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | Low | 2.7 | Maintenance - reduced accidents. |
| Barnsley A628 Hoylandswaine Maintenance | Barnsley Council | Maintenance of the A628 which provides strategic access from the M1 to the A616(T) and A628(T) | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | Low | 3.4 | Maintenance - reduced accidents. |

Category 2 Schemes

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|--|-------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|-----------------|---|
| Tramtrain Expansion | SYPTE | Tramtrain expansion to operate through Sheffield City Centre and possibly between Barnsley to Doncaster | 3 | 3 | 3 | 0 | 0 | 3 | 2 | n/a | Not yet defined | Improved local accessibility and reduced emissions. |
| Leeds City Regional Tram - Phase 1 | Metro | Tram-train on Harrogate Line / on-street running in Leeds City Centre/ extension to LBI Airport. | 3 | 3 | 3 | 0 | 0 | 2 | 1 | 2.4 | 136.5 | Localised regeneration benefits around new stops. |
| Halifax Selby York Electrification | Metro | Electrified route bw Halifax & York/Selby via Bradford Interchange & Leeds. | 3 | 3 | 3 | 1 | 0 | 1 | 1 | 2.0 | 174.2 | None - Strategic Scheme |
| Connecting Leeds and Sheffield City Regions | Metro | Strategic Rail Improvements | 3 | 3 | 3 | 0 | 1 | 1 | 1 | n/a | 90.0 | None - strategic scheme. |
| Rail Route upgrades - Sheffield - London | SYPTE | Strategic Rail Improvements | 3 | 3 | 3 | 0 | 0 | 1 | 1 | n/a | Not yet defined | None - strategic scheme. |
| Trans Pennine Route Upgrade | SYPTE | Strategic Rail Improvements | 3 | 3 | 3 | 0 | 0 | 1 | 1 | n/a | Not yet defined | None - Strategic Scheme. |
| South Humber Bank | NE Lincolnshire Council | A multi modal transport strategy including road capacity increases. | 3 | -1 | -1 | -1 | -1 | 2 | 2 | n/a | Not yet defined | Support Development of South Humber Bank development area. |
| Improvement Package for Rail Stations on the Caldervale Line | Calderdale Council | Potential station improvements along the Caldervale line | 2 | 2 | 2 | 1 | 0 | 2 | 1 | n/a | 10.0 | Scheme promotes town centre safety and improved local air quality |
| New Rail Stations | Metro | 5 new rail stations (undefined) | 2 | 2 | 2 | 0 | 1 | 2 | 1 | n/a | 32.4 | Improve local accessibility. |
| Metro Express | Metro | Upgrade current Metro Express services, introduce new services to combat gaps in strategic rail network | 2 | 2 | 2 | 1 | 0 | 2 | 1 | n/a | 24.0 | None - strategic scheme. |
| Integr8 Phase II | SYPTE | P&R sites at Stairfoot and Dodworth in Barnsley, with an interlinking BRT to link the two P&R sites | 2 | 2 | 2 | 1 | -1 | 2 | 1 | n/a | Not yet defined | Support further growth of Sheffield city region. |
| Sheffield City Centre Economic Masterplan - Transport Challenges | Sheffield Council | This transport strategy in support of Masterplan proposals | 2 | 0 | 0 | 1 | 0 | 2 | 2 | n/a | Not yet defined | Support growth and development in Sheffield City Centre. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|--|----------------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|-----------------|---|
| LBIA Integrated Access Corridor | Leeds City Council | 600 metres of on-line highway improvements, including bus priority. | 2 | 0 | -1 | 0 | -1 | 2 | 0 | n/a | 22.7 | Improved safety |
| Rail based P&R | Metro | Expansion of car parks at existing rail stations and potential new parkway stations. | 2 | 2 | 2 | 1 | 0 | 1 | 1 | n/a | 45.0 | None - strategic scheme. |
| Intelligent Network Management | Metro | Development of an Intelligent Transport Management and Information System | 2 | 2 | 1 | 0 | 0 | 1 | 1 | n/a | Not yet defined | Reduction in congestion and better road management |
| Strategic Urban Priority | Metro | Urban bus gateways, urban bus routing strategies, improvement of motorway junctions | 2 | 2 | 1 | 1 | 0 | 1 | 1 | n/a | 50.0 | Congestion reduction and improved air quality. |
| Huddersfield - Leeds Connectivity Package | Kirklees Council | Package of 6 major schemes - Integrated Corridor, including significant road capacity enhancements | 2 | 0 | 1 | 1 | 1 | 1 | 1 | n/a | Not yet defined | Support housing and development opportunities, and improve local environment. |
| Leeds Outer Ring Road Route Strategy Phase I A6120 | Leeds City Council | An integrated package of measures to convert the six major roundabouts on the route to traffic signal control | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 5 | 27.8 | Reduced congestion and accidents. |
| Connecting Airedale Stage 4 | Metro/ Bradford Council | Shipley Eastern Relief Road (SERR) | 2 | 1 | 0 | 1 | 0 | 1 | 2 | 2.9 | 63.8 | Improved access to serve and promote regeneration corridor. |
| Bradford Leeds Corridor | Metro | Unspecified - expanding existing capacity and the creation of new capacity | 2 | 0 | 0 | 1 | 0 | 1 | 2 | n/a | 54.0 | Support future growth of Leeds - Bradford corridor. |
| M18 J2-3 | HA/ Doncaster Council | A number of improvements to improve traffic flows between Junction 2 and 3 on the M18 | 2 | -1 | -1 | 0 | -1 | 1 | 1 | n/a | 162.0 | Support further development of RHADS. |
| York to Hull transport corridor scheme | East Riding of Yorkshire Council | To improve journey time reliability, access and safety to the A1079 between York & Hull | 2 | -1 | -1 | -1 | 0 | 1 | 1 | n/a | Not yet defined | Reduce accidents on the route. |
| Dearne East to M18 Junction 1a Access Improvements | Rotherham Council | To improve access to Dearne area Strategic Economic Zone | 2 | -1 | -1 | 0 | 0 | 1 | 2 | n/a | Not yet defined | Support development of regeneration area. |
| South Wakefield Gateway | Wakefield Council | A 300 space P&R facility, a series of bus priority measures | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 2.6 | 6.8 | Improve environment and reduce accidents in towns. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|---|-------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|-----------------|---|
| Barnsley Bus Partnership | Barnsley Council | A number of improvement schemes on key bus routes throughout the Barnsley Borough. | 1 | 2 | 2 | 1 | 0 | 2 | 1 | n/a | 33.6 | Improve local accessibility and reduce congestion. |
| Mybus Expansion | Metro | Procurement of additional vehicles | 1 | 2 | 2 | 1 | 0 | 2 | 0 | n/a | 27.6 | Improved access to education |
| Improvements to transport links on the A658 Harrogate Road Corridor between Bradford and the A65. | Bradford Council | Improving access between communities and the airport | 1 | 1 | 1 | 1 | 0 | 2 | 1 | n/a | Not yet defined | Improved local accessibility and environmental improvements. |
| East Wakefield Gateway | Wakefield Council | An Eastern Bypass, 2 P&R facilities (A638 and A642) and associated bus priority | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 2.8 | 26.0 | Local congestion and accident benefits. |
| Improved transport network in Bradford city centre | Bradford Council | Transport improvements to public transport, pedestrian and cycling facilities in the city centre to support masterplan proposals | 1 | 2 | 2 | 2 | 0 | 1 | 2 | n/a | Not yet defined | Improvements to city centre environment. |
| Grimsby Integrated Transport System | NE Lincolnshire Council | Integrated transport proposal with new bus station and 3 P&R sites | 1 | 2 | 2 | 1 | 1 | 1 | 2 | n/a | Not yet defined | Improved town centre environment. |
| Harrogate and Knaresborough Integrated Transport Package | North Yorkshire Council | Multi-modal package of measures to improve transport interchanges in Harrogate. | 1 | 1 | 1 | 2 | 1 | 1 | 1 | n/a | 75.0 | Improve town centre environment in Harrogate and Knaresborough and support rural accessibility. |
| A641 Bradford - Brighouse Bus Corridor Improvements | Bradford Council | Physical highway facilities with bus infrastructure and priority and pedestrian and cycle facilities in the corridor. | 1 | 0 | 0 | 1 | 0 | 1 | 1 | n/a | Not yet defined | Improvements to local bus service provision. |
| Malton and Norton Integrated Transport Package | North Yorkshire Council | Package of measures including a major highway scheme, junction improvements, public transport interchanges, enhanced pedestrian and cycle facilities. | 1 | 0 | 0 | 0 | 0 | 1 | 1 | n/a | 75.0 | Reduce local congestion and accidents. |
| Access Waterfront | Wakefield Council | Improves access between town centre and Waterfront area | 1 | 0 | 0 | 1 | 1 | 1 | 2 | n/a | 6.2 | Improves linkages between the town centre and Waterfront Area. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|---|--------------------|--|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|-----------------|--|
| Bradford Outer Ring Road Improvements (North and West) and links to Leeds Outer Ring Road | Bradford Council | A number of individual limited junction improvements | 1 | 0 | -1 | 0 | 0 | 1 | 1 | n/a | Not yet defined | Improved local safety and accident reductions. |
| Doncaster Urban Renaissance Masterplan Solutions Phase 1 | Doncaster Council | Remodelling of the A630 Church Way between St George's Gyratory and Holmes Market | 1 | 0 | -1 | 1 | 0 | 1 | 1 | n/a | 10.9 | Improve town centre environment. |
| M1 Junction 37 to Barnsley Town Centre Strategic Link | Barnsley Council | A new strategic highway route providing a link between the town centre and the M1 J37. | 1 | -1 | -1 | 0 | -1 | 1 | 1 | n/a | 155.0 | Congestion relief into Barnsley. |
| Barnsley Northern Orbital Strategic Link | Barnsley Council | A new strategic highway route with 3 phases: Dodworth Bypass, Dearne Valley Crossing and Royston Bypass. | 1 | -1 | -1 | 1 | 0 | 1 | 2 | n/a | 56.0 | Improved access to local development sites. |
| Additional Relief Road in Keighley | Bradford Council | An alternative traffic route between the A650 to the north of Keighley | 1 | -1 | -1 | 1 | 0 | 1 | 1 | n/a | Not yet defined | Improved town centre environment. |
| South East Link Road | Wakefield Council | A package including Ackworth bypass, Featherstone bypass, Pontefract Western relief road and possibly a full Pontefract bypass | 1 | -1 | -1 | -1 | 0 | 1 | 1 | 4.2 | 65.4 | Improve environment and reduce accidents in towns. |
| A57 Rotherham/ Sheffield to North Nottinghamshire Improved Links | Rotherham Council | Improve the A57 link road between the A1 and the M1. | 1 | -1 | -1 | -1 | 0 | 1 | 1 | n/a | Not yet defined | Support development of regeneration area. |
| Rotherham Town Centre Northern Orbital Improvements | Rotherham Council | Town centre links improvement in Rotherham | 1 | -1 | -1 | 0 | 0 | 1 | 1 | n/a | Not yet defined | Support development opportunities and improve town centre environment. |
| Hipperholme to Halifax Integrated Corridor Improvement Scheme | Calderdale Council | Major junction and road corridor improvements. | 1 | -1 | -1 | 0 | 0 | 1 | 1 | n/a | 12.0 | Support local housing and employment development opportunities. |
| Church Street Widening, Halifax | Calderdale Council | The widening of Church Street, introducing traffic control signals and pedestrian crossing facilities | 1 | -1 | -1 | 0 | 0 | 1 | 1 | n/a | 4.0 | Reduce local congestion. |
| Brighouse Traffic Management Study Phase 2 | Calderdale Council | Widening of the A644 Wakefield Road and improvements to walking and cycling facilities. | 1 | -1 | -1 | 0 | 1 | 1 | 1 | n/a | Not yet defined | Congestion reduction and local environmental improvement. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|---|-------------------------|---|------------------|------------------------------|----------------------|---------------------|------------------------|------------------------|-----------------------|--------------------|-----------------|--|
| Marsden - Huddersfield and South Pennine Connectivity Package | Kirklees Council | Package of 3 major schemes - Integrated Corridor, including significant road capacity enhancements | 1 | -1 | -1 | 1 | 0 | 1 | 1 | n/a | Not yet defined | Support housing and development opportunities, and improve local environment.. |
| Wakefield - Dewsbury - Bradford Connectivity Package | Kirklees Council | Package of 3 major schemes - Integrated Corridor, including significant road capacity enhancements | 1 | -1 | -1 | 1 | 0 | 1 | 1 | n/a | Not yet defined | Support housing and development opportunities, and improve local environment.. |
| Wakefield - Huddersfield - Halifax Connectivity Package | Kirklees Council | Package of 4 major schemes - Integrated Corridor, including significant road capacity enhancements | 1 | -1 | -1 | 1 | 0 | 1 | 1 | n/a | Not yet defined | Support housing and development opportunities, and improve local environment.. |
| Connecting Airedale Keighley | Metro/ Bradford Council | Dualling of A650 Hard Ings Road between the Victoria Park roundabout and Skipton Road roundabout in Keighley. | 1 | -1 | -1 | -1 | 0 | 1 | 2 | 20 | 5.3 | Support further development and reduce congestion. |
| Doncaster town centre Quality Street Imp's | Doncaster Council | Traffic management to make Hallgate, Silver Street one way enabling pedestrian enhancements | 1 | 1 | 1 | 1 | 0 | 0 | 2 | n/a | 4.9 | Improve town centre environment. |
| Infrastructure for Bus Quality | Metro | The procurement of land and construction of up to 12 depots | 1 | 0 | 0 | 0 | 0 | 0 | 0 | n/a | 46.8 | More efficient bus procurement. |
| Langsett Bypass | Barnsley Council | A bypass for Langsett village that plus traffic management features. | 1 | -1 | -1 | 1 | 0 | 0 | 1 | n/a | 13.4 | Improvements to the local environment. |
| Relief Road bypassing Silsden | Bradford Council | An alternative route between the A6034 north of Silsden and the A629 to the south. | 1 | -1 | -1 | 1 | 1 | 0 | 1 | n/a | Not yet defined | Improve town centre environment. |
| District wide cycle schemes | Wakefield Council | Development of a district-wide cycle network | 0 | 2 | 2 | 1 | 0 | 2 | 1 | n/a | 6.4 | Expand local cycle usage. |
| Low Carbon Transport | Metro | Implementation of a low carbon transport model around electric cars and their related infrastructure | 0 | 2 | 2 | 2 | 0 | 0 | 0 | n/a | Not yet defined | Improved local air quality |
| A180/A46 Grimsby Port Access Routes | NE Lincolnshire Council | A major maintenance scheme | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | 15.5 | Maintenance - reduced accidents. |

| Scheme | Scheme Promoter | Description | Economy (Growth) | Economy (Sustainable Growth) | Environment (Carbon) | Environment (Local) | Environment (Physical) | Social (Accessibility) | Social (Regeneration) | Benefit Cost Ratio | RFA Cost (£m) | Local Objectives |
|--|------------------------|--|-------------------------|-------------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------------------|------------------------------|---------------------------|----------------------|----------------------------------|
| Leeds Inner Ring Road Renewal Phase I A58/A64(M) | Leeds City Council | A major maintenance scheme | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | 75.0 | Maintenance - reduced accidents. |
| Leeds Inner Ring Road Refurb A58 | Leeds City Council | Interim maintenance solutions pending the main works | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | EXEMPT | n/a | 9.0 | Maintenance - reduced accidents. |

**RESPONSE TO DfT CONSULTATION ON *DELIVERING A SUSTAINABLE
TRANSPORT SYSTEM***

For Decision

Members are asked to:

- Agree that a draft response to the DfT consultation on DaSTS (*Developing a Sustainable Transport System*) should be circulated to members of the Board for comment in order to provide a regional response to Government by 27 February 2009.

Background

1. At its meeting on 12 December 2008 the Board considered a position statement on progress to that date on developing the transport element of the RFA2 advice. The paper noted that for the post-2014 period, DfT is developing a new approach to longer-term transport planning – leading eventually to a White Paper in 2012.
2. The current stage of this DfT policy development is a consultation on the goals and challenges of the proposed policy, together with consultation on the transport networks to be used as the basis of strategic planning.
3. A draft response on behalf of the Region has been prepared by the Assembly and circulated to the officers on the RFA Task Group for comment. Once officers have agreed a draft response this will be circulated to members of the Board for comment. A final response will be prepared to meet the closing date for response to DfT, which is 27 February 2009.

Michael Padgett, Transport Advisor
January 2009

SUB NATIONAL REVIEW – MOVING FORWARD

For Discussion/Decision

Members are asked:

- To note the latest national and regional developments in relation to the Sub National Review (SNR);
- To note progress in relation to the new regional governance structures;
- To agree to have a final meeting of the current Regional Transport Board in March 2009.

Background

1. As was reported to the last meeting of the Board, the Assembly agreed at its meeting on 2 October 2008 to move to new regional arrangements from 1 April 2009. This report updates on progress since that time.

National Developments

2. The Government finally published its response to the SNR consultation on 25 November 2008 and confirmed that, amongst other things, it is to take forward proposals on:
 - Reformed Regional Governance Structures - in particular, to establish a Local Authority Leaders Board in the region; and
 - To give Yorkshire Forward and the Local Authority Leaders' Board joint responsibility for drafting the Integrated Regional Strategy (IRS), preparing an implementation plan and monitoring delivery of the IRS.
3. These proposals will be included in the Local Democracy, Economic Development and Construction Bill that had its second reading in the House of Lords on 17 December 2008. It will be considered further in Committee between the 18 and 28 January 2009 and then move to the Commons. It is expected to receive Royal Assent in the autumn.
4. Draft national Guidance on the content and process for the preparation of the IRS will be made available shortly. It is already known that the IRS will 'set the framework for the activities, plans and investment decisions of Yorkshire Forward, the Homes and Communities Agency and other public bodies in the region, Local Authorities and other regional partners, to ensure sustainable economic development.'

Regional Developments

5. Attached at **Annex A** is a diagram showing the proposed regional governance arrangements from 1 April 2009. Work to implement the new structures is now well underway – led by Local Government Yorkshire & Humber (LGYH) and Yorkshire Forward. The new Joint Regional Board (LGYH/YF) met formally for the first time on 27 November 2008 and considered a range of issues including the Regional Business Plan and proposals to develop the new thematic boards, including the Transport Board.

Regional Business Plan

6. The Joint Regional Board has agreed the headline activities for the Regional Business Plan. An extract from the report on the Business Plan is attached at **Annex B**. The Business Plan will be signed off by Yorkshire Forward Board, Local Authority Leaders' Board and Joint Regional Board. The full Assembly will sign off the Plan on 12 February 2009.

Transport Board

7. As reported to the last meeting of the Board by Yorkshire Forward, a small development group has met to consider the role, terms of reference and membership of the new Transport Board. The work of this Group was reported to the Joint Regional Board at their meeting in November.
8. The draft proposals of this Group (along with that of other groups reviewing the other three boards - work and skills, housing and regeneration, and planning) are still being finalised. Once this is done LGYH and Yorkshire Forward will consider the proposals from all of the working groups to ensure consistency in relation to issues such as delegated powers and membership. Final recommendations will be made to the Joint Regional Board at their meeting in March.

Resources

9. For the time being existing resource and staff structures are being maintained to support the Board. New staffing arrangements will come into play from 1 April – details to be confirmed following the finalisation of the Regional Business Plan and once transition arrangements have been agreed.

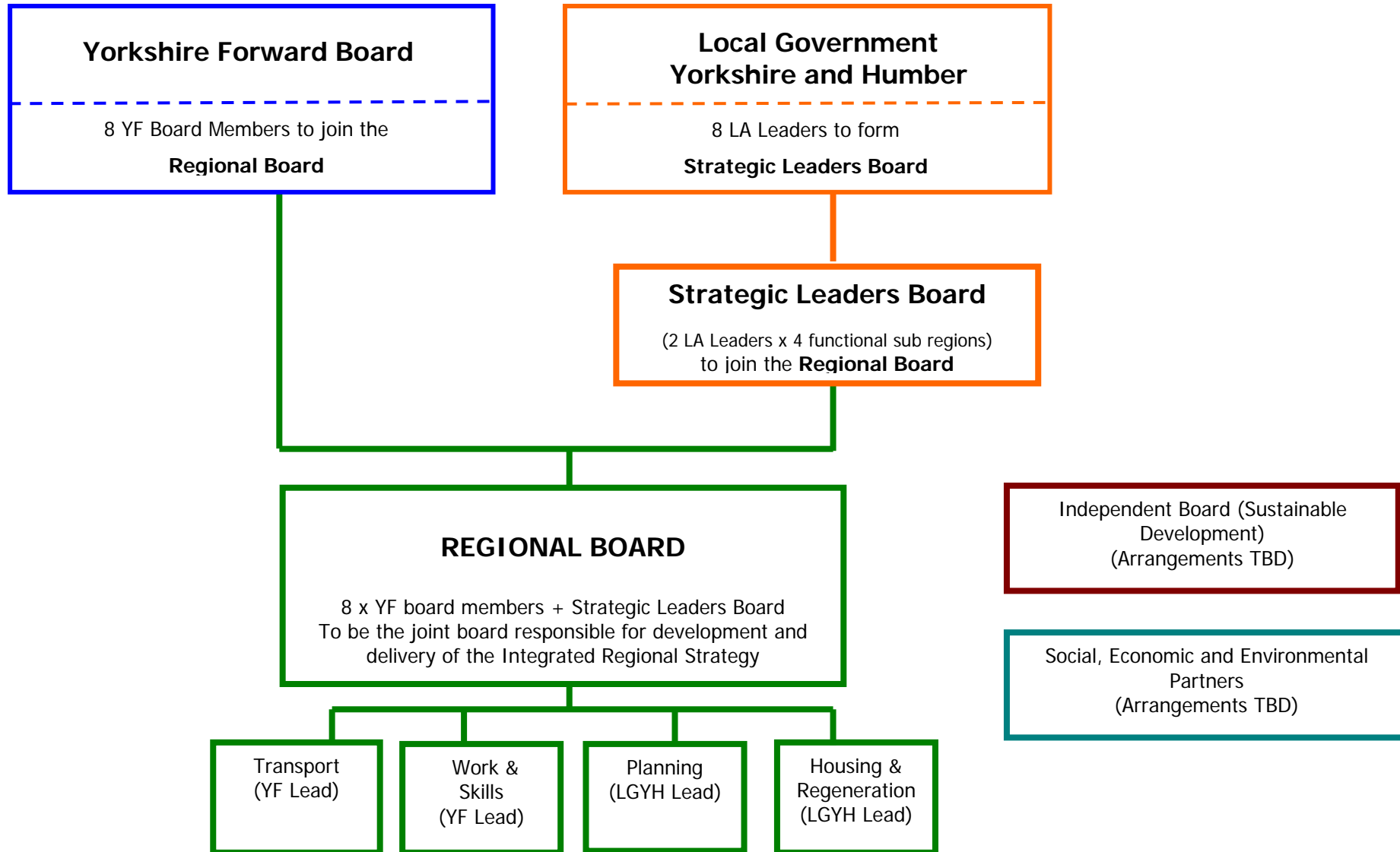
Next Steps

10. This is the last scheduled meeting of the Transport Board. The Assembly itself is being formally wound up at a meeting to be held on 26 March 2009 and the current Transport Board will not continue after that date.

- 11.** It is proposed that an additional, final, meeting of the Board is held in March. This meeting could – in effect – act as a ‘handover’ meeting to the new Board. It is suggested that key elements on the agenda might focus on a ‘stock take’ of transport work in progress or unfinished and offer views for the new Board to consider on how this work might be taken forward through 2009/10. There is also a need to consider the Region’s approach to “Delivering a Sustainable Transport System” which is the Government’s approach to longer term transport planning. It is important that there is no hiatus in important regional work on transport during the transition to new arrangements.
- 12.** From 1 April overall responsibility for successor regional arrangements – including all the new Boards - will pass from the Assembly to the Joint Regional Board, and specifically the lead for Transport Board matters will pass to Yorkshire Forward. Further details about the new arrangements will be circulated as soon as possible.

Chris Martin
January 2009

PROPOSED REGIONAL STRUCTURES AT 1 APRIL 2009



**EXTRACT FROM 'DEVELOPING THE REGIONAL BUSINESS PLAN' REPORT
TO THE JOINT REGIONAL BOARD (LGYH/YF).
THURSDAY 27 NOVEMBER 2008, LEEDS**

Developing the Regional Business Plan

Proposed Priorities

The priorities link to the areas of work specified in the Government guidance but also take account of regional priorities.

1. Corporate Activity

To secure effective new arrangements and manage the transition from the closure of the Yorkshire and Humber Assembly to the new arrangements

To ensure effective support to the new arrangements is in place

To ensure effective communication and consultation during the transition

2. Planning and Transport

Planning Strategy

To continue the work on the RSS update the Yorkshire and Humber Plan, as set out in the review published project plan

To draw together the regions strategic evidence base in preparation for the new single regional Strategy and to support functional sub region and local authority work

Continue ongoing support for the regional technical advisory body (RTAB) on waste

Continue ongoing support for the Regional Aggregates Working party

Support within the new arrangements to the new spatial planning board

Planning Delivery and conformity

Working closely with local authorities on local development frameworks and strategic planning applications this will include implementation and monitoring

Transport

Transport input into the RSS update

Development of longer-term transport priorities

Regional funding advice for transport, playing a greater role in programme management

Development of regional evidence base

Support to regional transport and thematic board

3. Housing

Strategy

Prepare, consult on, publish and keep updated the regional Housing Strategy which will include

- Feeding into the Integrated Regional Strategy
- Working with functional sub-regions to develop strategy and structures
- Working with HCA to support development and delivery of regional investment strategy
- Develop and update strategic investment allocation
- Produce, share and update local level data on markets

Advise ministers on regional housing pot allocation to targeted and priority groups to be helped into home ownership which will include

- Advice on allocations to LAs of non housing corporation elements of regional housing pot
- Develop regional investment strategy with HCA to ensure delivery of regional, sub regional and national priorities
- Enable local conversations with HCA to ensure maximum local flexibility in delivery
- Maintain evidence base to put case on split of Housing Corporation and LA money
- Advise HCA on investment for improving and creating provision for gypsies and travellers (annual bidding round)

Monitor delivery of outcomes on behalf of Government

1. Negotiate with sub regions on broad outputs/outcomes
2. Monitor delivery of housing outcomes through the Board
3. Use monitoring information to inform future funding allocations

4. Strategy Integration, Regional Resource Allocation and Policy Development

Ensure creation of effective new arrangements for strategy integration in relation to the new regional strategy

Ensure sustainable development work and principles are effectively embedded within the new arrangement and the strategy

Follow up work to regional funding advice 2 including potential activity in response to the economic downturn

Support to Regional Climate Change Partnership to progress revised plan and outcomes from adaptation/UKCIP studies

Support other sustainable development related initiatives, including energy bio diversity and waste

Support the work of Yorkshire Futures to ensure common regional evidence base

Support member participation in partnerships and boards as required.

5. Scrutiny

Ensure effective new regional arrangements for scrutiny in the light of the Government's proposals

Ensure continuity of scrutiny of Yorkshire Forwards delivery of the Regional Economic Strategy in the transition period

Support and influence the development and work of any new select committee arrangements to ensure that they add value