

REGIONAL TRANSPORT BOARD MEETING

1 FEBRUARY 2008: 10.00AM – 12.00NOON

KINGSWOOD SUITE, TOWN HALL, WAKEFIELD

AGENDA

1. Welcome, Introductions & Apologies

BUSINESS ITEMS

10.05 – 10.15

2. Minutes of the Last Meeting – 30 November 2007 Attached
3. Matters Arising Attached

DISCUSSION ITEMS

10.15 – 11.00

4. Regional Monitoring Update – Highlights from Progress in the Region and the Annual Monitoring Report Attached

DECISION ITEMS

11.00 – 12.00

5. Delivering the Regional Transport Priorities - Gap Analysis and Evidence Base Attached
6. Interim Review of Regional Funding Allocations for Transport Attached
7. Regional Funding Allocations - Full Review of Programme 2008/09 Attached
8. Any Other Business

INFORMATION ITEMS

- Progress on the Sub National Review Attached

Date of Next Meeting: 4 April 2008

**MINUTES OF THE REGIONAL TRANSPORT BOARD MEETING:
30 NOVEMBER 2007**

ACTION

1. Welcome, Introductions and Apologies

Cllr Mark Kirk welcomed members to the meeting. The apologies for the meeting were **noted**.

A full list of attendees and apologies can be found at **Annex A**.

2. Minutes of the Last Meeting – 14 September 2007

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

3. Matters Arising

The Chair confirmed that he had received a response from Ruth Kelly MP to the letter setting out the Board's views on the White Paper 'Delivering a Sustainable Railway'. The response was included in the papers.

The Chair had also received a response from Caroline Flint MP thanking them for keeping her informed. The response was tabled at the meeting.

4. Secretary of State's Proposed Changes to the Yorkshire and Humber Plan (RSS) – Changes to the Transport Strategy

Members received and considered a report on the Secretary of State's Proposed Changes on the Regional Transport Strategy elements of the Yorkshire and Humber Plan (Draft RSS) that had been published for consultation. The report set out a set of proposed responses to those changes.

Members **agreed** to the proposed responses set out in the report, subject to the following amendments.

In the response on demand management (paragraph 9 of the report):

- Request that the policies and the text in the Plan are clear that 'demand management' is different from 'road user charging' – 'demand management' in the RSS covers a much broader range of action to help reduce the need to (and demand for) travel'.
- Add a reference to the need to request the Secretary of State to change the proposed wording in Policy T1(F) to make clear that road charging should only be considered "where local benefits are identified".
- Also add a reference to the need to request the Secretary of State to include wording in Policy T1 and its supporting text to "ensure that local communities do not suffer adverse impacts from the introduction of demand management on the Strategic Road Network".

In the response on transport priorities (paragraph 18 in the report):

- Request that the proposed new wording for Policy T9A should be amended to refer to public transport "in the City Regions" as a priority and not just 'in' or 'to' Leeds and Sheffield.
- Request that the individual priorities listed Table 24A should not be numbered in a way that implies a relative priority within each Band. (Within each Band, 'A', 'B' and 'C', all outcomes should be equal priority)

The suggested amendments will be taken to the Assembly meeting on 6 December.

Chris Martin

5. Highways Agency Schemes

Peter Godfrey from the Highways Agency updated members on the outcome of a review of the A63 and A160/A180 schemes in the Region.

A63 Castle Street, Hull

The latest estimate allowed for in the Regional Funding Allocation was £190.5 million. He said that the latest indicative costs for possible options for a scheme were as follows:

<u>Option/ Scheme</u>	<u>From</u>	<u>To</u>	<u>Mid point</u>
Cut and cover	£245m	£455m	£350m
Land bridge	£140m	£260m	£200m
Base	£98m	£182m	£140m

[NB: ranges are +/- 30% around the mid point - detailed validation of these indicative ranges will take place before the next key event for the scheme which is put to consultation.]

A160/A180, South Humber Bank

Similar issues to A63 Castle Street scheme, the Highway's Agency is only in a position to produce indicative ballpark cost ranges, which are subject to further detailed validation. The latest estimate allowed for in the Regional Funding Allocation was £85.1m. The latest indicative costs for possible options for a scheme were:

<u>Option/ Scheme</u>	<u>From</u>	<u>To</u>	<u>Mid-Point</u>
Base	£70m	£130m	£100m
At grade option	£105m	£195m	£150m

Similar comments to those for the A63 were made about the need to validate these indicative ranges.

In the light of the review, the Highways Agency was proposing to progress work on the 'land bridge' and 'base' options for the A63 and for the 'base' and 'at grade' options for the A160/A180 – as set out in the report.

The Board **endorsed** the Highways Agency's approach.

Members also requested that the Highways Agency provided comprehensive information about the progress and timescales for all their schemes at the next meeting.

Peter
Godfrey

6. Review of Regional Funding Priorities for Transport

The Board considered proposals for a two stage approach to the review of Regional transport funding priorities as set out in the report. An interim review would look at potential short-term gaps in the regionally funded programme (to conclude by April 2008) and a subsequent full review to report to Government in Spring 2009. Scheme promoters would need to be notified to submit proposals to be considered as part of the interim review by the beginning of March 2008.

Board Members made a number of comments about the information that would be needed and the considerations that should be taken into account in these reviews. This included ensuring that there was full information on what funding had

Stuart
Clewlow

ACTION

already been allocated and to what schemes. An officer task team would be set up.

The Board **agreed** to the recommendations and approach set out in the report and also to hold an additional Board meeting on 1st February to look at potential gaps in the programme and to decide on the principles for addressing any gaps as part of the interim review.

Stuart
Clewlow

7. **A164 Humber Bridge to Beverley Route Improvement Scheme**

Members considered the proposal for road improvements in East Riding of Yorkshire to be prioritised within the current Regional Funding Allocation for Transport.

It was **agreed** that decision on whether to endorse the scheme would be deferred and it would be considered as part of the interim review of Regional Funding Allocations to be concluded at the Board meeting on 4th April 2008. This would enable a number of schemes to be considered together, rather than on an ad hoc basis.

Stuart
Clewlow

8. **Development of a Smartcard Scheme for Yorkshire and Humber**

Members **endorsed** in principle, a regional roll-out of a Yorcard scheme subject to the scheme being considered formally as part of the review of the Regional Funding Allocations and on the terms set out in the report.

John Henkel

Members **endorsed** work to commence on developing a business case and to encourage participation by all Travel Concession and transport authorities and operators. Members requested that cost efficiency be evaluated and that rural transport (including community and voluntary transport) should be included in the business case.

John Henkel

Members **noted** the project development structure set out in Annex A of the report.

9. **Report Back from the Away day**

Notes from the Transport Away day had been circulated prior to the meeting. Chris Martin said that a number of the actions were picked up elsewhere on the agenda or would need to be considered as part of the Assembly's Business Plan and Board

workplan for next year. He confirmed the Assembly hoped to have business planning guidance and confirmation of budget from Government Office within the next couple of weeks.

In response to a question on the Sub-National Review Chris Martin informed members that he understood that the Government was likely to issue a consultation on the implementation of the Sub National Review early in 2008 and the Board would have an opportunity to discuss how work could be taken forward.

Chris Martin

It was confirmed that a meeting between local authorities and Yorkshire Forward would take place on 6 December to discuss the Sub National Review.

10. Achieving Low Carbon and Sustainable Transport Systems in Yorkshire and Humber – What can be made to work?

Members considered the presentation made by JMP Consulting and Stockholm Environment Institute and how the Board might contribute to the direction of the latter stages of the study (slides attached at **Annex B**).

It was **agreed** that members would send their comments on the study directly to the consultants or to the Assembly.

11. Any Other Business

The Chair confirmed with members that an additional meeting of the Board would be held on 1 February 2008.

Information Items

- Funding of Major Transport Schemes Guidance and the Implications for Regional Funding Allocations
- Towards a Sustainable Transport System – DfT Response to the Eddington Report.

The information items were **noted**.

Date of Next Meeting: 1 February 2008

REGIONAL TRANSPORT BOARD MEETING 30 NOVEMBER 2007

Attendees

Andrew Palmer	Business Sector
Michael Oughtred	Business Sector
Cllr Mark Kirk	Chair
George Peach	Confederation of Passenger Transport (Observer)
Chris Glen	Deputy Chair
John Hoare	Environment Sector
Margaret Jackson	Government Office
Peter Godfrey	Highways Agency
Cllr Andy Sloan	Hull and Humber Ports City Region
Cllr Martin Vickers	Humber Local Authority Partnership
Cllr Stephen Galloway	Leeds City Region Partnership (Deputy for Cllr Andrew Carter)
Cllr Clare Wood	North Yorkshire Local Authority Partnership
Cllr Symon Fraser	Rural Local Authorities
Cllr Bryan Lodge	Sheffield City Region Partnership (Deputy for Cllr Jan Wilson)
Lyn Costelloe	Social Sector
Roy Wicks	South Yorkshire PTE
Cllr Allan Jones	Town and Parish Councils
Cllr Anne Hawkesworth	West Yorkshire Local Authority Partnership
Cllr Ryk Downes	West Yorkshire PTA
John Henkel	West Yorkshire PTE (Deputy for Kieran Preston)
Thea Stein	Yorkshire Forward
Chris Martin	YHA
Jessica Jubb	YHA
Mike Padgett	YHA
Stuart Clewlow	YHA

Visitors

Adrian Withill	City of York Council
Mike Ibbotson	Hull City Council
Amy Denton	JMP Consultants
Martin Revill	JMP Consultants
Elwyn Williams	North Yorkshire County Council
John Jarvis	Northern Way
Alison Biddulph	GOYH
Martyn Roberts	YHA

Apologies

Anthony Rae
Cllr Andrew Carter
Richard Thompson
Cllr Jan Wilson
Mayor Martin Winter
Cllr Mick Jameson
Kieran Preston
Richard Wood

Environment Sector
Leeds City Region Partnership
Network Rail
Sheffield City Region Partnership
South Yorkshire Local Authority Partnership
South Yorkshire PTA
West Yorkshire PTE
YHA

DRAFT

AGENDA ITEM: 3

REGIONAL TRANSPORT BOARD MEETING: 1 FEBRUARY 2008

MATTERS ARISING FROM THE REGIONAL TRANSPORT BOARD MEETING HELD ON 30 NOVEMBER 2007 – FOR NOTING

1. This note provides an update on those matters not covered elsewhere on the agenda.

Item 4 – Secretary of State’s Proposed Changes to the Yorkshire and Humber Plan (RSS): Changes to the Transport Strategy

2. At the last Board meeting, members suggested a number of amendments to the transport elements of the Assembly response to the Secretary of State’s Proposed Changes to the Yorkshire and Humber Plan. These amendments were incorporated into the final version of the response that was presented to the full Assembly for approval at their meeting on 6 December 2007.
3. Assembly members agreed the response, subject to a few minor amendments, and the final version was submitted to Government on 21 December 2007.

Item 10 - Achieving Low Carbon and Sustainable Transport Systems in Yorkshire and Humber: What can be made to work?

4. At the last meeting, members received a presentation on this work and it was agreed that members would send their comments on the study directly to the consultants or to the Assembly.
5. Since the meeting the consultants have come up with their initial findings, which were reported to Sustainable Development Board on 20 December 2007. The research has looked at various transport interventions such as car sharing and changing modes of transport (cars to buses/trains etc), road user charging etc. Factors that can only be achieved through national interventions, such as improved fuel efficiency, were treated as underlying trends. Socio-economic trends, which can impact on mobility, were also factored in. The findings show that none of the scenarios would lead to transport related CO₂ emission reductions compared to the 2001 baseline.
6. The Sustainable Development Board has suggested arranging a joint seminar/workshop with the Regional Transport Board to discuss the final report. Given the significance of the findings, members’ views are invited on that proposal.

Nicola Baylis, Business Services Officer
January 2008

**REGIONAL MONITORING UPDATE – HIGHLIGHTS FROM PROGRESS IN
THE REGION AND THE ANNUAL MONITORING REPORT**

For Discussion.

Members are asked:

- To receive a presentation and report that provide members with an update on the key trends – particularly in relation to transport - emerging from the data analysed in Progress in the Region and the Annual Monitoring Report; and
- To discuss and comment and the implications of the monitoring information.

Purpose

1. The purpose of this report is to identify key transportation trends as identified through the publication of the Progress in the Region 2007 and the emerging RSS Annual Monitoring Report 2007.

Progress in the Region 2007

2. Progress in the Region 2007 was launched in November 2007 by Yorkshire Futures. There are 32 Headline Indicators against which progress is monitored (attached at **Annex A**). Of the 32 Headline indicators:
 - Progress is being made on 12 indicators;
 - 9 indicators highlight the Region is doing worse as compared to the baseline; and
 - the position is steady or uncertain on 11 of the indicators.
3. The indicators relating to transportation indicated negative progress:
 - Traffic volume (billion vehicle km – total) – a 10% increase as compared to the base year has been recorded, indicating that traffic volume continues to increase.
 - Transport use by mode (% not by car) – a 4% decrease against the base year was recorded, indicating that car usage continues to dominate transport mode.
4. One of the key themes emerging from the data is that the trends to increased traffic, especially by car, are embedded and long term. This means that radical action and more investment is likely to be needed to reverse trends, while improving access AND cutting emissions.

Annual Monitoring Report 2007

5. The Regional Spatial Strategy Annual Monitoring Report 2007 (AMR2007) will be submitted, by the Assembly, to the Department of Communities and Local Government at the end of February 2008. It will monitor progress made against the targets and policies of the Regional Spatial Strategy over the time period covering 1 April 2006 through to 31 March 2007. As work is underway on this document, the findings presented below are only an initial analysis.
6. Annual Monitoring Report 2006 (AMR2006) identified a 'reduction in travel and modal shift' as a key implementation priority for 2006/07. This identification was based on the findings that there continued to be an increase in miles travelled per person per year, no clear shift away from car usage and little take up of the RSS Accessibility Criteria in locating new development.
7. Over the last year, work has been ongoing across the Region in delivering a range of schemes to improve public transport. The Regional Transport Board supported funding for Bus Rapid Transit schemes for both Leeds and Sheffield, but it will be a number of years before the impact of these is seen.
8. The emerging findings from AMR2007 carry on the findings reported last year. Trips to and from work by foot have seen a slight decrease and car usage within the Region remains higher than the English Average. As highlighted in the table below, miles travelled per year have increased over the past year, though there has been a drop in those undertaken by 'car driver'. However this decrease has been offset by a large jump in the 'car passenger' category. This may indicate that more car sharing is occurring, which in turn lessens the stresses on the Region's network. However all categories have reported a rise in miles travelled as compared to the 2004 base year.

Change in Number of Miles Travelled per Person by Mode, 2004-2006 (Miles per Person), Yorkshire and Humber							
	Walk	Car Driver	Car Passenger	Other Private	Local Bus	Other Public	All Modes
2004	183	3,277	1,999	218	258	419	6,355
2005	204	3,695	2,137	277	285	583	7,182
2006	203	3,681	2,183	257	294	574	7,192
% Change 04 - 06	10.74%	12.34%	9.21%	17.98%	13.78%	36.92%	13.16%
<i>Source: Regional Transport Statistics, 2007</i>							

9. There continues to be little to no uptake of the use of Accession to monitor the uptake of the Accessibility Criteria that could be used to assess the accessibility of new developments. The computer program Accession should be able to spatially assess distances and travel times using the local transportation network and schedules. However, through meetings across the Region, numerous problems have been highlighted when using the Criteria within the Accession program. The Assembly will soon be hiring a consultant

to help refine the criteria accordingly. It is hoped that eventually the criteria will be used as in determining applications, and not only as a monitoring tool at the end of the process.

- 10.** The Assembly has also expanded its data collection from the Local Authorities as it relates to transportation. Information on policies relating to freight has been collected as well as the number and location of Park and Rides. Initial findings suggest that there are approximately 15 permanent park and ride locations within the Region, providing parking for 6,334 cars and connecting to bus, rail and tram services. It is hoped that these locations will soon be mapped to provide an overall understanding of the important role that this service plays in both the regional and local transportation networks.

Next Steps

- 11.** AMR2007 will be available on the Assembly's website by 29 February 2008, and published at a later date. Board members will be sent a document. The format of this document will mirror that of AMR2006, and will comprise a data CD and an accompanying Executive Summary. It is anticipated that the format of AMR2008 will change to reflect the new monitoring system that has been developed for the Yorkshire and Humber Plan Draft RSS. It is expected that the Draft RSS will be approved as the new RSS in the spring of 2008.
- 12.** Once complete, AMR2007 will identify key issues facing the Region. Through the developing work on the Implementation Action Plan, these key issues will be addressed more thoroughly in the Assembly's work. It is anticipated that transport will continue to be one of the key issues facing the Region. Aligning the work being undertaken through the Implementation Action Plan with the work of the Regional Transport Board, and the transport funding priorities will also be necessary to ensure a comprehensive approach to tackling the regional transport issues.
- 13.** Work is currently underway to join up monitoring and forecasting, which is making progress towards the development of the Single Regional Strategy. Efforts to align monitoring and reduce double reporting have been undertaken and should be apparent in the monitoring framework developed for the Integrated Regional Framework. Furthering this aim, work is being undertaken to align the publications of Progress in the Region and the Annual Monitoring Report.

Lyla Peter, Research and Information Officer/Les Newby, Yorkshire Futures
24 January 2008

Agenda Item 4 – Annex A

Headline Indicators Summary 2007	Absolute Progress?	Relative Progress?
Economy		
1) Economic Growth (GVA)	✓	X
2) Productivity per hour (indexed to UK)	X	X
3) Enterprise (VAT registrations + 3yr survive rate)	✓	✓
4) Innovation (£R&D by business, Govt, HE)	?	✓
5) Investment (manufacturing as % of output)	X	✓
6) Employment (working age ILO)	✓	✓
7) Rural Economy (VAT regs; VAT dereg; unemploy)	?	?
Infrastructure		
8) Traffic Volume (billion km; motor vehicle flows)	X	X
9) Transport Use (modal split to work)	X	X
10) Housing Completions (built)	?	?
11) Housing Affordability (index)	X	X
12) Land Reuse (excluding conversions; including)	✓	✓
Environment		
13) Air Quality (days mod or higher- urban; rural)	X	?
14) Water Quality (chem.; biological)	✓	✓
15) Biodiversity (woodland birds; SSSIs)	?	?
16) Waste (arising; % recycled)	?	✓
17) Greenhouse Gas Emissions (CO2)	?	?
18) Energy Consumption (consumed; renewables)	?	?
Education & Skills		
19) Education (5 good GCSEs or equiv at 16)	✓	✓
20) Basic Skills (% with no qualifications)	✓	X
21) Adult Skills Standard to Intermediate (NVQ2; NVQ3)	✓	?
22) Higher Level Skills (NVQ 4+)	✓	X
23) Workforce Training (in last 13; generic, skills gaps)	?	X
Quality of Life		
24) Deprivation (% workless households)	✓	?
25) Health (life expect m + f; smoking m + f; obesity)	✓	?
26) Culture (sports/phys 3xweek; %arts event attend)	?	?
27) Crime (robberies; burglaries, fear of x3)	✓	X
28) Urban/Rural renaissance (Rural ind + QoP index)	?	?
29) Access to Services (rural <2km from 1ary school)	X	X
30) Community Well Being (% enjoy neighbourhood)	X	?
Governance		
31) Civic Participation (civic affairs; overall community)	?	✓
32) Governance (influence on decisions; CRS)	X	?
TOTALS	12✓; 11?, 9X	9✓; 13?; 10X

DELIVERING THE REGIONAL TRANSPORT PRIORITIES – GAP ANALYSIS AND EVIDENCE BASE

For Decision

Members are asked to agree the priority actions for 2008/09, as outlined in paragraphs 19 to 20, to assist in delivering the Regional Transport Priorities.

Purpose

1. The purpose of this report is to shape an approach to the ongoing delivery of the Regional Transport Priorities. It sets out some of the issues affecting delivery, and how the gap analysis (undertaken in 2007) can be used to identify key actions. It includes recommendations for actions in 2008/09.

Background

2. The Regional Transport Investment and Management Priorities are identified in the Regional Transport Strategy (RTS) section of the draft Yorkshire and Humber Plan. The list of outcomes was prepared to reflect the different elements of the spatial strategy and recognised where transport constraints might impede delivery of the spatial strategy.
3. At its meeting in January 2007, the Board approved outline proposals to develop a delivery plan for the Region's Transport Priorities. At the Board meeting in April 2007 Steer Davies Gleave (SDG) presented the results of a study that included a 'gap analysis', revealing where regional transport priorities are not being addressed. At the Board's Away Day in October 2007, issues surrounding the implementation of the Regional Transport Strategy were also discussed.
4. A transport delivery approach will form part of the wider Yorkshire and Humber Plan Implementation Action Plan, which is currently being developed. The intention is that the Implementation Action Plan will be reviewed annually, and concentrate on achieving a limited number of priority outcomes each year.

National Context

5. Another factor influencing where we need to focus on delivery is the 'Eddington' study on transport, which placed an emphasis on supporting economic growth. But in addition there is also the 'Stern' review on climate

change, which places an emphasis on reducing carbon emissions as soon as possible or risk having to take more serious interventions later. The Government is taking on board many of the recommendations from these studies and is likely to address them in future guidance on both policy development and funding – and this will have an influence on the priority choices the Board is able to make.

6. Alongside this the DfT intends to consult at different stages of its own transport strategy development during 2008. These consultations will give us good opportunities to raise issues affecting the Region and develop our programme of evidence gathering, in partnership with Yorkshire Forward.
7. Agenda Item 7 highlights the implications of recent Government guidance and links together the evidence base development work that will be required for the full review of the programme of Regional Funding Allocations, the RSS Review, and subsequently the Single Regional Strategy.

Delivery Options Available to the Board

8. The diagram at **Annex A** gives information on the funding and the implementation bodies involved in the process of delivering transport interventions.
9. There are three main actions open to the Board:
 - **influencing** decision makers in other organisations;
 - **advice** to Ministers on Regional Funding Allocations (RFA); and
 - **assisting** in the identification of appropriate alternative funding.

This report will now look at each of these in turn.

Influencing Others

10. This is a critical area if the region wishes to see its priorities delivered. For rail, waterways and 'national' trunk road and motorway schemes, the Board will have to **influence** the national agencies to direct national resources towards Yorkshire and the Humber. A programme of developing evidence will be required to enable us to do this effectively. We will be more successful if we can put forward a case backed by sound evidence rather than complaining about lack of support.
11. In respect of influencing improvements in passenger rail services and major rail network in the short-term there are timing issues. The business plan for the next five years to deliver DfT's High Level Output Statement is in the final stages of preparation, and there are no passenger rail franchises due for renewal in the next few years. However, there may be opportunities for influencing some further rail freight capacity improvements in the short term.

Advice to Ministers

- 12.** All local authority and Highways Agency 'regional' capital schemes in excess of £5m will usually require the support of the Board for a share of the Regional Funding Allocation (RFA). The Board could choose to take more than a passive role in this. Board Members previously have said that they wished to be more active in their role: encouraging the development of appropriate schemes to be brought forward to the Board and ensuring that the RFA funding is used as effectively as possible to deliver the regional transport priority outcomes (See Agenda items 6 and 7).

Assisting in the Identification of Appropriate Alternative Funding

- 13.** The RFA is insufficient to support all the capital schemes currently identified across the Region – it will always be insufficient to fund all of the priorities that regional partners have. The Board potentially has a role to encourage work to identify and make best use of other funding sources to supplement the usual sources of funding and the RFA. However, this will not lessen the need for well-informed decisions about priorities linked to evidence and agreed regional objectives.
- 14.** In addition, many transport interventions will not require action by the Board as many stakeholders' policies are similar to those in the RTS and they have their own funding sources, e.g. block funding of Local Transport Plans (LTPs). The Board should only need to take action where there is an identified gap in achieving the desired outcomes.
- 15.** In some cases (e.g. the Manchester Rail Hub and rail gauge enhancements) investments are required outside the Region, which nonetheless will bring benefits to Yorkshire and the Humber. Involvement in the Northern Way has a very useful role to play in identifying these instances and the Northern Way Transport Compact is successfully carrying out evidence-based lobbying.

Gaps in Delivery

- 16.** The work undertaken by SDG to identify the gaps in delivering the transport priorities looked at the schemes in preparation or under construction by all the delivery partners and assessed them against the priorities set out in the Regional Transport Strategy part of the RSS. This used information in LTPs, work programmes, and interviews with staff. The work led them to three broad conclusions:
 - Current proposals by regional partners, while of benefit to the Region taken together, will not fully meet the transport priority outcomes of the Regional Transport Strategy.
 - The Regional Funding Allocation is not large enough to allow all stakeholder proposals to be funded. This points to a need to make the

strongest case possible for other funding sources.

- It is not apparent that current proposals by regional partners are the most effective way to meet the RFA priorities. This could be because a case has not yet been made, but it could be because there are other (as yet unidentified) transport options that may be more effective.

17. The consultants also highlighted a number of other points:

- delivery of some of the Regional Transport Strategy (RTS) objectives is quite well advanced;
- some (RTS) objectives will be addressed by schemes which at present are either aspirational or not fully worked up; and
- some RTS objectives have long 'wish lists' associated them – beyond the scope of levels of likely funding.

18. The full SDG gap analysis is shown in the table at **Annex B**.

Recommendations for Action in 2008/09

19. The Region's identified transport priorities need to be delivered over the lifetime of the RSS and it will be many years before some interventions can be implemented. Proposals for delivering transport interventions will be included in the Assembly's Implementation Action Plan for the RSS. However, there is a strong argument for the Board to concentrate on a clear set of key actions each year.

20. A helpful start and context is provided by **Annex B**, which shows the results of the SDG gap analysis or shortfalls between the RSS transport priorities and schemes being prepared for delivery. Based on this analysis, it is recommended that:

- Particular focus is given to seeking implementation of the Category A priorities - as these RSS priorities are intended to have the greatest regional impact.
- That the Board should target its influence on the investment decision makers on the strategic road and rail networks where there are few planned interventions (categorised as 'weak' in the SDG assessment). This 'influencing' would involve a programme of evidence gathering, in partnership with Yorkshire Forward.
- That the Board should express an early view to potential promoters of schemes for RFA funding that it would particularly encourage new schemes to be brought forward for consideration as part of the full review of RFA that address the priorities and gaps set out in Annex B and particularly in Category A.
- That the RSS review to be undertaken during 2008-09 will be used to provide further definition of the transport interventions required to support future growth.

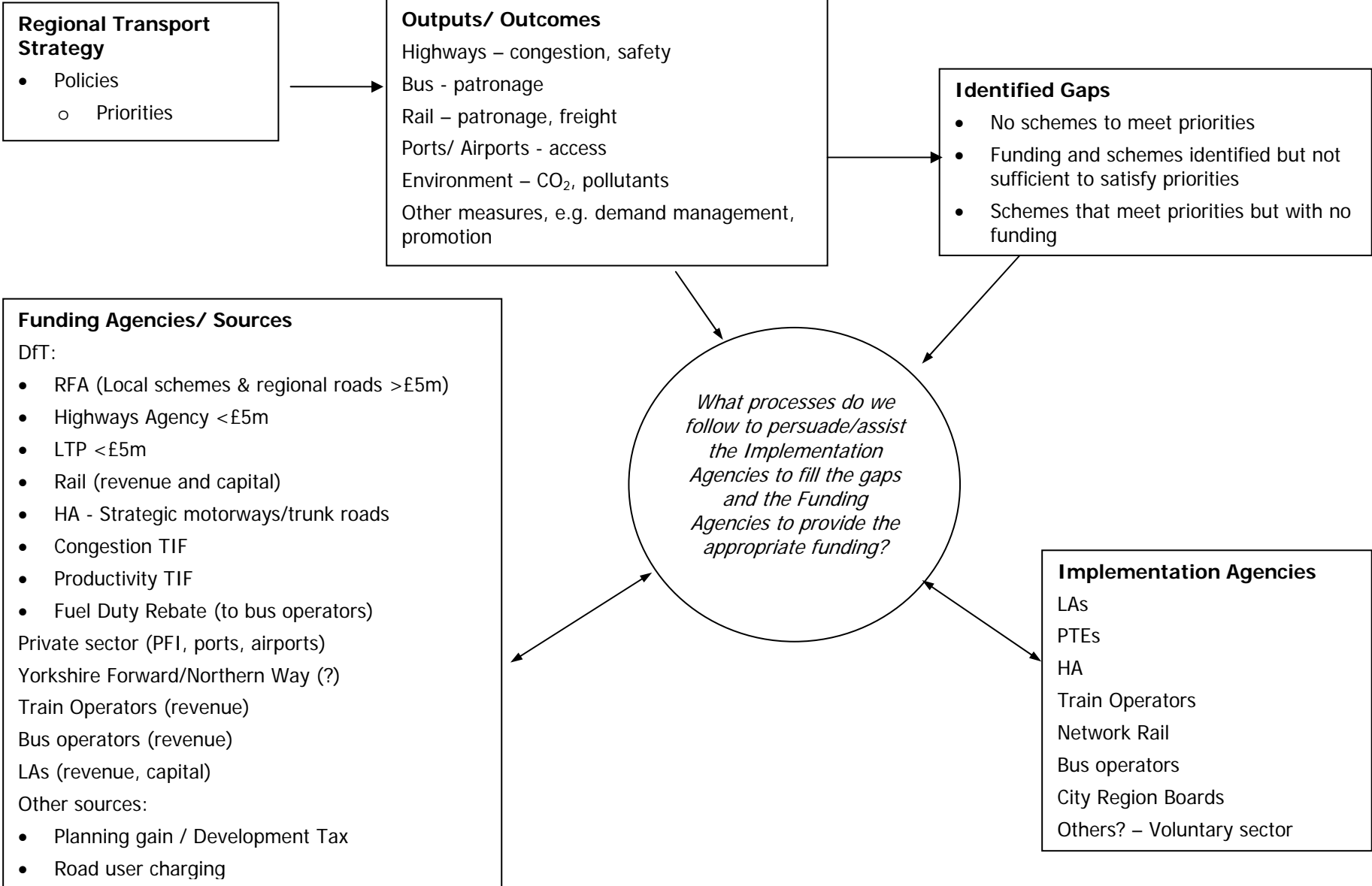
Source Papers

21. Past reports and papers on this subject are available as follows:

Report	Location
<p>Regional Transport Board Meeting, 19 January 2007: Developing a Delivery Plan for Regional Transport Priorities</p> <p>Regional Transport Board Meeting, 20 April 2007: Developing a Delivery Plan for Regional Transport Priorities</p> <p><i>'Outline Delivery Plan for the Regional Spatial Strategy's Transport Priorities'</i>, SDG, April 2007</p> <p>Regional Transport Board Meeting, 30 November 2007: Information Note on 'Towards A Sustainable Transport System'</p>	<p>Available from:</p> <p>Nicola Baylis Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Nicola.Baylis@yhassembly.gov.uk</p>

Stuart Clewlow, Transport Policy Manager, Yorkshire and Humber Assembly
Jonathan Brown, Senior Transport Manager, Yorkshire Forward
24 January 2008

Regional Transport Strategy Implementation Issues



Analysis of Delivery of the Regional Transport Priorities and the Potential Actions of the Regional Transport Board

Notes

The wording of the Priorities incorporates the Secretary of State's proposed changes to RSS (September 2007)

Correlation Weak = few or limited scope of proposals
 Strong = substantial proposals identified

Funding Unfunded = little if any funding identified for the proposals
 Partially funded = funding identified for some of the proposals
 Largely funded = most proposals are funded

Regional Transport Strategy Management and Investment Priority		SDG's assessment of current transport proposals		Potential RTB Actions			Comments
		Correlation between proposals and priorities	Funding	Influencing	Regional Funding Allocation	Encourage alternative funding	
A1	Implementation of stronger demand management , including road user charging, for Regional and Sub Regional Cities and Towns	Weak	Unfunded		Y	Y	Many measures would be revenue funded. Road user charging seen as politically challenging.
A2	Increase rail and road capacity and capability to the South Humber ports .	Strong	Partially funded	DfT Network Rail HA	Y	Y	Proposals are being developed by Network Rail and HA with support of local authorities
A3	Increase rail and road accessibility to Hull and the port of Hull , particularly to and from the west.	Strong	Partially funded	DfT Network Rail HA	Y	Y	Proposals are being developed by Network Rail and HA with support of local authorities Rail improvements commenced Nov 2007

Regional Transport Strategy Management and Investment Priority		SDG's assessment of current transport proposals		Potential RTB Actions			Comments
		Correlation between proposals and priorities	Funding	Influencing	Regional Funding Allocation	Encourage alternative funding	
A4	Improving passenger and freight offer and capacity on strategic national north-south rail links .	Weak	Unfunded	DfT Network Rail Franchise holders			Through the franchise process the train operating companies are improving passenger services.
A5	Improving passenger and freight capacity and capability on the transpennine rail network.	Weak	Unfunded	DfT Network Rail Franchise holder			More efficient use of train units is having some benefits for passengers. No progress on loading gauge.
A6	Improvements to the management and capacity of strategic north-south road links to address congestion and protect their strategic role.	Strong short/ medium term. Weak long term.	Largely funded short/ medium term. Unfunded long term	DfT HA			M1 widening jn 31-32 completed Dec 2007 SWYMBUS proposals will not cover long term demands
A7	Improving capacity and quality of public transport links within and between the main urban areas in the Leeds city region , in particular to Leeds city centre.	Strong	Partially funded	DfT Network Rail Franchise holder Bus operators City Region	Y		Some additional train carriages have been provided; more are required. City Region development plan includes proposals for substantial improvements. Funding of these will be a key issue.
A8	Further develop public transport links within and between the Regional and Sub Regional Cities and Towns in South Yorkshire and from them to the East Midlands and Manchester.	Strong	Partially funded	DfT Network Rail Franchise holders Bus operators City Region	Y		Some additional train carriages have been provided; more are required. City Region development plan includes proposals for substantial improvements. Funding of these will be a key issue.
A9	Improved public transport between Leeds and Sheffield .	Weak	Unfunded	DfT Network Rail Franchise holders	Y?		Additional rail service Leeds-Sheffield-Nottingham proposed for Dec 2008

Regional Transport Strategy Management and Investment Priority		SDG's assessment of current transport proposals		Potential RTB Actions			Comments
		Correlation between proposals and priorities	Funding	Influencing	Regional Funding Allocation	Encourage alternative funding	
A10	Improved journey time, capacity and quality between Leeds and Manchester city regions (including Manchester Airport) by all modes.	Weak	Unfunded	DfT Network Rail Franchise holders HA			New platform being constructed at Manchester Airport. The HA has been developing proposals for M62 and some are being implemented. However, these are not seen as adequate to meet long-term demands
A11	Improvements to surface access to Leeds Bradford International Airport , particularly by public transport.	Strong	Unfunded	Airport Owner	Y		Proposals included in the City Region development plan. Funding will be a key issue.
A12	Improvements to surface access to Robin Hood Airport Doncaster Sheffield , particularly by public transport	Strong	Unfunded	Airport Owner	Y		
B1	Improved connectivity to and between Scunthorpe, Immingham, Grimsby and Cleethorpes , particularly by public transport.	Strong	Unfunded	DfT Network Rail Franchise holders Bus operators City Region	Y	Y	
B2	Strategic public transport improvements to improve links between Regional and Sub Regional Cities and Towns	Weak	Unfunded		Y		
B3	Further improve the accessibility of regeneration priority areas , particularly public transport links to ensure sustainable access to employment opportunities	Strong	Partially funded		Y	Y	
B4	Improvements to strategic links to Principal Towns in rural and coastal areas to improve accessibility.	Weak	Unfunded		Y	Y	

Regional Transport Strategy Management and Investment Priority		SDG's assessment of current transport proposals		Potential RTB Actions			Comments
		Correlation between proposals and priorities	Funding	Influencing	Regional Funding Allocation	Encourage alternative funding	
B5	Improved accessibility to York city centre and investment opportunities of sub area significance in the York sub area.	Strong	Unfunded		Y	Y	
C1	Strategic approach to enabling the development of the region's waterways as a sustainable means of distribution.	Weak	Unfunded	DfT British Waterways			
C2	Region-wide joint ticketing and travel information strategy.	Weak	Unfunded		Y	Y	Outline ticketing proposals from SYPTE/ Metro endorsed by RTB 11.07.
C3	Development of rural links to Principal Towns and Local Service Centres in the Vale and Tees sub area , particularly by public transport and to the Tees Valley City Region.	Weak	Unfunded			Y	Much of this will be revenue funded
C4	Improve strategic accessibility of Scarborough and the east coast .	Strong	Unfunded	DfT Network Rail HA	Y		
C5	Improving sustainable means of access to rural areas , including national parks.	Weak	Unfunded			Y	Much of this will be revenue funded

**INTERIM REVIEW OF REGIONAL FUNDING ALLOCATIONS FOR
TRANSPORT**

For Discussion and Decision

Members are asked:

- To consider progress on an interim review of the Regional Funding Allocation programme and the implications of slippage in the existing programme; and
- To agree to 20% over-programming in 2009/10 and 2010/11 and thereby prioritise schemes up to the value of £129m through the interim review.

Introduction

1. At its meeting on 30 November 2007, the Board agreed to carry out an interim review of regional funding priorities early in 2008 to fill emerging gaps identified in the early to mid years of the RFA programme. This would ensure that we maximise the use of our current Regional Funding Allocation. Members also agreed that a report on the changes to costs and timetables in the current RFA programme should be presented. This report:
 - Outlines the current overall position on the RFA programme;
 - Sets out known changes to costs and timetables for RFA funded schemes;
 - Indicates the scope for introducing additional schemes; and
 - Explains progress with, and next steps for, the interim review.

Overall Position

2. The total available funding for the period 2007/08 to 2015/16 in the RFA programme is £842m; of this £749.3m had been spent or allocated, leaving £92.7m still to be allocated.

Scheme Costs and Timetables of Current RFA Programme

3. Many of the schemes in the programme have already been approved by DfT, and the funding that DfT will pay out has been agreed and capped. This means that sponsors will have to meet any overspend and there will be no additional call on the RFA, though schemes could still slip.
4. As agreed by the Board, a 'task team' of officers is currently investigating the changes to costs and timetables that are occurring in the current RFA programme. The picture emerging at this point in time is that:

- At the Board meeting on 30 November the Highways Agency said that they would endeavour to keep the costs of the A63 Castle Street and A160/A180 schemes within or close to the indicated amounts (however, until more detailed investigations are completed there is some uncertainty about both the costs and timetables for these schemes).
- There are uncertainties about the costs for A57 Todwick Crossroads, Haxby Station, M18 Finningley Link (FARRS) and Wakefield Westgate Station.
- There have been cost increases of £1m to £4m for A57 Todwick Crossroads, Beverly Integrated Transport, Cudworth and West Green Bypass, Waverley Link Road and Wakefield Westgate.
- The RFA will have to meet additional costs caused by programme slippage for A638 QBC Doncaster (£9.8m) and Leeds Inner Ring Road (£8.3m).
- One scheme, Sheaf Square in Sheffield, was not anticipated to require funding through the RFA when DfT approved the programme but the delays in implementation have resulted in costs being incurred in 2007/08.

Scope for Additional Schemes

5. Looking at the profile of programme spend it is evident that many schemes have slipped in their implementation, which has created gaps in the programme in the early years. For two schemes, A63 Castle Street and A160/A180, some of the required funding has slipped out of the current RFA period into 2016/17 and beyond. The three new schemes approved in 2007 collectively require funding mainly in the period 2011/12 to 2014/15. Based on current information:
 - The chart in **Annex A** shows the situation in January 2006 (when the original programme was submitted to Government), in December 2006 and November 2007, compared to the indicative allocations for each year. This chart includes the three schemes approved in 2007,
 - **Annex B** shows the situation without the new schemes so that the effects of slippage can be better seen, and
 - Details for individual schemes are given in **Annex C**.
6. As highlighted above £92.7m of the current RFA programme remains to be allocated – though the continuing uncertainties about costs on major schemes may add to this figure. The full review of the RFA programme later this year will provide an opportunity to consider updated costs of major schemes.
7. It is proposed that we should adopt a policy of over-programming to address slippage arising in the programme. For the interim review it is suggested that we over-programme by 20% in 2009/10 and 2010/11. The effect of this would be to add some £36.4m over-programming to the £92.7m identified slippage, making £129.1m available for additional schemes in the interim review. This should cover the possibility of further slippage arising (and hence reduce the risk of not maximising the use of our regional allocation) before we have completed the full review.

Progress and Next Steps with the Interim Review

8. A letter was e-mailed to all authorities on 14 December 2007 inviting scheme proposals for additional RFA schemes to be forwarded to the Assembly. An initial set of responses was received by 4 January 2008 and these are summarised at **Annex D**.
9. The proposals are to be assessed using the methodology developed for GOYH in autumn 2005 and updated by the Board in April 2007. JMP Consultants have been commissioned to help with this work. Sponsors of schemes have been asked to forward full details of their proposals to the Assembly by 15 February 2008, in order to allow time for assessment and prioritisation.
10. A report will be brought to the Board meeting on 4 April with specific recommendations on priorities for additional schemes to be brought into the RFA programme.

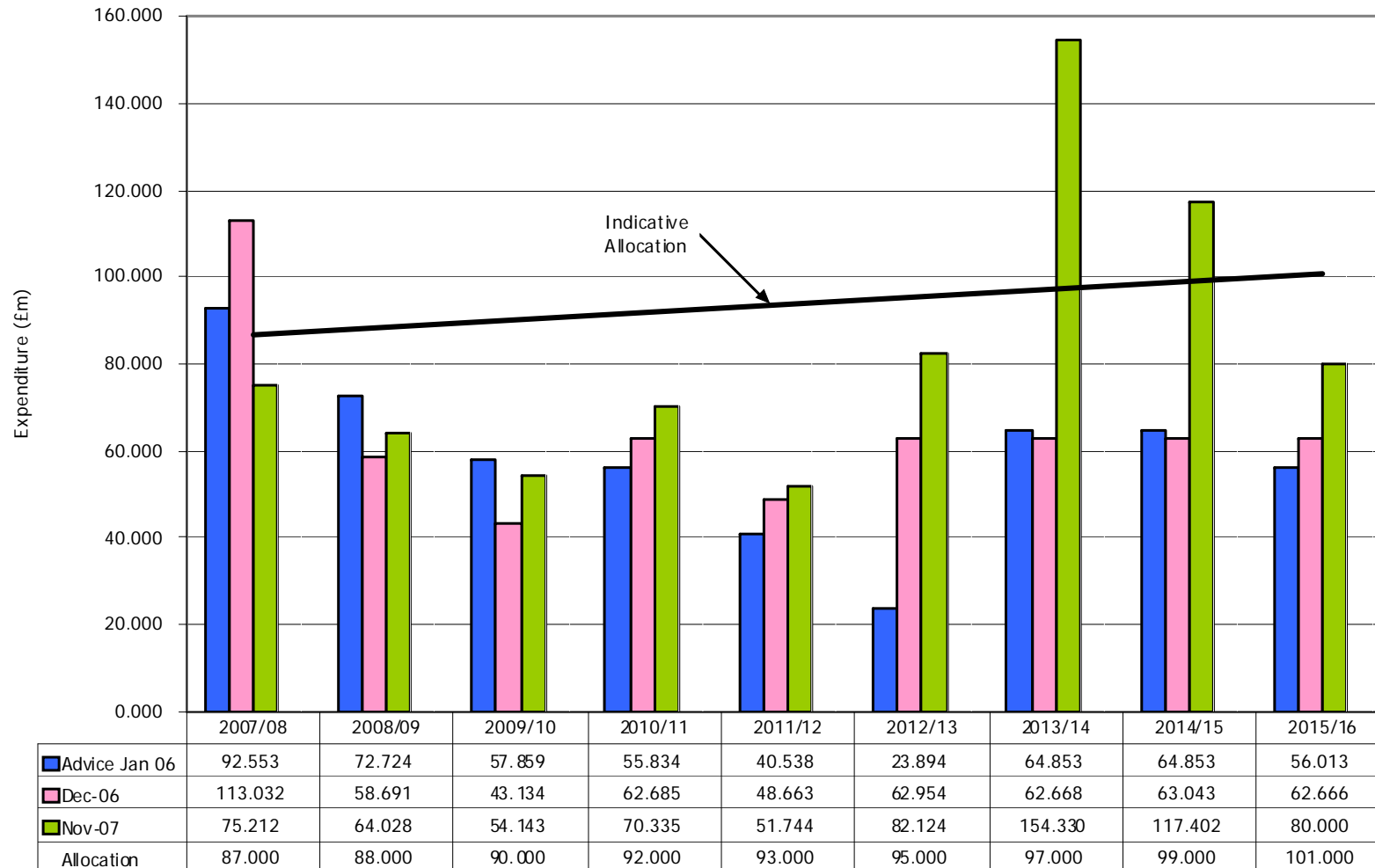
Source Papers

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

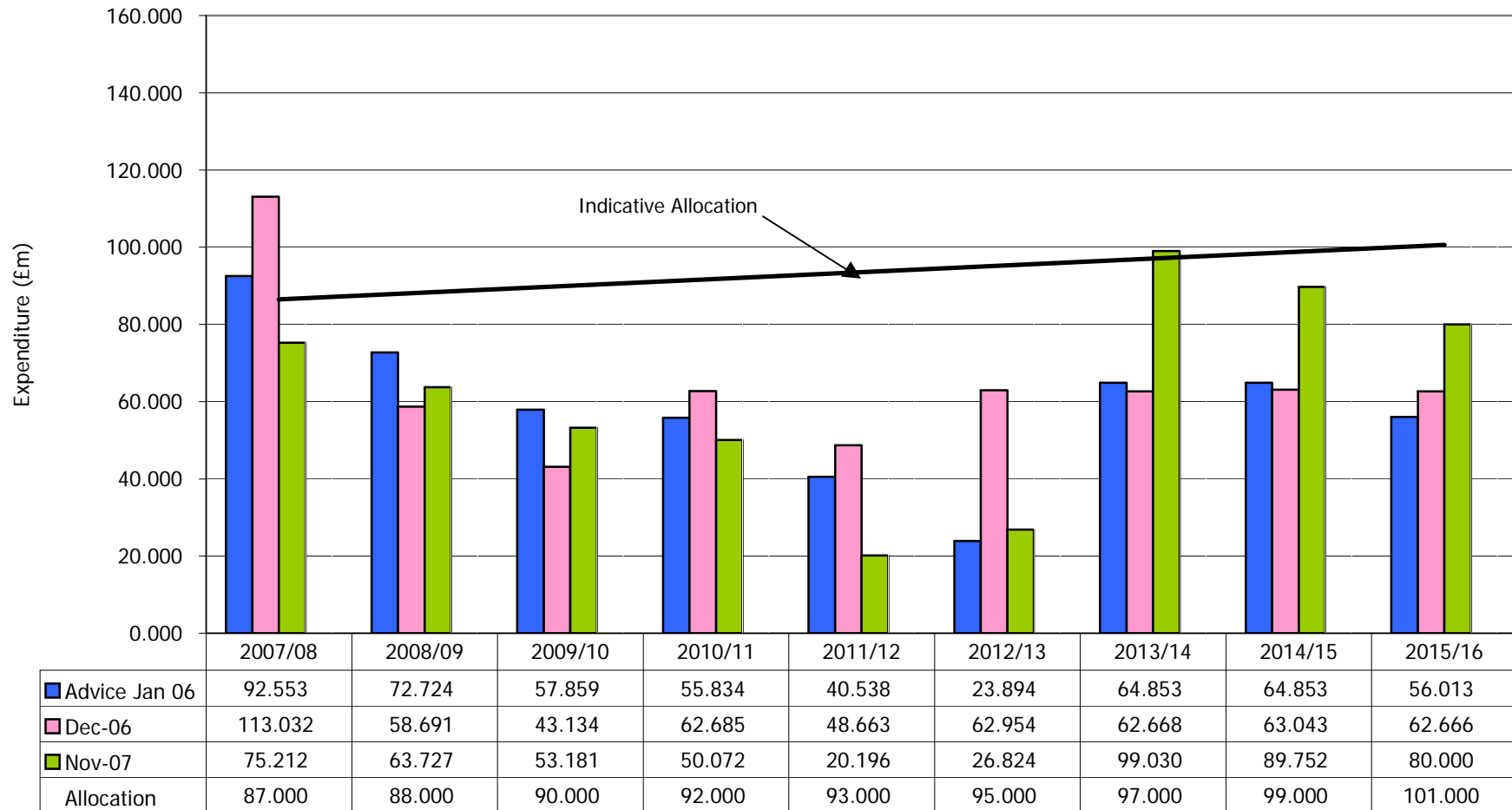
Report	Location
Regional Transport Board: 20 April 2007 Regional Funding Priorities for Transport: Considering new and emerging schemes in the short-term	Available from: Nicola Baylis Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Nicola.Baylis@yhassembly.gov.uk
Regional Transport Board: 30 November 2007 Review of the Regional Funding Priorities for Transport	
Regional Transport Board: 30 November 2007 Review of Regional Funding Priorities for Transport	

Michael Padgett, Transport Advisor/Stuart Clewlow, Transport Policy Manager
24 January 2008

Regional Funding Allocations for Transport



Regional Funding Allocations for Transport
 New Schemes Excluded to Show the
 Effects of Slippage



Agenda Item 6 – Annex C

RFA Scheme Costs and Timetable

Estimated Spend (£m)

		2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17 & beyond	Original RFA Total	Sum of Yearly Spend	Change from RFA Original	Progress
A63 Castle Street, Hull (HA)	Advice			2.670	2.740	2.800	2.870	44.853	44.853	44.853	44.816	190.455			
	Dec-06		2.670	2.740	2.800	2.870	44.853	44.853	44.853	44.851			190.490	-0.035	?
	Nov-07			2.670	2.730	2.800	2.800	44.000	44.000	50.000	51.000		200.000	-9.545	?
A160/A180 (HA)	Advice		0.570	1.160	1.470	10.770	20.000	20.000	20.000	11.160		85.130			
	Dec-06		0.570	1.160	1.470	10.770	17.815	17.815	17.815	17.815			85.230	-0.100	
	Nov-07				2.000	2.000	11.000	20.000	20.000	30.000	25.000		110.000	-24.870	Slip
A66 Greta Bridge to Stephen Bank (HA)	Advice	3.500	0.500									4.000			
	Dec-06	3.500	0.500										4.000	0.000	
	Nov-07	3.500	0.500										4.000	0.000	Target
A66 Carkin Moor to Scotch Corner (HA)	Advice	4.000										4.000			
	Dec-06	4.000											4.000	0.000	
	Nov-07	4.000											4.000	0.000	Target
A57 Todwick Crossroads (Rotherham)	Advice	0.912	7.673	1.307								9.892			
	Dec-06	6.192	6.228	0.354									12.774	-2.882	
	Nov-07			8.073	4.285	0.416							12.774	-2.882	Slip
A65 Kirkstall Road QBC (Metro/Leeds)	Advice		6.864	9.700	4.042	0.140						20.746			
	Dec-06	0.385	6.479	9.700	4.042	0.140							20.746	0.000	
	Nov-07		2.453	9.285	8.073	0.935							20.746	0.000	Slip
Beverley Integrated Transport (East Riding)	Advice	0.139	3.019	10.258	10.508	0.221						24.145			
	Dec-06			2.486	12.400	9.300	0.286		0.375				24.847	-0.702	
	Nov-07			1.000	12.000	11.000	1.000		0.375				25.375	-1.230	Slip
Bridlington Integrated Transport (East Riding)	Advice	2.154	2.032	0.552								4.738			
	Dec-06	1.740	2.900			0.068							4.708	0.030	
	Nov-07		3.000	1.000									4.000	0.738	Slip
Castleford Integrated Transport (Metro)	Advice	3.796	6.332	4.002								14.130			
	Dec-06	3.400	7.220	3.190	0.500								14.310	-0.180	
	Nov-07		7.985	5.825	0.500								14.310	-0.180	Slip
Cudworth and West Green Bypass (Barnsley)	Advice	0.450	5.262	7.262	1.972	1.230	1.024					17.200			
	Dec-06	7.750	6.150	0.822	1.266								15.988	1.212	
	Nov-07	0.339	9.070	7.425	1.428	0.700							18.962	-1.762	Slip
Hemsworth A1 Link Road (Wakefield)	Advice	7.288	10.477	5.011								22.776			
	Dec-06	11.234	8.926	1.906	0.413	0.138							22.617	0.159	
	Nov-07	2.704	10.086	9.110	0.400	0.500							22.800	-0.024	Slip
Kirklees Bridges (Kirklees)	Advice	3.054	6.337	4.168	0.072							13.631			
	Dec-06	3.054	6.337	4.168	0.072								13.631	0.000	
	Nov-07	1.611	5.911	4.342	1.770								13.634	-0.003	Slip
Waverley Link Road (Rotherham)	Advice	3.314	3.512									6.826			
	Dec-06			3.947	4.183								8.130	-1.304	
	Nov-07				6.030	1.845	0.255						8.130	-1.304	Slip

Estimated Spend (£m)

Analysis

		2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17 & beyond	Original RFA Total	Sum of Yearly Spend	Change from RFA Original	Progress
Glasshoughton Coalfields Link (Wakefield)	Advice	3.683	3.683									7.366			
	Dec-06	1.837	3.800	0.875									6.512	0.854	
	Nov-07	1.837	3.800	0.875									6.512	0.854	Slip
A631 West Bawtry Road (Rotherham)	Advice	4.429	0.207									4.636			
	Dec-06	2.910	0.058										2.968	1.668	
	Nov-07	2.405	0.563										2.968	1.668	Ahead
A638 QBC, Doncaster (Doncaster)	Advice	4.400	0.200									4.600			
	Dec-06	12.791	1.248										14.039	-9.439	
	Nov-07	10.020	4.436	0.120									14.576	-9.976	Slip
A165 Reighton Bypass (North Yorkshire)	Advice	2.000	0.100									2.100			
	Dec-06	2.402	0.055										2.457	-0.357	
	Nov-07	1.913	0.205										2.118	-0.018	Target
Barnsley Interchange (SYPTE)	Advice	0.200										0.200			
	Dec-06	0.228											0.228	-0.028	
	Nov-07	0.228											0.228	-0.028	Target
East Leeds Link Road (Leeds)	Advice	4.200										4.200			
	Dec-06	4.169											4.169	0.031	
	Nov-07	4.169											4.169	0.031	Target
Inner Ring Road Stage 7 (Leeds)	Advice	18.700	1.200									19.900			
	Dec-06	18.686	1.212										19.898	0.002	
	Nov-07	20.580	6.026	1.639									28.245	-8.345	Slip
Scarborough Integrated Transport (North Yorkshire)	Advice	12.000	14.756									26.756			
	Dec-06	16.416	4.338	0.017	0.509								21.280	5.476	
	Nov-07	18.067	7.227	0.017	0.856								26.167	0.589	Slip
Sheaf Square, Sheffield (Sheffield)	Advice											0.000			
	Dec-06												0.000	0.000	
	Nov-07	0.350											0.350	-0.350	Slip
Yellow Bus (Metro)	Advice	0.500										0.500			
	Dec-06	0.504											0.504	-0.004	
	Nov-07	1.254											1.254	-0.754	Slip
Yorcard Pilot (SYPTE)	Advice	4.000										4.000			
	Dec-06	2.000											2.000	2.000	
	Nov-07	2.235	0.832										3.067	0.933	Ahead
Haxby Station (York)	Advice	2.556										2.556			
	Dec-06	2.556											2.556	0.000	
	Nov-07		1.633	0.800									2.433	0.123	Slip
M18 Finningley Link (FARRS) (Doncaster)	Advice			11.769	35.030	25.377						72.176			
	Dec-06			11.769	35.030	25.377							72.176	0.000	
	Nov-07						11.769	35.030	25.377				72.176	0.000	Slip
Wakefield Westgate (Metro)	Advice	7.278										7.278			
	Dec-06	7.278											7.278	0.000	
	Nov-07			1.000	10.000								11.000	-3.722	Slip

Estimated Spend (£m)

		2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17 & beyond	Original RFA Total	Sum of Yearly Spend	Change from RFA Original	Progress	
Leeds Public Transport (Metro)	Late entry															
	Late entry															
	Nov-07			0.650	1.600	9.500	55.300	55.300	27.650			150.000	150.000	-150.000	New	
Sheffield Public Transport (SYPTE)	Late entry															
	Late entry															
	Nov-07				15.000	20.000						35.000	35.000	-35.000	New	
A18 A180 Stalingborough (HA)	Late entry															
	Late entry															
	Nov-07		0.301	0.312	3.663	2.048						6.324	6.324	-6.324	New	
Total Estimated Spend	Advice	92.553	72.724	57.859	55.834	40.538	23.894	64.853	64.853	56.013			529.121			
	Dec-06	113.032	58.691	43.134	62.685	48.663	62.954	62.668	63.043	62.666			577.536			
	Nov-07	75.212	64.028	54.143	70.335	51.744	82.124	154.330	117.402	80.000			749.318			
Indicative Allocation		87.000	88.000	90.000	92.000	93.000	95.000	97.000	99.000	101.000			842.000			
Difference (Allocation - Spend)	Advice	-5.553	15.276	32.141	36.166	52.462	71.106	32.147	34.147	44.987			312.879			
	Dec-06	-26.032	29.309	46.866	29.315	44.337	32.046	34.332	35.957	38.334			264.464			
	Nov-07	11.788	23.972	35.857	21.665	41.256	12.876	-57.330	-18.402	21.000			92.682			

NOTES

1. Overspends are identified as negative numbers.
2. Totals do not take account of schemes costs in 2016/17 and beyond

Summary of Schemes Submitted for Consideration by the Regional Transport Board

Ref	Sponsor	Title/Location	Description	Cost	Timescale
1.	East Riding	A164 Humber Bridge to Beverley Route Improvement	Improvement of 11.7km of A164	£13.677m	2008/9 – 2011/12
2	Barnsley MBC	A628 Hoylandswaine Bypass	Exceptional maintenance scheme "Steel slag" problem	£3.4m	Not stated
3	Barnsley MBC	Various locations	Exceptional maintenance scheme "Steel slag" problem	£3.66m package of schemes	Not stated
4	Sheffield	A61 Penistone Road Quality Bus Corridor, Sheffield	Bus corridor on Congestion Target Route. Two options	£15m - £30m	
5	SYPTTE	Sheffield-Rotherham BRT (Northern Route)	Northern route to complement the southern route already endorsed by the RTB	£30m net after developer contribution	
6	Highways Agency	A64 Hopgrove Roundabout	Upgrade roundabout	£7.2m	Start Summer 2008
7	Wakefield	A650 to City Centre quality bus corridor	Park & Ride facility and major changes to 3km of highway	£5m - £10m	
8	Wakefield	The Emerald Ring	Sections of a city bypass: <ul style="list-style-type: none"> • Ings Rd/Denby Dale Rd • Gyratory • Chantry House roundabout • Lower Warrengate to Chantry House Roundabout • Ings Road to Quebec Street 	£5m - £10m	
9	Wakefield	A636 (city to M1) and Charlesworth Way Colorado Way, Glasshoughton	Exceptional maintenance schemes "Steel slag" problem	£5m	
10	York	Park & Ride – Askham Bar/ A59/ Wigginton Rd	3 Park & Ride sites and associated bus priority works	£23.5m	Delivery by 2013/14
11	Rotherham	A630 Centenary Way, Canklow	Exceptional maintenance scheme Replacement of surfacing material	£4.5m	Delivery within 12-18 months of securing funding
12	Metro	Yorcard	Smartcard ticketing for bus and rail across Yorkshire & Humber	£25m	

Ref	Sponsor	Title/Location	Description	Cost	Timescale
13	Metro	City Region Real Time Information Package	Traffic signal priority scheme + package of information displays	£5 - £10m	
14	Metro/Leeds	City Region Access Leeds (inc strategic P&R)	Package of schemes including <ul style="list-style-type: none"> • Bus P&R in 2 corridors • Rail P&R (3 station) • Rail capacity package (lease 5 extra vehicles) • New pedestrian access, Leeds Station • Travel demand management • Quality Bus Corridors (3 radial corridors) 	£35m	
15	Metro	Connecting Airedale (Phase 1)	<ul style="list-style-type: none"> • Shipley Eastern Bypass • Canal Road Upgrade • Shipley Station parking • Manningham Station • Manningham Lane QBC 	Phase 1: £10m - £15m Total package £60m	
16	Leeds City Region Travel Demand Management	Package of soft measures	Several locations	£5m	
17	Metro	East Leeds Parkway	East Leeds Parkway rail station Park & Ride	£12m	
18	Metro	Connecting Bradford	Improvements at Bradford Interchange	£12m	
19	SYPTE	INTEGR8 Package	Package of corridor improvements		
20	Doncaster	A6182 White Rose Way, Doncaster	Dual carriageway M18 to Ladybank Roundabout, Bridge over ECML, improvements to 2 roundabouts	Total cost£28m - £33m Net cost £15m	Start in Q4 2009
21	Calderdale	Burr Wall Maintenance	40 sites	£15m	
22	Calderdale	Brighouse Strategic Network Improvements	A641 junctions and lengths of highway	£5m	
23	Calderdale	Church Street Widening, Halifax	Highway widening and associated improvements in Church Street, Halifax	£3.75m	2009/10 – also expenditure in LTP3

Ref	Sponsor	Title/Location	Description	Cost	Timescale
24	North Yorkshire	A684 Bedale/Aiskew/Leeming Bar Bypass	4.8km single carriageway, 2 bridges over Wensleydale Railway and bridge across Bedale Beck	£34.9m	Start 2012 Start dependent on construction of A1 Dishforth to Barton

HMP/15 January 2008

**REGIONAL FUNDING ALLOCATIONS – FULL REVIEW OF PROGRAMME
2008/9**

For Discussion and Decision

Members are asked:

- To agree the broad approach for carrying out a full review of the programme of Regional Funding Allocation schemes; and
- To agree that the Highways Agency should be encouraged to further develop its approach to modelling development sites.

Introduction

1. The DfT is expected to write to all the English regions in summer 2008 to invite another round of advice regarding schemes to be resourced from the Regional Funding Allocation for Transport. It is understood that the scope of the exercise may be greater than in 2005/6, with additional areas of transport spend being brought into consideration - possibly the Transport Integrated Block or rail schemes. The update from Government on progress on the Sub National Review states that the consultation document on the SNR (Spring 2008) will include details of the funding streams to be included in the RFA Review.

Broad Approach to the Review

2. Considerable work is required to prepare for a full review of the Regional Funding Allocations programme. In addition to new guidance from Government, it is necessary to reflect changes in national, regional and local transport policies in drafting a project plan for the work. The following broad staged approach is proposed:
 1. Scope and establish the role of the RFA – to consider what needs to be achieved at different levels (eg regional/ sub-regional etc) and appropriate funding streams for different transport interventions.
 2. Updating the methodology for prioritising schemes – taking into account latest Government guidance (*Towards a Sustainable Transport System* and the NATA refresh), which reflect the Stern and Eddington reviews. Also, taking forward the joint work with the Sustainable Development Board on carbon emissions, addressing the Regional Challenges identified in the Integrated Regional Framework and the gap analysis outlined in Agenda Item 5.

3. Evidence Base Development – to enable informed decisions to be made that meet the needs of the Region. This needs to be linked to work on the RSS review (see paragraph 13).
4. Refresh costs – to update costs of schemes as a basis for re-assessing the scope and extent to which new schemes could be funded.
5. Consider and prioritise individual schemes (following an invitation to submit new schemes).

Over-Programming

3. It is essential that there are sufficient schemes in the Region's RFA programme to ensure that the full allocation can be utilised, even when slippage occurs to individual schemes.
4. One approach is to deliberately over-programme each year's budget. It is recommended that in the full review, 20% is added to each year's programme, with the aim of managing the pattern of spend so that it better reflects the annual guideline figure either by doing "extra" work to take up slippage or deferring expenditure to stay on target.

Revised Guidance from Government

5. New guidance will be issued with the invitation to forward advice on Regional Funding Allocations. This is expected to reflect the development of the new approach to transport planning and investment by the Department for Transport which has already been published. The following paragraphs summarise a number of DfT policy changes that will impact on our RFA prioritisation.
6. The papers for the previous meeting of the Board (30 November 2007) included an Information Item on a DfT policy paper entitled *Towards a Sustainable Transport System* (TASTS). This set out Government's response to the Eddington report on transport and outlined a new approach to be adopted by DfT to transport planning and investment. The DfT also published a technical paper on the "NATA Refresh" which set out proposed changes to the assessment methodology which has been used by DfT since the 1998 Transport White Paper and strongly influenced the prioritisation work in 2005/6 to produce the current programme of RFA priorities.
7. The DfT's **new approach to transport planning** adopts the 5-year planning cycles already used for rail planning in the High Level Output Specification (HLOS). Up to 2013/14, there are relatively detailed plans and commitments, but beyond 2013/14 Government considers that there is considerable financial headroom. The policy paper (TASTS) sets out a new DfT approach to taking investment decisions for that period, based on Eddington's proposals.
8. The new approach emphasises the need to be very clear about problems before specifying scheme options – particularly the need to look first at

making best use of existing assets and then to remain neutral on the preferred mode until a full range of options has been explored.

9. The **NATA Refresh** has a number of aims, but the key issues for policy and strategy are:

- To align the assessment methodology with the DfT's five new objectives for transport (competitiveness & productivity/ climate change/ safety/ quality of life/ social equity) and Eddington's three strategic priorities (urban areas/ inter-urban corridors/ international gateways);
- To make the guidance fully multi-modal in order to facilitate a mode-neutral approach to transport planning; and
- To align with Eddington's approach to linking scheme analysis and strategic decisions – enhancing the fit between analysis at different levels of governance.

10. The DfT's timescale for this policy work and technical development implies the full NATA Refresh will take over a year to complete. The Department is currently consulting on its proposals to refresh NATA, and is seeking views on what areas of the work should have priority. However, three areas have already been identified to be "quick wins":

- To become mode-neutral during analysis - from strategy to intervention;
- To issue specific guidance on climate change; and
- To provide guidance on meeting productivity challenges.

The Impact of Housing Growth

11. A specific area addressed by the NATA Refresh is the impact of housing growth. In the light of the proposed review of the Yorkshire & Humber Plan, this is particularly relevant but unfortunately it is one of the less-developed areas of the Refresh. Two comments in the consultation document may be highlighted:

- *regional strategic models can assess where to locate a development, helping to generate options for potential development sites.* This would particularly apply to expansion in the periphery of existing urban areas or to "Eco-Towns".
- *ensure that decisions made on housing do not unnecessarily add stress to the transport system.*

12. Although technical work on the RSS Review has not yet started, it should be noted that valuable work is being undertaken by the Highways Agency to model the impacts of development sites being identified for LDF purposes, particularly in South Yorkshire. In view of the future need for a region-wide understanding of these impacts to support the RSS Review, it is recommended that the Board should encourage the further development of the Highways Agency approach as a basis for assessing the stress on the transport system.

- 13.** Project planning work for the RSS Review is currently underway. The Regional Planning Board agreed that the review should focus on the scale of growth, location of growth and infrastructure for growth and be approached as a continuous development of the RSS, rather than a wholesale review. Given the Government's drive for the RSS reviews to be completed by 2010, any evidence base work will need to be undertaken between April and September 2008. A collaborative approach with city/sub-regions, in terms of using and developing evidence, will be essential. The further development of RSS sub-area policies will be required. It will be important that an analysis of transport constraints and opportunities influences the identification and testing of future locations for growth including ecotowns and growth point proposals.
- 14.** The timing of the review of RSS fits well with the timing of the full review of the transport Regional Funding Allocations later in the year, and presents an opportunity to link these two areas of work together.

Source Papers

- 15.** Past reports on this subject are available as follows:

Report	Location
Regional Transport Board Meeting: 30 November 2007 Information Note: Towards a Sustainable Transport System	Available from: Nicola Baylis Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331 560 E-mail: Nicola.Baylis@yhassembly.gov.uk

Michael Padgett, Transport Advisor
 24 January 2008

PROGRESS ON THE SUB NATIONAL REVIEW

Introduction

1. The Review of Sub-National Economic Development and Regeneration (SNR) was announced by the Chancellor of the Exchequer in March 2006, to inform the 2007 Comprehensive Spending Review. The Review was launched in July 2007, outlining plans to re-focus both powers and responsibilities to support economic development and regeneration.

Progress on Implementing the SNR

2. On 21 December 2007, Government published a short holding paper – *Taking Forward the Review of Sub-National Economic Development and Regeneration*. In summary, the paper reconfirmed the reforms set out in the SNR and outlined progress to date. The paper also sets out the next steps in relation to primary legislation, consultation and transition issues.
3. **Primary Legislation** will be required to:
 - Designate RDAs as regional planning bodies and set out the principles underpinning the Single Regional Strategy;
 - Facilitate delegation of funds from RDAs to sub regional bodies and Local Authorities;
 - Change RDA scrutiny and accountability arrangements;
 - Introduce the new local authority economic development duty; and
 - Establish statutory sub-regional economic development authorities.
4. A **consultation paper** (to be published early in 2008) will seek views including:
 - How the single regional strategy might be implemented and the creation of a local authority economic development duty.
 - The process for developing the strategy and principles for joint working between RDA, Local Authorities and other partners (business and third sector specifically mentioned) on the development of the strategy and the implementation plan (whilst still recognising the need for regional flexibility).
 - Options for how RDAs, Local Authorities and their Regional Partners should change to meet their new challenges
 - How the second round of Regional Funding Allocations will be taken forward and what funding streams will be included.

5. The paper touches briefly on **transition issues**. In particular assemblies will continue to:
 - Work on regional spatial strategies including revisions to take account of new housing numbers. These are to be completed by 2011.
 - Work with RDAs and Local Authorities to take forward the new expanded round of Regional Funding Allocations.
 - Work with RDAs and Local Authorities developing the joint evidence bases and implementation plans for regional strategies.
6. Finally the paper includes a list of SNR implementation milestones that conclude with 2010 as the earliest date RDAs could take on their new responsibilities.

Business Planning and Transition Issues

7. The Assembly has not yet received business planning guidance from Government but has prepared a draft business plan around the work areas agreed by Assembly Members in November and information gleaned from Government so far. The draft Plan will be considered by Assembly members at the full Assembly Meeting on 7 February 2008.
8. In relation to current transition activity the Assembly is already working closely with Yorkshire Forward and Local Authorities on many key issues. A particular example is transport where a virtual regional transport team made up of officers from the Assembly, Yorkshire Forward and Government Office has been established to support the Regional Transport Board.

Sue Jeffrey, Executive Director/Michael Padgett, Transport Advisor
January 2008