

REGIONAL TRANSPORT BOARD MEETING

**12 DECEMBER 2008: 14.00PM – 16.00PM
KINGSWOOD SUITE, TOWN HALL, WAKEFIELD**

AGENDA

1. Welcome, Introductions & Apologies

BUSINESS ITEMS

14.05 – 14.15

2. Minutes of the Last Meeting – 10 October 2008 Paper Attached
3. Matters Arising Verbal Update

DECISION ITEMS

14.15 – 15.15

4. Review of Regional Funding Advice Paper Attached
 - a) Overview of the RFA2 Review
 - b) Review of schemes in the existing programme
 - c) Review of new schemes submitted for RFA support in the period up to 2014
 - d) Proposals for distributing RFA for Highways Maintenance after 2010 - 11

DISCUSSION ITEMS

15.15– 16.00

5. Sub National Review Paper Attached
6. RSS Review Spatial Options Consultation Paper Attached
7. Any Other Business

INFORMATION NOTES

Review of reasons for Slippage in the RFA Programme Paper Attached

Date of Next Meeting: 23 January 2009

**MINUTES OF THE REGIONAL TRANSPORT BOARD MEETING:
10 OCTOBER 2008**

ACTION

1. Welcome, Introductions and Apologies

The Chair welcomed everyone to the meeting and the apologies were **noted**.

The Chair confirmed that Tom Glossop, Assembly Member representing Town and Parish Councils, was now the Deputy Chair for the Board but had to send his apologies today.

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

John Hoare asked for information on the cause of scheme slippage. It was understood that officers were preparing a report. It was **agreed** that a report on the main causes of slippage in the RFA programme would be brought to the next meeting.

Mike Padgett

4. Review of Regional Funding Advice

a) Progress on RFA2 and Programme Management

Recommendation 1

Members **agreed** the overall timetable, but the submission date for post – 2014 proposals was moved to 5 December on condition that scheme promoters provided a clear indication of the priority order of their bids.

Recommendation 2

It was **agreed** that individual Local Authorities should supply information to support the new monitoring system with the exception of the word, 'encourage' to be changed to 'expect'.

This was so it was clear that the Board expects monitoring data to be provided by Local Authorities to enable a detailed report on progress to be brought to the December meeting of the Board.

Recommendation 3

Members **agreed** to follow DfT guidance on the amount of over – programming of schemes should be allowed for, but this was an ongoing process.

Recommendation 4

Members **agreed** that a further report should be brought to the next Board in December to set out the scale of the demand for funding for highways maintenance schemes from the 'major schemes' allocation.

Mike Padgett

Recommendation 5

It was **agreed** that the Board would consider packages of interventions as a single bid and that scheme promoters be advised to follow DfT guidance on submitting packages of schemes.

b) Refreshing the RFA Assessment Methodology and Criteria

Ben Still and Tom Higbee from Steer Davies Gleave (SDG) gave a presentation to members on the proposed methodology that is recommended to be used to assess schemes for priority for funding.

Recommendation 1

The revised methodology was **agreed**.

This will focus on 'policy fit' on fewer factors, and also ensure that the method recognises the value of the smaller, more local, schemes, which are a concern to some Local Authorities.

Recommendation 2

Members **agreed** that the 'Prioritisation Framework', which is being developed by Steer Davies Gleave for the Assembly and Yorkshire Forward, should be used to guide the Board in selecting priorities, particularly for post – 2014. Members were asked for their views on the transport challenge tables included

in the report (post meeting note: an email was sent out to members on 28 October 2008 requesting comments by 21 November 2008.

Recommendation 3

It was **agreed** that Value for Money should be assessed using DfT criteria.

Recommendation 4

Members **agreed** that advice to the Board on deliverability should be informed by current work in the region to improve monitoring of performance.

c) Initial Proposals for the Integrated Transport Block and Highways Maintenance

SDG gave a presentation on the above, clarifying the principal options.

Recommendation 1

Members **agreed** that with regard to viring funds between headings, (major schemes/ integrated block/ highways maintenance) the 'do – minimum' approach should be adopted.

Recommendation 2

It was **agreed** that a further report on options for revising the distribution of the highways maintenance block would be brought to the next meeting.

Mike Padgett

It was **agreed** that both presentations would be circulated with these minutes.

Hannah
Madajewski

5. Sub National Review

Chris Martin introduced the item on Sub National Review. It was **noted** that the decision to move to new Governance Arrangements by 1 April 2009 had now been agreed by Local Government Yorkshire and Humber and the Yorkshire and Humber Assembly. Part of these governance changes would be to have four new thematic Boards including one for Transport. It was **noted** that Government's response to SNR would be available in due course.

Richard Flinton from North Yorkshire County Council introduced the joint paper from Local Government Yorkshire and Humber and Yorkshire Forward. It was **noted** that a Development Group would be looking into the role of the new Regional Transport Board including membership, the purpose, and frequency of meetings and who may chair it.

In discussion, comment was made that there was no Leeds City Region representation on the Group, but the Board was advised that the decision on the membership of the Development Group had been made by LGYH and Yorkshire Forward.

The following points were also raised:

- Feel that not having a representative from a Passenger Transport Authority is a mistake;
- All new Boards should be chaired by elective representatives;
- Continuation of the effective way the RTB is working its functions, as this is really well thought out;
- This Group is not membership for the new Boards; and
- Continuation of wider reference groups, such as the Regional Transport Forum is valuable.

It was **noted** that all points would be fed into the Development Group.

Richard
Flinton

6. Regional Spatial Strategy 2009 Update

Richard Wood updated members on the Regional Spatial Strategy process and Stuart Clewlow gave a presentation to show recent transport data and how it has being used.

It was **noted** that Leeds City Region would be happy for the Assembly to use their data.

It was **agreed** that the slides would be circulated with these minutes.

Hannah
Madajewski

Members **noted** the report on progress and **supported** the approach being taken to transport in the Review.

Richard reminded everyone that all information regarding the RSS Review is available on the Assembly's website:

<http://www.yhassembly.gov.uk/Our%20Work/Regional%20Planning/>

7. Any Other Business

Mike Padgett informed members that DfT had accepted into the approved programme of additional schemes which the Board recommended in April. This was welcome recognition of the Boards view of priorities. It was **agreed** that the letter from DfT would be circulated. It was **noted** that the schemes recommended in July should receive a response shortly.

Mike Padgett

Barry Fleetwood from North Lincolnshire Council informed members that the 'Humber Bridge Tolls Impact Assessment' document had been launched and copies were available on the following website:

<http://www.cbuchanan.co.uk/>

Date of Next Meeting: 12 December 2008

Hannah Madajewski, Business Services Officer
October 2008

**REGIONAL TRANSPORT BOARD MEETING:
10 OCTOBER 2008**

Attendees

Cllr Anne Hawkesworth	West Yorkshire Local Authority Partnership
Michael Oughtred	Business Sector
Chris Glen	Business Sector (Deputy for Andrew Palmer)
Cllr Mark Kirk	Chair
George Peach	Confederation of Passenger Transport
Anthony Rae	Environment Sector
John Hoare	Environment Sector
Margaret Jackson	Government Office
Peter Godfrey	Highways Agency
Cllr Dave Woods	Hull and Humber Ports City Region Partnership
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 Allan Jones	Town and Parish Councils
Cllr Chris Greaves	West Yorkshire PTA
Kieran Preston	West Yorkshire PTE
Chris Martin	YHA
Mike Padgett	YHA
Richard Wood	YHA
Stuart Clewlow	YHA
Hannah Madajewski	YHA
Thea Stein	Yorkshire Forward

Visitors

John Blackburn	Bradford MDC
Ian Stokes	City of York Council
Ian Burnett	East Riding of Yorkshire Council
Phil Jones	GOYH
Mike Ibbotson	Hull City Council
Dick Crump	North East Lincolnshire Council

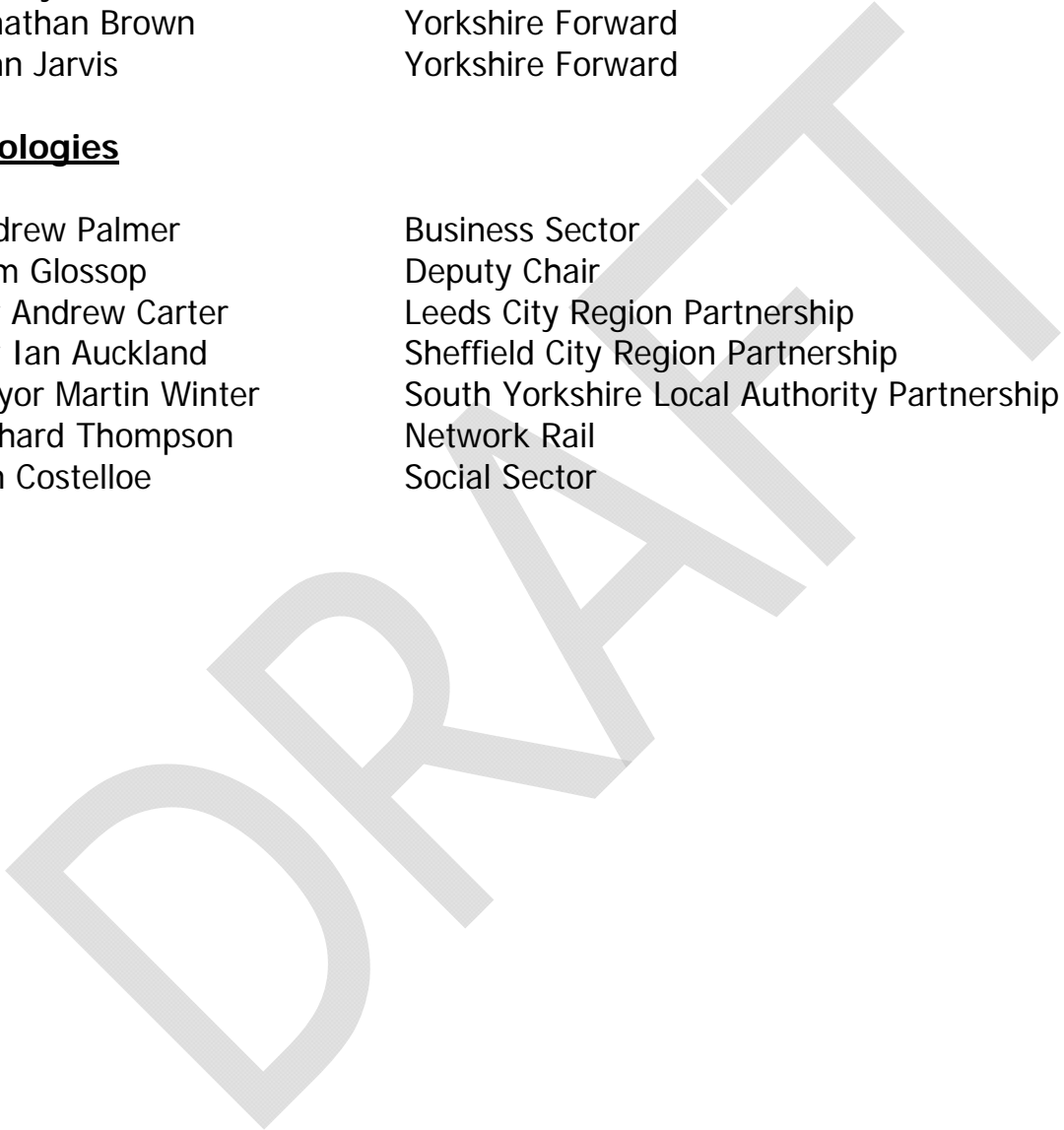
Barry Fleetwood
Andrew Bainbridge
David Bowe
Richard Flinton
John Bann
Frances Adams
Steven Bishop
Tom Higbee
Ben Still
Tim Ryder
Jonathan Brown
John Jarvis

North Lincolnshire Council
North Yorkshire County Council
North Yorkshire County Council
North Yorkshire County Council
Sheffield City Council
South Yorkshire LTP Partnership
Steer Davies Gleave
Steer Davies Gleave
Steer Davies Gleave
Steer Davies Gleave
Yorkshire Forward
Yorkshire Forward

Apologies

Andrew Palmer
Tom Glossop
Cllr Andrew Carter
Cllr Ian Auckland
Mayor Martin Winter
Richard Thompson
Lyn Costelloe

Business Sector
Deputy Chair
Leeds City Region Partnership
Sheffield City Region Partnership
South Yorkshire Local Authority Partnership
Network Rail
Social Sector



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

**REGIONAL FUNDING ADVICE TO 2018/19
OVERVIEW OF THE RFA2 REVIEW**

For Decision

Members are asked to:

- Note the latest position on work progress to develop the transport element of the RFA advice.
- Endorse the next steps in the process described in the report.

Background

1. At its last meeting on 10 October, the Board approved a work plan for the second round of preparing advice to Government on the allocation of the Regional Allocation for Transport (RFA2), covering the period to 2018/19. Members will recall that RFA2 now covers three elements of transport funding: the **Integrated Transport Block**, the **Highways Maintenance Block** and funding for **Major Schemes** (generally schemes over £5m).
2. To summarise the current position with work on each of these elements:
 - On the **Integrated Transport Block** – Members agreed at the last Board Meeting to the ‘do minimum’ approach. This means that we would advise DfT to distribute the Block to local authorities according to the ‘transport needs’ formula that they used for the second-round of Local Transport Plans (LTP2);
 - On the **Highways Maintenance Block** – Members agreed at the last Board meeting for a further report on this issue. A report recommending a way forward is attached as Item 4d for this meeting;
 - Work on the **Major Schemes** element continues. This report and the reports at Items 4b and 4c address this element.

Introduction and overview to the decision-making process for the Major Schemes element of RFA2

3. In respect of ‘major schemes’ the RFA2 review requires the Board to submit a recommended programme of transport interventions to be supported from the Regional Funding Allocation over the period to 2018/19. In order to set the context for making the necessary decisions, this paper summarises the current position in terms of work progress and outlines a number of recent developments and issues that may influence final recommendations to the January Board meeting.

Available Funding to 2018/19 and 'Over-Programming'

4. The total funding available to the Region within the RFA2 allocation for major scheme to 2018/19 is £1.157 billion.
5. A critical issue is the extent to which the Region 'over-programmes' in its RFA submission beyond that £1.157bn. The DfT guidance advises the use of a 20% over-programming figure to address the inevitable degree of 'slippage' in the delivery of schemes. At its last meeting in October the Board agreed to follow this advice.
6. Subsequently discussions with DfT have sought clarification on whether there is any flexibility to increase the amount of over-programming beyond 20%. Officers have also given some thought to whether the Region might use a 'reserve list' of schemes, which might be brought forward to take up any underspending resulting from further slippage of schemes in the programme. It is clear from DfT, however, that they take a firm view that 20% is an appropriate allowance for over-programming and would probably scale back any programme that the Region submitted based on a higher figure. In addition the use of a "reserve list" would have no formal status in the RFA programme and contribute to a perception that the Region cannot manage its own programme. On balance this strengthens the argument for using the 20% measure.
7. Guidance from DfT is somewhat imprecise as to how the 20% should be applied, but it is recommended that over-programming be applied from April 2009 onwards. The resulting total availability of RFA over the period to 2018/19 is then as set out in the Table below – amounting to a total funding 'envelope' for major schemes in the Region of £1.354 billion:

	£ millions												
	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014.15	2015/16	2016/17	2017/18	2018/19	Total
RFA Allocation	87	88	90	92	93	95	97	99	101	103	105	107	1157
+20% from 2009/10	87	88	108	110	112	114	116	119	121	124	126	129	1354

The Impact of Existing Schemes in the RFA Programme

8. In assessing the scope for new schemes to be prioritised from RFA2, account also has to be taken of the existing programme of regional schemes, brought forward from the first RFA exercise (RFA1), and together with a number of schemes added subsequently by the Board over the last two years. Assuming that all these existing schemes are retained, but with updated costs, the effect is to leave only about £353m for new major schemes to be added as part of this current RFA exercise.
9. The Report at Item 4b sets out in more detail the approach that is being taken to the review of schemes in the existing programme.

Monitoring Progress of the Existing Schemes in the RFA Programme

10. A strengthened system of monitoring the progress of schemes in the programme has been introduced. This is based on the quarterly returns made by local authorities to GOYH, enhanced by reporting progress of the key milestones that indicate a scheme's progress. Scheme promoters have been asked to supply a project programme in the form of a GANNT chart or similar. Attached at **Annex A** is a baseline position with regard to expenditure on schemes based on the October 2008 quarterly returns to GOYH.
11. There has been considerable progress with the quality of the quarterly returns but during the past couple of months the new quarterly information has been sought from local authorities at the same time as our consultants (SDG) were assembling progress information for the RFA review. The information at Annex A is drawn from detailed information received for all except seven schemes. There is a major issue of improving the timeliness and accuracy of these quarterly returns and this will be addressed before the next round of returns is due – at the end of January 2009.
12. It should be noted that although Annex A reflects the current position, it will be necessary to revise the programme to reflect more up-to-date information on the time which will be needed to achieve the key milestones which measure progress. The overall effect of this will be to create further slippage.

'New' Major Schemes

13. In addition to the existing major schemes in the Region's RFA programme 26 new proposals for "pre-2014" schemes have been received and assessed by our consultants (SDG). A further batch of schemes was received on 5 December for the post-2014 period, but after this paper was written. There is clearly a major task in producing a set of priorities that can be accommodated within the available funding of approximately £340 million.
14. The Report at Item 4c sets out more information about the new schemes that have been submitted for support from the major schemes element of the RFA in the period up to 2014. A report on schemes submitted for consideration for funding post-2014 will be made to the January 2009 Board meeting.

Proposed Programme for Making Specific Decisions on the Major Schemes element of RFA2

General Process

15. The overall advice on RFA2 to the January 2009 meeting will consist of final recommendations addressing existing schemes in RFA1, together with specific recommendations on new schemes to be introduced into a programme

extending to 2019. It is not possible to consider both the existing schemes and all the new schemes at this December Board meeting as scheme sponsors were given until 5 December to submit their proposals for the post-2014 period.

Post-2014 Proposals

- 16.** The Region is required to submit detailed advice to Government on Regional Funding Allocations up to 2014 and less precise RFA advice for the period thereafter to 2019. Since the last Board meeting DfT has published a paper, *Delivering a Sustainable Transport System (DaSTS)*, together with supporting documents, which has implications for the post-2014 element of the RFA submission.
- 17.** DaSTS takes forward the principles for longer-term transport planning that were set out in October 2007 in *Towards a Sustainable Transport System*. It is about putting strategy into action and an accompanying guide sets out the work which regions will be invited to undertake to influence Government's investments from 2014 onwards. There is also a consultation paper on goals, challenges and networks for strategic planning. The closing date for this consultation is 27 February 2009 and a report will be brought to the Board in January on a response to the consultation.
- 18.** Of greater immediate significance is that the DaSTS paper explains the relationship between the RFA review and the Government's proposals for developing DaSTS. Priorities to 2014 will be clearly defined by the current RFA but during 2009 the Department will start further work with Regions to generate options for the periods 2014-2019 and beyond (building on the RFA but taking it further). By the beginning of December 2011 regions will be required to submit a programme with priorities for funding in each year from 2014-19, along with less detailed proposals for 2019-2024. The Department may ask for indicative packages of options as early as summer 2010.
- 19.** The outline programme for TaSTS/DaSTS may be summarised as:
 - October 2007 - TaSTS – response to Eddington transport study and Stern Review on the economics of climate change;
 - November 2008 - DaSTS – putting TaSTS into action;
 - February 2009 - DaSTS closing date for consultation responses;
 - June 2009 – Regions to submit priorities for work on joint studies on national/international networks;
 - August 2009 - December 2010 - DaSTS main option generation work;
 - Summer 2010 - DaSTS indicative package of options;
 - December 2011 - Finalised programme of regional priorities for 2014-2019, along with less detailed proposals for 2019-2024;
 - 2012 - White Paper on programme of investment.

20. The significance of this for our current work is twofold – we are required to submit detailed advice to Government on Regional Funding Allocations up to 2014 and less precise RFA advice to 2019. DasTS will provide an opportunity to refine and develop advice for those later years. The other issue is that work currently underway to develop the Strategic Prioritisation Framework will feed into DaSTS as the outputs from the Framework will be firmly rooted in an evidence-based set of needs for this region.
21. One specific issue presented in DaSTS is the decision by Government to earmark £300m to improve access routes to some of the key international gateways, subject to co-funding by regional and other partners. In our region, up to £30m will be available to help improve access on the A160/A180 to Immingham. This scheme was chosen for additional funding because it is focused on the international gateway role of the largest port in the country. It is also a Northern Way priority. As part of the DaSTS papers there is a list of routes which will be treated as national instead of regional routes from 2014. A160 is one of these routes but we are advised that the improvement would be extremely unlikely to be resourced from national funds if the Region were to consider withdrawing its support through RFA2.

Carbon Implications

22. The 2008 RFA guidance requires Regions to estimate the effects of proposals on CO2 emissions of their programme, 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. Our consultants (SDG) have addressed this by asking promoters to provide carbon impacts explicitly in the scheme proformas.
23. To date, they have undertaken a policy assessment of each scheme based the consistency of each scheme with the region's carbon objectives. This is intended to provide an understanding of which schemes perform well under this criterion, and therefore to help take account of this in developing the package. Further work to assess the carbon impacts of the likely programme will be undertaken and reported to the January Board.

Conclusions

24. Taking account of the above, the decisions that remain to be taken at the January meeting are to:
- Make a final decision on the RFA1 schemes, with advice from a Peer Review Group;
 - Consider the “new post-2014” schemes and the “new pre-2014” schemes for possible inclusion in the programme;
 - Consider creating “funding envelopes” for highway maintenance and possible other options in the early years of the programme; and

- Recommend a full RFA2 programme to 2019 based on the re-endorsed schemes from RFA1 plus new schemes drawn from the “pre-2014” and “post-2014” proposals.

Source Papers

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

Report	Location
<p>Regional Transport Board - 10 October 2008: Agenda Item 6a: Progress on RFA2 and Programme Management</p> <p>Agenda Item 6b: Refreshing the RFA Assessment Methodology and Criteria</p>	<p>Available from: Hannah Madajewski Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Hannah.Madajewski@yhassembly.gov.uk</p>

Michael Padgett, Transport Advisor
December 2008

RFA 1 Schemes – Current Position

	Status	Profile	DFT Funding Requirement													Gross Cost	Local Cont
			Pre 06/07	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Post 15/16	Total		
Highways Agency																	
A63 Castle Street Improvements	Options	Original Latest				2.670	2.740	2.800	2.870	44.853	44.853	44.853	44.851	0.000	190.490	190.490	0.000
A180/A160 Improvements	Options	Original Latest				0.570	1.160	1.470	10.770	17.815	17.815	17.815	17.815	0.000	85.230	85.230	0.000
A66 Greta Bridge to Stephen Bank	Comp	Original Latest		5.000	3.500	0.500									9.000	9.000	0.000
A66 Carkin Moor to Scotch Corner	Comp	Original Latest		6.000	4.000										10.000	10.000	0.000
A63 Melton Interchange	Comp	Original Latest		7.000											7.000	7.000	0.000
Local Authority																	
Sheaf Square	Comp	Original Latest		0.400											0.400		
Northern Inner Relief Road II & III	Comp	Original Latest		6.200											6.200		
MyBus (Education Transport)	Comp	Original Latest		7.000	0.500										7.500		
Barnsley Interchange	Comp	Original Latest		8.700	0.200										8.900		
Reighton Bypass	Comp	Original Latest		4.400	2.000	0.100									6.500	6.500	0.000
A638 QBC	FA	Original Latest		9.500	4.400	0.200									14.100		
West Bawtry Road	FA	Original Latest			4.429	0.207									4.636		
Leeds Inner Ring Road Stage7	FA	Original Latest		26.500	18.700	1.200									46.400		
East Leeds Link Road	FA	Original Latest		2.000	4.200										6.200		

	Status	DfT Funding Requirement														Gross Cost	Local Cont
		Profile	Pre 06/07	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Post 15/16	Total		
Hemsworth to A1 Link	FA	Original			7.288	10.477	5.011								22.776	22.776	0.000
		Latest			2.519	13.000	6.381	0.400	0.500						22.800	24.257	1.457
Glashoughton Coalfields Link	FA	Original			3.683	3.683									7.366	7.366	0.000
		Latest			3.535	2.977									6.512	11.936	5.424
Kirklees Structures	FA	Original			3.283	11.917									15.200	15.200	0.000
		Latest			2.669	4.331	5.202	1.389							13.591	13.722	0.131
Scarborough Integrated Transport	FA	Original			12.000	14.756									26.756		-26.756
		Latest		3.619	12.849	13.318	0.000								29.786	30.536	0.750
Yorcard Pilot	FA	Original			4.000										4.000		-4.000
		Latest		0.933	1.064	2.003									4.000	8.600	4.600
Cudworth and West Green Bypass	FA	Original			0.450	5.262	7.262	1.972	1.230	1.024					17.200	17.200	0.000
		Latest				5.366	13.751	1.050	0.042						20.209	21.261	1.052
Bridlington Integrated Transport Scheme	PE	Original			2.154	2.032	0.552								4.738	4.708	-0.030
		Latest				0.630	3.693	0.315	0.070						4.708	4.805	0.097
Beverley Integrated Transport Scheme	PE	Original			0.139	3.019	10.258	10.508	0.221						24.145	24.847	0.702
		Latest				0.050	6.500	12.000	5.922	0.375					24.847	29.370	4.523
A57 Todwick to M1 Improvements	PE	Original			0.921	7.673	1.307								9.901	14.774	4.873
		Latest						8.390	4.380						12.770	16.999	4.229
Castleford Interchange	PE	Original			3.796	6.332	4.002								14.130	14.310	0.180
		Latest					5.000	8.710	0.600						14.310	17.444	3.134
A65 Kirkstall Road QBC	PE	Original				6.864	9.700	4.042	0.140						20.746	20.746	0.000
		Latest					9.387	7.948	3.411						20.746	21.580	0.834
Wakefield Westgate	MSBC	Original			7.278										7.278		-7.278
		Latest					0.250	2.900	5.400						8.550	9.500	0.950
FARRRS	Pre MSBC	Original					11.769	35.030	25.377						72.176		-72.176
		Latest						0.781	0.500	0.500	0.500	26.842	53.166	82.289	193.854	111.565	
Haxby Station	Pre MSBC	Original			2.556										2.556	3.862	1.306
		Latest					1.889	1.259							3.148	5.247	2.099
A18/A180 Link	Pre MSBC	Original					0.208	1.130	5.333						7.065	7.065	0.000
		Latest													6.671	7.410	0.739
Waverley Link Road	Pre MSBC	Original			3.314	3.512									6.826	8.130	1.304
		Latest								7.020	0.960	0.150			8.130	9.130	1.000
Preparatory Costs	N?A	Original															
		Latest			1.035	1.028	0.290	0.850							3.203		
Leeds New Generation Transport Phase 1	Pre MSBC	Original					0.650	1.600	9.500	55.300	55.300	27.650			150.000	150.000	0.000
		Latest					0.215	1.600	1.600	55.300	61.920	29.365			150.000		-150.000
Sheffield Rotherham BRT (South)	Pre MSBC	Original						18.800	19.900						38.700	38.700	0.000
		Latest							11.075	24.160	0.765				36.000		-36.000
Sheffield Rotherham BRT (North)	Pre MSBC	Original						18.045	18.014						36.059	40.066	4.007
		Latest					0.486	0.956	2.786	14.801	16.404				35.433	38.981	3.548
Access York (3 x Park and Ride Sites)	Pre MSBC	Original					2.334	12.780	5.857						20.971	24.086	3.115
		Latest					1.254	13.442	7.275						21.971	25.312	3.341
Yorcard Full Scheme	Pre MSBC	Original						28.000							28.000	46.400	18.400
		Latest					14.000	14.000							28.000	46.400	18.400

	Status	DfT Funding Requirement														Gross Cost	Local Cont
		Profile	Pre 06/07	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Post 15/16	Total		
Leeds Station - Southern Access	Pre MSBC	Original Latest						10.800 5.608							10.800 10.158	17.379 16.002	6.579 5.844
A6182 White Rose Way Improvements	Pre MSBC	Original Latest					0.519 2.300	5.509 7.768	6.545 4.932	2.428					15.001 15.000	31.834 32.227	16.833 17.227
A61 Penistone Road QBC	Pre MSBC	Original Latest				0.266 1.215	1.786 2.605	2.265 6.487	5.641						9.958 10.307	11.157 11.452	1.199 1.145
East Leeds Parkway Station	Pre MSBC	Original Latest						3.748 2.127	15.740 8.164						19.488 10.291	21.861 21.861	2.373 11.570
A684 Bedale/ Aiskew/ Leeming Bar Bypass	Pre MSBC	Original Latest				0.022 0.206	0.225 0.148	0.354 0.370	13.711 4.869	14.397 15.890			11.506		28.915 32.783	36.124 37.868	7.209 5.085
Leeds Rail Growth Package	Pre MSBC	Original Latest						6.300 7.690	8.000						14.300 13.970	16.700 16.740	2.400 2.770
A 630 Centenary Way Maintenance Scheme	Pre MSBC	Original Latest					4.783 4.305								4.783 4.305	4.783 4.783	0.000 0.478
A639 Colorado Way Maintenance Scheme	Pre MSBC	Original Latest					4.030 4.030								4.030 4.030	4.492	0.462 -4.030
A636 Denby Dale Rd/ Ch'worth Way, Maint	Pre MSBC	Original Latest					3.347 3.347								3.347 3.347	3.719	0.372 -3.347

		06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	Post 15/16	Total
Total RFA Requirement	Latest	82.261	63.717	60.206	84.865	84.677	87.682	153.950	137.601	118.182	79.822	132.411	1,085.374
RFA Allocation		85.000	87.000	88.000	90.000	92.000	93.000	95.000	97.000	99.000	101.000	315.000	1,242.000
RFA Allocation (+20%, from 09/10)		85.000	87.000	88.000	108.000	110.400	111.600	114.000	116.400	118.800	121.200	378.000	1,438.400
Headroom		2.700	23.283	27.794	5.135	7.323	5.318	-58.950	-40.601	-19.182	21.178	182.589	156.626
Headroom (+20%)		2.700	23.283	27.794	23.135	25.723	23.918	-39.950	-21.201	0.618	41.378	245.589	353.026
Cumulative Headroom		2.739	26.022	53.816	58.951	66.274	71.592	12.642	-27.959	-47.141	-25.963	156.626	

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

For Decision

Members are asked to:

- Conditional re-endorsement of the schemes in the existing RFA programme, subject to resolving any outstanding issues – as set out in the report - before the next Board meeting

Background

1. At its meeting on 10 October, the Board approved a work plan for the review of the allocation of Transport Regional Allocations for Major Schemes, the Integrated Transport Block, and Highways Maintenance Block.
2. This report provides the first set of recommendations on major schemes. These consider the results of a review of the existing programme of schemes. A further report on this agenda considers new schemes that have been submitted for the Board for the period up to 2014 (see Agenda Item 4c). Final confirmation of recommendations on the transport RFA advice, including the remaining period of RFA2 (up to 2018/19) will be addressed by reports to the January 2009 meeting of the Board.

Review of the Existing Programme

3. The programme of major schemes that will be recommended to Government in February 2009 will be based on the existing programme, plus a number of the new schemes that have been submitted to the Board for consideration. The existing programme is brought forward from RFA1 in July 2006, together with a number of schemes that the Board has added over the past 2 years.
4. The starting point of the review of major schemes has been to carry out a critical assessment of all the schemes in the existing programme. Dft guidance includes a presumption that schemes will be retained in the programme unless there have been significant changes in cost or scope or delivery issues have arisen since they were originally supported.
5. At the Board's meeting on 10 October, Members agreed to support a revised methodology for assessing interventions which was a development of the methodology used in 2005 for the previous RFA round. This methodology has now been used to assess the schemes brought forward from RFA1.

6. The approach we have taken is that all schemes from RFA1 should be re-endorsed provided they meet 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.

Recommendation for re-endorsement

7. The schemes in the existing programme have been assessed using the above criteria and most of them meet the criteria. The schemes included in this recommendation for re-endorsement are listed at **Annex A**.
8. It should be noted that the consultant's work has highlighted various risks with the existing programme of schemes, but now these have been identified they can be handled as part of the strengthened Programme Management approach work previously agreed by the Board. It should also be noted that when the full programme for RFA2 is set out to the January Board meeting, the detailed phasing of individual schemes will be revised to reflect an up-to-date view of likely progress to delivery.
9. For five schemes the assessment process has identified a need for further information or clarification from scheme sponsors that needs to be resolved prior to the January meeting (the outstanding issue/ information need is set out below). This is so that the January meeting of the Board can be advised and take its final decision on the transport element of the RFA2 submission as a whole.
10. The first two, (Haxby Station and Wakefield Westgate) appear to have undergone material change in respect of scope or timing.

Haxby Station	New station facilities with P&R and links to other transport modes inc. walking and cycling routes.	Scheme definition and funding position uncertain. Awaiting more information from the sponsor
Wakefield Westgate Station	A bay platform to improve performance of the local Huddersfield service, and allow reintroduction of the Pontefract/Knottingley service	Awaiting more information. Scheme changed in definition. Dependent on Knottingley Service being introduced. Possibly consider as new "pre-2014" scheme

11. For the remaining three schemes there are outstanding issues about timing, cost and the impact on the programme:

A160/A180	A160 / A180 Improvements Immingham	Clarify position in light of DfT £30m contribution.
M18 Finningley Link Road (aka FARRRS)	Road from M18 J3 to RHADS with A638 connections and local access to Rossington	Significant work has been done to address outstanding DfT questions but fundamental issue is the linkage between FARRRS and improvement of M18 by HA
A63 Castle Street	Grade separation of Mytongate Junction with A63 plus various overground and underground options	Further information on options, impacts & outcomes available in December. Further information recently received from Highways Agency needs assessment

12. It is recommended that a Peer Review Group should be established to assess the information/ clarification that is provided prior to the Board meeting, with the four sub-regions invited to nominate an officer for this role. This could be a 'pilot' for the establishment of a longer-term Peer Review Group as part of the more robust Programme Management role that the Board wished to see developed.

Source Papers

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

Report	Location
<p>Regional Transport Board - 10 October 2008: Agenda Item 6a: Progress on RFA2 and Programme Management</p> <p>Agenda Item 6b: Refreshing the RFA Assessment Methodology and Criteria</p>	<p>Available from: Hannah Madajewski Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Hannah.Madajewski@yhassembly.gov.uk</p>

Michael Padgett, Transport Advisor
December 2008

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 TRANSPORT BOARD MEETING:
12 DECEMBER 2008**

**REVIEW OF NEW SCHEMES WHICH HAVE BEEN SUBMITTED FOR RFA
SUPPORT IN THE PERIOD UP TO 2014**

For Decision

Members are asked to:

- Note the position on the assessment of new pre-2014 major schemes
- Provide a steer on options for addressing potential underspend in the early years of the RFA major schemes programme (see paragraph 10).

Background

1. An earlier report on this agenda provides recommendations on continuing support for interventions in the existing programme of schemes resourced from the Regional Funding Allocation for Transport. All the potential sponsors of new schemes for which funding is being sought from RFA were invited to submit bids for "pre-2014 schemes" by 10 October.
2. Proposals for "post-2014" interventions were also invited, with a closing date of 5 December. These will be reported to the Board's January meeting.

Initial Assessment of "new" pre-2014 scheme submissions

3. A total of 26 new schemes were submitted by the cut-off date. These have been subject to an initial sieve, followed by detailed assessment using the methodology presented to the Board on 10 October. In many instances it has been necessary to follow up the sponsors' initial submissions with detailed questions in order to ensure that the sponsors' proposals could be fully understood and the assessment carried out.
4. The draft assessments have been circulated to all the scheme sponsors for final comments, with a cut-off date of 19 December. This will enable the sponsors to be confident that the recommendations brought to the Board in January are based on the best information available.
5. To demonstrate the application of the assessment methodology, **Annex A** sets out a new assessment of an "old" scheme – Phase 1 of the Leeds New Generation Transport scheme.
6. It is not recommended that the Board should make any decisions to support individual new schemes at this meeting as the whole range of options available to the Board will not be known until the "post-2014" schemes have

also been assessed. Following the closing date of 5 December for submission, these schemes are now being assessed in the same way as the proposals received in October.

7. However, in order to give members of the Board a feel for the scale of the possible call on funding, the table in **Annex B** lists the 26 schemes received as “pre-2014” proposals, together with their anticipated costs.

Potential ‘under-spend’ of RFA

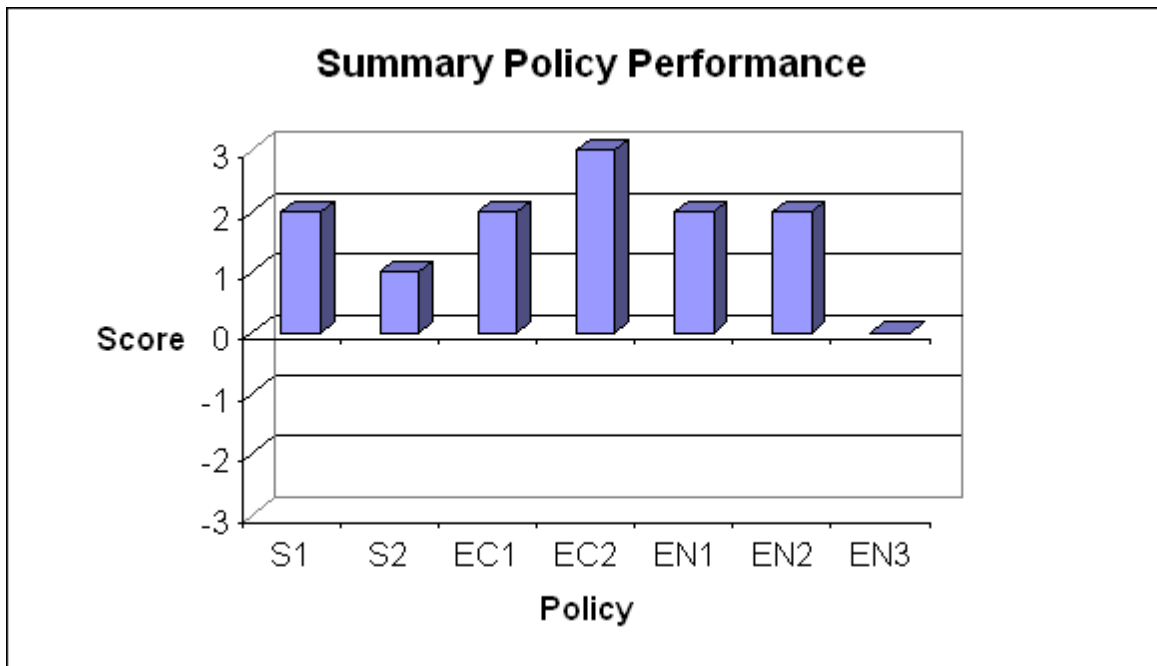
8. It is highly likely that there will remain a significant amount of underspend in the early years of the RFA programme which cannot be addressed by new major schemes because of the practical difficulties of implementing such schemes at short notice. This is a significant strategic issue and the Board needs to consider how it wishes to address this problem. More specific information on the likely amount will be presented at the Board meeting.
9. 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. In addition, although Government has set out an indicative scale of funding to 2018/19 there can be no guarantee that longer-term levels of funding will be available.
10. As such there is a strong argument for finding other ways of spending our RFA in the early years. There are perhaps three possible options:
 - Option 1: to create funding “windows” in the early years which would enable money to be transferred to local highway authorities in the Region for additional highway maintenance work.
 - Option 2: to identify additional major schemes from those submitted that have a lower standard of ‘policy fit’, but which do meet value for money criteria and are deliverable. However, this would require a very high degree of confidence that the risks to delivery were minimal.
 - Option 3: To vire the transport underspend into other areas of RFA – housing or economic development, perhaps on the basis that transport might draw this funding back in future years. However, this has potential significant drawbacks – the Region would need to show robust reasons why that spending should be used elsewhere; it could reflect badly given we have always argued the case for more transport investment; and it is taking risks about the level of RFA funding in the longer-term.

Recommendation: that the Board provide a steer to officers on the options for addressing underspend in the early years of the RFA major schemes programme so that this can be taken forward to develop recommendations for the January meeting.

Michael Padgett, Transport Advisor
December 2008

Summary Scheme Info		
Scheme Name	Leeds New Generation Transport Phase 1	
Scheme Description	<i>High quality rapid transport electric trolleybus network on the four key radial corridors with modern accessible vehicles</i>	
Scheme Cost	150.0	£m RFA out-turn (unadjusted promoter estimate)
Year of Construction	2013	
Year of Construction	2013	
Scheme Status	PRE – MSBC	
Fit with RSS Objectives and RTS Priorities		
RSS Objective	RSS 1 – Transform Regeneration Priority Areas	
	RSS 2 – Leeds	
	RSS 7 – Environmental Threats	
RTS Priority	A7 – Leeds City Region	
	B3 – Increase Accessibility of Regeneration Priority Areas	
Local Problems and Objectives		
Problems	<i>Lack of Capacity to Accommodate Peak Hour Trips into the City</i>	
	<i>Road Congestion in Leeds</i>	
	<i>Crowded Bus Services</i>	
	<i>Poor Bus Accessibility, Punctuality and Reliability</i>	
Objectives	<i>Maximise economic growth and support sustainable growth in Leeds</i>	

	<i>Support and facilitate regeneration initiatives</i>			
	<i>Improve public transport network</i>			
	<i>Reduce CO2 emissions</i>			
	<i>Enhance quality of life through providing a safe and healthy built environment</i>			
Regional Policy Fit				
Criteria	Sub-Criteria		Score	Rationale
Social	Accessibility (People)	S1	2	Scheme will increase accessibility
	Regeneration (Places)	S2	1	Served local Regeneration Areas
Economic	Growth (GVA)	EC1	2	Strong growth potential
	Sustainable growth - environmental	EC2	3	Provides for electric PT
Environmental	GHG	EN1	2	High potential reductions, but evidence not presented
	Local	EN2	2	Electric vehicles will eliminate local emissions
	Physical	EN3	0	Broadly neutral impacts



Local Policy Objectives Met		
<i>Not applicable - no further local objectives to those captured in the regional objectives</i>		
Value for Money Assessment		
Scheme BCR	>3.5	
VfM Risk	Medium	
Comment	<i>High BCR (network), but early stage of development</i>	
Deliverability Assessment		
<i>Cost Risk</i>		
Cost	150.0	£m RFA out-turn (unadjusted promoter estimate)
Cost Risk	Medium	
Comment	<i>Recent cost estimate, risk included. Scheme development ongoing</i>	
Programme Risk		
Promoter Start Date	Q3, 13	
Programme Risk	Low	
Comment	<i>Achievable Programme</i>	
Deliverability (showstopper) risk		
Deliverability Risk	Medium	
Comment	<i>VfM/ Funding criteria. Inquiry.</i>	

Pre-2014 Submissions sorted by Cost

Scheme	Description	RFA Cost (£m)
Leeds Public Transport (NGT) - PHASE 2	Phase 2 of High quality rapid transport electric trolleybus network, modern accessible vehicles.	220.6
Halifax Selby York Electrification	Electrified route Halifax to York/Selby via Bradford Interchange & Leeds.	174.2
Leeds City Regional Tram - Phase 1	Tram-train on Harrogate Line, on-street running in Leeds City Centre, extension to LBIA	136.5
Integr8	BRT network for South Yorkshire - Phase 1 - Strategic P&R sites for Sheffield and Doncaster.	49.2
Kirklees Economic Zone	A62 Leeds Road, Huddersfield - junction imps, railway bridge widening, bus priority	47.0
Access York Phase 2	Pedestrian and bus priority improvements plus limited additional capacity on the ring road	37.4
Connecting Airedale Stage 3	Highway improvements to Canal Road and bus priority measure on the A650 QBC	34.4
Supertram Additional Vehicles	Buy 4 Tram units - capacity, frequency and service attractiveness on Sheffield Supertram.	14.3
Traffic Light Priorities	Priority traffic light scheme for busses in South and West Yorkshire.	13.9
Horsforth Woodside Railway station	A new station at Horsforth Woodside with a park & ride facility.	12.9
Connecting Airedale Stage 1	Better road links, bus and rail transport and local access in the Shipley area.	12.8
Barnsley Cycle Network	New & improved cycle routes and facilities, cycle training, targeted marketing	12.2
A164 Humber Bridge to Beverley	Capacity improvements to 6 roundabouts, dualling, new footway/cycleway.	11.7
MSY 37 Clay Wheels Lane Improvements, Sheffield	Bridge over River Don, imps. to Clay Wheels Lane, junction on Middlewood Road, facilities for public transport, cycling and walking	9.5
Leeds Core Cycle Network	A core network of 17 connected cycle routes complementing the strategic cycle network	7.8
North Wakefield Gateway	Park & ride site, one way gyratory system, new bus stops and pedestrian realm.	7.6
Connecting Airedale Stage 2	The reopening of the former rail station at Manningham.	7.4
Bradford City Centre ITS	Junction realignments, pedestrian facilities, road priorities and complementary measures.	6.1
Rail stations CCTV network	High quality network of CCTV cameras / Help points at WY stations operated by network rail	5.9
Low Moor New Rail Station	A new station on the Line between Bradford Interchange & Halifax with 125 space car park.	5.6
Pontefract Monkhill	Redevelopment of Monkhill station, provision of a new bus/cycle/pedestrian-only link road.	4.3
Low Carbon Demonstration Project	Introduction of a Low Carbon Demonstration Zone centred on hybrid-buses, & other measures to change travel behaviour.	4.1
Calderdale Burr Walls	Proactive reconstruction of 11 walls which support the highway and adjacent land.	3.8

Scheme	Description	RFA Cost (£m)
Barnsley A628 Hoylandswaine Mtce	Maintenance of A628 which provides strategic access from the M1 to the A616(T) & A628(T)	3.4
A638 Bawtry Road Maintenance	Maintenance to recover damage caused diverted traffic from other road schemes	2.7
Brighthouse town centre	A number of traffic measures, junction improvements, bus lay-by, improved signalling	0.5
Total		845.5

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

**REGIONAL FUNDING ADVICE TO 2018/19
DISTRIBUTION OF THE HIGHWAYS MAINTENANCE BLOCK TO
INDIVIDUAL HIGHWAY AUTHORITIES**

For Decision

Members are asked to:

- Agree the proposals and recommendations set out in the report for addressing the Highways Maintenance Block element of the RFA (see Recommendations 1 and 2 in paragraph 8).

Background

1. At its 10 October meeting, the Board considered options for revising the allocation of Transport Regional Allocations for Major Schemes, the Integrated Transport Block, and Highways Maintenance Block.
2. Members agreed that a further report should be brought to the Board in December regarding the distribution of the Highways Maintenance Block.

Options for the Highways Maintenance Block

3. Highways Maintenance Block funding has traditionally been allocated out to local authorities using a formulaic methodology based on the size and condition of their highways assets. A note on this is provided at **Annex A**. The last time the Department for Transport provided capital allocations was in November 2007, when they covered the period 2008/09 to 2010/11. This should reduce the urgency of reaching a definitive view in this RFA submission on any new approach to making future allocations – given that these would not start until 2011/12.
4. In order to inform the RFA2 review, the DfT has supplied “notional” allocations for the RFA period to 2018/19 but these are based on the 2007 data sets and formula. There are a number of significant weaknesses with the notional figures, the principal one being that 2007 data sets are too old to define with any accuracy allocations for 2011/12 and following years.
5. There have been two meetings of local authority officers with particular responsibility for maintenance funding. These have looked at a number of possible alternative distributions and there is a broad consensus that DfT should be advised that a detailed response should be supplied in Autumn 2009, rather than within the timescale of the current RFA submission. This

will allow officers time to develop firm proposals and collect more current data sets before bringing a recommendation to the Board. Officers also feel that this recommendation should itself only be for a three-year period as setting funding for a longer period would limit future options and base longer-term allocations on old and potentially irrelevant data sets.

6. Although officers have not yet reached consensus, one potential approach is to move to a simpler formula based on "asset size only" and without the somewhat subjective assessments of asset condition. It may be necessary, however, to adjust future allocations to take account of existing and future PFI contracts covering maintenance works.
7. It is not possible to assess the implications of such a change in approach until the formula has been re-run and in any case this would require the collection of a full 2008/09 dataset. Hopefully much of this information would be readily available, but some time may be required for its collection. A working group of officers will be required to direct the data collection and run the formula with the new data. It is recognised that with more time to develop recommendations, other options or variants may be identified.
8. Officers also consider that a firm recommendation should be made for a 3-year period (2011/12 to 2013/14) in Autumn 2009 and that allocations for following years should be considered at the next RFA review.

These recommendations would allow:

- Time to more fully consider the technical issues raised in Annex A;
- Time for more current data to be collected and quality assured before being used to determine any allocations;
- Time to get more clarity on the progress with Sheffield's highways maintenance PFI contract and the implications of the existing PFI lighting contracts; and
- Clarity on forward allocations to still be provided some 18 months in advance of the end of the existing three year settlement, which runs out on 31 March 2011.

Recommendations:

Recommendation 1: To agree that in the RFA2 transport submission we should advise DfT that the Region would like to think further about the Maintenance Block Funding Allocations for 2011/12 to 2013/14 and provide recommendations in Autumn 2009.

Recommendation 2: To agree to advise DfT that the Region would then consider the period 2014/15 to 2018/19 when the RFA is next due for review.

Source Papers

9. A past report on this subject is available as follows:

Report	Location
Regional Transport Board: 10 October 2008. Agenda Item 6C: Initial Proposals for the Integrated Transport Block and Highways Maintenance	Available from: Hannah Madajewski Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Hannah.Madajewski@yhassembly.gov.uk

Michael Padgett, Transport Advisor
December 2008

Technical Background to the Highways Maintenance Block Funding

Introduction

1. The issue is the allocation to individual local highway authorities of the Highways Maintenance Block Funding for the RFA period that runs from 2011/12 to 2018/19. Assuming no virement between the Maintenance Block and either the Integrated Transport/Major Scheme Blocks this funding is worth £85.837m in 2010/11 and rises to £98.600m by 2018/19.
2. The original RFA advice from the Region (January 2006) covered major schemes (>£5m) only. Government guidance on preparing advice on the 2008 review (RFA2) significantly extends that remit. DfT have now provided an indicative level of RFA Block funding for the period to 2018/19 that has a total single figure covering all three transport headings after 2011/12. Regions can now propose changes to the balance of funding between the three headings (major schemes/integrated transport/ highways maintenance) and also advise on the distribution of funding to individual authorities.
3. At the Board's meeting on 10 October, it was agreed that we should not propose virement between blocks, but that further investigation should be carried out into the options for distributing the Maintenance Block between individual authorities.

The Current Department for Transport Approach

4. The Maintenance Block funding has traditionally been allocated to local authorities using a formula based methodology. This formula was last run in autumn 2007 when three year allocations were made to local authorities for the period 2008/09 to 2010/11. If the existing system of capital allocations to local authorities is maintained, the next three year allocations would be made in late 2010 to cover the period 2011/12 to 2013/14.
5. The current formula operates at a national level and makes allocations to individual local authorities - not to regions or sub-regions. It operates in a way that shares out the available funding rather than allocating it to meet a stated need (i.e. it is not based on a bidding system). Essentially, the formula works as follows:
 - The available funding is split into 65% for highways, 30% for bridges and 5% for street lighting;

- The **highways** element is allocated in proportion to each local authority's road length, with a weighting factor applied to account for the condition of the roads. So, the worse condition a local authority's roads are in, the greater the weighting factor and therefore the greater its share of the funding;
 - The **bridges** element is allocated in proportion to each local authority's amount ("stock") of "structures" over 1.5m in span and the number of structures they need to maintain or strengthen where the cost of the works is >£50k. Only 3% of the available funds are allocated in relation to the stock figure, with 97% being allocated to maintenance and/or strengthening works costing >£50k;
 - The **street** lighting element is allocated in proportion to each local authority's stock of lighting columns that are over 40 years old; and
 - The resulting allocations are then damped so that funding swings from year to year are no more than a specified amount – on average this has been 10% in the recent past.
6. The DfT provided some indicative allocations to inform the RFA2 review process. The formula and data applied in autumn 2007 were used to divide up the available budget for 2011/12 between all local authorities. These "notional" allocations were then summed to come up with allocations for each region and then inflated by 2% per annum for each year up to 2018/19. It should be noted that the damping (referred to in the fifth bullet to paragraph 5 above) was not used in the production of the indicative allocations as it perpetuates certain anomalies from previous years.

Difficulties with the "Notional" Allocations from DfT

7. DfT has supplied "notional" allocations for each local authority up to 2018/19. One option would be to confirm these as they are based on an established formula and data set. However, there are several reasons why it may be more appropriate to consider a different approach:
- Age of the data: The data used to determine the current allocations were current in 2007 and may have changed significantly by 2011/12 when new allocations will take effect. Data related to asset size should remain fairly constant, but data related to the condition of roads, bridges and street lighting certainly will have changed. As the period covered by the RFA stretches out to 2018/19, making long-term allocations based on data that are no longer current does not seem defensible.
 - Robustness of the data: All Local Authorities have been encouraged to improve their asset management procedures and as such should be able to provide reasonably accurate data on road lengths and bridge stock. Road condition surveys are carried out by approved and calibrated scanning machines so these data should also be reliable, although there are issues about whether the results take into account all the potential defects that cause a road to require maintenance.

The data related to the number of structures requiring maintenance and/or strengthening works and the number of street lighting columns over 40 years old are much less reliable as these are self declared and unlikely to be compiled on a comparable basis by local authorities.

- Operation of the Formula: While the formula is logical there are two areas that are of concern. Firstly, the system of weighting road lengths according to condition is fairly arbitrary and is based on placing each local authority into one of four bands according to its road condition indicator. This causes issues with those local authorities close to the band boundaries as small changes in condition could mean large changes in funding. There has also been concern in some quarters that this system rewards failure as those local authorities with roads in the worse condition receive more funding. While this may be justifiable in the short term these authorities have in the past continued to receive more funding even if the condition of their roads fails to improve.

Secondly, the greater proportion of the budget for bridges (97%) is allocated out on the least robust figures (i.e. the self declared amounts of bridges requiring maintenance and/ or strengthening). An indication of the amount of funding that is dependent on these self-declared figures for local authorities with similar amounts of bridges can be seen in the table below:

Authority	Bridge Stock	No. Requiring Strengthening or Maintenance >£50k	Allocation (£m)
Calderdale	394	3	1.531
Kirklees	393	10	2.365
Sheffield	399	5	1.707

Numbers based on applying existing DfT formula to 2011/12 Y&H RFA allocation.

As can be seen, significant amounts of funding are dependent on these figures and as they are based on estimates of work required to be undertaken in 2008/09 this element of the formula needs to be regularly updated if it is to be retained.

- Existence of PFI Maintenance Contracts: There are three PFI contracts in the Region. Leeds and Wakefield have PFI funding for the maintenance of their street lighting columns and Sheffield is in the process of letting a PFI contract for the maintenance of its whole highway network including street lighting.

The existing DfT formula takes account of street lighting PFI contracts in the sense that these contracts should quickly renew the oldest columns and when the formula is re-run every three years, funding will quickly reduce as the number of columns that remain over 40 years old will much reduced. The issue to consider here is that the indicative allocations are based on 2007 data and unless the formula is re-run the two authorities with PFI contracts will continue to receive their 2008/09 levels of Block funding in addition to PFI credits.

The situation with the PFI highway maintenance contract in Sheffield is more complicated. Sheffield has agreed with DfT that it will forgo its Block allocation in return for increased PFI funding. However, it will still need to receive Block allocations up to the point that the PFI contract becomes operational. This is due to be in 2011/12 but until negotiations get firmly underway it is difficult to be certain about this date. Assuming that the money provisionally allocated to Sheffield can be redistributed to the other local authorities in the Region once the PFI contract is in place, there needs to be a mechanism to do this. A three year settlement made by supported borrowing would make any funding transfers like this difficult so payment by grant for Sheffield at least would be desirable.

- Availability of New Data: All local authorities are in the process of improving their asset registers and producing asset management plans. These will eventually include data related to asset valuations and more accurate information about asset condition (e.g. bridge condition indicators). This information could form the basis for a more robust formula to allocate and as such it may be inappropriate to set out firm allocations up to 2018/19.

SUB NATIONAL REVIEW

For Information/ Discussion

Members are asked to note both the Government's Response to the July 2007 Sub National Review (SNR) Consultation Document and also progress with the development of a new Transport Board.

Government Proposals to Implement SNR

1. Since the last meeting of the Board on 10 October the Government has published its response to the representations received on the consultation document *"Prosperous Places: taking forward the review of sub-national economic development and regeneration."* The response sets out how the Government intends to implement the outcome of the SNR.
2. The Government's proposals are summarised in an Information Note (attached as **Annex A**), which explains how the Government proposes to give Regional Development Agencies and Local Authority Leaders' Boards joint responsibility for producing a single regional strategy that takes the place of the current separate strategies (including RES and RSS). It also confirms that the need for regional assemblies will end as part of this process.

Developments in the Region

3. An update on proposed new governance arrangements for this Region – agreed by the Assembly, Local Government Yorkshire and Humber, and Yorkshire Forward - was set out at the last Board meeting. These new arrangements anticipated the outcome of the SNR and will put in place from 1 April 2009. As part of these new arrangements the current Assembly and Regional Transport Board will cease to exist from that date. A series of 'development groups' has been established to develop a replacement set of Board structures for post-April – including a new thematic Transport Board. Again, discussion about this work took place at the last Board meeting. A verbal update on progress will be given at the meeting.

Chris Martin, Executive Director
December 2008

INFO NOTE

TO ALL ASSEMBLY MEMBERS
25 NOVEMBER 2008



PROSPEROUS PLACES: TAKING FORWARD THE REVIEW OF SUB NATIONAL ECONOMIC DEVELOPMENT AND REGENERATION

SUMMARY OF THE GOVERNMENT RESPONSE TO CONSULTATION

Background

1. In Budget 2006 the Government announced that it would carry out a review of sub-national economic development and regeneration (SNR). The review was published in July 2007. On 31 March 2008, the Government published a consultation document, *Prosperous Places: taking forward the review of sub-national economic development and regeneration*.
2. The Government has now published a response to that consultation setting out plans to implement the SNR, following consideration of the responses and in the context of the current economic situation.

The proposals

3. The Government is to take forward proposals on:
 - The production of the **new regional strategy** and reformed **regional governance structures**;
 - The delegation of **decision-making by RDAs** to local authorities and sub-regional partners;
 - The creation of an **economic assessment duty** on upper tier and unitary local authorities; and
 - Ways for local authorities to set-up **formal collaborative** arrangements on economic development.

The new Regional Strategy and regional governance structures

4. In the consultation responses proposals for a single integrated regional strategy were widely welcomed but there were also some concerns. These included the democratic deficit that would result from giving the regional planning function to the RDAs and issues about a possible weakening of focus on economic growth.

5. As a result Government has 'refined' its plans as follows:

- The Government is to give the **RDA and the Local Authority Leaders' Board** (previously referred to as the Leaders' Forum) **joint responsibility** for the regional strategy, including its drafting, implementation plan and monitoring of its delivery;
- The key regional planning functions of the regional assembly will pass to the RDA and Local Authority Leaders' Board. Other residual functions will pass to successor bodies as required and the need for **regional assemblies will end**. Any legislation relevant to the assemblies will be repealed and funding transferred to successor bodies;
- Regions are to agree arrangements for producing and agreeing the regional strategy. Where RDAs and local authorities are unable to reach agreement, or where one side acts unreasonably, the Government will take a power to allow Ministers to direct the process for producing the draft strategy, with the expectation being that the task of leading the strategy's development would then fall to the RDA. The Government will also be able to intervene where the Leaders' Board established for a region fails to operate effectively; and
- The Government will require the RDA and Local Authority Leaders' Board to jointly submit an agreed draft strategy to Ministers, but where the RDA and the Local Authority Leaders' Board are unable to agree on a draft strategy to submit, Ministers will direct them to submit statements detailing their disagreements and any papers that have been prepared.

The Leaders Board

6. The Leaders Board is expected to be:

- Streamlined and manageable, able to make strategic, long-term decisions, and able to engage effectively with the RDA;
- **Representative** of Local Authorities across the whole region – including representing key sub-regions, upper and lower tier authorities and the political balance of leaders; and
- **Comprised** of local authority leaders and with sufficient authority to act on behalf of all the local authorities¹ in the region.

The form and content of the Regional Strategy

7. Government intends to legislate to require each region to **produce a regional strategy** that delivers sustainable economic growth and contributes to sustainable development. It will also require the region to **produce an implementation plan** to accompany the regional strategy, as well as **undertake annual monitoring**. The form and format of the regional strategy will be for the region to decide, but broadly it will cover:

- An overview of the key regional challenges;

¹ Including National Park Authorities.

- How sustainable economic growth can best be delivered;
 - A distribution of housing supply figures;
 - How the region will tackle climate change;
 - Priorities for regeneration, investment and intervention;
 - Strategic requirements and provision for transport, waste, water, minerals, culture, energy and environmental infrastructure; and
 - Additional policy areas that the Leaders' Board and RDA decide and which fit with the objectives of the strategy.
8. The regional strategy will also set the framework in the region for the activities, plans and investment decisions of the RDA, the Homes and Communities Agency and other public bodies (e.g. Government agencies, Health Authorities etc.), Local Authorities and other regional partners, to ensure sustainable economic development.

Producing the Regional Strategy

9. The Government wants to allow maximum flexibility in deciding the process and structures for producing their regional strategy. It does however; intend to set out high level principles in legislation and guidance, as well as encouraging the exchange of best practice.
10. Stakeholder **engagement** will be a fundamental feature of the processes for developing and delivering the regional strategy and there will be a duty on the RDA and Leaders' Board to consult and engage stakeholders, including a published statement setting out how this will be done. The Government intends to provide further guidance on this issue.
11. The strategy will be subject to **Examination in Public** and Government will legislate for the EIP panel to report to the Leaders' Board and the RDA (as well as to Ministers), The Leaders' Board and RDA will be expected to consider the panel's recommendations and explain how they have done so before they submit the draft strategy to Ministers.

Regional Strategy Implementation Plan and monitoring

12. The Government has decided that it will legislate to require the RDA and Local Authority Leaders' Board to jointly produce an **implementation plan** setting out how the regional strategy will be delivered. The implementation plan will not be signed off by Ministers but the RDA and Leaders' Board will need to ensure that it has the buy-in of other regional stakeholders. Additionally Government departments and agencies whose programmes will impact on the achievement of the regional strategy objectives will need to be closely involved in drawing up the plan.
13. Government will also require the RDA and Local Authority Leaders' Board to produce an **annual monitoring report** on delivery of the regional strategy.

Scrutiny and Accountability

14. Government believes it is **no longer appropriate** for the Leaders' Board to **have a separate regional scrutiny function**. Instead regional select committees are to scrutinise regional policies with regional bodies and regional strategies being their chief focus. Regional grand committees, comprising all MPs in the region, will also meet once or twice a year, and will include an oral questions slot for the Regional Minister. Together, Government believes these committees will be able to carry out the necessary scrutiny of the new regional governance arrangements, as well as regional strategy development and implementation. Local Authorities however do have existing powers to scrutinise if they wish to do so.

Delegation of decision-making by RDAs

15. The Government has concluded that, with the joint approach between the RDAs and the Leaders' Board to producing the regional strategy and a joint approach between RDAs, local authorities and other sub-regional partners to investment planning for the strategy's delivery, legislation is not needed to deliver the spirit of the SNR reforms.
16. It is intended that investment planning will allow local authorities and sub-regional partners to have a determining role in planning and delivering interventions which are most effectively delivered at a sub-regional level, but formal approval and accountability will remain as now with the RDA.

Economic Assessment Duty

17. The Government intends to legislate to create a new duty for lead local authorities to carry out **economic assessments** of their area. The duty will fall on upper tier authorities but they will have a duty to work closely with district councils in completing their assessments. The legislation will also list the public sector bodies that there is a duty to consult, along with a requirement to involve local individuals, groups, businesses and other organisations.

Supporting sub regions to collaborate

18. The Government intends to legislate to allow for the creation of statutory sub-regional authorities for economic development, these will be known as **Economic Improvement Boards** ('EIB's). The arrangements will be voluntary with local authorities being able to 'opt in'. Opt out will only be possible with ministerial agreement.
19. Government also intends legislate to allow for the creation of MAA's with statutory duties, the model for this will broadly follow that in place for LAA's.

- 20.** The full Government Response along with a list of Frequently Asked Questions should be available at www.yhassembly.gov.uk or www.communities.gov.uk

RSS REVIEW SPATIAL OPTIONS CONSULTATION

For Information

Members are asked to note the current consultation on spatial options as part of the 2009 Update of the Yorkshire and Humber Plan (the Regional Spatial Strategy).

1. At the last Board meeting Members discussed a report on progress with the 2009 Update of the Yorkshire and Humber Plan (the Regional Spatial Strategy – RSS) and the approach being taken to transport in that work. Members were advised that the next stage of work involved a consultation exercise on 'spatial options'.
2. The attached Information Note (see **Annex A**) provides a two page summary of the Spatial Options consultation document that was published in November as a key stage in undertaking a review of the Yorkshire and Humber Plan. The review has a housing growth focus but inherent to this is infrastructure, and in particular transport.
3. Four public consultation events were held during November to enhance understanding about the Spatial Options and enable partners, stakeholders and the wider public to respond to the consultation. Over 200 organisations and individuals attended the events and contributed to the discussions and workshops.
4. The closing date for responses is 30 January 2009. The Spatial Options document has been widely circulated and is also available online with a response form at www.yhassembly.gov.uk. Land Use Consultants' Sustainability Appraisal Scoping Report for the Spatial Options is also on the website.

Richard Wood, Head of Planning Strategy
December 2008

INFO NOTE

What you need to know about...

Yorkshire and Humber Plan – 2009 Update

Introduction

Accommodating the Region's need for new homes over the next two decades presents a major planning challenge. How to do this in a way that also makes sure the Region responds to climate change and flood risk; in a way that supports economic transformation and assists job creation; and in a way that tackles traffic congestion and is linked with the provision of new infrastructure only adds to the complexity. Fortunately Yorkshire and the Humber already has a strong track record of different organisations, sectors and areas working together to find ways of tackling the big longterm challenges.

Earlier this year, the Government published the Yorkshire and Humber Plan – the region's spatial strategy. Government has asked the Assembly to review the Plan to take account of potential changes to housing growth. The Plan sets a framework within which Local Authorities can prepare Local Development Documents that set out detailed proposals for the development of their areas. It also forms part of a mutually supportive group of regional strategies that includes the Regional Economic and Housing Strategies.

What's happened so far?

Earlier in the year the Assembly published a 'Call for Evidence' document to start a debate about whether and how the Yorkshire and Humber Plan might be further improved to better plan for the very long-term development needs of the Region, particularly the need for new homes. It asked for general ideas about the approach that might be taken to accommodating future development and also asked about any specific development proposals that could form part of a way forward.

What's happening now?

The Assembly has launched a new consultation with the publication of the Spatial Options document. It moves the debate forward by asking questions about the scale of housing development for which the Region should be planning and by setting out some specific options for where (in the long-term) this might be accommodated. The document focuses on three important questions:

- How many new homes need to be built in the Region - looking to the longer-term, but also taking proper account of the potential shorter-term impact of the current 'credit crunch'?
- How well can the current Yorkshire and Humber Plan strategy accommodate the growth we need - and yet also deliver sustainable development?
- What opportunities, and in which general locations, could best meet longer-term housing needs in different parts of the Region? (see overleaf)

The 'Spatial Options' document is for consultation only - the ideas and options it contains are not proposals, but the responses you give will help prepare an Update to the Plan. The next stage - during spring 2009 - will involve the preparation of draft revisions to the Plan's policies for housing and setting out draft proposals for where (in the various parts of the Region) development should take place in the longer-term. Formal consultation on these draft revisions to the Plan will take place later in summer 2009.

Why are we doing this?

There are several sections in the current Yorkshire and Humber Plan that may need revision because of key concerns around: the Plan's strategy for the location of development; eco-town and growth point proposals; the scale of house building that will be needed in the Region; co-ordinating development with the provision of infrastructure; climate change and flood risk.

This update will also have further direct benefits for planning at sub-regional and local levels and for the development of the Single Integrated Regional Strategy.

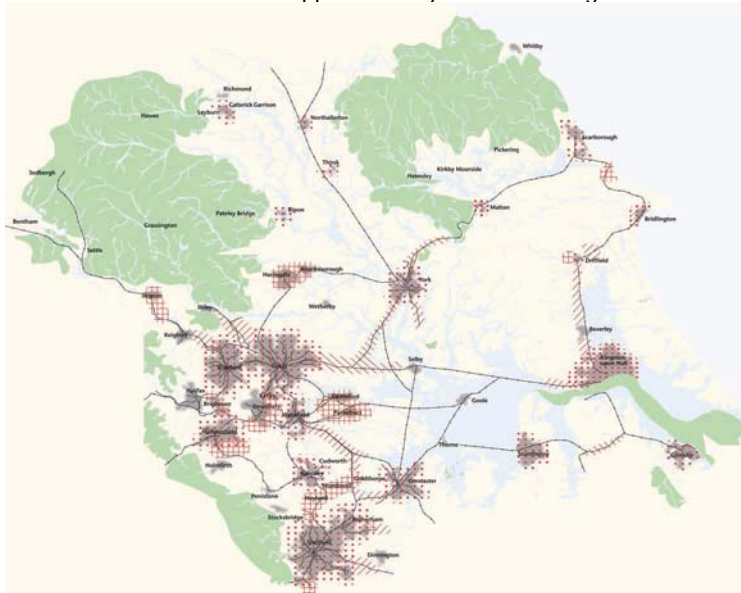
INFO NOTE

What you need to know about...

Yorkshire and Humber Plan – 2009 Update

The Region's Spatial Options for Growth

The Consultation document identifies broad areas where there may be potential to accommodate future growth. This has taken into account public transport networks, flood risk areas and nationally and internationally important environmental designations in the Region. These broad areas form part of 4 spatial options which focus on maintaining the Plan's current approach or evolving the approach - which could place a greater focus on the region's cities and larger towns, or result in a focus on key settlements in public transport corridors or broad areas where towns can develop. The options look to test whether the plan's current approach is sufficient to provide for the Region's needs to 2026 and if and when this approach may need to change.



Key



Maintain the Core Approach



Stronger focus on cities and larger Towns



Corridors



Broad Areas



Regionally Important Environmental Considerations



Regionally Important Water and Flood Risk Considerations



Regionally Important Public Transport Considerations (Bus)



Regionally Important Public Transport Considerations (Rail)

What next?

The consultation runs to 30 January 2009. To get involved, contact the Assembly's Planning Team on 01924 331555 or alternatively email: rssupdate@yhassembly.gov.uk.

REVIEW OF REASONS FOR SLIPPAGE IN THE RFA PROGRAMME

Background

1. At its meeting on 10 October the Board agreed that a report should be presented to the December meeting on why slippage in implementation of schemes in the RFA programme was occurring.

Reasons for Scheme Slippage

2. Information gathered by GOYH and work done elsewhere has identified a number of common issues that result in slippage from the original proposals. These are detailed below.

Optimism Bias

3. This is the tendency for scheme promoters to under estimate both the timescale and cost within which schemes can be delivered. This concept is widely accepted and optimism bias can be between 40% and 60% in the early stages of scheme development. The result of Optimism Bias is that the actual delivery of schemes tends to be slower than that forecast. However, in many cases the scheme is being delivered as quickly as possible and the fault is with the unrealistic programme put forward by the promoter.

Early Prioritisation of Schemes

4. The RFA system asks regions to prioritise schemes early in their life cycle and before they have a full business case prepared. Scheme promoters are understandably wary about committing significant expenditure on scheme development prior to receiving prioritisation in the RFA programme (e.g. option appraisal, consultation, preliminary design, risk analysis, etc). There is inevitably more uncertainty about scheme design and deliverability when schemes are prioritised. This level of uncertainty increases the chance of schemes not being delivered to plan.

Competitive Nature of RFA

5. With the RFA system the available budget and "headroom" are known to promoters. As such, a much more competitive element has been introduced to scheme approval. Promoters can now see the headroom reducing as more schemes are prioritised and this encourages bids to be put forward at even earlier stages of development and hence with increased levels of optimism bias.

Poor Project Management

6. Schemes can suffer delay due to a lack of appropriate governance or project management arrangements. This can manifest in many ways but common problems are a lack of senior management accountability (and hence decision making), insufficient resource allocation, poor motivation, lack of risk management, etc. In some cases formal project management procedures are not put in place until part way through the process i.e. after programme entry has been granted or when detailed design commences. Best practice suggests programme management arrangements should be in place at the instigation of a project.

Underestimation of time taken to gain Programme Entry

7. Many schemes take a long time to gain programme entry after receiving prioritisation in the RFA. Three schemes prioritised in the first round of the RFA (FARRRS, Haxby Station, and Wakefield Westgate Station) have still not received programme entry despite having a draft business case at the time they were prioritised in 2005/06. There are a number of reasons why schemes take a long time to receive programme entry; these include:
 - Schemes that are poorly thought through and don't meet the DfT criteria resulting in redesign or more appraisal work being required;
 - Promoters lack an understanding of the DfT Major Scheme Guidance and its requirements, which leads to underestimation of timescales; and
 - Reliance on consultants where lack of understanding in (ii) limits promoters' ability to act as an intelligent client and actively manage the project.

Late Consultation

8. There have been several cases where schemes have gained a level of approval (RFA prioritisation or Programme Entry) before consultation has been carried out. While in some cases it may be appropriate to enter into consultation at a later stage, the risk of this resulting in changes being made to the scheme is often not allowed for. If the changes are significant this can lead to DfT requiring a new business cases in order to ensure the revised scheme still offers value for money. Scheme changes may also cause statutory procedures such as planning permission to be delayed, repeated or amended.

Impact of Third Parties

9. Schemes can be affected by totally unexpected interventions from third parties. While these can be impossible to plan for, they can be dealt with more effectively if effective project management arrangements exist. Examples of third party interventions are:

- Barnsley Transport Interchange: This scheme to build a new transport interchange was designed, approved and progressing satisfactorily until the emergence of the Urban Renaissance initiative. The new town centre masterplan that resulted required something radically different from the original design and it had to be substantially revised. The revision required a re-appraisal from DfT and as it cost more a different funding package hading to be put together – all of which caused significant delay;
- Cudworth and West Green Bypass: Part of this scheme affected the access to an adjacent glassworks and a change of owner during the development of the scheme meant alterations were necessary to accommodate the new owner's business plans.

10. More generally, schemes related to development sites can suffer delay due to changes in the developer's plans or the prevailing economic circumstances affecting the developer's ability to make a financial contribution.

Schemes involving Network Rail and the Highways Agency

11. Local Authority schemes that impact on the Highways Agency's network; require work on or adjacent to the rail network; or which actually enhance the rail network often experience delay. In some cases this because of a lack of early stage consultation but there is probably a lack of understanding or allowance made for the processes that need to be undertaken to get agreement from the Highways Agency and Network Rail as their objectives can conflict with those of local authorities. If this process is not effectively managed then the relationship can become adversarial rather than one of partners co-operating to deliver an agreed scheme.

Other Issues

12. Issues often cited for the delay in scheme delivery are objections to planning applications, the need for public inquiries, problems with land acquisition and compulsory purchase orders, listed building consent, objections from statutory consultees, etc. However, these are all issues that are reasonably well known, should be allowed for in the delivery programme and can be effectively managed if the other issues listed above, such as consultation and project management are properly addressed.

13. Highways Agency schemes are brought forward to be prioritised at an early stage to enable the HA to commit the resources to putting them through their system of option development and appraisal. Consequently only outline proposals for the scheme are known at the time of initial approval. This will also be the case for any problems or issue that are put forward for investigation in the latter years of the programme (currently post 2014). There will be an even greater risk attached to the delivery of these projects.

Implications

14. There are many reasons why projects suffer delay but for the purposes of managing the RFA the most important points are that realistic scheme delivery programmes are provided and that promoters put in place robust governance arrangements so ensure the timescales are adhered to.
15. It is important that we keep track of and manage slippage in the RFA programme. Failure to do so could result in an under spend of the Region's allocation. Failure to appreciate the risks in individual scheme programmes early on in the process could result in other schemes being delayed unnecessarily because the finance was allocated to an unrealistic scheme.

Source Papers

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

Report	Location
Regional Transport Board: 25 July 2008 Managing the Programme of Major Schemes Funded from the Regional Funding Allocation	Available from: Hannah Madajewski Yorkshire and Humber Assembly 18 King Street Wakefield WF1 2SQ Tel: 01924 331560 E-mail: Hannah.Madajewski@yhassembly.gov.uk
Regional Transport Board: 10 October 2008 Progress on RFA2 and Programme Management	

Stuart Clewlow, Transport Policy Manager
December 2008