

**MINUTES OF THE REGIONAL TRANSPORT BOARD MEETING:
 23 JANUARY 2009**

ACTION

1. Welcome, Introductions and Apologies

Deputy Chair, Cllr Tom Glossop Chaired the meeting. He welcomed everyone to the meeting and the apologies were **noted**.

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

2. Minutes of the Last Meeting – 12 December 2008

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

3. Matters Arising

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

Chris Martin highlighted to members that three letters had been tabled at the meeting:

- Caroline Flint MP – in support for the FARRRS scheme/M18 improvements;
- Yvette Cooper MP and Jon Trickett MP - in support of the South East Link Road scheme, Wakefield; and
- SELRAG – in support of the South East Link Road scheme, Wakefield.

Chris advised the Board that in respect of the South East Link Road, while he understood the local concerns about traffic problems raised in the letters, there was no new information to suggest the scheme's priority should be increased significantly enough relative to other schemes, nor to change any of the recommendations in the reports.

4. Review of Regional Funding Advice

a) Review of schemes in the existing programme

Richard Wood introduced this item. He explained that it covered

the existing RFA funded programme of schemes and the amount of new money left to allocate. The Board had conditionally re-endorsed the existing programme at the December meeting. Further information had been provided on five schemes and this had been helpfully examined with the relevant scheme promoters by the first meeting of the 'Peer Review Group'. Officers and promoters were thanked for their involvement with the review meeting held on 9 January. The Peer Review Group recommended that all five schemes should be endorsed, but raised a number of issues that should be followed up through future programme monitoring and management.

Members **agreed** Recommendation 1 - to confirm that all schemes in the existing programme of major schemes should be re-endorsed.

Mike Padgett

Discussion then focussed on the FARRRS (Finningley and Rossington Regeneration Route) scheme. This will be linked to the M18 motorway, which itself will require upgrading. £10m would be required early in the programme to enable FARRRS to be constructed. In the longer term, more substantial improvements to the M18 are needed to meet predicted traffic growth. These have a total cost of £160m, with £40m from the current RFA programme to 2018 and £120m from subsequent RFA programmes. Debate focused on the interlinkage between the M18 improvements and FARRRS. Concerns were raised over the need for key milestones to be met given the large size of the FARRRS scheme in the Programme.

Subsequent discussion highlighted the importance of meeting milestones for all schemes in the programme and re-enforced the Board's ongoing objective to achieve tighter programme management and monitoring. Members were keen to stress that in the future schemes should be reviewed with the option that schemes would be dropped from the programme if they were failing to meet key milestones.

Members **agreed** Recommendation 2 - that £10m be allocated towards improvements of M18 at or near Junction 3 from underspending in the early years of the programme, followed by an allocation of £40m in 2018/19, with support for substantial further improvements to M18 after 2019. Anthony Rae, Environment Sector wished it to be recorded that he did not support the motion due to the environmental impact of the FARRRS scheme.

Mike Padgett

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The above motion was agreed by Members on the basis that they **also agreed** that a proposal be brought to a future Board meeting for a specific Programme Management process which would provide tight monitoring of schemes in the RFA Programme, identify key milestones, trigger points and deal with taking schemes out of the programme if they were not meeting targets.

Simon Foy/Richard Wood

Simon Foy, Yorkshire Forward, added that he would look into how Yorkshire Forward could build that Programme Management element into the new governance structures.

Simon Foy

In drawing this item to a close Richard Wood highlighted that as a result of these decisions £265m budget would remain in the RFA major schemes 'pot', taking into account the M18 improvements.

Members' attention was drawn to the fact that, following the meeting, there would still need to be further dialogue with the Department for Transport to construct the regional programme in a way that meets the DfT's technical rules on the profiling of expenditure across the RFA Programme period.

Members **agreed** Recommendation 3 - to confirm a budget of £265m for additional schemes in the new RFA programme.

Mike Padgett

b) Proposals for new RFA2 programme to 2019

Chris Martin explained the key issues raised by the Report. These included addressing the under-spend in the early years of the programme, the scope for additional schemes to be added to the programme and the need to consider CO₂ emissions. Chris Martin explained how the level of funding available meant it had only been possible to fund a very limited number of schemes from the large number submitted. Chris also drew Members' attention to Table 1 in the report, which set out three scenarios for future funding approaches.

In terms of the approach to under-spend, Scenario 1 and 2 both included additional funding for the White Rose Way scheme and for the A164 Humber Bridge to Beverley improvement scheme. They also both included virement of money into local authorities' Integrated Transport and Highways Maintenance Blocks - to effect a 20% uplift to these blocks.

Under Scenario 1 this uplift would not be 'paid back' into the

major schemes funding line, whilst under Scenario 2 it would be paid back later in the programme. Scenario 3 did not include any action to address the underspend but would allow more money to be spent on new Major RFA2 schemes although at the risk of clawback from Government.

Under all three scenarios the money available for new Major schemes was relatively limited compared to the existing programme of schemes. Under Scenario 1 support would be given to three new schemes – the Leeds NGT Phase 2, Sheffield Supertram additional vehicles and South Yorkshire Integr8 schemes.

Addressing Recommendation 1 - Members **agreed** Scenario 1 as the basis of the RFA Transport Advice to Government. Anthony Rae, Environment Sector, asked that it be recorded that he did not agree with the motion due to Climate Change concerns.

Mike Padgett

There was a consensus that funding vired into the Integrated Transport and Highways Maintenance Blocks would be expected to be spent on transport. Members highlighted that significant transport investment needs were already identified. The virement also created the scope to deliver some of the relatively smaller schemes that had been put forward by scheme promoters for RFA 2 funding, such as new stations and cycleways. Local Transport Plan monitoring could be used to pick up the added value gained from the virement

Addressing Recommendation 2 – and as part of strengthening the approach to programme management Members **agreed** that a reserve list of schemes be established and that an initial list be drawn up to include any scheme listed in Table 1 of the Report that does not form part of the RFA2 submission.

Mike Padgett

However, in addition members also considered a proposed amendment that would extend this initial reserve list (drawn from Scenarios 2 and 3) to include all of the six Leeds City Region 'first priority grouping' schemes set out in paragraph 23 of the report. Officers confirmed that all these schemes had similar scores from the Assessment exercise and the amendment was **agreed**. The resulting initial list of 'reserve list' schemes – reflecting the effect of this decision is attached as **Annex B**.

Mike Padgett

Delivering a Sustainable Transport System (DaSTS) requires all regions to identify transport issues or challenges as part of a process of generating a long-term investment strategy.

Addressing Recommendation 3 - Members **agreed** that the

Mike Padgett

ACTION

challenges and issues identified through RFA2 bids be used to inform the Region's input to DaSTS.

Attention was also drawn to the significant issues facing the Leeds Inner Ring Road and Members **agreed** to Recommendation 4 - that the RFA2 submission highlights the particular case of the Leeds Inner Ring Road.

Mike Padgett

The Board re-iterated its concern that the whole programme should be subject to tight and regular monitoring and management. Progress against key milestones need to be reported to the Board and in the future the Board should review its support for schemes.

Assembly &
YF officers

5. **Response to DfT consultation on *Delivering Sustainable Transport System***

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

Mike Padgett

6. **Sub National Review**

Members **noted** the latest national and regional developments in relation to the Sub National Review and the progress in relation to the new regional governance structures.

Simon Foy, Yorkshire Forward said he was happy to speak to members about the new governance structures and the input of SEE partners was essential. He would see whether any working papers would be shared with Board Members.

It was **agreed** that another RTB meeting in March should be held to ensure an effective handover to the new Board and that this should be arranged as soon as possible, to ensure Members' availability.

Assembly
Officers

7. **Any Other Business**

There was no other business.

Date of Next Meeting: Friday 20 March 2009