

## **Economy and Enterprise Delivery Partnership**

**Date of Meeting: 24<sup>th</sup> March 2010**

**Subject: Congestion in Calderdale – Task and Finish Group**

### **1. Reason for Report**

- 1.1 To ask the Thematic Partnership to consider the cross-cutting issue of congestion and to request two nominations from this Partnership to participate in a Congestion Task and Finish Group.

### **2. Key Issues**

- 2.1 Congestion is a local priority for residents and businesses alike. The LAA targets for 2008/09 were exceeded however the recent Area Assessment focused on two aspects of the partnership's approach to congestion – the congestion target itself and the impact of current and planned actions.
- 2.2 There are concerns that future improvements in Calderdale require more imaginative solutions and more ambitious targets. It is unlikely that these will be delivered through engineering solutions alone.
- 2.3 A report was submitted to the February meeting of the Calderdale Forward Delivery Group by the Theme Lead of the Environment Delivery Partnership on congestion which questioned if the Partnership's current approach is appropriate.
- 2.4 The Calderdale Forward Delivery Group agreed to the establishment of a Task and Finish Group to consider the issue of Congestion in Calderdale and identify what non-engineering actions might be effective in tackling this issue. The Group will be chaired by the Chair of the Environment Partnership.
- 2.5 The Group will provide an opportunity for organisations to share best practice with the aim of the Group formulating a proposal regarding what action could be taken by partners individually and collectively to address congestion in Calderdale.
- 2.6 It was agreed by the Delivery Group that each Thematic Partnership would be asked to nominate two representatives to the Task and Finish Group. It is hoped that there will be broad representation of sectors and organisations within the membership.
- 2.7 Appendix 1 shows the Scope of the Task and Finish Group. This includes an introduction, context, aims and meetings of the Group. The Group will be time-limited with the aim of producing a report to the Delivery Group on the steps the Partnership could take collectively to support the efforts to address congestion in Calderdale.

### 3. Recommendations

- 3.1 That this Thematic Partnership nominates two representatives to participate in the Partnership Congestion Task and Finish Group.

---

**For further information on this report, contact:**

Tom Miskell

Environment Theme Lead  
Group Chief Executive  
Trans-Pennine Housing

Telephone:

01484 824324

E-mail:

[tom.miskell@ph2k.org.uk](mailto:tom.miskell@ph2k.org.uk)

## **Congestion Task and Finish Group - Scope**

### **1. Introduction**

- 1.1 The Calderdale Forward Delivery Group has agreed to the establishment of a Task and Finish Group to consider Congestion in Calderdale, share best practice and to propose what action could be taken by partners to address this issue.
- 1.2 It was agreed that each Thematic Partnership would be asked to nominate two representatives for the Task and Finish Group. It is intended that there will be a broad representation of sectors and organisations from within the membership.

### **2. Context**

- 2.1 Congestion is a local priority but there are concerns that future improvements in Calderdale require more imaginative solutions and more ambitious targets. It is unlikely that these will be delivered through engineering solutions alone.
- 2.2 Congestion is a priority for residents. In Calderdale's Place Survey 2008, 23% of respondents felt that the level of traffic congestion was an important element in making somewhere a good place to live. Traffic congestion was identified as a priority for improvement by 42% of respondents second only to the provision of activities for teenagers. The Place Survey analysis compared to Ward Forum improvement priorities showed that the Lower Valley area highlighted traffic congestion (54%) as a higher priority than those in the Halifax North and East (23%). This may suggest that there are geographical variations in congestion and in its impact on residents.
- 2.3 Local businesses have also identified congestion as a local priority citing its impact on business activity.
- 2.4 In the Sustainable Community Strategy and the Local Area Agreement, congestion has been identified as an indicator of our progress in meeting our priority of "Meeting the transport needs of residents, businesses and visitors in the District". The LAA congestion indicator (NI167) measures the average person journey time per mile during the morning peak. This indicator measures the average person journey time per mile, during the morning peak, on major routes in West Yorkshire with two routes in Calderdale contributing to this.
- 2.5 The recent Area Assessment focused on two aspects of the partnership's approach to congestion – the congestion target itself and the impact of current and planned actions.
- 2.6 As the forecasts are for journey times to increase, the current West Yorkshire Transport Plan targets have been set to minimise this increase. Calderdale's LAA targets reflect this approach and therefore

whilst targets might be met there is no noticeable improvement in congestion perceived by residents.

- 2.7 Evidence of efforts to meet the congestion target submitted by Calderdale during CAA focused on technical initiatives and solutions. In its response to the evidence through the “emerging picture”, the Audit Commission commented that the money being spent would not appear to make a big difference in transport planning terms.
- 2.8 There are a number of groups and partnerships meeting in Calderdale which consider transport issues. These include Calderdale Council’s Transport Issues Group and the LSP Transport Sub Group. There are also partnerships and groups operating at a sub-regional and city region level.
- 2.9 There are a number of actions already being taken by partners within the LSP where perhaps lessons can be learnt and shared, examples include sustainable travel such as tax-free bikes and car sharing schemes, Metro’s Travel for Work project and Calderdale Council’s Smarter Working project.
- 2.10 The Environment Delivery Partnership has considered the issue of congestion and believes through the partners working together there is an opportunity to make greater progress.

### **3. Aims**

- To identify the major contributory factors, including causes and drivers of congestion in Calderdale
- To map what organisations are doing as employers/service provision to address congestion
- To determine what best practice and innovation exists and can be shared within Calderdale
- To develop solutions to what could be done by organisations and employers to address congestion in Calderdale
- To propose to the Delivery Group what steps the Partnership could take to support the efforts to address congestion
- To report to the Delivery Group on the on the aims and objectives achieved

### **4. Time-Limited**

- 4.1 The Task and Finish Group will meet for 2 meetings lasting approximately 2 hours. There is a possibility of further meetings if the aims and objectives are not completed within these timescales. It is hoped to report back to the Delivery Group in the summer of 2010.

### **5. Terms of Reference**

- 5.1 The Terms of Reference of the Task and Finish Group will need to be decided at the first meeting to include purpose, role and function, membership, frequency of meetings, support arrangements, decision making and reporting arrangements.