

**AT A MEETING OF THE WEST YORKSHIRE PASSENGER TRANSPORT
AUTHORITY HELD AT WELLINGTON HOUSE
ON FRIDAY 21 SEPTEMBER 2007**

PRESENT: Councillor R Downes (Chair)

Councillors T Brice, C Campbell, A Carter, D Congreve,
C Greaves, K Hussain, J Jarosz, B Jennings, S Khan, S King,
T Leadley, M Lyons, P McBride, G Phelps, K Rhodes, D Sheard,
M Slater, T Swift, G Wainwright, M Walker and A Wallace

49. WELCOME

The Chair welcomed Councillor D Sheard who had replaced Councillor M Harkin following her resignation.

50. COUNCILLOR M HARKIN

Councillor Lyons informed the Authority that Councillor Mary Harkin had resigned. On behalf of the Authority he thanked her for her contribution and hard work during her short stay on the Authority.

51. DECLARATIONS OF INTEREST

Councillors C Campbell, A Carter, J Jarosz and T Leadley declared personal interests in Agenda Item 12, Pudsey Bus Station, and took no part in the discussion or voting thereon.

Councillor K Hussain declared a personal interest in Agenda Items 6a and 8 and took no part in the discussions or voting thereon.

**52. MINUTES OF THE MEETING OF THE AUTHORITY HELD ON
27 JULY 2007**

RESOLVED - That the minutes of the meeting of the Authority held on 27 July 2007 be approved and signed by the Chair.

**53. MINUTES OF THE MEETING OF THE LOCAL TRANSPORT PLAN
STEERING GROUP HELD ON 24 JULY 2007**

RESOLVED - That the minutes of the meeting of the Local Transport Plan Steering Group held on 24 July 2007 be noted.

54. MINUTES OF THE MEETINGS OF THE TENDERED SERVICES WORKING GROUP HELD ON 6 AUGUST AND 10 SEPTEMBER 2007

The Authority expressed concern at the withdrawal of Service 58 which provided an invaluable direct service to St James' Hospital for many elderly and mobility impaired people, particularly those living in the Woodhouse Ridge and Little London areas.

It was agreed that a report be referred back to the Working Group outlining any possible solutions to restore services to the areas affected particularly to St James' Hospital.

RESOLVED - That the minutes of the meetings of the Tendered Services Working Group held on 6 August and 10 September 2007 be noted.

55. MINUTES OF THE MEETING OF THE RAIL WORKING GROUP HELD ON 31 AUGUST 2007

The Authority noted proposals for a rail station near to the Leeds United Football Ground at Elland Road which was to be investigated as part of a wider regeneration plan for the area.

In noting this proposal, the Authority requested that a report be prepared for a future meeting of the Working Group, setting out the position with regard to other possible rail station development opportunities which previously featured in RailPlan list of priorities.

In this respect, comment was made that schemes were being held back by unnecessary delays due to the failure of the Network Rail to address service pattern issues. As an example, specific reference was made to the problems associated with Low Moor Station.

Councillor Swift informed the Authority that despite proposals to carry out minor improvements to Halifax Rail Station the station continued to be a cause for concern to users. In his opinion more extensive works were required. He urged officers to investigate any future funding opportunities to redevelop the station.

In response the Chair of the Rail Working Group gave assurances that these issues would be taken up with Northern and Network Rail at a future meeting of the Working Group.

Comment was also made about the need to improve Halifax Rail Station.

RESOLVED - That the minutes of the meeting of the Rail Working Group held on 31 August 2007 be noted.

56. MINUTES OF THE MEETING OF THE SOCIAL SERVICES LIAISON GROUP HELD ON 3 SEPTEMBER 2007

Comment was made that the role of Social Services had changed in some Districts whereby separate adult and children's services sections had been established. It was therefore suggested that the terms of reference and possibly the renaming of the Liaison Group be revisited to reflect these changes.

RESOLVED - That the minutes of the meeting of the Social Services Liaison Group held on 3 September 2007 be noted.

57. MINUTES OF THE MEETING OF THE CONCESSIONARY FARES WORKING GROUP HELD ON 5 SEPTEMBER 2007

RESOLVED - That the minutes of the meeting of the Concessionary Fares Working Group held on 5 September 2007 be noted.

58. MINUTES OF THE MEETING OF THE EDUCATION LIAISON GROUP HELD ON 11 SEPTEMBER 2007

RESOLVED - That the minutes of the meeting of the Education Liaison Group held on 11 September 2007 be noted.

59. MINUTES OF THE MEETING OF THE FACILITIES WORKING GROUP HELD ON 11 SEPTEMBER 2007

RESOLVED - That the minutes of the meeting of the Facilities Working Group held on 11 September 2007 be noted.

60. CAPITAL PROGRAMME

The Authority considered a report of the Passenger Transport Executive on matters relating to the 2007/08 capital programme and progress made with regard to Pudsey Bus Station and Brighouse Bus Station.

The report also sought the release of capital expenditure funded through the Local Transport Plan.

With regard to Pudsey Bus Station, it was reported that Metro had been working closely with Leeds City Council on proposals for a new six stand drive-around facility. A planning application was to be submitted in the very near future and subject to obtaining planning permission work was likely to commence in early 2008.

RESOLVED -

- (a) That the report be noted.
- (b) That the release of the following expenditure be approved:-

Scheme	£
ICT Core Infrastructure Upgrade – Phase 1	105,000
Halifax Travel Centre	98,500

61. CONCESSIONARY TRAVEL

The Authority considered a report of the Passenger Transport Executive updating members on the introduction of the concessionary travel scheme for the over 60's and certain categories of disabled people on 1 April 2008.

It was noted that there would be one 'proof of entitlement' basic pass design across England. The Department for Transport had confirmed that this would be issued on an ITSO smartcard which was supported by Metro, other PTEs, the DfT and operators and would enable inter operability between systems and equipment. A marketing campaign had been launched to ensure that people were aware of the need to obtain new passes. To date 140,000 application forms had been returned and publicity would continue to be targeted at those who had not already applied.

With regard to the Final Payment for 2006/07 and the revised budget for 2007/08. The Authority were given an update regarding the budget for concessionary travel following the adjudicator's determination of the First Appeal and the associated cost recovery from the bus operators once all the data for 2006/07 had been calculated and analysed.

In this respect it was reported that the methodology for calculating those payments had been agreed with the operators except for the following remaining issues:

- Detailed calculation of fares that would have been paid by passengers in the absence of the scheme.
- The number of trips made by people who had obtained a pass only because the free scheme was more generous than the 35p flat fare scheme.

Members were advised that until these issues had been resolved it was not possible to calculate a final payment for 2006/07 or consider future budget arrangements, although First had been told that the situation should, if possible, be concluded by the end of September. Members expressed concern that the impact of these factors, particularly the number of trips made by new pass holders, could have a significant impact on final payments for 2006/07 and future budgets. In this respect the Authority highlighted the

problems with the way in which the funding was distributed and the likelihood that this would be exacerbated in 2007/08. It was their opinion that the monies to fund the scheme should be ring fenced and not allocated to the District Councils who were under no obligation to pass on the additional funding to PTEs.

In response the Director General commented that although the Government had provided additional funding, the PTEs were extremely concerned that the total cost of the scheme, as well as the way funding was provided, could leave some PTEs under funded to cover the costs of the 2007/08 scheme because of rising off peak fares and the increasing popularity of the scheme. He commented that as a consequence contingency measures would have to be incorporated within future budgets to address those uncertainties and that in the meantime pteg, on behalf of the PTEs, would continue to lobby the Government to make sure that implementation of the scheme proceeded smoothly by ensuring that sufficient funding was put in place and targeted where it was needed most.

RESOLVED - That the report be noted.

62. NATIONAL POLICY INITIATIVES UPDATE

The Authority considered a report of the Passenger Transport Executive on a number of national policy initiatives including:

- The draft Local Transport Bill
- Consultation on the role of the Traffic Commissioner
- Bus Service Operators Grant
- The future of Local Transport Plans

The report also detailed information on revised guidance for major schemes and the recent Rail White Paper.

Draft Local Transport Bill

Members were updated on the Government's consultation on the draft Local Transport Bill. It was noted that responses had been made through the Passenger Transport Executive Group (pteg) and the Leeds City Region. It was reported that the City Region Leaders had approved an approach to the review of transport governance. The review would commence in the autumn with the aim of reaching an agreement with all the relevant authorities on a preferred future model before the Bill was enacted.

A copy of the draft Terms of Reference for the review was detailed in Appendix B of the submitted report.

Rail White Paper and High Level Output Specification (HLOS)

The Authority noted that the DfT's White Paper 'Delivering a Sustainable Railway' had been published on 24 July 2007 and included high level specifications such as performance and capacity and safety, which would be delivered via franchise specifications. The investment priority for the HLOS period was increased capacity and the DfT had published a technical document indicating that 60 to 90 additional carriages would be provided in the Leeds area. Metro had provided input to the HLOS through liaison with Network Rail and the DfT including the identification of issues and aspirations and providing forecasting data to the Yorkshire and Humber Regional Planning Assessment and East Coast Main Line Rail Utilisation Strategy. The Authority welcomed the immediate opportunities for Metro in the form of funding for station modernisation and additional carriages and Metro were proposing to discuss rolling stock issues and City Region aspirations with the DfT in the near future.

The Future of Local Transport Plans

The Authority were informed that the draft Local Transport Bill included provision to replace Local Transport Plans (LTPs) in metropolitan areas with a new integrated transport strategy looking 10-15 years ahead together with a 3-5 year short term implementation plan.

A consultation document, 'The Next Steps', had now been published which would give the Authority a further opportunity to comment on the proposals in the Bill regarding transport plans in metropolitan areas, particularly with regard to how they could apply to areas outside West Yorkshire such as the wider city region and how they would relate to existing plans and schemes.

RESOLVED - That the report be noted.

63. BOXING DAY AND NEW YEAR'S DAY SERVICES

The Authority considered a report of the Passenger Transport Executive on the proposed introduction of a pilot scheme for the operation of bus services on Boxing Day and New Year's Day.

It was reported that, subject to the Authority's approval, details of the arrangements for the scheme would be overseen by the Tendered Services Working Group.

The Authority was informed that the trial would be funded through the 2007/08 tendered services supplementary budget. It was proposed to provide a basic half hourly daytime service on the high frequency corridors into Leeds and Huddersfield and would provide good accessibility to major hospitals.

Discussions would be held with the current operators to identify whether they were able to operate on the basis proposed and to establish the cost of

operation. The Authority was assured that alternative bids would also be sought from other operators in the area in order to ensure that value for money was achieved.

Reference was also made to recent trials in major centres in Birmingham and Coventry whereby initial pump priming by West Midlands PTA had resulted in significant passenger use with 50,000 travelling on Boxing Day in 2003 and 90,000 in subsequent years. The services had proved such a success that over 75% of the Birmingham network had subsequently been operated on a commercial basis.

Councillor Lyons indicated that whilst welcoming the proposal it was extremely important that the specific details were fully considered to ensure that the services were given every opportunity of being a success. He also reiterated the need to consult with the relevant Chambers of Trade with a view to seeking financial assistance from businesses that would benefit from the increase in customer numbers as a result of Boxing Day and New Years Day bus services.

With regard to the FreeCityBus services, the Chair commented that consideration would also be given to the feasibility of providing the service to complement these services.

RESOLVED - That the proposed operation of Boxing Day and New Years Day trial services in Leeds and Huddersfield be approved and that the specific details of the service be overseen by the Tendered Services Working Group.