

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A JOINT MEETING OF THE DISTRICT LIAISON COMMITTEES HELD IN
WELLINGTON HOUSE ON FRIDAY 17 SEPTEMBER 2010**

PRESENT: Councillor R Downes (Chair)

BRADFORD

A Hawkesworth (ITA)
K Hussain (ITA)
A Longthorn (ITA)
G Reid (BMDC)
J Watmough (ITA)

CALDERDALE

B Collins (CMBC)
J Pearson (CMBC)
R Pearson (ITA)

KIRKLEES

E Firth (ITA)
P McBride (KMC)
A Pinnock (ITA)
E Smaje (ITA)

LEEDS

W Hyde (ITA)
J Lewis (ITA)
R Lewis (LCC)
M Lyons (ITA)
J Matthews (ITA)
E Taylor (ITA)

WAKEFIELD

Y Crewe (ITA)
D Hopkins (WMDC)
H Hudson (ITA)
M Walker (ITA)

1. APOLOGIES

Apologies for absence were received from:

ITA

A Carter
M Coulson
C Greaves
G Lowe
K Watson

District Councils

G Khaliq (Bradford)
J Hardy (Calderdale)
A Denham (Kirklees)
C Smith (Kirklees)
L Mulherin (Leeds)

2. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

3. INTRODUCTION TO THE DISTRICT LIAISON COMMITTEES

Councillor Downes welcomed everyone to the meeting which had been arranged to give an overview on the reasons for establishing the District Liaison Committees and the important role they would play.

Members were advised that the Local Transport Act 2008 urged Metropolitan District Councils and Integrated Transport Authorities to take advantage of the provisions within the Act to strengthen governance arrangements. The purpose of the District Liaison Committees would be to introduce more strategic and efficient management of transport across the Metropolitan area and potentially a wider city region area.

The Department for Transport were keen to see stronger governance arrangements and had made it clear that the stronger the governance arrangements, the more successful the ITA and districts could be in terms of innovative approaches to funding and strategic delivery.

It was reported that the ITA and all Authorities responsible for education and social services were under a duty to cooperate with each other in the provision of public transport services to ensure value for money. Members will be aware that in the past this had been dealt with by way of four separate liaison groups – Taxi, Adult Services, Children & Young People and Highways and Transport Planning. Over time this approach had proved less and less effective and it had become clear that a more holistic approach, taking each service area into account, would be a more efficient and effective way of managing that responsibility.

It was noted that there were already some mechanisms in place to ensure that the ITA and districts worked together in identifying an appropriate strategic approach. These included the development of the West Yorkshire Local Transport Plan 3 (LTP3) and the current work in shaping the City Region Transport Partnership.

Members were advised that the District Liaison Committees would meet on a quarterly basis. It was proposed that the agenda would be set jointly between the District Council Partner and the Chair of the District Liaison Committee who would be the ITA Member with District Spokesperson's responsibilities for that Council. The agenda would focus on ensuring that planned projects and delivery objectives were being achieved in line with targets. The District Liaison Committee would also review and oversee important service delivery objectives and monitor reliability of bus and rail services as required. In this respect, the draft Terms of Reference were attached to the submitted report for members' information.

Members were given the opportunity to suggest any enhancements to the proposed approach and to comment on the suitability of the Terms of Reference. They welcomed the establishment of the District Liaison Committees which would enable better connectivity and engagement between

the ITA and District Councils to drive forward a common approach to transport delivery across West Yorkshire. The importance of member and officer attendance was stressed to ensure that the ITA had a better understanding of district objectives when shaping and delivering transport strategy which would allow far greater opportunities to maximise resources particularly at a time when funding opportunities would be more limited.

RESOLVED – That the approach as set out in the submitted report be endorsed.