

AGENDA ITEM NO: 4a

AT A MEETING OF THE WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY HELD AT WELLINGTON HOUSE ON FRIDAY 17 NOVEMBER 2006

PRESENT: Councillor J S King (Chair)

Councillors D Blackburn, D Congreve, C Greaves,
K Hussain, B Hyde, J Jarosz, S Khan, M Lyons, P McBride,
G Phelps, K Rhodes, D Schofield, M Slater, L Smaje, C Smith,
T Swift, C Townsley, G Wainwright, M Walker and A Wallace

54. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor R Downes who was attending a meeting of the Regional Transport Forum on behalf of the Authority.

55. DECLARATIONS OF INTEREST

Councillor G Wainwright declared a prejudicial interest in Agenda Item 78, Unit One, Huddersfield Bus Station. He vacated the room and took no part in the discussion or voting thereon.

56. MINUTES OF THE MEETING OF THE AUTHORITY HELD ON 22 SEPTEMBER 2006

RESOLVED - That the minutes of the meeting of the Authority held on 22 September 2006 be approved and signed by the Chair.

57. MINUTES OF THE SEMINAR ON THE LEEDS CITY REGION HELD ON 20 OCTOBER 2006

The Chair reported that Metro had been leading the work on the development of the long term vision for transport across the City Region and that the Transport Vision would form a key part of the City Region Development Plan which was being launched at the House of Commons on 20 November 2006. Members were therefore requested to endorse the Vision which would then send a clear message to the Government and the Department for Transport that the PTA along with the 11 Authorities and the Business Sector were fully committed to the Vision.

RESOLVED -

- (a) That the minutes of the meeting of the Seminar on the Leeds City Region held on 20 October 2006 be approved and signed by the Chair.
- (b) That the Transport Vision for transport across the Leeds City Region be endorsed.

58. MINUTES OF THE SEMINAR ON THE BUS STRATEGY AND LEEDS CITY REGION HELD ON 31 OCTOBER 2006

RESOLVED - That the minutes of the seminar on the Bus Strategy and Leeds City Region held on 31 October 2006 be approved and signed by the Chair.

59. MINUTES OF THE MEETING OF THE AUDIT AND GOVERNANCE COMMITTEE HELD ON 15 SEPTEMBER 2006

Councillor McBride, on behalf of the Labour Group, proposed that in view of the fact that the Government White Paper “Strong and Prosperous Communities” could have a major impact on the future of PTAs and PTEs, all national/regional developments should be considered by the Authority and not delegated to the Audit and Governance Committee.

In response the Director General commented that the Authority had approved the Committee’s terms of reference at its AGM in June and that one of the key areas of the Committee’s work was to closely monitor and consider policy and legislative changes such as the White Paper. He also expressed that members had the opportunity to attend any Working Groups of the Authority in addition to requesting any agendas they wished to receive.

It was agreed that items dealing with regional/national policy developments would be submitted to future meetings of the Authority. The Audit and Governance Committee would continue to manage the associated work.

RESOLVED - That the minutes of the meeting of the Audit and Governance Committee held on 15 September 2006 be noted.

60. MINUTES OF THE MEETINGS OF THE TENDERED SERVICES WORKING GROUP HELD ON 2 OCTOBER AND 6 NOVEMBER 2006

RESOLVED - That the minutes of the meetings of the Tendered Services Working Group held on 2 October and 6 November 2006 be noted.

61. MINUTES OF THE MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD ON 2 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the Local Transport Plan Steering Group held on 2 October 2006 be noted.

62. MINUTES OF THE MEETINGS OF THE RAIL WORKING GROUP HELD ON 5 OCTOBER AND 2 NOVEMBER 2006

A question was raised on the current situation regarding access arrangements at Huddersfield Rail Station. In response it was reported that the Department for Transport had identified the station as eligible for receiving funding from the 'Step Free Access' initiative. In this respect it was commented that discussions were still ongoing with Network Rail and Kirklees MC on the best way to proceed. However it was stressed that Metro was very keen that provision of step free access by installing lifts to the subway would not preclude a link to the St Georges Street warehouse site.

Comment was made that Grand Central Railways were experiencing problems procuring rolling stock and, as a consequence, the services which were due to commence in October would now start in Spring 2007.

RESOLVED - That the minutes of the meetings of the Rail Working Group held on 5 October and 2 November 2006 be noted.

63. MINUTES OF THE MEETING OF THE LEEDS PASSENGER CONSULTATIVE COMMITTEE HELD ON 9 OCTOBER 2006

Councillor Blackburn raised the issue as to why Leeds Passenger Consultative Committee had not received a similar presentation on the Arriva service changes which were presented to Calderdale and Kirklees Passenger Consultative Committees. In response it was acknowledged that on reflection a presentation should have been made to the Passenger Consultative Committee allowing for comment on the proposed changes which mostly affected passengers in the West Leeds and Morley areas.

RESOLVED - That the minutes of the meeting of the Leeds Passenger Consultative Committee held on 9 October 2006 be noted.

64. MINUTES OF THE MEETING OF THE CALDERDALE PASSENGER CONSULTATIVE COMMITTEE HELD ON 10 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the Calderdale Passenger Consultative Committee held on 10 October 2006 be noted.

65. MINUTES OF THE MEETING OF THE KIRKLEES PASSENGER CONSULTATIVE COMMITTEE HELD ON 11 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the Kirklees Passenger Consultative Committee held on 11 October 2006 be noted.

66. MINUTES OF THE MEETING OF THE WAKEFIELD PASSENGER CONSULTATIVE COMMITTEE HELD ON 12 OCTOBER 2006

Members indicated that they were still receiving complaints regarding the cleaning of rail stations and how the current contractual agreements with Northern were not being met. In response, members were informed that, although Metro had lobbied for financial penalties, similar to the previous SQUIRE arrangements, to be part of the new franchise, the Department for Transport had removed the clause when the franchise was renewed. Notwithstanding this, Metro took station cleaning very seriously and had met with Northern's Area Directors who had given assurances that the situation would improve in the period leading up to Christmas.

RESOLVED - That the minutes of the meeting of the Wakefield Passenger Consultative Committee held on 12 October 2006 be noted.

67. MINUTES OF THE MEETING OF THE BRADFORD PASSENGER CONSULTATIVE COMMITTEE HELD ON 13 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the Bradford Passenger Consultative Committee held on 13 October 2006 be noted.

68. MINUTES OF THE MEETING OF THE EXTERNAL FUNDING WORKING GROUP HELD ON 18 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the External Funding Working Group held on 18 October 2006 be noted.

69. MINUTES OF THE MEETING OF THE BUSINESS IMPROVEMENT GROUP HELD ON 31 OCTOBER 2006

RESOLVED - That the minutes of the meeting of the Business Improvement Group held on 31 October 2006 be noted.

70. MINUTES OF THE MEETING OF THE DEVELOPMENT AND ENVIRONMENT WORKING GROUP HELD ON 2 NOVEMBER 2006

The Authority raised their concern regarding the problems surrounding the introduction of the ftr in York, particularly fare collection and ticketing issues.

Comment was also made about the lack of interaction between passenger and driver which could have an effect on driver job satisfaction as many considered interaction between driver and passenger as being an important part of the job.

It was reported that meetings had been held with First to ensure that there was not a repeat of the problems when the vehicle is introduced on the Service 4 route. The Authority were advised that the vehicle would have on-board customer service hosts/hostesses who would be able to assist passengers with ticketing information and buying tickets. This approach was welcomed by members, however they stressed that they should not be a short term arrangement but permanent. Assurances were also given that during the first few months of operation the services would be extensively monitored.

It was mentioned that the minutes of the Development and Environment Working Group did not reflect the concerns which had been expressed by members and therefore it was proposed that the working group, at its next meeting, should change the minute from “endorsing” to “noting” the introduction of the service.

RESOLVED - That the minutes of the meeting of the Development and Environment Working Group held on 2 November 2006 be noted.

71. CAPITAL PROGRAMME

The Authority considered a report of the Passenger Transport Executive on the release of capital expenditure with regard to the following schemes:-

<u>Scheme</u>	<u>£</u>
Land Purchase - Low Moor Rail Station	60,000
Development Work – Kirkstall and Apperley Bridge Rail Stations (Metro contributions £300,000)	600,000
Phase 3 Minor Accessibility Improvements at Rail Stations	280,000

RESOLVED - That the expenditure as outlined in paragraph 2 of the submitted report be approved.

72. WYTESA

The Authority considered a report of the Passenger Transport Executive on the progress of the WYTESA initiative and the development of the Passenger Transport Academy.

It was reported that the project aimed to raise the profile of the transport sector in order to improve recruitment and retention and to also improve the

level and standard of training and development undertaken in the bus industry.

The Authority were informed of the development of the Passenger Transport Academy Limited Joint Venture Company with the Virtual College which had been a key aspiration in enabling transport organisations to contribute towards the development of future training modules.

Members welcomed the initiative and discussed the financial risk involved in establishing a joint venture company. In this regard it was explained that following legal advice, the establishment of the Passenger Transport Academy Limited company would take forward the development of the internet modules and ensure that any profits arising from sales of products etc, would be shared on a 50:50 basis between Metro and the Virtual College.

Members were advised that work was being developed to prepare a detailed business plan and an initial budget along with the finalisation of the licensing agreement and once this work had been completed it would be circulated to the Authority.

In response to a question raised by Councillor Lyons with regard to funding, it was stressed that there was no capital requirement and that sales of the modules must cover the operating costs of the joint venture company. Guarantees were also given that this arrangement would be carefully monitored to ensure that any risks were managed.

RESOLVED - That the report be noted.

73. LEEDS BUS RAPID TRANSIT – INITIAL FUNDING SUBMISSION

The Authority considered a report of the Passenger Transport Executive on the proposed submission of the initial business case for the Leeds Supertram replacement scheme.

It was reported that the Development and Environment Working Group at its meeting held on 2 November 2006 had endorsed the process for developing an outline business case.

The Authority were informed that the outline business case would be submitted to the Department for Transport (DfT) by late December, which would include the rationale for route selection as well as information relating to the process for mode selection, the breakdown of scheme costs/benefits and the overview of powers, procurement and delivery issues/schedules.

The Authority gave their full support to the work already carried out which had led to the identification of a high specification electrically powered bus with the visual appearance of a tram (bus-tram). Funding for the scheme would be obtained from the DfT (major schemes) as well as local contributions including Metro and Leeds City Council and developers. In this respect comment was made that the final bid for DfT funding would need to demonstrate full

compliance with major schemes guidance and that it would also be necessary to gain support of the Regional Transport Board.

RESOLVED –

- (a) That the approach set out in the submitted report be endorsed.
- (b) That the submission of the Initial business case to the Department for Transport and Regional Transport Board be approved.
- (c) That the Regional Transport Board be requested to give the Supertram replacement scheme urgent consideration for inclusion within Regional Advice.
- (d) That progress be reported to the Passenger Transport Authority and Leeds City Council.

74. NATIONAL POLICY DEVELOPMENT

The Authority considered a report of the Passenger Transport Executive summarising two recent national policy initiatives relating to Local Government and the legal framework for bus services.

Local Government White Paper

It was reported that the Government had published a White Paper setting out changes to Local Government which was aimed at giving local people and local communities more influence and power.

It was noted that the White Paper advocated that the Department for Transport (DfT) would be proposing a package of reforms for PTAs and PTEs aimed at strengthening leadership enabling a more coherent approach to transport in the biggest cities. One possible approach suggested would be to achieve more City Council leadership representation on PTAs. Members questioned whether Council leaders would find sufficient time, bearing in mind demands placed on them in their existing roles, to perform the additional duties in an effective and efficient manner.

TIF City Region Funding

It was reported that the submission from the Leeds City Region to carry out research into congestion as part of its joint bid to the DfT Transport Innovation Fund had been unsuccessful. The Authority expressed their disappointment. They considered that the decision taken was short sighted and another example of other regions particularly London and the South East being helped to prosper at this region's expense.

The Chair indicated that he, together with District Council Leaders and the Regional Transport Board, would be making the case to the Secretary of

State and seeking commitment to the transport investment required to support economic growth.

Bus Policy Review

It was reported that the Transport Committee had published their report on bus services which concluded that deregulation had not worked and could not be made to work in the big cities and therefore PTAs/PTEs required new powers to tackle declining bus patronage. It was noted that the Secretary of State for Transport was now undertaking a thorough bus policy review, with an announcement later this year, on the basis of giving local transport authorities the powers necessary to improve bus services.

In this respect comment was made that Metro, through SIG and PTEG, would be lobbying for the lifting of barriers for Bus Quality Contracts, local determination rather than that of the Secretary of State, and longer contract lengths to provide greater incentives for investment and longer term partnership work.

RESOLVED -

- (a) That the report be noted.
- (b) That the implications for PTAs/PTEs be considered at a future meeting of the Authority.
- (c) That an urgent meeting be arranged with the Secretary of State for Transport to discuss the Government's commitment enabling transport investment required to support economic growth.

The Authority were informed that the following report related to an item placed on the Agenda at the request of Councillor M Lyons in accordance with Standing Order 3(3).

75. INCREASE IN TENDERED SERVICE BUDGET

Councillor Lyons told the meeting that monies needed to be injected into certain areas to stop the decline of bus services across West Yorkshire. He indicated that many people, including the elderly and disabled, were being deprived of a good reliable bus service because of the actions of bus operators. He commented that there had been considerable mileage lost in recent years which had created new tenders containing excessive prices and that operators had reduced and withdrawn services which they claimed were uneconomical just to increase their profits to the detriment of the travelling public of West Yorkshire.

It was the Labour Group's opinion that Metro could not continue replacing withdrawn bus services and paying more and more to operators. They fully supported the approach Metro was taking to encourage operators to make as

much mileage as possible commercial, to negotiate on tenders and reorganise the services to make them more attractive financially, but still

insisted that it was necessary as a “one off” to increase the tendered services budget in order to carry out the recommendations of the accessibility review and social exclusion.

Councillor Lyons therefore proposed and Councillor Phelps seconded:-

“That officers find appropriate savings to supplement the tendered service budget to allow a real change to the bus network in West Yorkshire.”

In response the Chair agreed that, although tendered mileage had been lost, the Authority’s current policy was being delivered and therefore it was not appropriate at this stage to inject more monies into the tendered service budget. He indicated that the Bus and Tendered Services Working Groups would be considering feedback from the Bus Network Review exercise which would enable both Working Groups to consider whether the PTA needed to reconsider their existing policies in a way which best supported delivery of the Accessibility Strategy which could include giving financial support in certain areas. He also indicated that some marginal services, those carrying less than 6 but between 3-5 passengers, could achieve the PTA’s policy if the services were promoted more vigorously. He therefore indicated that as part of the budget process it was proposed to set a sum of money aside in Contingency to support services on a “use it or lose it basis”.

On behalf of the PACT, the Chair proposed and Councillor Greaves seconded that the motion relating to the tendered services budget be accepted with the deletion of the final paragraph and substituted with the following:

“That officers be asked to bring forward appropriate strategies as part of the 2007-2008 budget process in the light of the recommendations referred by the Bus and Tendered Services Working Groups.”

After a discussion a vote was then taken on Councillor Lyons’ motion. The result was:

For:	9
Against:	12

This was then followed by a vote on the alternative motion proposed by the PACT:

For:	12
Against:	9

RESOLVED - That the alternative motion submitted by the PACT be approved.

76. EXCLUSION OF THE PRESS AND PUBLIC

The Authority considered a recommendation to exclude the press and public from the following items which contained exempt information as defined in paragraph 3 of Schedule 12a Local Government Act 1972.

RESOLVED - It was agreed that, because disclosure of the reports might prejudice future negotiations on bus station leases, the public would be better served by maintaining the exempt information and therefore the press and public be now excluded.

77. SHOE CITY – BRADFORD INTERCHANGE

The Authority considered a report of the Passenger Transport Executive on the proposed terms for the granting of a new lease of a shoe retail unit at Bradford Interchange known as 'Shoe City'.

RESOLVED -

- (a)** That approval be given to the granting of a 5 year lease to Mr R Sharma, subject to the terms outlined in paragraph 3 of the submitted report.
- (b)** That the Passenger Transport Executive be authorised to complete the necessary documentation.

78. UNIT ONE – HUDDERSFIELD BUS STATION

The Authority considered a report of the Passenger Transport Executive on the proposed terms for the granting of a new lease in respect of unit one at Huddersfield bus station for use as a hot food take away outlet.

RESOLVED -

- (a)** That approval be given to the granting of a 6 year lease to Mr Z Ali, subject to the terms outlined in paragraph 3 of the submitted report.
- (b)** That the Passenger Transport Executive be authorised to complete the necessary documentation.