

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE WAKEFIELD DISTRICT LIAISON COMMITTEE**  
**HELD AT COUNTY HALL, WAKEFIELD ON**  
**THURSDAY 20 JANUARY 2011**

**PRESENT:** Councillor Y Crewe (Chair)

|             |           |   |               |
|-------------|-----------|---|---------------|
| Councillors | H Hudson  | - | WYITA         |
|             | D Hopkins | - | Wakefield MDC |

Officers in Attendance:

|  |            |   |               |
|--|------------|---|---------------|
|  | I Thompson | - | Wakefield MDC |
|  | D Hoggarth | - | Metro         |
|  | A Shearon  | - | Metro         |

**8. APOLOGIES**

Apologies for absence were received from Councillors M Walker (WYITA), D Jeffery and B Smith (WMDC).

**9. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**10. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 7 October 2010 be noted.

**11. DEVELOPMENT OF THE LOCAL TRANSPORT PLAN 3 IMPLEMENTATION PLAN**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the development work for the preparation of the West Yorkshire Local Transport Plan (LTP3) 2011-26 and the development of a 3 year Implementation Plan for 2011-14.

It was reported that the public consultation on the draft strategy had ended on 7 January 2011 and members were provided with a summary of the responses received.

The Committee was advised that the LTP Partnership was developing the first three year Implementation Plan for 2011-2014 and members discussed the

working draft of the capital initiatives for the Wakefield district which was attached at Appendix 1 to the submitted report.

The following points were raised by members:-

- (i) The issues likely to be raised relating to introducing bus priority measures along certain sections of Barnsley Road in light of previous resistance from local residents/members.
- (ii) The viability of introducing highway improvements in the Town End junction area of Pontefract in view of the fact that a previous scheme had proved unsuccessful.
- (iii) Aberford Road/Jacobs Well Lane highway improvements – members asked for information on what the scheme entailed.

It was pointed out that the schemes suggested related to LTP priorities and that one of the key roles of the District Liaison Committee going forward would be to address any district issues in relation to the implementation programme.

It was noted that the draft Implementation Plan reflected the reduced amount of LTP3 funding available and focussed on maintaining existing assets and reducing congestion to support jobs growth. Some funding would also be used to support future development work on schemes to be implemented beyond 2014 or where they were linked to development opportunities such as heavy rail enhancements supporting housing growth in the Five Towns area.

It was noted that the first 3 year Implementation Plan was being compiled by the ITA working in partnership with Wakefield Council. Consultation on the draft 3 year Implementation Plan was scheduled for 24 January – 11 February 2011 and would be published with the full West Yorkshire Local Transport Plan 2011-2026 by 1 April 2011.

#### **RESOLVED -**

- (a) That the approach for developing the West Yorkshire LTP3 as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of LTP3 and the Implementation Plan 2011-14.

## **12. LTP2 UPDATE – BUS, RAIL AND HIGHWAY PERFORMANCE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on trends in the performance of bus and rail services and highways related issues.

## **Bus Reliability and Punctuality**

Details of bus service performance during 2009/10 and 2010/11 were outlined in the submitted report. It was noted that the major influencing factors of reliability were driver and vehicle availability. Average reliability performance in 2010/11 to date was 99.04% which, whilst an improvement on 2009/10 (98.73%), fell short of the target of 99.5% of all bus services operating.

It was noted that punctuality was measured using data obtained from the "yournextbus" real time system. The major influencing factors in punctuality were traffic congestion, passenger boarding and alighting times, setting realistic operational timetables and driver's ability to keep to time. Punctuality performance improved following the introduction of real time monitoring, but the trend had not been sustained in 2009/10 and the matter had been raised with operators.

The Committee discussed the disruptions to bus services in Wakefield during the recent bad weather and the efforts made to keep passengers informed. It was noted that Metro continued to explore ways of improving information services and it was proposed to establish emergency teams who would go to bus stations to assist passengers when there was severe disruption.

It was reported that bus patronage was expected to increase by approximately 2.5% in Wakefield in 2010/11 compared to an average decline of 2% across the rest of the county.

## **Rail Performance**

Members were provided with details of rail performance for periods 1 to 9 of the current financial year (1 April 2010 – 11 December 2010) which were outlined in the submitted report.

It was noted that signalling cable theft/vandalism had been a major cause of delay and disruption although the impact of autumn leaf fall and the early wintry conditions had also affected performance.

Members discussed the need for investment in additional rail carriages for the north and were advised that there was a shortage of rolling stock in a market that was heavily influenced by decisions made by the Department for Transport. The Government had confirmed 8 additional trains for the Northern Rail franchise to date, primarily operating in the north west of England. Any additional trains for West Yorkshire were subject to on-going commercial negotiations.

## **Highways Issues**

It was reported that Metro worked with the West Yorkshire Districts to deliver the Urban Congestion Target Delivery Plan. The plan supported the Local Transport Plan and provided an input to the national target on congestion. Congestion was reported at a West Yorkshire level and was measured on 13 routes across the county, 2 of which were in Wakefield. The most recent

Department for Transport (DfT) performance data available was for 2008/09 and West Yorkshire had performed well and had received performance reward funding from the DfT which would be reinvested on the 13 routes. Data for 2009/10 was expected from the DfT in the near future.

**RESOLVED** - That the current performance of bus, rail services and the highway network be noted.

### **13. STRATEGIC TRANSPORT UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on strategic transport issues within the Wakefield district.

#### **North Wakefield Gateway**

The report set out details of progress with regard to the North Wakefield Gateway project which would create an inbound bus lane along the A61 Leeds Road/Northgate, together with one way streets. The scheme had progressed to advertising Traffic Regulation Orders and construction/implementation work was expected to start from early Summer 2011.

#### **Castleford Interchange**

It was reported that in June 2010 the DfT had suspended the major local scheme approval process which had in effect put a stop on progression of all major schemes, including Castleford Interchange. A new process for approving major schemes had subsequently been put in place and Castleford Interchange had been placed in the Pre-Qualification Pool. Metro had submitted an Expression of Interest to the DfT in relation to the Castleford project and was also pursuing an alternative funding option through the new Regional Growth Fund.

#### **Traffic Light Priority (TLP)**

The report set out details of the Traffic Light Priority scheme which continued to focus on Calderdale and Leeds where 32 sites had been enabled as part of the TLP scheme. Installation of equipment at sites in Bradford, Kirklees and Wakefield would commence once work to upgrade their respective UTC systems was complete. A leaflet providing information about the system was being prepared and would be circulated to all District Councillors in the near future.

#### **SmartCard Ticketing**

The report set out the background to the smartcard ticketing project and the details of the joint working arrangements between Metro and South Yorkshire PTE (SYPTe). The Department for Transport (DfT) had provided a £2.2m funding package for the nine largest urban areas and Metro and SYPTe had combined their funding to procure the essential back office system (the

HOPS) for the scheme. The DfT were making changes to the Bus Services Operators Grant (BSOG) payments so that operators would be encouraged to equip their vehicles with smartcard readers and participate in ITSO schemes. A programme had yet to be finalised as that would be dependent on operators purchasing the equipment. However, it was expected that smartcards would be accepted on several bus services in West Yorkshire during 2011.

**RESOLVED** - That the report be noted.