

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY
AT A MEETING OF THE WAKEFIELD DISTRICT LIAISON COMMITTEE
HELD AT COUNTY HALL, WAKEFIELD ON
THURSDAY 13 OCTOBER 2011

PRESENT: Councillor Y Crewe (Chair)

Councillors	T Brown	-	WYITA
	H Hudson	-	WYITA
	D Hopkins	-	WMDC
	J Williams	-	WMDC

Officers in Attendance:

	D Hoggarth	-	Metro
	N Wallace	-	Metro
	K Bloomfield	-	WMDC
	A Shearon	-	WYITA

8. APOLOGIES

An apology for absence was received from Councillor A Garbutt (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 14 July 2011 be noted.

11. PERFORMANCE INDICATORS

The Liaison Committee considered a report of the Passenger Transport Executive on the provision of performance information for the Committee.

Members considered the indicators used by Metro as part of its approach to performance management and those were attached at Appendix 1 to the submitted report. The Committee confirmed that they were satisfied to receive information relating to the performance of the transport system in the format now presented. However, they requested definition of the parameters used in the traffic light system.

It was suggested that the data on highways maintenance, attached as Appendix 2 to the report, could also be incorporated into the new reporting format.

RESOLVED - That the current transport system performance indicators as detailed in the submitted report be noted.

12. LTP3 UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the delivery of LTP3.

Wakefield Delivery Progress

The Liaison Committee noted Wakefield's delivery progress to the end of September 2011 which was shown in Tables 1 (Integrated Transport) and 2 (Highway Maintenance) of the submitted report. It was reported that Wakefield was on track to fully utilise their LTP3 Highway Maintenance funding in 2011/12.

Local Sustainable Transport Fund (LSTF)

The West Yorkshire LTP Partnership had been successful in securing £4.169m Component Bid funding from the LSTF. The funding would be used to extend the West Yorkshire Travel Plan Network, working with Job Centre Plus and delivering and promoting cycle routes. A progress report would be prepared for the next meeting.

Road Works Permit Scheme

The Permit Scheme was a new national initiative which would regulate road and street works. The scheme would minimise delay and reduce disruption to road users and fees would be charged to companies wishing to dig up the road. All the West Yorkshire local authorities were currently involved in the development of the Yorkshire Permit Scheme. Leeds and Kirklees would implement the scheme in April 2012 subject to DfT approval with Bradford, Calderdale and Wakefield due to go live by the end of 2012.

Lane Rental Scheme

Further to the introduction of the Permit Scheme, the DfT was currently consulting on proposals to allow 'lane rental' schemes. These would enable authorities to charge a daily fee for the duration of works carried out on the busiest streets at the busiest times. The consultation period would run until

31 October 2011 and it was proposed that the West Yorkshire LTP Partnership prepare a draft consultation response that supported the lane rental approach.

Smartcard Update

Members were provided with an update on the progress made with bus operators in developing the Smartcard project. It was reported that First would fit smart enabled ticket machines to all their UK fleet by the end of 2012, Transdev would commence equipping some of their vehicles in West Yorkshire by the end of 2011 and Arriva would equip buses in early 2012.

Scheme Progress

North Wakefield Gateway

It was reported that, following a tendering exercise, North Midland Construction had been awarded the contract for constructing the North Wakefield Gateway Scheme which involved carriageway widening on Leeds Road to provide an inbound bus lane, a bus-only lane in front of County Hall, together with junction reconfigurations and additional crossing and cycle facilities on Northgate and Wentworth Street. Work was scheduled to commence in September 2011.

Local Implementation Plan

It was noted that a draft Local Implementation Plan for Wakefield was currently being developed.

RESOLVED - That the progress on delivering LTP3 be noted.

13. WINTER MAINTENANCE

The Liaison Committee considered a report of the Passenger Transport Executive on the planned arrangements for District Councils to grit public transport facilities.

It was reported that there were many examples of best practice being undertaken across West Yorkshire and details were outlined in the submitted report. Members noted the schedule for gritting arrangements in the Wakefield district which was attached at Appendix A to the report.

Members were assured that the performance of the winter maintenance programme would be subject to an on-going review and that the data collected by Wakefield MDC following episodes of severe weather was used to inform future gritting programmes.

Members welcomed the work of snow champions and were advised that it was Wakefield's intention to expand the scheme within the Wakefield District.

RESOLVED – That the report be noted.

14. LTP3 INFORMATION STRATEGY

The Liaison Committee considered a report of the Passenger Transport Executive on the development of the Information Strategy as part of the third Local Transport Plan, including the statutory duty relating to bus information.

It was reported that Metro was consulting on a revised and updated Information Strategy which built upon the previous strategy and data management processes and also defined standards for information provision and set targets for customer satisfaction.

Members welcomed the initiative set out in LTP3 to develop a fully multi-modal approach to information covering public transport and fares information, walking, cycling, car clubs, taxis, car parking availability, traffic conditions and links to retail. It was, however, suggested that in the short term it may be useful to pursue the possibility of providing links between Metro's website and those of the District Councils which may already be providing some of this information.

Members were informed that the West Yorkshire Local Transport Plan Committee would be asked to endorse an analysis of the costs and benefits of a more co-ordinated approach in order to maximise the impact and value for money of future expenditure by the Local Transport Plan partners.

RESOLVED – That the development of the third Local Transport Plan Information Strategy be noted.

15. WAKEFIELD AREA BUS NETWORK REVIEW

The Liaison Committee considered a report of the Passenger Transport Executive providing an update on the progress with the Wakefield Area Bus Network Review.

At the last meeting of the Committee, it was reported that over the next two years, Metro would be undertaking a programme of Area Bus Network Reviews in each District in order to achieve significant savings in the budget for tendered services. The first phase of the review which included Wakefield was well underway.

A "core network" of bus services had been identified which carried approximately 70% of passengers in West Yorkshire and were the most

profitable routes for the commercial bus operators. Metro currently fund some early morning, evening and Sunday journeys on many of these services. It was considered that core services generate enough income in fares to stand alone without public subsidy. Metro would therefore no longer fund journeys on core services after the expiry of the current contracts in April 2012. In the Wakefield area this would reduce annual expenditure by £0.33 million.

It was reported that the remaining services operated under contract to Metro had been subject to an extensive value for money review which had included consultation with bus users and stakeholders. Efforts had been made to minimise the impact on passengers and communities as far as possible and Metro had also sought to address known issues reported by customers and elected members. Details of the changes proposed as a result of the review were appended to the report.

Members were informed that of the feedback received to date on the proposed changes, over 90% had been from residents of North Yorkshire regarding the loss of Service 409 which operated to Kirk Smeaton and then on to Doncaster.

Members noted that the consultation process would close following the meeting of the Wakefield Passenger Consultative Committee to be held later in the day, followed by an evaluation of the feedback prior to invitation of tenders. Changes to the services affected were scheduled to take place at the end of April.

RESOLVED - That the Committee note the progress with the Wakefield Area Bus Network Review