

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

AT A MEETING OF THE WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY HELD IN WELLINGTON HOUSE ON FRIDAY 30 SEPTEMBER 2005

PRESENT: Councillor K Hussain (Chair)

Councillors J Akhtar, D Blackburn, M Bower, R Downes, C Greaves,
K Iqbal, J Jarosz, S King, J Lewis, M Lyons, P McBride, G Phelps,
J Prestage, D Schofield, C Townley, P Wadsworth, G Wainwright,
M Walker and A Wallace

43. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors S Khan and K Rhodes.

44. DECLARATIONS OF INTEREST

Members declared the following interests at the meeting.

Councillor K Hussain declared a prejudicial interest in Agenda Item No 10 (Taxi Liaison Group). He vacated the room and took no part in the discussions or voting during consideration of this item.

Councillor J Akhtar declared prejudicial interests in Agenda Item No 7b (Tendered Services Working Group) and Agenda Item No 10 (Taxi Liaison Group). He vacated the room and took no part in the discussions or voting during consideration of these items.

Councillor G Wainwright declared prejudicial interests in Agenda Item No 7b (Tendered Services Working Group) and Agenda Item No 10 (Taxi Liaison Group). He vacated the room and took no part in the discussions or voting during consideration of these items.

Councillors R Downes, K Hussain, K Iqbal, S Khan and S King declared personal interests in Agenda Item No 12, minute 53 (Development and Environment Working Group) and did not take part in the discussion or voting thereon.

45. MINUTES OF THE MEETING OF THE AUTHORITY HELD ON 22 JULY 2005

RESOLVED - That the minutes of the meeting held on 22 July 2005 be approved and signed by the Chair.

46. MINUTES OF THE SEMINAR FOR NEW PCC MEMBERS HELD ON 25 JULY 2005

RESOLVED - That the minutes of the seminar for New Members held on 25 July 2005 be noted.

47. MINUTES OF THE MEETING OF THE TENDERED SERVICES WORKING GROUP HELD ON 8 AUGUST 2005

Questions were raised regarding trends in tendered service costs over the last couple of years, especially the decrease in tendered service mileage. In response, it was reported that half of the reductions had resulted from the withdrawal of services, which had generated insufficient passengers to be considered commercially viable.

Comment was also made about the increasing number of instances where the bus operators were withdrawing services creating gaps in the service network throughout West Yorkshire, which as a result was putting pressure on the Authority's tendered services budget to bridge some of the gaps in the network. In this respect, Members commented that the bus operators should be held more accountable for their failure to provide good quality reliable bus services, which are essentially provided out of the public purse. The Chairman referred to a recent meeting with Karen Buck MP, which he described as being a useful opportunity to set out the Authority's concerns about bus performance, reliability and the need for bus quality contracts. The MP indicated that she intended to visit West Yorkshire.

RESOLVED - That the minutes of the meeting of the Tendered Services Working Group held on 8 August 2005 be noted.

48. MINUTES OF THE MEETING OF THE RAIL WORKING GROUP HELD ON 29 JULY 2005

Comment was made that the train operators were continually failing to provide the specified train unit strengthenings, causing severe overcrowding across West Yorkshire at peak times. In response, it was reported that Mr Malcolm Brown, Area Director of Northern, would be attending the Rail Working Group on 4 October 2005 to discuss the Authority's concerns especially with regard to capacity, reliability and punctuality.

RESOLVED - That the minutes of the meeting of the Rail Working Group held on 29 July 2005 be noted.

49. MINUTES OF THE MEETING OF THE EDUCATION LIAISON GROUP HELD ON 5 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the Education Liaison Group held on 5 September 2005 be noted.

50. MINUTES OF THE MEETING OF THE SUPERTRAM WORKING GROUP HELD ON 5 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the Supertram Working Group held on 5 September 2005 be noted.

51. MINUTES OF THE MEETING OF THE TAXI LIAISON GROUP HELD ON 12 SEPTEMBER 2005

The Authority noted the safety merits of in-cab CCTV for passengers and drivers. However, concern was expressed that the Passenger Transport Authority should not be committed to providing funding for the scheme. It was their opinion that, in light of the potential cost implications, operators and their drivers should take responsibility for the monitoring of incidents and be committed to the funding of CCTV safety cameras.

The Authority was advised that the DfT, through the Local Plan process, had given strong guidance that Hackney Carriages/Private Hire should be considered integral to the public transport system. It was, therefore, proposed that the District Councils, as licensing authorities, would work with Metro and the trade to explore the possibility of a self-funding approach to in-vehicle CCTV.

RESOLVED - That the minutes of the meeting of the Taxi Liaison Group held on 12 September 2005 be noted.

52. MINUTES OF THE MEETING OF THE SOCIAL SERVICES LIAISON GROUP HELD ON 13 SEPTEMBER 2005

Members expressed their disappointment that the Leeds Buddying Scheme had ended, particularly as the scheme had been a great success in making public transport more accessible for those who previously had difficulty using public transport.

RESOLVED - That the minutes of the meeting of the Social Services Liaison Group held on 13 September 2005 be noted.

53. MINUTES OF THE MEETING OF THE DEVELOPMENT AND ENVIRONMENT WORKING GROUP HELD ON 14 SEPTEMBER 2005

It was reported that a delegation of WYPTA Members and Metro officers had made a very interesting and worthwhile visit to Solingen, Germany and Arnhem, Holland, to view two operational trolleybus systems to understand how the systems operated, the benefits this provided and the issues involved in implementing this type of technology.

Comment was made that public transport systems in Europe were far more advanced compared to Great Britain and that representations should be made to the Government pressing the case for a radical change, which required huge investment to public transport in West Yorkshire.

RESOLVED - That the minutes of the meeting of the Development and Environment Working Group held on 14 September 2005 be noted.

54. MINUTES OF THE MEETING OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD ON 15 SEPTEMBER 2005

Councillor McBride reiterated his concern that the provisional plan was not radical enough in the approach to demand management. He highlighted the importance of air quality and the likelihood of further Air Quality Management Areas being declared.

RESOLVED - That the minutes of the meeting of the Local Transport Plan Steering Group held on 15 September 2005 be noted.

55. MINUTES OF THE MEETING OF THE WEST YORKSHIRE INTEGRATED TRANSPORT FORUM HELD ON 15 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the West Yorkshire Integrated Transport Forum held on 15 September 2005 be noted.

56. MINUTES OF THE MEETING OF THE FACILITIES WORKING GROUP HELD ON 16 SEPTEMBER 2005

Members welcomed the real time information project, but stressed the need to advertise the benefits of the scheme to both users and non-users of public transport. The next phase of the scheme would be rolled out in the near future involving information displays at 400-500 bus stops throughout West Yorkshire benefiting those passengers who did not have access to the Internet or a mobile phone.

RESOLVED - That the minutes of the meeting of the Facilities Working Group held on 16 September 2005 be noted.

57. MINUTES OF THE SEMINAR ON BEST VALUE ACCESSIBILITY REVIEW HELD ON 19 SEPTEMBER 2005

RESOLVED - That the minutes of the seminar on Best Value Accessibility Review held on 19 September 2005 be noted.

58. MINUTES OF THE MEETING OF THE BUSINESS IMPROVEMENT GROUP HELD ON 19 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the Business Improvement Group held on 19 September 2005 be noted.

59. MINUTES OF THE MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP HELD ON 21 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the Highways and Transport Planning Liaison Group held on 21 September 2005 be noted.

60. MINUTES OF THE MEETING OF THE CONCESSIONARY FARES WORKING GROUP HELD ON 21 SEPTEMBER 2005

RESOLVED - That the minutes of the meeting of the Concessionary Fares Working Group held on 21 September 2005 be noted.

61. SECURITY ON PUBLIC TRANSPORT

The Working Group considered a report of the Passenger Transport Executive summarising steps that had been taken, and the outcome of meetings with the transport operators, with regard to security in the light of the London bombings.

Members were informed that since the bombings, liaison with the Police and Operators had increased. Security presence had intensified at Metro's bus stations with the main focus placed on Leeds rail and bus stations.

It was reported that following meetings with the operators, it was proposed to install CCTV cameras to further buses to act as a deterrent, which would assist the police in the identification and prosecution of offenders.

The Authority were informed that refresher training had been given to Bus Station Managers/Travel Centre Staff, Customer Care Officers, Cleaners and Bus/Rail operators on Metro's emergency procedures, with the emphasis on being professional and vigilant for suspicious people and parcels/packages, but at the same time not being outwardly discriminative to any section of the public.

RESOLVED - That the report be noted.

62. CAPITAL PROGRAMME

The Authority considered a report of the Passenger Transport Executive on the release of capital expenditure.

With regard to Leeds City Centre MetroConnect, the Authority were concerned that the Working Group had not been able to fully consider this in conjunction with similar opportunities, which may exist in other towns and cities. There was also a view that Metro should have sought funding contributions from the public section and other organisations including the City Council and business sector.

On balance, the Authority were not convinced that the scheme as proposed would meet its stated objectives and suggested that as a matter of urgency further investigations be carried out into the viability of the proposed scheme and alternative schemes to serve the wider public benefit.

With regard to the purchase of bus station cleaning machinery, a question was raised whether they were capable of removing chewing gum. In response, it was suggested that a report be submitted to the Facilities Working Group on the management of chewing gum removal in bus stations.

RESOLVED -

(a) That the release of the following expenditure be approved:

| <u>Scheme</u> | <u>£</u> |
|--|----------|
| CCTV on buses | 500,000 |
| Castleford Integrated Transport Major Scheme | 1.43m |
| Bus Station Cleaning Machines | 23,000 |

(b) That, with regard to the Leeds City Centre 'Connect' services, Officers be requested, as a matter of urgency, to investigate alternative schemes, with a view to serving the wider public benefit.

63. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED - That the press and public now be excluded from the meeting on the grounds that if they were present there would be disclosure to them of exempt information defined in Part 1 (paragraphs 7 and 9) of Schedule 12a of the Local Government Act 1972.

64. IMPLICATIONS OF FREE CONCESSIONARY TRAVEL

The Authority considered a report of the Passenger Transport Executive providing an update on issues relating to changes in concessionary travel arrangements from April 2006.

The Authority were concerned that the financial implications for the PTA could be very serious, particularly in view of the method by which the Government planned to allocate the money, which did not take into account the proportionally higher levels of bus usage in Metropolitan Areas than in the rest of the country. In response, it was reported that although further information was awaited, the Government was now proposing to alter the funding formula

to better reflect patterns of bus use although there were still some reservations that it could still cause financial problems and put pressure on the Authority's budgets, such as tendered services. Members were reassured that Metro, through PTEG, would continue to lobby the Government to ensure that there were no unintended or detrimental consequences from the scheme, which could lead to service cuts or council tax rises.

Comment was made that the consultants commissioned by PTEG on behalf of the PTA's, had provided advice on cost implications of changes to the discretionary elements (rail, cross boundary journeys) of concessionary travel for senior citizens and disabled persons. Options such as the extension of free travel to rail would result in additional costs, which would not be covered by Government funding. In this respect, the Concessionary Fares Working Group requested further investigation of a range of options so that they could be considered by the Authority as part of the budget process.

RESOLVED -

- (a)** That the updated information on cost estimates be noted.
- (b)** That the consultation on the revised distribution methodology and the PTA Special Interest Group response be noted.
- (c)** That the Concessionary Fares Working Group consider further options relating to discretionary expenditure and the timescales for notifying operators and that a report on these matters be prepared for a future meeting.
- (d)** That the issues detailed in the report form part of the budget preparation process and the levy discussions with the five Districts.