

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE CALDERDALE DISTRICT LIAISON COMMITTEE**  
**HELD AT TOWN HALL, HALIFAX ON**  
**FRIDAY 8 OCTOBER 2010**

**PRESENT:** Councillor R Pearson (Chair)

Councillors	K Watson	-	WYITA
	B Collins	-	Calderdale MDC
	J Hardy	-	Calderdale MDC
	J Pearson	-	Calderdale MDC

Officers in Attendance:

	N Pickles	-	Calderdale MDC
	J Henkel	-	Metro
	N Holt	-	Metro
	S Naylor	-	WYITA

**1. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**2. MINUTES**

**RESOLVED** - That the minutes of the joint meeting held on 17 September 2010 be noted.

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

The Liaison Committee considered a report of the Passenger Transport Executive regarding the development of the draft West Yorkshire Local Transport Plan for 2011-2026.

It was noted that the Local Transport Plan Committee, comprising members and officers from the ITA, Metro and the five West Yorkshire District Councils, would oversee and manage the development and subsequent implementation of LTP3. Members were advised of the approach taken in the development of LTP3. The Plan sought to deliver the overarching vision through 3 key objectives relating to low carbon, economic activity and growth and quality of life supported by 4 strategic themes (transport assets, travel choices, connectivity and enhancements to the transport system).

It was noted that the final Plan would need to be published by 1 April 2011. To achieve this a draft document would be prepared for a public consultation

period from late October to mid December 2010. Presentations were being arranged with the Passenger Consultative Committees and each of the District Council's Scrutiny and Overview Committees during November/December 2010. Consultation material would also be available via the web and in formats appropriate for hard to reach groups, including face to face consultation. Members were asked to advise Metro of any additional district groups or meetings where it would be appropriate to include an LTP consultation.

The Plan would cover a 15 year period with delivery through 3 year implementation plans, which would set out the interventions proposed to support the LTP strategy. The development of the plans would involve close working between the ITA and the district councils. Progress would be reported to the next meeting.

Members welcomed the Strategy, in particular the 3 year implementation plans, and agreed that it co-ordinated very well with Calderdale Council's own approach in terms of transport provision. In this regard it was confirmed that the Council had recently created a Transport Cabinet, which would work closely with the Strategic Transport Partnership Group to implement the Plan. Members suggested that the Council's 17 ward forums be included within the LTP consultation process and proposed that this issue also be discussed at a future meeting of the Strategic Transport Partnership Group.

Mr Pickles of the Council's Highways Department provided the Committee with a synopsis of how a 25% reduction in the Integrated Transport (IT) funding element of the Local Transport Plan 2 had affected the delivery of a balanced programme of capital schemes, such as casualty reduction and congestion relief, within the Calderdale area. He also confirmed to members that the Road Safety Grant would end this year and of the Government's intention to not replace the Grant next year. Mr Pickles reported that the latter made the long term future of the safety camera partnership within the Calderdale area uncertain.

#### **RESOLVED -**

- (a) That the approach as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of the Plan and consultation arrangements.

#### **4. BUS QUALITY CONTRACT SCHEME**

The Liaison Committee considered a report of the Passenger Transport Executive on the development of a Bus Quality Contract Scheme.

It was reported that the Local Transport Act 2008 had introduced opportunities for Local Transport Authorities to deliver a high quality integrated transport system to meet local needs. These included changes which made Bus

Quality Contract Schemes a more viable option and it was considered that the introduction of a scheme would achieve high levels of customer service and transport integration in line with Metro's Vision for Transport and secure better value for money for West Yorkshire. The ITA had agreed to the development of a scheme and this approach had been endorsed by the Leaders of the five West Yorkshire District Councils in December 2009.

The process involved in promoting, making and implementing a scheme was set out in Appendix 1 of the submitted report. Discussions had been held with West Yorkshire bus operators and, whilst the operators had made some concessions, they had not yet agreed to a fully integrated ticketing scheme or to collaborate on joint network planning. A period of public consultation would take place at the same time as the LTP3 consultation.

The Liaison Committee welcomed the proposal and it was noted that the ITA would consider early in 2011 whether to proceed to initiating the next step in the process for developing a Quality Contract Scheme.

#### **RESOLVED -**

- (a) That the WYITA proposal for a Bus Quality Scheme be noted and supported.
- (b) That the role of Calderdale Council, as highway and planning authority, in supporting the proposed Bus Quality Contract Scheme be noted.

## **5. STRATEGIC TRANSPORT UPDATE**

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

### **Caldervale Line and the Northern Hub**

It was reported that Metro, in conjunction with Calderdale and Bradford councils and rail industry partners, was developing a strategy for the Caldervale Line to identify existing issues and constraints on the line and how to make most of the route in the future. This work would build on a study undertaken on behalf of Calderdale Council and would be subsequently fed into Network Rail's current work on the Northern Hub in Manchester. In February 2010 a two phase study to identify rail engineering solutions was completed and included subsequent proposals to improve connectivity and capacity within the West Yorkshire region. These proposals would be included within Network Rail's investment plans for 2014 onwards. The Hub infrastructure proposals were being progressed by Network Rail via their early stage project development procedure and Metro, other PTEs and train/freight companies would be consulted and included in this process. It was intended to develop the full hub proposal through to option selection stage, with a view to including it in the

2014-19 investment programme, which was to be agreed with the Government and the Regulator in 2012.

Comment was made regarding rail congestion and the quality of rolling stock on the Caldervale Line, particularly at peak times. The long term aspirations for the line involved electrification and other improvements in recognition of its role as a second transpennine route. It was acknowledged that the Caldervale Line was a priority Pennine Commuter route between Calderdale and Manchester/Leeds and that continued lobbying on infrastructure improvements was essential to secure continued development.

### **Halifax Bus Station and Town Centre Regeneration**

The Committee was informed that the Halifax Town Centre Supplementary Planning Document prepared by Calderdale Council incorporated a proposal to provide a new bus station on the existing/adjacent sites. That proposal was part of a wider mixed-use development and the Council was presently considering how to bring the document forward.

It was reported that Metro had undertaken a review of the bus station proposals and had identified further refinements to the design, including the permanent closure of Wade Street. Further progress reports would be brought to future meetings of the Committee.

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

## **6. POTENTIAL IMPACT OF EXPENDITURE CUTS**

The Liaison Committee considered a report of the Passenger Transport Executive, which outlined the potential impact of expenditure cuts on public transport.

It was reported that work was currently underway to prepare for the outcome of the Comprehensive Spending Review as reductions in funding would lead to difficult policy decisions that would have a significant impact on the vital services provided by Metro.

Members discussed how Metro services such as tendered services, child concessionary fares, AccessBus and MyBus/MetroLocal services could be affected if funding via the levy was significantly reduced.

It was explained that expenditure on senior concessionary bus travel could not be reduced as this was a legal requirement. It was also likely that the £9m special grant currently paid to Metro in respect of concessionary fares would, in future, be paid directly to the District Councils. To recover this back from the Districts as part of the levy would require a 10% increase in the Authority's levy.

It was stressed that comparisons with other PTEs had confirmed that Metro's staffing and overhead costs were considerably lower than other Passenger Transport Executives and that Metro had the lowest levy per capita. Reductions in staffing costs had already been made and Metro would continue to focus on how further efficiencies could be made including greater partnership working with District Councils and other partners. In this respect, as the funding position became clearer the options available to the Authority would need to be considered in more detail.

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