

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE LEEDS DISTRICT LIAISON COMMITTEE HELD IN
WELLINGTON HOUSE ON MONDAY 3 OCTOBER 2011**

PRESENT: Councillor M Lyons (Chair)

Councillors	M Coulson	-	WYITA
	B Hyde	-	WYITA
	J Harper	-	WYITA
	J Lewis	-	WYITA
	V Morgan	-	WYITA
	C Campbell	-	Leeds CC
	C Fox	-	Leeds CC
	J McKenna	-	Leeds CC

Officers in Attendance:

	A Hall	-	Leeds CC
	J Henkel	-	Metro
	J English	-	Metro
	R Chaplin	-	WYITA

8. APOLOGIES

Apologies for absence were received from Councillors A Carter (WYITA), R Downes (WYITA) and R Lewis (LCC).

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 4 July 2011 be noted.

11. PERFORMANCE UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the performance of the transport system.

Bus Service Performance

It was reported that the average bus service reliability (% of services operating) in 2010/11 to date was 98.8% which remained below the Traffic Commissioner's target of 99.5%. With regard to bus service punctuality, it was noted that an average of 90% of buses were operating to time during 2011/12.

An update on bus patronage in 2011/12 would be provided at the next meeting when the half year figures were available.

AccessBus

Members were advised that a large majority of the 5,500 regular AccessBus passengers were entitled to free travel under the concessionary fares scheme. There were 13 vehicles operating in the Leeds District providing an average of 600 passenger trips per day. Members requested further information on AccessBus to be provided at the next meeting including a breakdown of the costs per passenger journey and the number of registered users who have not used the service.

Northern Rail

Members were provided with details of Northern Rail's performance for the period 5 (25 July 2011 – 20 August 2011) which were outlined in the submitted report.

It was noted that Northern Rail had a target of 92% across the whole franchise and the most recent period performance was 92.42% PPM (Public Performance Measure) for West and North Yorkshire. It was reported that there had been a major power failure at Leeds station on 28 July 2011 which had affected all routes from Leeds and this incident had caused a fall of 1.2% on Northern's PPM figure.

Members were advised that the strengthening provision had fallen to 85.5% in the period. Some of the reasons for the significant drop in performance were due to train vandalism and a land slip on the Caldervale line. It was reported that Metro were holding further discussions with Northern to revisit the criteria used for the strengthening regime to ensure a better performance in future.

Cable Theft

It was reported that despite a recent decline in incidents of cable theft, it accounted for 3.07% of delays in period 5. The largest incident was at Healey Mills in the Wakefield area which caused one cancellation and 247 minutes of delay.

Highway Maintenance

It was reported that one of the most important measures of Highway Maintenance was road condition and this was split into 3 road types:

- 'A' roads
- 'B' & 'C' roads
- Unclassified

The general trend for main roads and the condition of A, B/C and unclassified roads for all 5 districts over the last 5 years was set out in the report and details attached at Appendix 1. It was noted that a review of other measures of highway maintenance would be undertaken in order to bring useful indicators of performance to future meetings.

Other Indicators

The Liaison Committee considered the indicators used by Metro as part of its approach to performance management and these were attached at Appendix 2 to the submitted report. Members' views were sought on the type of performance data they would like to receive at future meetings. It was noted that further information on the car mode share indicator would be provided at the next meeting.

RESOLVED - That the report be noted.

12. LTP3 INFORMATION UPDATE

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

Leeds Delivery Progress

The Liaison Committee noted Leeds' delivery progress to the end of September 2011 which was shown in Tables 1 (Integrated Transport) and 2 (Highway Maintenance) of the submitted report. Members considered the proposed changes to the Leeds programme which would be subject to confirmation by the Local Transport Plan Committee at their next meeting to be held on 18 October 2011.

Local Sustainable Transport Fund (LSTF)

Members noted that 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.

Road Works Permit Scheme

It was reported that 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 and 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 updated 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.

The Liaison Committee was advised that the operators had still not agreed to a fully integrated ticketing system and Metro would continue to pursue the development of a Bus Quality Contract Scheme alongside a partnership option. Discussions were ongoing with the operators and First had announced that they would facilitate the use of EMV (debit and credit cards) to pay for journeys in addition to smartcards. It was hoped that trials for services in the Keighley area would commence in early 2012.

Mobile CCTV Cameras

The Liaison Committee was advised that the position regarding mobile CCTV cameras was being reviewed. Comment was made that the mobile cameras were effective and should provide value for money through the fines collected.

Bus Lane Enforcement

It was reported that the bus lane enforcement scheme had been introduced mainly in the city centre and the initial findings were that the level of infringement had been reduced significantly.

Major Scheme Submissions

The Liaison Committee was advised that the Best and Final Funding Bids for the Leeds New Generation Transport (NGT) scheme, Leeds Inner Ring Road Maintenance and the Rail Growth Package (Kirkstall Forge and Apperley Bridge new stations) had been submitted to the DfT.

Substantial local contributions had been secured for the schemes and the funding required from the DfT was considerably lower than earlier submissions. Decisions on the applications were expected by the end of the year.

Local Implementation Plan

It was noted that a draft Local Implementation Plan for Leeds had been developed and a summary was attached at Appendix A to the submitted report. A full copy of the Leeds draft Local Implementation Plan would be circulated to members and it was anticipated that this would be finalised and published by the end of the year.

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 including 'snow champions' and mini gritters and details were outlined in the submitted report. It was proposed to carry out on-going reviews of performance throughout the winter and members noted the summary of each District's schedules in relation to the gritting arrangements for public transport facilities which was attached at Appendix A.

With regard to the areas covered by Leeds, concern was expressed that not all bus stations were listed in the gritting programme and members asked for details of those which were not included. They stressed the need for bus stations such as Bramley and Seacroft to be included in the list and also access to rail stations such as Pudsey to be gritted. It was acknowledged that Metro did not own all the bus and rail stations but the access issues highlighted would be investigated.

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 the Local Transport Plan 3 contained elements of additional activities to enhance information that could be developed over the next 3 years. It was noted that Metro was consulting on a revised and updated Information Strategy which built upon the previous strategy and data management processes. The draft strategy also defined standards for information provision and set targets for customer satisfaction.

The West Yorkshire Local Transport Plan Committee would be asked to endorse 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.