

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE LEEDS DISTRICT LIAISON COMMITTEE HELD IN  
WELLINGTON HOUSE ON MONDAY 4 APRIL 2011**

**PRESENT:** Councillor M Lyons (Chair)

Councillors	R Downes	-	WYITA
	M Coulson	-	WYITA
	J Lewis	-	WYITA
	J Matthews	-	WYITA
	E Taylor	-	WYITA
	W Hyde	-	WYITA
	R Lewis	-	Leeds CC

Officers in Attendance:

	A Hall	-	Leeds CC
	J Henkel	-	Metro
	D Hoggarth	-	Metro
	R Chaplin	-	WYITA

**15. APOLOGIES**

Apologies for absence were received from Gary Bartlett, Leeds City Council.

**16. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**17. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 17 January 2011 be noted.

**18. LTP3 DISTRICT IMPLEMENTATION PLAN**

The Liaison Committee considered a report of the Passenger Transport Executive and was given a presentation which provided an update on the Leeds City Region Transport Strategy, the West Yorkshire Local Transport Plan (LTP3) 2011-26 and the proposed approach to the District Implementation Plan for Leeds.

It was reported that the Local Transport Plan 3 had been approved by the ITA and had been published on 1 April 2011. The full plan was available on the LTP website and a printed summary version would be available in the near future. The executive summary of the Plan, which formed the basis of the printed document, was attached at Appendix A to the submitted report. Work would be undertaken over the next few weeks to develop the District Implementation Plan and the details of the interventions relevant to the Leeds District were outlined in Appendix B to the submitted report.

Members discussed the Leeds City Region Transport Strategy and the overall LTP vision and strategy. Comment was made that although many of the schemes were technical and as yet not fully developed, it was important that all members were kept fully briefed on their progress.

#### **RESOLVED -**

- (a) That the publication of LTP3 be noted.
- (b) That the proposed approach to the publication of a District Implementation Plan be noted.

### **19. 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**

Members noted that the average bus service reliability (% of services operating) in 2010/11 to date was 98.68% and although this had improved since the last meeting of the Liaison Committee it was disappointing that it was below the Local Transport Plan target of 99.5%. It was acknowledged that the poor weather in November and December had impacted on reliability but performance in February 2011 had shown a marked improvement on previous years.

It was reported that bus patronage in Leeds was expected to decline by approximately 5% in 2010/11 compared with a West Yorkshire average decline of 2%.

#### **Rail Performance**

Members were provided with details of rail performance for periods 1 to 12 of the current financial year (1 April 2010 – 6 March 2011) which were outlined in the submitted report. It was noted that performance had continued to improve in recent periods following the severe winter weather although the Caldervale line had been particularly affected by infrastructure incidents including signal failures, cable vandalism and theft and external power failure. Members

expressed their concern that both the bus and train operating companies were not giving passengers value for money.

### **Highways Congestion**

It was reported that Metro worked with the West Yorkshire Districts to deliver the Urban Congestion Target Delivery Plan which 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. 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.

## **20. STRATEGIC TRANSPORT UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on strategic transport issues within the Leeds district which included New Generation Transport (NGT) A65 Quality Bus Initiative, Leeds Station Southern Entrance, Leeds Rail Growth Package, Leeds Inner Ring Road Maintenance, Leeds City Bus and Bus Quality Contract Scheme.

### **NGT**

It was reported that work was underway to develop a Best and Final Bid for submission to the Department for Transport (DfT). Metro and Leeds City Council had recently met with the Secretary of State for Transport to discuss the bid and had pressed for an early decision.

### **Leeds Station Southern Entrance and Leeds Rail Growth Package**

It was reported that the DfT had accepted the revised funding offer and the scheme would now proceed to detailed design. It was anticipated that construction work would commence in March 2013 with completion by March 2014.

The Leeds Rail Growth Package scheme (Apperley Bridge and Kirkstall Forge Stations) had been placed in the 'Development Pool' category and a Best and Final Bid would be submitted in September 2011.

### **Leeds Inner Ring Road Maintenance**

The Committee was advised that the scheme had been placed in the 'Development Pool' and a Best and Final Bid would be submitted in September 2011.

### **Leeds City Bus**

It was reported that Leeds City Council had been unable to continue its funding for the Leeds FreeCityBus and members were updated on the arrangements made to secure the service. First had agreed to operate the service on a commercial basis with a 50p flat fare for a six month trial period and continuation of the service would be dependent upon passenger usage.

### **Bus Quality Contract Scheme**

The Committee was given an update regarding the development of a Bus Quality Contract Scheme for West Yorkshire. It was reported that discussions had continued with the operators regarding alternative partnership arrangements particularly with regard to developing a ticketing strategy which still remained a key issue. The ITA had agreed to defer a decision to proceed until operators' best partnership offers had been received by 13 May 2011. The ITA would then consider the best and final partnership offer or whether to proceed with a Bus Quality Contract Scheme during the summer.

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