

AGENDA ITEM NO: 9

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

AT A MEETING OF THE DEVELOPMENT AND ENVIRONMENT WORKING GROUP HELD AT WELLINGTON HOUSE ON FRIDAY 8 SEPTEMBER 2006

PRESENT: Councillor S Khan (Chair)

Councillors C Greaves, K Hussain, J Jarosz and S King

Observers: Councillors R Downes and P McBride

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor E Smaje.

2. DECLARATION OF INTERESTS

There were no personal or prejudicial interests declared by members at the meeting.

3. MINUTES

Further to minute 14, ftr on Route 4 in Leeds, it was noted that arrangements would be made for members to visit the ftr vehicles in service in York in the near future.

RESOLVED - That the minutes of the meeting held on 6 April 2006 be noted.

4. BUS RAPID TRANSIT – UPDATE

The Working Group considered a report of the Passenger Transport Executive and were given a presentation on the proposals to develop a bus based alternative as a replacement for the cancelled Supertram scheme.

It was noted that proposals would require substantial funding from Central Government and members were advised that recent major scheme funding consultation from the Department for Transport (DfT) suggested that it may be necessary to provide a 'local contribution' equivalent to 10% of the scheme cost. Discussions had been held with the DfT and members noted the work programme for funding approval which would be based on a three stage process, with the submission of an initial funding bid (an 'outline Business Case') later this year following formal consideration by the Authority and by Leeds City Council.

Members were given a presentation on the options for the original Supertram routes. It was considered crucial that a segregated route through Headingley centre form part of the scheme. Members also discussed the potential for new routes through the East and South East Leeds (EASEL) and Aire Valley Leeds (AVL) regeneration areas. Comment was made that park and ride sites should be large enough to allow for passenger growth and that consideration should be given to the facilities they would offer eg. filling stations, food outlets, shopping etc. The potential use of trolleybus technology was being evaluated as part of the scoping work. Councillor King circulated copies of his notes of the Conference held in Geneva to members of the Working Group.

RESOLVED -

- (a) That the report and presentation be noted.
- (b) That a progress report be prepared for the next meeting.

5. FTR ON ROUTE 4 IN LEEDS

The Working Group considered a report of the Passenger Transport Executive on the plans for the use of the 'ftr' vehicle on Route 4 in Leeds.

Members noted that Leeds City Council and Metro were working to implement the necessary infrastructure for Route 4 and a plan of the route, which would run between Whinmoor and Pudsey via Leeds City Centre, had been circulated to members.

The Working Group noted the information set out in the report regarding the responsibilities and breakdown of infrastructure costs incurred by Metro and Leeds City Council. In addition, it was noted that First Leeds were investing in a fleet of 17 'ftr' vehicles and the first two vehicles would be introduced in Leeds in October 2006.

Members were advised that there had been initial problems with the ftr vehicles recently introduced in York and Metro had stressed the importance to First Leeds of providing sufficient spare vehicles to support the Route 4 service when it was introduced in October. It had therefore been agreed that there would be a soft launch to allow any problems to be dealt with before the full complement of vehicles were put into service. It was reported that one of the main problems in York had been the issuing of tickets and First Leeds had advised Metro that they were exploring the use of conductors for their ftr services in Leeds.

RESOLVED – That the report be noted

6. CITY REGION TRANSPORT VISION

The Working Group considered a report of the Passenger Transport Executive and were given a short presentation on the main elements of the development of a City Region transport vision.

It was noted that Metro had been leading work on the development of a long-term (25 year) vision for transport across the City Region. The work had involved extensive consultation with 11 other authorities covering the City Region and with key stakeholders including PCC members, businesses, transport operators, Local Strategic Partnerships and the Economic Partnership. The technical work had been led by consultants, Arups.

Members were advised of the development of a City Region Development Programme (CRDP) in parallel to the work on the transport vision. The CRDP would feed into the Northern Way Strategy and the government's Comprehensive Spending Review. It was noted that the vision would be finalised by the end of September 2006 so that it could be included as part of the CRDP. An overview document was being produced and would form an Annex to the published CRDP and be used as a lobbying document for the City Region.

Comment was made that there were high levels of congestion on the Pennine routes which were a main link in the North of England. It was noted that additional rail units would be provided on the TransPennine routes and that there would be highways investment in the widening of the M62 motorway. However concern was expressed that this would only be an interim solution to a large problem and that it was not being addressed in the 25 year vision. It was agreed that these concerns would be further considered in refining the detail of the Vision.

It was reported that a meeting would be held with City Region Leaders on 11 September 2006 and a report would be prepared for the Authority. It was suggested that a seminar be arranged for PTA members in October 2006.

RESOLVED – That the report be noted.

7. ENVIRONMENT STRATEGY

The Working Group considered a report of the Passenger Transport Executive and were given a presentation on the review of the Environment Strategy.

It was noted that the Development and Environment Working Group were responsible for overseeing the Environment Strategy and had endorsed the need for it to be reviewed.

Members were given a presentation on the strategy and were given the opportunity to provide input into the review process. It was noted that the draft strategy would be prepared for consideration by the Working Group in November 2006 and a final version for approval by the Authority in the new year.

Comment was made that the promotion of environmentally friendly forms of public transport should be included in the revised strategy, as should steps to promote environmental good practice by transport operators. It was suggested that the revised strategy should include a section on how other organisations could be influenced to endorse or consider environmental objectives which would address the issues highlighted by the Group.

RESOLVED - That the Working Group endorse the scope and timescale for the review of the Environment Strategy.