

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE CALDERDALE DISTRICT LIAISON COMMITTEE**  
**HELD AT TOWN HALL, HALIFAX ON**  
**TUESDAY 12 JULY 2011**

**PRESENT:** Councillor B Collins (Chair)

Councillors    D Coombs    - Calderdale MC  
                  J Ford        - Calderdale MC  
                  C Pillai      - Calderdale MC

Officers in Attendance:

P Stubbs        - Calderdale MC  
D Hoggarth    - Metro  
N Wallace      - Metro  
R Chaplin      - WYITA

**1. APOLOGIES**

Apologies for absence were received from Councillors D Hardy and K Watson.

**2. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**3. LTP2 UPDATE – BUS AND RAIL 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.

**Bus Reliability and Punctuality**

The Liaison Committee noted that the average bus service reliability (% of services operating) in 2010/11 to date was 98.64% which remained below the Local Transport Plan target of 99.5%. Members requested that consideration be given to presenting the punctuality figures on a district by district basis although it was recognised that this may not provide accurate data as some bus journeys crossed district boundaries.

### **Bus Patronage**

It was reported that although bus patronage was expected to decline by approximately 0.5% across West Yorkshire there had been significant local variances in the district figures for 2010/11. Compared with the 2009/10 data, Calderdale had a decline of 2.0% whilst Wakefield had a marked increase of 4.9%. It was suggested that the reasons for the increased patronage in Wakefield could be due to the fact that Arriva had focussed on service performance and had not altered routes, timetables or fares for some time which had given stability to their services.

### **AccessBus**

It was reported that there were currently 5,500 regular users of the AccessBus service across West Yorkshire and a fleet of 33 buses provided an average of 1,500 passenger trips each day. Metro co-ordinate the bookings for the service and a new booking and scheduling system had been introduced in March 2011 which was aimed at enhancing the flexibility of the service to accommodate passenger requests.

### **Bus Passenger Feedback**

Members noted the number and type of feedback received for each of the major bus operators. It was requested that for future meetings the information be presented in a format identifying major 'hot spots' in the district.

### **Rail Performance**

Members were provided with details of rail performance for the period 1 May 2010 to 28 May 2011 which were outlined in the submitted report. It was noted that apart from a small decline in period 1, performance had continued to improve since the severe winter weather and PPM (Public Performance Measure) figures for the Caldervale line had improved compared to previous periods.

**RESOLVED** - That the current performance of bus and rail services be noted.

## **4. LTP3 UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided updates on the delivery of the MyJourney West Yorkshire Local Transport Plan 2011-26, the Bus Strategy and progress on the development of Quality Contracts in West Yorkshire and the possible devolution of rail powers to the local level.

### **LTP3**

It was reported that following publication of the LTP3 further engagement/consultation was planned for October 2011 on the draft targets

and indicators, the proposed hierarchy of routes and users and a new RailPlan to accompany the LTP3. These would be presented in draft to the next meeting and members' input would be sought.

### **District Implementation Plan**

It was noted that District Councils were in the process of developing Local Implementation Plans to accompany the main West Yorkshire Local Transport Plan. The draft Local Implementation Plan for Calderdale was circulated at the meeting and it was noted that the document would be web based and updated every three years subject to ongoing feedback. Members questioned the status of some of the schemes included in the draft Plan and Metro would liaise with Calderdale to clarify the position. The Liaison Committee thanked Peter Stubbs for preparing the draft and members were asked to forward any further comments to him at Calderdale Council.

### **Delivery Progress**

Members considered the delivery progress of the LTP3 three year Implementation Plan which was attached at Appendix A to the submitted report. It was noted that schemes which had an element of risk would be monitored and reviewed.

### **Caldervale Line**

The Liaison Committee was updated on the work that had been undertaken by Arup consultants to develop a long term strategy for the Caldervale line. The work had highlighted a number of improvements which were detailed in the submitted report. It was reported that Network Rail's Northern Hub team was involved in the work so that their plans for the Caldervale line would help deliver the requirements identified in the study. The improvements highlighted in the study would be developed further to take forward with the Department for Transport and Network Rail. It was also noted that Burnley Council was submitting a bid to the Regional Growth Fund for a scheme to re-open the Todmorden Curve.

### **Bus Strategy, Quality Contracts**

Members discussed the approach to bus quality contracts and the partnership offer made by the Association of Bus Operators in West Yorkshire (ABOWY). It was reported that although the offer had considerable merit it did not meet the ITA's requirements in respect of integrated ticketing and was also unable to address the Competition Commission's concerns regarding market concentration.

It was reported that the ITA had reaffirmed their interest in Quality Contracts and Metro was continuing to undertake technical work on the development of a Quality Contract scheme. However it was intended to await the Competition Commission's final report before considering proceeding to the next formal step in the process.

## **McNulty Review on Rail**

The Liaison Committee noted the key findings of the McNulty Review report and the recommendations of relevance to West Yorkshire which were outlined in the submitted report. It was noted that the recommendations represented a significant shift in approach that had the potential to dramatically improve the way railways are operated.

## **Rail Devolution**

Members were given an update on the devolution of rail powers to the local level. It was noted that the Passenger Transport Executive Group (PTEG) had been leading work to establish the vision for urban railways in the UK. Metro and the other Northern PTEs had developed a set of devolution options that would need to be in place in time for the next rail franchises in the North and work would continue with partners across West Yorkshire to progress this.

### **RESOLVED -**

- (a) That the progress on delivering LTP3 be noted.
- (b) That the Bus Strategy update and progress on developing Quality Contracts be noted.
- (c) That the update on the devolution of rail powers to the local level be noted.

## **5. AREA BUS NETWORK REVIEWS**

The Liaison Committee considered a report of the Passenger Transport Executive on Metro's programme of Area Bus Network Reviews.

It was reported that over the next two years, Metro would be undertaking a programme of Area Bus Network Reviews in each District in order to achieve significant savings in the budget for tendered services. It was proposed that the Calderdale review would be undertaken in Summer/Autumn 2012 for change in April 2013.

The Liaison Committee noted the approach to the reviews, which aimed to develop a bus network which met the objectives set out in the Local Transport Plan 3 and ensured that Metro obtained value for money from the services it funded. The reviews would include a retendering exercise which aimed to reduce spending and a similar consultation exercise to that used during the LTP3 consultation would be adopted, obtaining the views of local people in each district through the internet, social media and some consultation events.

Members were asked to feed back their views on the proposed programme and key questions to be considered in the reviews. A review project team had been established including officer participation from the District Councils

and the importance of involving Ward Councillors in the process was stressed.

It was noted that Calderdale had suffered major service changes and cuts in 2010 and members were keen to retain as much of the bus network as possible. It was noted that individual services would be considered on a case by case basis should operators propose any further changes prior to the review being undertaken in Summer 2012. Reports would be prepared for future meetings of the Committee as the reviews progress.

**RESOLVED –**

- (a) That the process to be undertaken in the Area Bus Network Reviews as detailed in the submitted report be endorsed.
- (b) That progress reviews detailing the process and outcome of the Area Bus Network Reviews be provided to a future meeting.
- (c) That members' views in relation to the review process be noted.

**6. METRO/CALDERDALE LEA AGENCY AGREEMENT**

The Liaison Committee considered a report of the Passenger Transport Executive on the priorities for Metro and the Calderdale Council Education Authority (LEA) in managing home to school transport over the coming year.

Members were advised of the long standing formal agreement between Metro and Calderdale LEA and details of the agreements were outlined in the submitted report.

It was noted that Metro had always exercised a close value for money scrutiny of the home to school services it provided and, in view of the current economic climate, it was vital that Metro and Calderdale Council mitigated the impact of funding cuts. They had worked closely together to manage any cost growth in the coming academic year and Metro would support and advise Calderdale Council on any proposals to alter eligibility policy in order to secure cost savings. It was reported that discussions were also in progress with operators with regard to the young person's concessionary travel scheme which was a major area of discretionary spending for Metro where economies needed to be made to address the reduction in funding.

The Liaison Committee was advised of the current process for issuing passes to young people to prove their eligibility for concessionary fares. In order to progress towards a smartcard ticketing scheme in West Yorkshire, it would be necessary to produce the passes electronically on smartcards and it was hoped that Metro could collaborate with LEAs and schools to support the process through data sharing to enable the distribution of smartcards.

**RESOLVED –**

- (a)** That the shared priorities between Metro and Calderdale District Council Education Authority for 2011/12 be endorsed.
- (b)** That Metro and Calderdale Council collaborate on sharing data to enable the distribution of smartcards to young people.