

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**

**AT A MEETING OF THE LEEDS DISTRICT LIAISON COMMITTEE HELD IN  
WELLINGTON HOUSE ON MONDAY 17 JANUARY 2011**

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

Councillors	R Downes	-	WYITA
	J Lewis	-	WYITA
	J Matthews	-	WYITA
	E Taylor	-	WYITA
	W Hyde	-	WYITA (minute 14 only)
	C Campbell	-	Leeds CC
	R Lewis	-	Leeds CC

Officers in Attendance:

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

**9. APOLOGIES**

Apologies for absence were received from Councillor M Coulson.

**10. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**11. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 4 October 2010 be noted.

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

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the development work for the preparation of the West Yorkshire Local Transport Plan (LTP3) 2011-26 and the development of a 3 year Implementation Plan for 2011-14.

It was reported that the public consultation on the draft strategy had ended on 7 January 2011 and members were provided with a summary of the responses received. It was noted that the top issues highlighted for bus and rail travel were high fares, poor reliability and overcrowding, whilst other concerns related to ticketing and information. Members discussed the above inflation rises in bus fares over the last few years and considered that this, together with the reduction in service provision, was a contributory factor for the recent decline in bus patronage in the Leeds area. 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%. It was acknowledged that the introduction of Quality Contracts would help with these issues although it could be some time before they were established.

The Committee was advised that the LTP Partnership was developing the first three year Implementation Plan for 2011-2014 and members discussed the working draft of the capital initiatives for the Leeds district which was attached at Appendix 1 to the submitted report.

It was noted that the draft Implementation Plan reflected the reduced amount of LTP3 funding available and focussed on maintaining existing assets and reducing congestion to support jobs growth. Some funding would also be used to support future development work on schemes to be implemented beyond 2014 or where they were linked to development opportunities, including taking forward the vision for Leeds City Centre developed as part of the recent Transport for Leeds study.

It was noted that the first 3 year Implementation Plan was being compiled by the ITA working in partnership with Leeds City Council. Consultation on the draft Implementation Plan was scheduled for 24 January – 11 February 2011 and would be published with the full West Yorkshire Local Transport Plan 2011-2026 by 1 April 2011.

**RESOLVED -**

- (a) That the approach for developing the West Yorkshire LTP3 as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of LTP3 and the Implementation Plan 2011-14.

**13. 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**

Details of bus service performance during 2009/10 and 2010/11 were outlined in the submitted report. It was noted that the major influencing factors of reliability were driver and vehicle availability. Average reliability performance in 2010/11 to date was 99.04% which, whilst an improvement on 2009/10 (98.73%), fell short of the target of 99.5% of all bus services operating.

It was noted that punctuality was measured using data obtained from the “yournextbus” real time system. The major influencing factors in punctuality were traffic congestion, passenger boarding and alighting times, setting realistic operational timetables and driver’s ability to keep to time. Punctuality performance improved following the introduction of real time monitoring, but the trend had not been sustained in 2009/10 and the matter had been raised with operators.

Members were disappointed with the overall performance and considered what actions could be taken in the short term to improve punctuality. It was noted that traffic congestion was a major problem for punctuality and traffic light priority schemes and the introduction of smartcard ticketing would assist in reducing boarding time delays.

## **Rail Performance**

Members were provided with details of rail performance for periods 1 to 9 of the current financial year (1 April 2010 – 11 December 2010) which were outlined in the submitted report. It was noted that future rail performance reports to the Committee would also provide TransPennine information

The Liaison Committee noted that signalling cable theft/vandalism had been a major cause of delay and disruption. However the impact of autumn leaf fall and the early wintry conditions had also affected performance and strengthenings and members were advised of the initiatives being taken to alleviate the problems.

## **Customer Feedback**

It was reported that feedback on ticketing issues in Leeds had increased following the transfer of tendered services from First to Centrebus which had caused problems for passengers who bought season tickets.

## **Highways Issues**

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

#### **14. 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 the City Centre Vision, A65 Quality Bus Initiative, Leeds Station Southern Entrance, Leeds Rail Growth Package, NGT, Traffic Light Priority and Smartcard Ticketing.

It was reported that following the publication of the Comprehensive Spending Review, the Secretary of State for Transport had made an announcement regarding a new process for approving major transport schemes. Members were assured that Metro's staffing levels had been reduced to a minimum in view of the uncertainty of some of the schemes progressing and this would continue to be closely monitored.

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

The Leeds Southern Station Entrance Scheme had been placed into the 'Supported Pool' category established as part of the new review process. A Best and Final Funding Offer (BAFFO) had been submitted to the DfT for the scheme and it was hoped a decision on whether it could proceed would be made in early 2011.

##### **Leeds Rail Growth Package**

The Leeds Rail Growth Package scheme had been placed in the 'Development Pool' category. An Expression of Interest had been submitted and a BAFFO would be submitted by Autumn 2011. It was expected that a decision on whether the scheme could go ahead would be made by the end of the year.

##### **NGT**

It was reported that an Expression of Interest (EOI) was submitted in December 2010 and a Best and Final Funding Offer (BAFFO) was being prepared. It was hoped that the DfT would make a decision prior to the summer parliamentary recess.

##### **Traffic Light Priority (TLP)**

It was reported that to date 32 sites in Leeds and Calderdale had been enabled as part of the TLP scheme. A leaflet providing information about the

system was being prepared and would be circulated to all District Councillors in the near future

### **SmartCard Ticketing**

Members noted the background to the smartcard ticketing project and the details of the joint working arrangements between Metro and South Yorkshire PTE (SYPTe). It was reported that the Department for Transport (DfT) had provided a £2.2m funding package for the nine largest urban areas and Metro and SYPTe had combined their funding to procure the essential back office system (the HOPS) for the scheme. It was noted that the DfT had made changes to the Bus Services Operators Grant (BSOG) payments so that operators would be encouraged to equip their vehicles with smartcard readers and participate in ITSO schemes. A programme had yet to be finalised as it would be dependent on operators purchasing the equipment although it was expected that smartcards would be accepted on several bus services in West Yorkshire during 2011.

### **Leeds Inner Ring Road**

The Committee was advised that Leeds City Council had submitted an Expression of Interest for the Leeds Inner Ring Road scheme and it was hoped it would be put in the 'Development Pool' as part of the DfT's new review process.

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