

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE KIRKLEES DISTRICT LIAISON COMMITTEE HELD IN
THE TOWN HALL, HUDDERSFIELD ON
WEDNESDAY 13 OCTOBER 2010**

PRESENT: Councillor E Firth (Chair)

Councillors	G Lowe	-	WYITA
	A Pinnock	-	WYITA
	A Denham	-	Kirklees MC
	D Sheard	-	Kirklees MC
	C Smith	-	Kirklees MC

Officers in Attendance:

	J Gedman	-	Kirklees MC
	R Hadfield	-	Kirklees MC
	D Hoggarth	-	Metro
	N Holt	-	Metro
	D Burrell	-	WYITA

1. APOLOGIES

Apologies for absence were received from Councillors P McBride (Kirklees) and E Smaje (WYITA).

2. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

3. MINUTES

RESOLVED - That the minutes of the joint meeting held on 24 September 2010 be noted.

4. DEVELOPMENT OF THE LOCAL TRANSPORT PLAN 3

The Liaison Committee considered a report of the Passenger Transport Executive regarding the development work in the preparation of the draft West Yorkshire Local Transport Plan for 2011 – 2026.

Members were advised of the approach for the objectives, targets, strategic elements and priorities for the Plan and noted the targets which were outlined

in the submitted report. The final Plan would be published by 1 April 2011 and it was proposed that a draft document be prepared for a public consultation period from late October to mid December 2010. Consultation material would be available on the web and presentations were being arranged with the Passenger Consultative Committees and each of the District Council's Scrutiny and Overview Committees during November/December. The Liaison Committee was asked to advise Metro of any additional district groups or meetings where it would be appropriate to include an LTP consultation.

It was reported that work would also be carried out on 3 year implementation plans which would set out the interventions proposed to support the LTP strategy. The development of the plans would involve close working between the ITA and the districts and progress would be reported to the next meeting.

RESOLVED –

- (a) That the approach as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of the Plan and consultation arrangements.

5. BUS QUALITY CONTRACT SCHEME

The Liaison Committee considered a report of the Passenger Transport Executive on the development of a Bus Quality Contract Scheme.

It was reported that the Local Transport Act 2008 had introduced opportunities for Local Transport Authorities to deliver a high quality integrated transport system to meet local needs. These included changes which made Bus Quality Contract Schemes a more viable option and it was considered that the introduction of a scheme would achieve high levels of customer service and transport integration in line with Metro's Vision for Transport and secure better value for money for West Yorkshire. The ITA had agreed to the development of a scheme and this approach had been endorsed by the Leaders of the five West Yorkshire District Councils in December 2009.

The process involved in promoting, making and implementing a scheme was set out in Appendix 1 of the submitted report. Discussions had been held with West Yorkshire bus operators and, whilst the operators had made some concessions, they had not yet agreed to a fully integrated ticketing scheme or to collaborate on joint network planning. A period of public consultation would take place at the same time as the LTP3 consultation.

The District Liaison Committee were informed that whilst recognising the obvious benefits there was also significant risks associated with the development and preparation of a quality contract scheme, including assumed revenue and the potential for legal challenge by the operators. Comment was made that any revenue risk could be mitigated by working very closely with

the Districts to introduce bus priority measures to reduce bus operating times and using car parking supply and demand to encourage bus use as part of the overall integrated transport network.

The Liaison Committee welcomed the proposal and it was noted that the ITA would consider early in 2011 whether to proceed to initiating the next step in the process for developing a Quality Contract Scheme.

RESOLVED -

- (a) That the WYITA proposal for a Bus Quality Scheme be noted and supported.
- (b) That the role of Kirklees Council, as the Highway and Planning Authority, in supporting the proposed Bus Quality Contract Scheme be noted.

6. STRATEGIC TRANSPORT UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive giving an update on the Kirklees Strategic Economic Zone (KSEZ) transport scheme.

Members were advised that the transport improvement scheme was being funded through the West Yorkshire Strategic Programme. The development of the Leeds Road corridor was aimed at boosting job opportunities and introducing industrial/commercial investment in the area. The proposals also included improved transport links along Leeds Road which included the introduction of new technology to allow measures such as priority for buses at signals and the provision of realtime travel information. The works involved in each of the four phases and the completion dates were noted.

RESOLVED - That the report be noted.

7. POTENTIAL IMPACT OF EXPENDITURE CUTS

The Liaison Committee considered a report of the Passenger Transport Executive, which outlined the potential impact of expenditure cuts on public transport.

It was reported that work was currently underway to prepare for the outcome of the Comprehensive Spending Review as reductions in funding would lead to difficult policy decisions that would have a significant impact on the vital services provided by Metro.

Members discussed how Metro services such as tendered services, child concessionary fares, AccessBus and MyBus/MetroLocal services could be affected if funding via the levy was significantly reduced.

It was explained that expenditure on senior concessionary bus travel could not be reduced as this was a legal requirement. It was also likely that the £9m special grant currently paid to Metro in respect of concessionary fares would, in future, be paid directly to the District Councils. To recover this back from the Districts as part of the levy would require a 10% increase in the Authority's levy.

It was stressed that comparisons with other PTEs had confirmed that Metro's staffing and overhead costs were considerably lower than other Passenger Transport Executives and that Metro had the lowest levy per capita. Reductions in staffing costs had already been made and Metro would continue to focus on how further efficiencies could be made including greater partnership working with District Councils and other partners. In this respect, as the funding position became clearer the options available to the Authority would need to be considered in more detail.

RESOLVED - That the report be noted.