

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE WAKEFIELD DISTRICT LIAISON COMMITTEE**  
**HELD AT COUNTY HALL, WAKEFIELD ON**  
**THURSDAY 14 APRIL 2011**

**PRESENT:** Councillor Y Crewe (Chair)

Councillors	M Walker	-	WYITA
	D Hopkins	-	Wakefield MDC
	J Williams	-	Wakefield MDC

Officers in Attendance:

	K Bloomfield	-	Wakefield MDC
	D Hoggarth	-	Metro
	A Shearon	-	WYITA

**14. APOLOGIES**

Apologies for absence were received from Councillors H Hudson (WYITA), D Jeffery and B Smith (WMDC) and I Thomson (WMDC).

**15. DECLARATIONS OF INTEREST**

Councillors Crewe, Hopkins and Williams declared a personal interest in Agenda Item No 7 (Strategic Transport Update – North Wakefield Gateway) as they were all members of Wakefield MDC's Planning & Highways Committee.

**16. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 20 January 2011 be noted.

**17. 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 Wakefield.

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 Wakefield 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.

**RESOLVED -**

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

**18. 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 Wakefield was expected to increase by approximately 2.3% in 2010/11 compared with a projected decline across the other districts.

**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.

Members discussed the disruption caused to rail services as a result of cable theft and the initiatives that had been put in place by Network Rail to address the problem.

### **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.

### **Additional Rail Carriages for West Yorkshire**

It was reported that the Secretary of State for Transport had recently announced that West Yorkshire's rail network was to receive an additional five electric trains which would help to ease overcrowding. The Wakefield area would benefit from an additional morning peak service between Doncaster and Leeds, calling at Wakefield and the reverse in the evening peak. Members welcomed the news.

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

## **19. 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 North Wakefield Gateway, Castleford Interchange and the Bus Quality Contract Scheme.

### **North Wakefield Gateway**

It was reported that the scheme which had been approved by Wakefield Council's cabinet in September 2010 would support sustainable transport and cater for the anticipated increased levels of traffic flow in the north-western corridor resulting from city centre regeneration. A number of objections had been received in response to the formal advertisement of the proposed traffic regulation orders and those objections would be presented to the Planning and Highways Committee on 2 June for ruling.

### **Castleford Interchange**

It was reported that Metro, working through the Leeds City Region LEP, had submitted a bid to the Regional Growth Fund for Castleford Interchange which had unfortunately been unsuccessful. Members were informed that Metro was awaiting feedback on the bid and that it would be looking at other funding options as a means of improving the bus and rail stations.

## **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 and whether to proceed with a Bus Quality Contract Scheme during the summer.

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