

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE KIRKLEES DISTRICT LIAISON COMMITTEE HELD
AT HUDDERSFIELD TOWN HALL ON
WEDNESDAY 12 OCTOBER 2011**

PRESENT: Councillor G Lowe (Chair)

Councillors	E Firth	-	WYITA
	A Pinnock	-	WYITA
	E Smaje	-	WYITA
	A Denham	-	Kirklees MC
	C Smith	-	Kirklees MC

Officers in Attendance:

R Hadfield	-	Kirklees MC
D Hoggarth	-	Metro
D Pearson	-	Metro
D Burrell	-	WYITA

8. APOLOGIES

Apologies for absence were received from Councillor P McBride.

9. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

10. MINUTES

RESOLVED - That the minutes of the meeting held on 6 July 2011 be noted.

11. PERFORMANCE INDICATORS

The Liaison Committee considered a report of the Passenger Transport Executive on the provision of performance information for the Committee.

Members considered the indicators used by Metro as part of its approach to performance management and those were attached at Appendix 1 to the submitted report.

The Liaison Committee commented that they were satisfied to receive information relating to the performance of the transport system in the format now presented. However they requested that future reports be more

informative and easier to understand. They also suggested that the information be extended wherever possible to include:

- key performance indicators relating specifically to Kirklees
- highways performance and maintenance

RESOLVED - That the current transport system performance indicators as detailed in the submitted report be noted.

12. LTP3 UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the delivery of LTP3.

Kirklees Delivery Progress

The Liaison Committee noted Kirklees delivery progress to the end of September 2011 which was shown in Tables 1 (Integrated Transport) and 2 (Highway Maintenance) of the submitted report. Members considered the proposed changes to the Kirklees programme which would be subject to confirmation by the Local Transport Plan Committee at their next meeting to be held on 18 October 2011. It was noted that formal endorsement of the changes in paragraph 2.7 was not required at this stage. These would be subject to further internal discussion and changes proposed at a later date.

Local Sustainable Transport Fund (LSTF)

Members noted that the West Yorkshire LTP Partnership had been successful in securing £4.169m Component Bid funding from the LSTF. The funding would be used to extend the West Yorkshire Travel Plan Network, working with Job Centre Plus and delivering and promoting cycle routes. A progress report would be prepared for the next meeting.

Road Works Permit Scheme

It was reported that the Permit Scheme was a new national initiative which would regulate road and street works. The scheme would minimise delay and reduce disruption to road users and fees would be charged to companies wishing to dig up the road. All the West Yorkshire local authorities were currently involved in the development of the Yorkshire Permit Scheme. Leeds and Kirklees would implement the scheme in April 2012 subject to DfT approval and Bradford, Calderdale and Wakefield due to go live by the end of 2012.

Lane Rental Scheme

Further to the introduction of the Permit Scheme, the DfT was currently consulting on proposals to allow 'lane rental' schemes. These would enable

authorities to charge a daily fee for the duration of works carried out on the busiest streets at the busiest times. The consultation period would run until 31 October 2011 and it was proposed that the West Yorkshire LTP Partnership prepare a draft consultation response that supported the lane rental approach.

Smartcard Update

Members were updated on the progress made with bus operators in developing the Smartcard project. It was reported that First would fit smart enabled ticket machines to all their UK fleet by the end of 2012, Transdev would commence equipping some of their vehicles in West Yorkshire by the end of 2011 and Arriva would equip buses in early 2012.

The Liaison Committee was advised that the operators had still not agreed to a fully integrated ticketing system and Metro would continue to pursue the development of a Bus Quality Contract Scheme alongside a partnership option. Discussions were ongoing with the operators and First had announced that they would facilitate the use of EMV (debit and credit cards) to pay for journeys in addition to smartcards. It was hoped that trials for services from Keighley to Leeds would commence in 2012.

It was reported that Wakefield MDC were using the Metro Card Management System (CMS) to input new applications for disabled and blind passes and it was the intention to offer access to the other local authorities and third parties in the near future.

Kirklees Strategic Economic Zone

It was reported that Phase 1 of the KSEZ (outbound bus lane from Deighton Road to Oak Road) had been completed. It was reported that the scheme had now been rescoped and a number of the original proposals in Phases 2 to 4 had been deferred and that expenditure had been transferred to deliver alternative elements of the KSEZ corridor approach. It was therefore proposed that the following package of improvements would now be brought forward which were consistent with the strategic objectives of the project.

- M62 Junction 25 signalisation
- Improvements to Huddersfield Town Centre
- West Yorkshire wide UTC programme – Phase 1 – North Kirklees signals connectivity package

Local Implementation Plan

It was noted that the Local Implementation Plan for Kirklees had been approved by Kirklees Council on 21 June 2011. Members were advised that whilst the Implementation Plan reflected the strategy and interventions set out in LTP3, it also highlighted elements of particular local relevance to the District along with specific priorities and proposals.

Members expressed their disappointment that the Pennine bridleway scheme had now been deferred following National England's decision to withdraw their 70% share of funding towards to the scheme. Comment was made that alternative options were now being considered with Kirklees Council and it was suggested that Pennine Prospects be approached.

RESOLVED - That the progress on delivering LTP3 be noted.

13. WINTER MAINTENANCE

The Liaison Committee considered a report of the Passenger Transport Executive on the planned arrangements for District Councils to grit public transport facilities.

It was reported that there were many examples of best practice being undertaken across West Yorkshire and details were outlined in the submitted report. Members stressed that apart from Kirklees using gritter twitter and alerts, they were also snow champions and ensured that school entrances were gritted.

It was proposed to carry out on-going reviews of performance throughout the winter and members noted the summary of each District's schedules in relation to the gritting arrangements for public transport facilities which was attached at Appendix A.

RESOLVED – That the report be noted.

14. LTP3 INFORMATION STRATEGY

The Liaison Committee considered a report of the Passenger Transport Executive on the development of the Information Strategy as part of the third Local Transport Plan, including the statutory duty relating to bus information.

It was reported that the Local Transport Plan 3 contained elements of additional activities to enhance information that could be developed over the next 3 years. It was noted that Metro was consulting on a revised and updated Information Strategy which built upon the previous strategy and data management processes. The draft strategy also defined standards for information provision and set targets for customer satisfaction.

The West Yorkshire Local Transport Plan Committee would be asked to endorse analysis of the costs and benefits of a more co-ordinated approach in order to maximise the impact and value for money of future expenditure by the Local Transport Plan partners.

RESOLVED – That the development of the third Local Transport Plan Information Strategy be noted.

15. KIRKLEES AREA BUS NETWORK REVIEW

The Liaison Committee considered a report of the Passenger Transport Executive on the forthcoming Kirklees Area Bus Network Review.

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.

A “core network” of bus services had been identified which carried approximately 70% of passengers in West Yorkshire and were the most profitable routes for the commercial bus operators. Metro currently fund some early morning, evening and Sunday journeys on many of these services. It was considered that core services generate enough income in fares to stand alone without public subsidy. Metro would therefore no longer fund journeys on core services after the expiry of the current contracts in April 2012.

It was reported that the remaining services operated under contract to Metro had been subject to an extensive value for money review which had included consultation with bus users and stakeholders. Efforts had been made to minimise the impact on passengers and communities as far as possible and Metro had also sought to address known issues reported by customers and elected members. Details of the changes proposed as a result of the review were appended to the report.

It was reported that the review was taking place to a programme determined by Metro’s contract expiry dates. Changes in South Kirklees and Huddersfield would take place in October 2012 with North Kirklees in January 2013. A number of rural bus services in the Colne Valley and Holme Valley would be reviewed in 2014. Members commented on the positive impact many of the MetroLocal services were having in some areas in Kirklees and suggested that they be used as a model during the review.

RESOLVED -

- (a) That the process to be undertaken in the Area Bus Network Reviews be endorsed.
- (b) That the Liaison Committee be provided with progress reports detailing the process and outcome of the Area Bus Network Review.