

**AT A MEETING OF THE WEST YORKSHIRE PASSENGER TRANSPORT
AUTHORITY HELD AT WELLINGTON HOUSE
ON FRIDAY 22 JULY 2005**

PRESENT: Councillor K Hussain (Chair)

Councillors J Akhtar, M Bower, R Downes, C Greaves,
K Iqbal, J Jarosz, S Khan, J S King, J Lewis, M Lyons,
J Prestage, K Rhodes, D Schofield, C Townley,
P Wadsworth, M Walker and A Wallace

30. SECURITY ISSUES

Councillor Lyons raised the issue of security on public transport and at Bus and Rail Stations, in the light of the recent terror attacks in London. He said it was apparent that the terrorists were targeting public transport and suggested that the Authority should work with the bus/rail operators to review security as a matter of urgency with a view to providing increased surveillance throughout the West Yorkshire transport network.

The Authority commented that it was imperative that bus/rail operators play a major role in the review, as not only did they have responsibility to their passengers but also to their employees.

RESOLVED - That the Director of Passenger Services contact bus and train operators to seek their input to additional security measures (e.g. CCTV), report back to the Authority and keep the Party Leaders informed as to progress.

31. NIGEL ROBERTS

The Chair reported on the recent sad death of Nigel Roberts, who was an employee of Metro for over 30 years. He paid tribute to his hard work and enthusiasm during his time at Metro and said that he would be sadly missed by many of his colleagues throughout the organisation.

RESOLVED - That the Authority's deepest regret and sincerest condolences be extended to Nigel's family.

32. SUPERTRAM

The Chair reported that he and Leeds City Council Leaders were meeting with the Minister, Derek Twigg MP, on Tuesday 26 July 2005 to discuss the scheme's future. He indicated that the delegation would be asking the Minister for a clear explanation as to why a decision had not been reached on the revised submission, particularly when the Authority had managed to

achieve the required financial reductions by making savings of £1/4 billion and responding to the numerous detailed questions asked by the Department for Transport.

33. THEFT OF PTA MONIES

The Chair made a statement on the incident whereby monies had been fraudulently taken out of the Authority's bank account. He commented that the Appointed Members had authorised High Court Proceedings to safeguard the Authority's position and to recover the losses. A Police investigation was now ongoing and in addition a full investigation by Internal Auditors of the PTA/E and Leeds City Council and the Audit Commission had already commenced and their findings would be reported to the three party Leaders prior to a report being submitted to the PTA.

The Chair indicated that there should be no further discussion in order that it did not prejudice future legal proceedings.

34. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D Blackburn, G Phelps and G Wainwright.

35. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by Members at the meeting.

36. MINUTES OF THE MEETING OF THE AUTHORITY HELD ON 24 JUNE 2005

RESOLVED - That the minutes of the meeting of the Authority held on 24 June 2005 be approved and signed by the Chair.

37. MINUTES OF THE MEETING OF THE APPOINTED MEMBERS HELD ON 14 JULY 2005

RESOLVED - That the minutes of the meeting of the Appointed Members held on 14 July 2005 be noted.

38. MINUTES OF THE MEETING OF THE CONCESSIONARY FARES WORKING GROUP HELD ON 21 JUNE 2005

RESOLVED - That the minutes of the meeting of the Concessionary Fares Working Group held on 21 June 2005 be noted.

39. MINUTES OF THE MEETING OF THE BUS WORKING GROUP HELD ON 22 JUNE 2005

Members of the Authority raised the poor performance of the bus operators, who in their opinion should be held accountable for continually failing to provide good reliable bus services for the travelling public of West Yorkshire. They commented that they were receiving numerous complaints from their constituents with regard to reliability, withdrawal of services and reduced service frequencies. They indicated that as Elected Members it was their responsibility to take up their concerns with bus operators and if necessary expedite discussions with the Government to introduce Quality Bus Contracts.

It was reported that the Bus Strategy would form the basis for any application for a Quality Contract. The development of the revised Bus Strategy was being overseen by the Bus Working Group which included a more radical approach to improve the quality, reliability and ease of use of buses across West Yorkshire. Consultation was currently taking place on the Strategy and operators and other stakeholders had been requested to consider how the Bus Strategy could be implemented including the use of Quality Contracts. If the Authority was to seek a Quality Bus Contract, it would have to demonstrate that a Quality Contract was the only practicable way of implementing its Bus Strategy. The process could take up to 3 further years before being implemented.

It was also suggested that the services should be monitored on a more extensive basis and if required extra resources made available for additional staff.

RESOLVED - That the minutes of the meeting of the Bus Working Group held on 22 June 2005 be noted.

40. MINUTES OF THE LOCAL TRANSPORT PLAN STEERING GROUP HELD ON 30 JUNE 2005

RESOLVED - That the minutes of the meeting of the Local Transport Plan Steering Group held on 30 June 2005 be noted.

41. THE PROVISIONAL 2ND LOCAL TRANSPORT PLAN

The Authority considered a report on the provisional 2nd Local Transport Plan which had been developed by Metro and the five District Councils which was due to be submitted to the Department for Transport by 29 July 2005, with the final submission due by the end of March 2006. The provisional plan was also being considered by each Authority prior to the submission date.

It was reported that the Plan would subsequently require revision to reflect updated funding guidelines, feedback from DfT, the further consultations and additional data relating to targets.

The provisional Plan identified new major schemes, which would be funded separately to the Plan. A list of potential schemes had been drawn up and independent consultants had undertaken assessments and recommended schemes for inclusion in LTP2. Of the eight potential new major schemes to be considered, three were public transport schemes:

- Yorkshire Bus Initiative
- Phase 1 West Yorkshire Park and Ride Delivery Programme
- MyBus Extension

It was noted that the bid for additional funding for more capacity at Wakefield Westgate Rail Station should be submitted to the DfT in July. The proposed improvements would improve operational reliability for all operators and provide the capacity for additional local services to use the station including the Pontefract to Wakefield service.

It was noted that the additional funding available through the Transport Innovation Fund would be significant and that accessing the funding was likely to be the only way of delivering some more ambitious West Yorkshire schemes. DfT Guidance had stated that additional measures to manage the demand for car travel would be required to secure funding from that source particularly in terms of demand management and that further work would be required to understand better the wider impacts and public acceptability of demand management measures.

RESOLVED -

- (a) That the provisional 2nd West Yorkshire Transport Plan be approved and submitted to the DfT for their consideration.
- (b) That the major scheme proposal for Wakefield Westgate Rail Station be approved and submitted to the DfT for their consideration.
- (c) That the further work associated with producing the full plan by March 2006, the associated strategies and approach to the Transport Innovation Fund be noted.

42. RAIL OVERCROWDING

Councillor Lyons introduced the item in accordance with Standing Order 3 (3). He considered that train-operating companies were failing to provide the specified train unit strengthening, which was causing severe overcrowding across the West Yorkshire rail network, particularly at peak times and also on main line services. He referred to similar problems on longer distance services.

The Director of Passenger Services updated the meeting regarding the Northern Rail franchise agreement and work to establish the performance benchmark and the problems of a shortfall of rolling stock compared to demand. Comment was made that Metro was working closely with Yorkshire Forward regarding funding for additional rolling stock to increase capacity on peak services in West Yorkshire.

Councillor Lyons commented that on paper the performance figures looked good but in reality they were not because they did not reflect the fact that the operators were in many instances operating short-formed trains for which they should be held accountable.

In response Mr Henkel indicated that this raised two issues:

- (1) the lack of funding for additional rolling stock and the underlying shortfall of stock in the franchise. Mr Henkel commented that the situation would continue to be monitored;
- (2) the Franchise Agreement which requires the operator to “use reasonable endeavours to provide optimum capacity”. Mr Henkel commented that it was extremely difficult to prove that this was not the case, although there were sanctions by way of financial penalties, which could be imposed on the operator, and also a new ‘Capacity Benchmark’ sanction would be shortly introduced.

It was also reported that Malcolm Brown, Area Director for Northern had accepted an invitation to a meeting of the Rail Working Group to discuss Northern’s plans for improvements in reliability, punctuality and capacity.

RESOLVED -

- (a) That the Rail Working Group meets to determine whether the Franchisee was using reasonable endeavours to provide optimum capacity.
- (b) That Malcolm Brown be invited to attend a future meeting of the Rail Working Group.