

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY
AT A MEETING OF THE LEEDS DISTRICT LIAISON COMMITTEE HELD IN
WELLINGTON HOUSE ON MONDAY 4 JULY 2011

PRESENT: Councillor M Lyons (Chair)

Councillors	M Coulson	-	WYITA
	R Downes	-	WYITA
	B Hyde	-	WYITA
	J Lewis	-	WYITA
	V Morgan	-	WYITA
	C Campbell	-	Leeds CC
	J McKenna	-	Leeds CC

Officers in Attendance:

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

1. APOLOGIES

Apologies for absence were received from Councillors J Harper and R Lewis.

2. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

3. MINUTES

RESOLVED - That the minutes of the meeting held on 4 April 2011 be noted.

4. LTP2 UPDATE – BUS AND RAIL 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.

Bus Reliability and Punctuality

The Liaison Committee expressed their disappointment that the average bus service reliability (% of services operating) in 2010/11 to date was 98.64% which remained below the Local Transport Plan target of 99.5%. Members requested that a breakdown in the performance figures at operator level be prepared for the next meeting.

Bus Patronage

It was reported that although bus patronage was expected to decline by approximately 0.5% across West Yorkshire there had been significant local variances in the district figures for 2010/11. Compared with the 2009/10 data, Leeds had a decline of 1.7% whilst Wakefield had a marked increase of 4.9%. It was suggested that the reasons for the increased patronage in Wakefield could be due to the fact that Arriva had focussed on service performance and had not altered routes, timetables or fares for some time which had given stability to their services.

Rail Performance

Members were provided with details of rail performance for the period 1 May 2010 to 28 May 2011 which were outlined in the submitted report. It was noted that apart from a small decline in period 1, performance had continued to improve since the severe winter weather and PPM (Public Performance Measure) figures for the Caldervale line had improved compared to previous periods. However strengthening provision had fluctuated and Northern had been asked to look at fleet availability as routine maintenance and repairs on units had impacted on results in period 1.

The Liaison Committee expressed their concern that despite the improvements rail performance was variable. Members discussed the reasons for the impact on performance and asked for details on the number of services affected by cable thefts to be provided to the next meeting.

RESOLVED - That the current performance of bus and rail services be noted.

5. LTP3 UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive which provided updates on the delivery of the MyJourney West Yorkshire Local Transport Plan 2011-26, the Bus Strategy and progress on the development of Quality Contracts in West Yorkshire and the possible devolution of rail powers to the local level.

LTP3

It was reported that following publication of the LTP3 further engagement/consultation was planned for October 2011 on the draft targets

and indicators, the proposed hierarchy of routes and users and a new RailPlan to accompany the LTP3. These would be presented in draft to the next meeting and members' input would be sought.

District Implementation Plan

It was noted that District Councils were in the process of developing Local Implementation Plans to accompany the main West Yorkshire Local Transport Plan. Members were advised that Leeds' Local Implementation Plan was not yet complete but members would be consulted during the Summer prior to a draft being submitted to Leeds City Council's Scrutiny Committee in the Autumn.

Delivery Progress

Members noted the delivery progress of the LTP three year Implementation Plan which was attached at Appendix A to the submitted report.

New Generation Transport (NGT)

It was reported that Metro and Leeds City Council continued to develop a Best and Final Funding Bid (BAFFB) which it was hoped would be submitted before the Department for Transport's deadline of 9 September 2011. This would provide more scope for early technical engagement with the DfT on the bid and would enable clarification on any areas of uncertainty.

Leeds Station Southern Entrance

It was reported that the scheme had now been given 'Programme Entry' approval by the DfT and it was anticipated that a contractor would be appointed for the scheme in September 2011. Construction was expected to start in March 2013 with completion by March 2014.

A65 Kirkstall Road

It was reported that good progress continued and it was expected that the scheme would be within budget with completion expected in Summer 2012.

Rail Growth

The Liaison Committee was advised that, in line with the Department for Transport's revised major scheme process, a Best and Final Funding Bid (BAFFB) was being prepared for submission by 9 September 2011 for the proposed new rail stations at Kirkstall Forge and Apperley Bridge. Members were advised that the sale of Metro-owned rail carriages had released significant funding for local rail improvement projects including the proposed new stations. It was noted that the vehicles would continue to be leased by Northern for use in West Yorkshire until the end of the current franchise.

Leeds Inner Ring Road (LIRR)

It was reported that the Phase 1 scheme works had commenced and were expected to conclude by the middle of October 2011. The Local Transport Plan Committee would consider the allocation of residual funding towards meeting the local contribution costs for the proposed major scheme bid at their next meeting to be held in July 2011. A Best and Final Funding Bid (BAFFB) was being prepared for submission in September 2011 and, in accordance with DfT expectation, would need to include a significant local contribution. Decisions on 'development pool' schemes were expected in December 2011 and, if successful, it was anticipated that a three year works programme should commence in 2012.

Bus Strategy - Quality Contracts

Members were updated on the bus partnership offer made by the Association of Bus Operators in West Yorkshire (ABOWY). It was reported that although the offer had considerable merit it did not meet the ITA's requirements in respect of integrated ticketing and was also unable to address the Competition Commission's concerns regarding market concentration.

At its meeting held on 17 June 2011, the ITA had reaffirmed their interest in Quality Contracts and Metro was continuing to undertake technical work on the development of a Quality Contract scheme although it was intended to await the Competition Commission's final report before considering proceeding to the next formal step in the process.

With regard to ticketing, members asked for an update on the smartcard project to be provided at the next meeting.

Rail Devolution

Members were given an update on the devolution of rail powers to the local level. It was noted that the Passenger Transport Executive Group (PTEG) had been leading work to establish the vision for urban railways in the UK. Metro and the other Northern PTEs had developed a set of devolution options that would need to be in place in time for the next rail franchises in the North and work would continue with partners across West Yorkshire to progress this.

RESOLVED -

- (a)** That the progress on delivering LTP3 be noted.
- (b)** That the Bus Strategy update and progress on developing Quality Contracts be noted.
- (c)** That the update on the devolution of rail powers to the local level be noted.

6. AREA BUS NETWORK REVIEWS

The Liaison Committee considered a report of the Passenger Transport Executive on Metro's programme of Area Bus Network Reviews.

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. It was proposed that the Leeds review would be undertaken during Summer/Autumn 2012 for change in April 2013.

The Liaison Committee noted the approach to the reviews, which aimed to develop a bus network which met the objectives set out in the Local Transport Plan 3 and ensured that Metro obtained value for money from the services it funded. The reviews would include a retendering exercise which aimed to reduce spending and a similar consultation exercise to that used during the LTP3 consultation would be adopted, obtaining the views of local people in each district through the internet, social media and some consultation events.

Members were asked to feed back their views on the proposed programme and key questions to be considered in the reviews. Comment was made that cost effectiveness would need careful consideration and that consultation was crucial. A review project team had been established including officer participation from the District Councils and reports would be prepared for future meetings of the Committee as the reviews progress.

RESOLVED –

- (a)** That the process to be undertaken in the Area Bus Network Reviews as detailed in the submitted report be endorsed.
- (b)** That progress reviews detailing the process and outcome of the Area Bus Network Reviews be provided to a future meeting.
- (c)** That members' views in relation to the review process be noted.

7. METRO/LEEDS LEA AGENCY AGREEMENT

The Liaison Committee considered a report of the Passenger Transport Executive on the priorities for Metro and the Leeds City Council Education Authority (LEA) in managing home to school transport over the coming year.

Members were advised of the long standing formal agreement between Metro and Leeds LEA and details of the agreements were outlined in the submitted report.

It was noted that Metro had always exercised a close value for money scrutiny of the home to school services it provided and, in view of the current economic climate, it was vital that Metro and Leeds City Council mitigated the impact of funding cuts. They had worked closely together to manage any cost

growth in the coming academic year and Metro would support and advise Leeds City Council on any proposals to alter eligibility policy in order to secure cost savings. In order to maximise the benefits from competition, Metro intended to co-ordinate the procurement of many school bus service contracts in Leeds as part of the Area Bus Network Review. Discussions were also in progress with operators with regard to the young person's concessionary travel scheme which was a major area of discretionary spending for Metro where economies needed to be made to address the reduction in funding.

The Liaison Committee was advised of the current process for issuing passes to young people to prove their eligibility for concessionary fares. In order to progress towards a smartcard ticketing scheme in West Yorkshire, it would be necessary to produce the passes electronically on smartcards and it was hoped that Metro could collaborate with LEAs and schools to support the process through data sharing to enable the distribution of smartcards.

RESOLVED –

- (a) That the shared priorities between Metro and Leeds City Council Education Authority for 2011/12 be endorsed.
- (b) That Metro and Leeds City Council collaborate on sharing data to enable the distribution of smartcards to young people.