

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE KIRKLEES DISTRICT LIAISON COMMITTEE HELD
AT DEWSBURY TOWN HALL ON
WEDNESDAY 6 APRIL 2011**

PRESENT: Councillor E Firth (Chair)

Councillors	G Lowe	-	WYITA
	A Pinnock	-	WYITA
	E Smaje	-	WYITA

Officers in Attendance:

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

14. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

15. MINUTES

RESOLVED - That the minutes of the meeting held on 12 January 2011 be noted.

16. 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 Kirklees.

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 Kirklees 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. Comment was made that although many of the schemes were technical and as yet not fully developed, it was important that elected members were kept fully briefed on their progress.

RESOLVED -

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

17. 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 Leeds was expected to decline by approximately 5% in 2010/11 compared with a West Yorkshire average decline of 2%.

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 although the Caldervale line had been particularly affected by infrastructure incidents including signal failures, cable vandalism and theft and external power failure. Members expressed their concern that both the bus and train operating companies were not giving passengers value for money.

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.

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

18. STRATEGIC TRANSPORT UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive, which provided an update on strategic transport issues within the Kirklees district, which included the A62 Kirklees Strategic Economic Zone, Northern Hub/Ordsall Chord and Bus Quality Contract Scheme.

A62 Kirklees Strategic Economic Zone (KSEZ)

It was reported that the Kirklees Strategic Economic Zone transport schemes were being funded through the West Yorkshire Strategic Programme of Schemes (WYSPS). The WYSPS element had been split in four phases. The Committee was advised that Phase 1, as a section of outbound bus lane and associated crossing facilities on the approach to the Bradley Road junction had now been completed. Phases 2 and 3, which provide junction improvements/bus lane priority facilities on the A62 were still in the design stages. Works proposed in Phase 4 were due to be given the go ahead following a value engineering exercise, which had now reduced costs.

Northern Hub / Ordsall Chord

It was reported that in the recent budget it had been announced that funding had been brought forward to develop the Ordsall Chord. The Committee was advised that this was a crucial part of the Northern Hub programme and could allow for faster and more frequent trains between Liverpool Manchester and Leeds by 2016 and stimulate growth across the North.

In welcoming the proposals, the Committee requested that representations be made stressing the need for trains to continue to call at Dewsbury Rail Station.

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 or whether to proceed with a Bus Quality Contract Scheme during the summer.

RESOLVED - That the report be noted.