

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE LEEDS DISTRICT LIAISON COMMITTEE HELD IN
WELLINGTON HOUSE ON MONDAY 4 OCTOBER 2010**

PRESENT: Councillor M Lyons (Chair)

Councillors	R Downes	-	WYITA
	M Coulson	-	WYITA
	J Lewis	-	WYITA
	J Matthews	-	WYITA
	E Taylor	-	WYITA
	W Hyde	-	WYITA
	R Lewis	-	Leeds CC
	L Mulherin	-	Leeds CC

Officers in Attendance:

	G Bartlett	-	Leeds CC
	J Henkel	-	Metro
	D Hoggarth	-	Metro
	D Pearson	-	Metro
	A Shearon	-	WYITA
	R Chaplin	-	WYITA

1. APOLOGIES

No apologies for absence were received.

2. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

3. MINUTES

RESOLVED - That the minutes of the joint meeting held on 17 September 2010 be noted.

4. CHAIR'S REMARKS

Councillor Lyons welcomed everyone to the first meeting of the District Liaison Committee which had been established to improve liaison between the ITA and District Council members. It was noted that future meetings would also consider bus and rail performance.

5. POTENTIAL IMPACT OF EXPENDITURE CUTS

The Liaison Committee considered a report of the Passenger Transport Executive, which outlined the potential impact of expenditure cuts on public transport.

It was reported that work was currently underway to prepare for the outcome of the Comprehensive Spending Review as reductions in funding would lead to difficult policy decisions that would have a significant impact on the vital services provided by Metro.

Members discussed how Metro services such as tendered services, child concessionary fares, AccessBus and MyBus/MetroLocal services could be affected if funding via the levy was significantly reduced.

It was explained that expenditure on senior concessionary bus travel could not be reduced as this was a legal requirement. It was also likely that the £9m special grant currently paid to Metro in respect of concessionary fares would, in future, be paid directly to the District Councils. To recover this back from the Districts as part of the levy would require a 10% increase in the Authority's levy.

It was stressed that comparisons with other PTEs had confirmed that Metro's staffing and overhead costs were considerably lower than other Passenger Transport Executives and that Metro had the lowest levy per capita. Reductions in staffing costs had already been made and Metro would continue to focus on how further efficiencies could be made including greater partnership working with District Councils and other partners. In this respect, as the funding position became clearer the options available to the Authority would need to be considered in more detail.

RESOLVED - That the report be noted.

6. DEVELOPMENT OF THE LOCAL TRANSPORT PLAN 3

The Liaison Committee considered a report of the Passenger Transport Executive regarding the development work in the preparation of the draft West Yorkshire Local Transport Plan for 2011 – 2026.

It was noted that the Local Transport Plan Committee, which consisted of members and officers from the ITA, Metro and the five West Yorkshire District Councils, would oversee and guide the process for preparing and managing the development and implementation of LTP3. Members were advised of the approach for the objectives, targets, strategic elements and priorities for the Plan and noted the targets which were outlined in the submitted report.

The final Plan would be published by 1 April 2011 and it was proposed that a draft document be prepared for a public consultation period from late October to mid December 2010. Presentations were being arranged with the Passenger Consultative Committees and each of the District Council's Scrutiny and Overview Committees during November/December and members were asked to advise Metro of any additional district groups or meetings where it would be appropriate to include an LTP consultation.

It was reported that work would also be carried out on 3 year implementation plans which would set out the interventions proposed to support the LTP strategy. The development of the plans would involve close working between the ITA and the districts and progress would be reported to the next meeting.

RESOLVED –

- (a) That the approach as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of the Plan and consultation arrangements.

7. BUS QUALITY CONTRACT SCHEME

The Liaison Committee considered a report of the Passenger Transport Executive on the development of a Bus Quality Contract Scheme.

It was reported that the Local Transport Act 2008 had introduced opportunities for Local Transport Authorities to deliver a high quality integrated transport system to meet local needs. These included changes which made Bus Quality Contract Schemes a more viable option and it was considered that the introduction of a scheme would achieve high levels of customer service and transport integration in line with Metro's Vision for Transport and secure better value for money for West Yorkshire. The ITA had agreed to the development of a scheme and this approach had been endorsed by the Leaders of the five West Yorkshire District Councils in December 2009.

The process involved in promoting, making and implementing a scheme was set out in Appendix 1 of the submitted report. Discussions had been held with West Yorkshire bus operators and, whilst the operators had made some concessions, they had not yet agreed to a fully integrated ticketing scheme or to collaborate on joint network planning. A period of public consultation would take place at the same time as the LTP3 consultation.

The Liaison Committee welcomed the proposal and it was noted that the ITA would consider early in 2011 whether to proceed to initiating the next step in the process for developing a Quality Contract Scheme.

RESOLVED -

- (a) That the WYITA proposal for a Bus Quality Scheme be noted and supported.

- (b) That the role of Leeds City Council, as highway and planning authority, in supporting the proposed Bus Quality Contract Scheme be noted.

8. STRATEGIC TRANSPORT UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on strategic transport issues including Transport Strategy in Leeds, A65 Quality Bus Initiative, New Generation Transport, Leeds Rail Growth Package and Leeds Station Southern Entrance.

Transport Strategy in Leeds

It was reported that the new transport strategy for Leeds would be contained within the LTP3 and members noted the outline components which were detailed in the submitted report. The approach for Leeds had been informed by the 'Transport for Leeds' study that was originally developed in response to the DfT's Transport Innovation Fund, which had now been cancelled. The Government had however announced the introduction of a Local Sustainable Transport Fund and it was possible that the West Yorkshire authorities could seek funding through this for elements of the Transport Strategy.

New Generation Transport

It was reported that all development activity on the project had been paused until the outcome of the Government's Comprehensive Spending Review (which included a review of all major transport schemes) was known. Work was being undertaken to consider scenarios for delivering NGT which could potentially reduce the call on central government funding. Members were advised of a meeting which had recently been held with Norman Baker, Parliamentary Under Secretary of State for Transport. Whilst Mr Baker could not give any assurances regarding the continuation of the NGT scheme, it was considered that the carbon reduction element of the scheme would be looked at favourably by the DfT. Metro advised Mr Baker of their desire to work closely with them and he provided additional contact names at the Department.

RESOLVED - That the report be noted.