

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY
AT A MEETING OF THE LOCAL TRANSPORT PLAN COMMITTEE
HELD AT WELLINGTON HOUSE, LEEDS
ON WEDNESDAY 13 JULY 2011

PRESENT:

Councillor E Firth (Chair)	
Councillor B Collins	- Calderdale MC
Councillor R Lewis	- Leeds CC
Councillor M Coulson	- WYITA
Councillor M McCabe	- WYITA
Councillor E Smaje	- WYITA

Officers in Attendance:

J Grint	- Bradford MDC
P Stubbs	- Calderdale MC
S Taylor	- Kirklees MC
A Hall	- Leeds CC
J English	- Metro
J Nutter	- Metro
R Chaplin	- WYITA

1. APOLOGIES

Apologies for absence were received from Councillors M Ellis and J Lewis (WYITA), D Green (Bradford), P McBride (Kirklees) and J Williams (Wakefield).

2. DECLARATIONS OF INTEREST

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

3. MINUTES

Further to minute 52, Regional Growth Fund Round 2, it was reported that it had been decided not to submit bids for the Castleford Interchange scheme which was being developed in partnership with Wakefield Council or the scheme for the Caldervale line. This was because it would not be possible to meet the Department for Business, Innovation and Skills' strict criteria for Regional Growth Fund applications in relation to the number of direct jobs the schemes would create.

RESOLVED - That the minutes of the meeting held on 18 May 2011 be noted.

4. LTP PERFORMANCE MANAGEMENT

The Committee considered a report on the delivery and financial progress of the LTP3 Implementation Plan during the first quarter of 2011/12. The report also sought approval from the LTP Committee for changes to the previously approved expenditure on the Leeds Inner Ring Road and Kirklees Strategic Economic Zone (KSEZ) schemes within the West Yorkshire Strategic Programme of Schemes (WYSPS).

Members were updated on the proposed Bus Quality Contract Scheme and 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. 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.

Members discussed the monitoring process for the LTP3 Implementation Plan 2011-14. The current delivery and expenditure for Quarter 1 was outlined in the submitted report and a list of schemes identified as having an element of risk of not being delivered by March 2014 were attached at Annex 2. Comment was made that it was important for the districts to liaise with Metro to clarify the status of some of the schemes which had been highlighted as at risk. Those schemes at risk would continue to be monitored and a review undertaken prior to the Quarter 2 report being prepared. The current level of forecast and actual expenditure for each of the LTP Partners was attached at Annex 3.

It was noted that funding to allow the completion of the WYSPS was included in the LTP3 Implementation Plan. WYSPS schemes were being developed and delivered in line with the programme approved by the Committee. However it was reported that Leeds and Kirklees had requested changes to the expenditure plans for Leeds Inner Ring Road and KSEZ schemes and details were outlined in the submitted report together with a revised WYSPS expenditure profile.

It was also proposed that a West Yorkshire Urban Traffic Control Programme be developed utilising unused WYSPS funding as set out in the report. Phase 1 would be focused in North Kirklees and a Phase 2 developed to roll out across West Yorkshire as further funding became available.

RESOLVED –

- (a)** That the Quarter 1 LTP3 delivery progress in 2011/12 be noted.

- (b) That the revised expenditure profile for Leeds Inner Ring Road and KSEZ as detailed in section 2.15-2.23 and Table 1 of the submitted report be recommended for approval.
- (c) That the introduction of the West Yorkshire UTC Programme into the West Yorkshire Strategic Programme of Schemes (WYSPS) as set out in section 2.24 and Table 1 of the submitted report be recommended for approval.

5. LOCAL SUSTAINABLE TRANSPORT FUND

The Committee considered a report on progress with the West Yorkshire bids to the Local Sustainable Transport Fund (LSTF).

It was reported that the Department for Transport (DfT) had announced that the Component Bid submitted in April 2011 had been successful and would receive the full £4.169 million funding. A summary of the Component Bid was attached at Appendix A to the submitted report.

A decision on the 'large project initial proposal' was expected by the end of July 2011. If shortlisted, the proposals would be further developed with the DfT and a full business case prepared for submission in December 2011. The proposed schemes included in the large project bid were set out in Appendix B and a report would be prepared for a future meeting once the outcome of the bid was known.

Members were advised that Metro had also played a key role in securing a £1.1 million bid for the 'Connecting the Dales' proposal in partnership with North Yorkshire County Council, Yorkshire Dales National Park Authority and the Dales Integrated Transport Alliance partners.

The Committee welcomed the success of the Component Bid and also the Connecting the Dales proposal and thanked officers for their efforts in developing the bids.

RESOLVED -

- (a) That the report be noted.
- (b) That a further report be prepared for the LTP Committee when the outcomes of the large project initial proposal are known.

6. HIGH SPEED RAIL

The Committee considered a report on High Speed Rail developments and to seek the endorsement for the proposed response to the Government's consultation on high speed rail.

It was reported that the formal public consultation on High Speed Rail was launched by the DfT earlier in the year and that responses were due by 29 July 2011. The consultation had focussed on the overall principle of High Speed Rail and the Government's strategy as well as the detailed route between London and Birmingham.

Members were advised Metro, South Yorkshire PTE, the City Regions, Chamber of Commerce and other stakeholders along the proposed eastern leg of the route had formed a new High Speed Rail Eastern Network Partnership to further develop the case and emphasise the importance of HS2 to these areas.

It was proposed to submit a response to the consultation on behalf of the LTP Partnership as well as a joint response from the Eastern Network Partnership. Members discussed the importance of HSR for all the districts and emphasised the strategic importance of the scheme to the sustainable future of the West Yorkshire economy. The introduction of HSR would also free up capacity on the existing network to allow for more local and other longer distance rail services

It was recognised that in view of the well-publicised opposition to the London to Birmingham element of the route and the anti-HSR lobbying activities, it was important that all Local Authorities and businesses respond individually to the consultation.

The Committee endorsed the proposed response to the draft consultation which was attached at Appendix A to the submitted report.

RESOLVED -

- (a) That the LTP Committee's support for High Speed Rail be reaffirmed.
- (b) That the draft consultation response be endorsed for submission to the Department for Transport.

7. MYJOURNEY RAILPLAN 7

The Committee considered a report and were given a presentation on the process for the development of the West Yorkshire MyJourney RailPlan 7 which sought the views of the LTP Committee on initial evidence and issues emerging from the development of LTP3.

It was reported that following the publication of MyJourney LTP 2011-26, Metro was developing RailPlan 7 to complement the LTP and to focus in more detail on rail development and investment. The plan would also help to inform forthcoming rail franchising processes, rail devolution, major scheme bids and wider rail industry planning. Members took part in a workshop to identify key issues and input into its development and a summary of the key points discussed at the workshop is attached to the minutes.

It was noted that presentations and workshops were also being held with the five Passenger Consultative Committees and the Integrated Transport Scrutiny Committee. Further consultation would be undertaken during October/November 2011 and a report prepared for the next meeting of the Committee. It was envisaged that the new RailPlan would be finalised and published early in 2012.

RESOLVED -

- (a) That the process for developing RailPlan 7 be noted.
- (b) That members provide early input to the development of RailPlan 7.

Local Transport Plan Committee - 13 July 2011

RailPlan 7 Workshop - Notes

1. Train, Station and Track

- 1.1.** Lack of rolling stock, old rolling stock and poor quality trains. Many of West Yorkshire's trains are over 20 years old. In particular, the condition of trains in winter i.e. cold/wet and doors not opening. Disappointed that the Government does not have a rolling stock strategy and recent news that the UK may no longer have the ability to have a train manufacturing base in this country. Disappointed that the first phase of 20 additional trains scheduled for December 2011 are to be second hand used trains from elsewhere in the country. West Yorkshire needs more electric trains.
- 1.2.** Lack of car parking and Park & Ride opportunities across the rail network. Most car parks are full before the end of the morning peak period. This inhibits off peak travel because the car parks are already full. Car parking charges may offer opportunities for further customer enhancements.
- 1.3.** Poor station quality at a number of West Yorkshire stations, for example, Wakefield Kirkgate, Halifax, Bramley, Bradford Forster Square and Bradford Interchange. Customer safety, security and comfort needs to be improved. Cleanliness of stations needs more attention.
- 1.4.** Lack of track capacity at several locations across the network, for example, in and around Leeds Station.
- 1.5.** Opportunities for enhancements suggested for Trans Pennine Line (whole line treatment and electrification) and at Mirfield (Grand Central - improved station facilities, parking). Bradford Cross Rail was also suggested but this has a very poor business case.
- 1.6.** Suggestions for under-utilised track assets to be brought back into railway use, for example Wakefield marshalling yard and Healey sidings.

2. Information and Ticketing

- 2.1.** Information provided to customers needs to improve especially at times of disruption.
- 2.2.** Customers need more opportunities to buy tickets on line, at stations and on trains.
- 2.3.** Need to find ways to incentivise off peak travel to utilise spare seating capacity.

3. Journey Time, Services and Performance

- 3.1.** Essential that the delivery of the new stations at Kirkstall Forge, Apperly Bridge and Low Moor continue as programmed.
- 3.2.** Train service enhancements are required on the Caldervale line to reflect its importance to the economies in the North.
- 3.3.** Leeds Bradford International Airport needs surface connectivity to the rail network, such as tram train.
- 3.4.** Better bus/rail connectivity is needed to/from existing rail stations, including bus timetables at rail stations.

4. Funding and Governance

- 4.1.** Influence the shape of the next franchises to increase local accountability and decision making.
- 4.2.** Investigate why it is so costly to build new stations and explore new alternative funding mechanisms.
- 4.3.** Make use of Community Rail Partnerships.
- 4.4.** Integrate rail planning with LDF/ land use planning to properly reflect future growth areas.