

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE BRADFORD PASSENGER CONSULTATIVE
COMMITTEE HELD AT CITY HALL, BRADFORD ON
FRIDAY 18 JULY 2008**

PRESENT: Councillor A Hawkesworth (Chair)

WYPTA

D Robinson
A Wallace

PUBLIC REPRESENTATIVES

Michael Chappell
Lynette Gooderham-Fickés
Andrew Jewsbury
Gordon Lakin
Graham Peacock
Alex Peel

John Prestage
Rev Geoff Reid
Keith Renshaw
John Spencer
Andrew Wowk

BRADFORD MDC

Councillor J Dodds
Councillor J Watmough

Also in Attendance:

J Watson	-	Arriva Yorkshire
K Hussain	-	First Bradford
G Lomax	-	Keighley & District Travel
D Haley	-	Northern Rail

1. APOLOGIES FOR ABSENCE

Apologies were received from Councillors C Greaves and S Khan (PTA) and public representative Mr C Walters.

2. MINUTES

Further to Minute 17 - Bank Holiday Rail Services and Closure of Bradford Interchange Rail Station for Track Remodelling - Members were informed that the work scheduled for May 2008 had been rescheduled to commence late October 2008. The Committee was informed that the Interchange rail station would be closed for 9 days between 24 October and 3 November 2008, which would affect services between New Pudsey and Halifax. Members were given a verbal update on the services affected and were assured that the closure and subsequent service arrangements would be well publicised to passengers.

Further to Minute 17 - Customer Behaviour on Trains/Buses - Mr Haley of Northern advised members that notices requesting that passengers refrain

from putting their feet on seats would be installed within carriages. The emphasis was to make passengers aware that this type of behaviour was not acceptable. Comment was also made about the use of mobile phones on bus services. In response, officers advised that Metro was liaising with operators in an attempt to encourage passengers to use their phones considerately.

RESOLVED - That the minutes of the meeting held on 11 April 2008 be approved.

3. MEMBER FEEDBACK REPORT

The Committee considered a report of the Passenger Transport Executive advising them of the feedback received at the meeting of the Committee held on 11 April 2008 and to report on action taken.

RESOLVED - That the report be noted.

4. INFORMATION REPORT

The Committee considered a report of the Passenger Transport Executive on information regarding current developments and issues affecting the Bradford District.

Office of Rail Regulation (ORR) Statement

It was reported that the Office of Rail Regulation's (ORR) level of investment to assist Network Rail in the delivery of reliability, capacity and safety improvements (as set out in Network Rail's Strategic Business Plan (NRSBP)) was significantly lower than the amount proposed by Network Rail. The Committee also noted the implications of this statement on the proposed City Region capacity enhancement schemes, which had been identified in the NRSBP. Details of these schemes were outlined to members in the submitted report. Following discussions with Network Rail it was unclear whether the reduced cost allowance would lead to the abandonment or reduction in scale of some of the schemes. In this respect, Metro was working closely with Network Rail to submit a robust response to the ORR's draft determination to support the funding required for the implementation of all local schemes.

Rail Summit

Members were informed that the Metro organised 'Lines for Enquiry, the Leeds City Regional Rail Summit' held on 20 June 2008 had been a success and was well attended by delegates from key local businesses, the media and politicians/officers from the 11 City Region authorities. The Summit had highlighted the case for investment within the local rail network. The case for further investment would continue to be made via City Region stakeholders, business leaders and MPs.

Leeds Station Automated Ticket Barrier

It was reported that Northern continued with development proposals to install automatic ticket gates at Leeds rail station and it was anticipated that works at the station would commence in October 2008.

Mr Haley of Northern briefly updated the Committee on the initiative and advised that it would be staffed by at least 3 persons at all times. The barriers would also be wider and it was hoped they would act as a deterrent to anti-social behaviour. Discussions ensued regarding the durability of period/season tickets, particularly in respect of repeated use when accessing the barriers.

Connecting Airedale

The Committee was informed that, as part of a long term plan for the delivery of the Connecting Airedale scheme, an outline bid for a package of transport measures in Shipley and Saltaire had recently been submitted by Metro and Bradford Council. A list of the improvement initiatives affecting the Saltaire/Shipley areas was detailed within the report.

Councillor Hawkesworth stressed that this initiative was extremely important for the Bradford area, particular in respect of improving transport links, and was very supportive of it. She advised the Committee that she would shortly be attending a meeting of the Regional Transport Board whereby the issue of deliverability of the scheme and whether it could be progressed would be discussed.

Mr Chappell raised the issue of accessibility by bus services at Shipley rail station and requested that Metro re-evaluate this issue. In response, Metro officers confirmed that no transport links would be provided to the station as part of this scheme. The difficulties in providing operations to the station stemmed from congestion in and around the station area. The improvements set out in the initiative's package of measures could ease congestion, thus allowing Metro and operators to re-evaluate the practicability of providing links in the longer term. Comment was made that a minibus could easily access the station and a suggestion was made that the Bradford FreeCityBus route be extended to encompass the station.

Bradford FreeCityBus

Members were advised that from 29 September 2008 FreeCityBus would be introduced within the city centre. The service would operate every 10 minutes on a circular route from the Interchange, details of which were distributed to members. The service, which was jointly funded by Metro and Bradford Council, would be operated by First Group. It would initially run for a six month trial period during which its longer term viability would be assessed.

Bradford City Circle Services

Prior to the meeting members had received a presentation of proposals to

withdraw the City Circle services. This would be replaced by a new service from the Bradford Interchange to the Bradford Royal Infirmary passing St Luke's and by the extension of Service 670 to serve Undercliffe and Killinghall. The proposals were endorsed by members of the Committee.

Bus Station Real Time Displays

It was noted that bus station displays at Batley, Cleckheaton and Ossett were connected to the 'YourNextBus' real time system. Subject to the satisfactory testing and release of software to drive the older displays, it was planned to roll out the provision of real time information to other main bus stations, commencing with Keighley, by the end of the year.

'Kids for a quid' Offer

Members were advised that Metro was developing a Young People's Strategy. As part of the strategy, operators had agreed to implement a 'Kids for a Quid' promotion throughout August. The offer would be available to children under 11 years old accompanied by an adult or any child over 11 years in possession of a half fare pass. It was noted that promotional information had been sent out to schools prior to the summer holidays.

City Region MetroCard (Zone 6)

It was noted that there was a high level of commitment amongst the City Region Leaders and Metro to introduce a new MetroCard, which would cover the City Region area. Proposals were being developed to introduce a new ticket that would extend MetroCard validity across the City Region area and several options were being developed. A trial covering a limited geographic area including Skipton and Harrogate was planned for spring 2009. The new product was developed on the basis that it would be revenue neutral to operators, Metro and other City Region Local Authorities. Further information would be presented to the Committee when available.

Caldervale Line Services Pattern

Members were advised that Northern had proposed some significant changes to their rail services serving West Yorkshire, mainly affecting the Caldervale line from 14 December 2008.

The changes took into account a number of issues and members' noted the benefits and disbenefits of the proposals, which were highlighted in the submitted report. It was reported that issues regarding a reduced service at Mytholmroyd had now been mitigated, resulting in the half hourly service being retained. It was noted that discussions continued to resolve other issues of concern, but further changes would be hard to achieve.

It was considered that despite some reduction in frequency at a small number of stations, the overall impact of Northern's proposals was positive and offered greater journey opportunities for the Calder Valley as a whole. The

proposals, which were welcomed by the Committee, offered a semi-fast service between Bradford and Manchester and facilitated the future building of Low Moor station.

Proposed New Rail Station at Low Moor

It was reported that Metro had completed the business case for the proposed station at Low Moor. Northern Rail's proposed changes to the Caldervale line (as outlined above), along with the remodelling of the Mill Lane junction at Bradford, would enable the additional stops to be made to serve the station.

Approval for additional funding would now be sought from the Authority in order to facilitate the purchase of land necessary for the construction of the station and also for the remaining detailed design work to be completed.

RESOLVED - That the report be noted.

5. **CONSULTATION ITEMS -**
- (a) **Access To Hospitals**
 - (b) **Cross Boundary Bus Services**
 - (c) **Real Time Displays - Demonstration**
 - (d) **Fuel Prices and Transport**

Access To Hospitals

The Committee received a short presentation on the access to hospitals and health services project which had been identified as a priority for action in the Local Transport Plan Accessibility Strategy.

It was reported that Metro had employed two students on summer work placement to undertake an audit of hospital sites in each district. Within the Bradford district these included the Bradford Royal Infirmary, St Luke's and Airedale hospitals. The aim of the audits was to gather information on public transport and physical accessibility issues to inform shared action plans for delivery by the hospitals, Metro and districts.

The Committee commented that people would prefer direct links from their home to hospitals/health services if possible. Members also commented on the need for improved service connections to hospitals on an evening and during Sundays. It was also suggested that Metro's accessibility mapping software be used to determine accessibility to/from the three hospital sites in Bradford at various times/days throughout the summer.

Councillor Watmough expressed concern regarding services from the Bingley area to Airedale Hospital and the poor connections between Keighley and District services. Mr Lomax of Keighley and District Travel gave assurances that he would look at the connections to the hospital, but stated that any resolution would be difficult.

Councillor Wallace commented on the lack of bus services to Eccleshill hospital. In response, Metro officers confirmed that the hospital was not included within the survey. However, Metro, operators and Bradford PCT were aware of this issue and were working together to address the problem. In this respect, Councillor Wallace requested that the three Eccleshill Ward councillors be included in any discussions.

Cross Boundary Bus Services

It was reported that at a seminar on the Transport Governance Review, members had requested a discussion on cross-boundary bus services and destinations served and not-so-well served. Comment was made that some cross boundary services ran to a limited timetable, particularly with regard to return evening journeys.

Real Time Displays - Demonstration

The Committee were given a short presentation regarding the development of a new form of real time display, which combined the information from a number of individual stops on to one screen. Members noted that the screens could be used in the foyers of shopping centres, hospitals and other large, well used buildings in order to provide information on services, which were leaving from nearby stops.

It was noted that the system could also run on computers with an internet connection and that Metro could provide the software/link to those organisations, such as community centres and drop-in centres, which had access to equipment.

Members suggested a phased implementation of the screens into high bus usage areas and into local villages. It was also suggested that the screens be installed in railway stations and in the public areas of hospitals nearest to public transport points/links. Discussions ensued regarding the retention of on screen information, which related to cancelled services and also the depicting on screen of variable messages, which notified passengers of any delays/cancellations to services due to unforeseen circumstances, such as flooding or road traffic accidents.

Fuel Prices and Transport

It was recognised that fuel prices had increased significantly over the last year and that this could have significant short/long term implications on transport supply and demand.

Members' views were sought on public reaction to the situation and how people could be encouraged to make more use of public transport, cycling and walking. Suggestions included making public transport more attractive to car users by improving the quality of vehicles and emphasising how 'comfortable' a journey could be. It was also suggested that drivers turn off their engines when stood at layover points and that they attend training

sessions to improve their driving style in order to economise fuel usage. In response, both Mr Hussain and Mr Lomax confirmed that their drivers regularly undertook training in this regard. Drivers were also encouraged to switch off their engines, a move supported by Metro.

The Committee queried whether there had been an increase in public transport use/patronage following the current fuel situation. Metro officers confirmed that they had spoken to a number of operators regarding this issue who had confirmed a 'positive movement' in passenger numbers, although it was impossible to definitely attribute this to the current situation. In this respect, both Mr Hussain and Mr Lomax confirmed that they had witnessed an increase in patronage figures in the last few weeks.

Members were thanked for their suggestions to all the consultation items and asked to forward any further ideas or comments on the questionnaire provided at the meeting.

RESOLVED - That PCC members' comments and views be noted.