

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE CALDERDALE PASSENGER CONSULTATIVE
COMMITTEE HELD IN THE TOWN HALL, HALIFAX
ON TUESDAY 12 APRIL 2005**

PRESENT: Councillor G Wainwright (Chair)

PUBLIC REPRESENTATIVES

| | |
|---------------|---------------|
| David Bruce | Marian Peel |
| Vic Duke | Peter Stocks |
| Peter Melling | John Whiteley |
| John Oldham | |

CALDERDALE MBC

K Watson

Also in attendance:

| | | |
|---------|---|-----------|
| R Hill | - | Northern |
| N Walsh | - | T J Walsh |

12. LTP SEMINAR

It was noted that this was the final meeting for the current public representatives serving on the Committee and the Chair thanked them for their valuable contributions over the last two years. Although it was the last round of meetings, it was reported that Members would be invited to attend a LTP2 consultation seminar, which was to be held in Wellington House in May 2005.

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors C Townley and J Cawthra.

14. MINUTES

RESOLVED - That the minutes of the meeting held on 18 January 2005 be approved.

15. 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 18 January 2005.

RESOLVED - That the report be noted.

16. INFORMATION REPORT

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

Police Enforcement of Bus Lanes

Members were advised of a joint campaign between Metro and West Yorkshire Police across the 5 districts to reduce the misuse of bus priority measures such as bus lanes. The campaign had been highly successful and received widespread publicity in all areas.

Concessionary Travel Changes - Senior and Disabled Permit Holders

The Committee noted that the maximum off peak fare had been increased to 35p. The removal of the afternoon peak restriction in tandem with the increase in fare had been well received. The Government's budget statement had included an announcement for the introduction of free local bus travel from April 2006.

Rail Update

Members noted that discussions had been held with other PTEs and Northern Rail. They were advised of the priority areas identified for review, which included the simplification of timetables to achieve even clockface pattern throughout the week where possible. It was noted that Metro was seeking alternative sources of funding to secure additional rolling stock need, to meet the growing demand for local rail travel.

East Coast Rail Franchise Award

The Committee were advised that GNER had been awarded a 10 year franchise to operate services on the East Coast Main Line between London and Leeds/Scotland. The new franchise included additional services between London and Leeds and investment of up to £75m in the fleet of diesel High Speed Trains.

Grand Central Railway

It was reported that Grand Central Railway had applied to the Office of Rail Regulation to operate a service of four trains a day between Bradford Interchange and London, calling at Halifax, Huddersfield and Wakefield Kirkgate. However, the plan to operate between York and Chester via the Calder Valley had been postponed.

April Bus Service Changes

Members were informed of the bus service changes in the Calderdale area and that they would take effect from 24 April 2005. The details were also set out in Metro's Changing Times leaflet, copies of which had previously been sent out to Members.

Kickstart

Members were invited to propose potential Kickstart schemes which could be included in a bid to be submitted to the Department for Transport by the end of June 2005. The funding was to provide new bus services which the operator would undertake to continue on a commercial basis following pump priming of the service.

Yellow Bus Phase 2

It was reported that the initial evaluation of school clusters to be served by Phase 2 of the Yellow Bus scheme had been completed and development work was underway. The Committee noted the schools being considered in the Calderdale district although the list could change as consultations continued.

Brighouse Bus Station

The Committee was advised that Metro had completed the initial feasibility design and site investigation work for the proposed redevelopment of Brighouse Bus Station. It was reported that, subject to satisfactory resolution of land ownership and access issues, a planning application for the new 'Drive-In-Reverse-Out' layout would be submitted during May 2005.

Bus Lane, Huddersfield Road

It was reported to Members that Calderdale Council had decided to advertise proposals to remove part of an established bus lane on Huddersfield Road. The lane was located on a well used route between Halifax and Huddersfield and was being removed due to problems with unauthorised vehicles using the lane and lack of enforcement from the Police. In this respect, Metro officers confirmed that both Metro and operators had registered their serious concerns regarding the proposals with Calderdale MBC, suggesting that the removal was not in accordance with the objectives of the current LTP or the proposed

LTP2. It was reported Calderdale MBC was now required to obtain a formal Order to remove the lane and that during this stage members of the public would be allowed to object to the bus lane's removal.

MetroConnect Ryburn Valley

Members were informed that the new Taxibus service for the Ryburn Valley area would commence operation in early summer 2005 and would link remote communities such as Ripponden, Stainland, Norland, Barkisland and Holywell Green with Sowerby Bridge rail station at peak times and West Vale off peak.

RESOLVED - That the report be noted.

17. CONSULTATION ITEMS

- (a) 2ND WEST YORKSHIRE LOCAL TRANSPORT PLAN**
- (b) BUS STRATEGY**
- (c) RAILPLAN 6**
- (d) INFORMATION STRATEGY**

The Committee considered a report and presentations by the Passenger Transport Executive on the draft 2nd West Yorkshire Local Transport Plan and associated strategies.

Members were reminded that a seminar would be arranged for all PCC members in the near future to conclude the strategies and further discuss the Local Transport Plan.

2nd West Yorkshire Local Transport Plan

Members were advised that the initial draft Plan had been prepared to reflect the objectives discussed at the January PCC meetings, the consultation responses, transport modelling and the initial strategic environmental assessment.

Comments were made regarding the LTP's objectives to increase patronage on specific bus corridors at a local level. Members were of the opinion that such growth could only be generated from car users and that rather than invest and improve areas with existing bus corridors, concentration such be given to promoting bus travel in those areas that did not. Members also commended the aim to provide additional rolling stock in order to improve/increase current rail patronage levels.

The full version of the draft Plan was available to Members on request and the overall approach was summarised in a consultation leaflet, which was circulated at the meeting.

Bus Strategy/RailPlan6/Information Strategy

The Committee was given a presentation on the revised Bus Strategy, updated RailPlan and revised Information Strategy. Members would be provided with copies of the documents as part of the formal consultation process.

With regard to the Bus Strategy, comment was made in respect of the different types of ticketing in circulation that were supplied by various operators. Members stated that some operator's tickets were extremely good value for money and others allowed for cross boundary travel. In this respect, Members were of the opinion that the choice in ticketing caused confusion to the travelling public. As a way of alleviating this problem and to promote the use of bus usage, it was suggested that a 'common ticket', supported by a multi operator and multi modal structure and also reasonably priced, be implemented. The Committee noted that key interventions forming part of the revised Bus Strategy would be common branding and the simplification of ticketing.

RESOLVED - That the report and presentations be noted.

18. FIRST CALDERLINE BUS SERVICES WITHIN THE BRADSHAW AND ILLINGWORTH AREAS

The Committee considered a verbal report from Public Representative, Mr D Bruce, regarding the withdrawal of bus services 526 (Halifax-Hungerhill-Shelf via Bradshaw) and 502 (Huddersfield-Halifax-Keighley).

Mr Bruce stated that many residents in Bradshaw, particularly the elderly, relied on these services to access amenities and, as a result of the withdrawals, they had been seriously inconvenienced. In response, Metro officers explained that with regard to service 526 the operator First had contacted Metro regarding very poor patronage figures between Bradshaw, Shelf and Queensbury. Survey results showed that between Bradshaw and Queensbury the route did not meet Metro's '6 and 20' rule and, therefore, did not represent value for money. As a result, a decision was taken to withdraw that part of the service. Officers accepted that some residents would be inconvenienced, but advised Members that AccessBus would enable those users to access essential amenities. Mr Bruce expressed his disappointment at the withdrawal of service 526.

With regard to service 502, Metro officers confirmed that the decision to withdraw this service would be reviewed by Metro and First. As a result, the service between Halifax and Bradshaw would be restored to its previous 2 hour service until July 2005 whilst a joint review was undertaken.

RESOLVED - That these issues be noted.