

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY
AT A MEETING OF THE BRADFORD DISTRICT LIAISON COMMITTEE
HELD AT CITY HALL, BRADFORD, ON
FRIDAY 15 JULY 2011

PRESENT: Councillor M Ellis (Chair)

Councillors	I Hussain	-	WYITA
	K Hussain	-	WYITA
	M McCabe	-	WYITA
	G Reid	-	WYITA
	E Byrom	-	Bradford MDC
	D Green	-	Bradford MDC
	J Hall	-	Bradford MDC

Officers in Attendance:

	J Jackson	-	Bradford MDC
	J Henkel	-	Metro
	N Wallace	-	Metro
	S Naylor	-	WYITA

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor J Pennington (Bradford MDC).

2. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

3. MINUTES

RESOLVED - That the minutes of the meeting held on 15 April 2011 be noted.

4. LTP2 UPDATE - BUS AND RAIL 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 congestion in respect of the highways network.

Members were informed that the layout of this report would for future meetings be changed in order to present the Committee with an overview of LTP indicators relating to the Bradford District.

Bus Reliability and Punctuality

The Liaison Committee expressed their disappointment that the average bus service reliability (% of services operating) in 2010/11 to date was 98.64%, which remained below the Local Transport Plan target of 99.5%.

Discussions ensued regarding the reasons behind delays to bus services, most of which was attributed to traffic congestion and adverse weather conditions. It was acknowledged that the installation of bus lanes in the district could ease the difficulties experienced by bus operators. Bradford members recognised their historic reluctance to install the lanes, but also considered they should only be implemented where necessary.

Comment was made regarding the importance of a stronger working relationship between Metro, Bradford Council and the bus operators in order to improve bus service performance and reliability. In response, it was stated that there had already been significant improvement in partnership working with the bus companies, as a result of proposals for a Bus Quality Contract Scheme. Through the scheme Metro aimed to achieve value for money, certainty of service deliverability and eventually the implementation of a full integrated ticketing scheme.

Bus Patronage

It was reported that although bus patronage was expected to decline by approximately 0.5% across West Yorkshire there had been significant local variances in the district figures for 2010/11. Compared with the 2009/10 data, Bradford had a decline of 1.6% whilst Wakefield had a marked increase of 4.9%. It was suggested that the reasons for the increased patronage in Wakefield could be due to the fact that Arriva had focussed on service performance and had not altered routes, timetables or fares for some time, which had given stability to their services.

AccessBus

It was reported that there were currently 5,500 regular users of the AccessBus service across West Yorkshire and a fleet of 33 buses provided an average of 1,500 passenger trips each day. Metro co-ordinate the bookings for the service and a new booking and scheduling system had been introduced in March 2011, which was aimed at enhancing the flexibility of the service to accommodate passenger requests.

Bus Passenger Feedback

Members noted the number and type of feedback received for each of the major bus operators.

The Committee queried how feedback was obtained from members of the public. In response, it was explained that Metro received feedback via a number of channels, which included the website, the call centre and

MetroLine. For the past 8 years Metro had also undertaken an annual satisfaction survey of over 1000 people across West Yorkshire seeking information regarding public transport travel habits and satisfaction with various aspects of services. Metro was also looking at ways in which its Data Collectors could obtain information from the travelling public possibly in the form of a questionnaire. Members were interested to know how many people within the Bradford area the figures in the report represented. In this respect, it was requested that for future meetings the information be presented in a format identifying major 'hot spots' for complaints in the district.

Comment was made regarding how passengers could be left standing at a bus stop waiting for a driver to return to his/her vehicle instead of allowing passengers to board the service prior to him/her alighting for their break, etc. Metro officers explained that this could be due to the need to look after on-bus monies and health and safety consideration, as vehicles did not have ignition keys and could, therefore, be stolen.

Rail Performance

Members were provided with details of rail performance for periods 1 May 2010 to 28 May 2011, which were outlined in the submitted report. It was noted that apart from a small decline in period 1, performance had continued to improve since the severe winter weather. However, strengthening provision had fluctuated and Northern had been asked to look at fleet availability, as routine maintenance and repairs on units had impacted on results in period 1.

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

5. LTP3 UPDATE

The Liaison Committee considered a report of the Passenger Transport Executive, which provided updates on the delivery of the MyJourney West Yorkshire Local Transport Plan 2011-26, the Bus Strategy and progress on the development of Quality Contracts in West Yorkshire and the possible devolution of rail powers to the local level.

LTP3

It was reported that following publication of the LTP3 further engagement/consultation was planned for October 2011 on the draft targets and indicators, the proposed hierarchy of routes and users and a new RailPlan to accompany the LTP3. These would be presented in draft to the next meeting and members' input would be sought.

District Implementation Plan

It was noted that District Councils were in the process of developing Local Implementation Plans to accompany the main West Yorkshire Local Transport

Plan. The Local Implementation Plan for Bradford was approved by Bradford Council on 24 June 2011 and a copy was attached as Appendix A to the submitted report.

Delivery Progress

Members noted the delivery progress of the LTP three year Implementation Plan, which was attached at Appendix B to the submitted report.

Caldervale Line

Members were updated on the work undertaken by Arup consultants to develop a long term strategy for the Caldervale line, which had been reported to previous meetings. The work had highlighted a number of improvements, which were outlined in the submitted report and a joint bid was also being considered for the Regional Growth Fund Round 2 focussing on rail infrastructure and service improvements. However, it was reported that it had been decided not to submit a bid due to the fact that the strict RGF criteria to create new private sector jobs as a result of RGF funding could not be met. In this respect, the improvements highlighted in the study would be developed further to take forward with the DfT and Network Rail. A scheme for re-opening the Todmorden Curve is being submitted by Burnley Council.

Low Moor Rail Station

The Committee was advised that Metro, in partnership with Network Rail, Northern Rail and Bradford Council, was planning to build a new rail station at Low Moor and that the proposed site for the construction had been confirmed at Cleckheaton Road (off New Works Road) in the Low Moor area. The new station would be situated on the Calderdale line between Bradford Interchange and Halifax rail stations and would include facilities such as a 100 space car park, fully accessible platforms, CCTV, passenger 'help points', information displays, public address system, modern waiting shelters and direct access from the Spen Valley Greenway.

Metro had commissioned the next phase of station, car park and highway design work, which would be included within a public exhibition and consultation in September 2011. It was anticipated that the planning application would be submitted to Bradford Council thereafter.

Connecting Airedale

Following Bradford Council's review of its capital investment programme, progress on the Connecting Airedale scheme was now progressing, but to a slightly revised timetable. The first stage consisted of a package of measures including 20 mph zones, bus lane extension, Bankfield roundabout signalisation and minor pedestrian access improvements, as identified by the Saltaire Working Group.

It was reported that consultations for the project's 20 mph zones were currently being undertaken and were due to close mid July 2011. Feedback to-date had been supportive of the proposals for Hirst Wood, Nab Wood and Saltaire Village. In this respect, it was anticipated that the first of the 20 mph zones could be on-site before the end of 2011, subject to the outcome of consultation discussions. The completion of the remaining zones would be undertaken in the current financial year.

Rail Growth Package

The Liaison Committee was advised that, in line with the Department for Transport's revised major scheme process, a Best and Final Funding Bid (BAFFB) was being prepared for submission by 9 September 2011 for the proposed new rail stations at Kirkstall Forge and Apperley Bridge. Members were advised that the sale of Metro-owned rail carriages had released significant funding for local rail improvement projects including the proposed new stations. It was noted that the vehicles would continue to be leased by Northern for use in West Yorkshire until the end of the current franchise.

Local Sustainable Transport Fund

The Committee was advised that Metro, on behalf of the West Yorkshire Local Transport Plan Partnership, had submitted two bids to the Local Sustainable Transport Fund. Both bids aimed to support economic growth and help to reduce carbon emissions. The Department for Transport had just announced that the first bid, which sought to extend the Travel to Work and Travel Plan Network projects for a further 3 years had been successful and this was welcomed by the Committee. If the second bid, which was a package of investment in behaviour change, public transport, highways and active modes was shortlisted, a full business case would need to be submitted by December 2011.

Bus Strategy - Quality Contracts

Members were updated on 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.

At its meeting held on 17 June 2011, 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 proceeding to the next formal step in the process.

McNulty Review on Rail

The Liaison Committee noted the key findings of the McNulty Review report and the recommendations of relevance to West Yorkshire, which were

outlined in the submitted report. It was noted that the recommendations represented a significant shift in approach that had the potential to dramatically improve the way railways are operated.

Rail Devolution

Members were given an update on the devolution of rail powers to the local level. It was noted that the Passenger Transport Executive Group (PTEG) had been leading work to establish the vision for urban railways in the UK. Metro and the other Northern PTEs had developed a set of devolution options that would need to be in place in time for the next rail franchises in the North and work would continue with partners across West Yorkshire to progress this.

RESOLVED -

- (a)** That the progress on delivering LTP3 be noted.
- (b)** That the Bus Strategy update and progress on developing Quality Contracts be noted.
- (c)** That the update on the devolution of rail powers to the local level be noted.

6. AREA BUS NETWORK REVIEWS

The Liaison Committee considered a report of the Passenger Transport Executive on Metro's programme of Area Bus Network Reviews.

It was reported that over the next two years, Metro would be undertaking a programme of Area Bus Network Reviews in each District in order to achieve significant savings in the budget for tendered services. It was proposed that the Bradford review would be undertaken in Summer/Autumn 2011 for change in April 2012.

The Liaison Committee noted the approach to the reviews, which aimed to develop a bus network, which met the objectives set out in the Local Transport Plan 3 and ensured that Metro obtained value for money from the services it funded. The reviews would include a retendering exercise, which aimed to reduce spending and a similar consultation exercise to that used during the LTP3 consultation would be adopted, obtaining the views of local people in each district through the internet, social media and some consultation events.

Members were asked to feed back their views on the proposed programme and key questions to be considered in the reviews. A review project team had been established including officer participation from the District Councils and reports would be prepared for future meetings of the Committee as the reviews progress.

In order to facilitate the sharing of information concerning the changes, it was suggested that Metro link in with local authorities' Area Committees and Neighbourhood Forums along with drop in sessions at libraries. The consultation needed to be wide reaching and presented in a clear and precise format in order that members of the public would understand why they were being consulted.

The Committee also highlighted the need for assurances from bus operators that trips on core services would not be withdrawn if Metro ceased funding early morning/late evening trips.

Councillor Ellis agreed to liaise with Councillor Green regarding any further input to the consultation process.

RESOLVED -

- (a) That the process to be undertaken in the Area Bus Network Reviews, as detailed in the submitted report, be endorsed.
- (b) That progress reviews detailing the process and outcome of the Area Bus Network Reviews be provided to a future meeting.
- (c) That members' views in relation to the review process be noted.
- (d) That Councillor Ellis liaise with Councillor Green regarding any further input to the consultation process.

7. METRO/BRADFORD LEA AGENCY AGREEMENT

Members requested that this item be deferred to a future meeting of the Committee in order to allow Bradford members to seek further clarification.

RESOLVED - That the report be deferred to a future meeting of the Committee.