

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE BRADFORD PASSENGER CONSULTATIVE
COMMITTEE HELD AT CITY HALL, BRADFORD ON
FRIDAY 2 OCTOBER 2009**

PRESENT: Councillor A Hawkesworth (Chair)

WYITA

C Greaves
A Wallace

PUBLIC REPRESENTATIVES

Lynette Gooderham-Fickés
Andrew Jewsbury
Graham Peacock

Geoff Reid
John Spencer
Andrew Wowk

BRADFORD MDC

Councillor J Watmough

Also in Attendance:

K Hussain	-	First Bradford
G Lomax	-	Keighley & District Travel
D Haley	-	Northern Rail
M Palliser	-	Observer

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors J Dodds, S Hussain, S Khan and D Robinson, public representatives M Chappell, G Lakin, J Prestage, K Renshaw, C Walters and S Ottley (Arriva Yorkshire).

2. MINUTES

Further to Minute 5 - Guiseley Rail Station - Councillor Greaves referred to a recent incident of travellers encamping within the station car park. He confirmed that this incident had been resolved and commented that consideration should be given to providing height restrictions at the car park entrance to prevent high vehicles, such as caravans, from entering the station car park.

RESOLVED - That the minutes of the meeting held on 3 July 2009 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 3 July 2009 and to report the action taken.

Sustainable Travel Cities

It was reported that the Sustainable Travel Cities bid for Leeds had not been successful. Metro was, however, continuing to identify ways of taking forward some of the ideas generated during the development of the bid, which included feedback provided by PCC members.

Rural Shelter Programme

The Committee was advised that work was being undertaken to develop a rural passenger shelter using sustainable materials and alternative power supply, such as solar or wind power. It was hoped a prototype would be ready for trialling in 2010.

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.

FreeTown and City Buses

The Committee noted the key findings of surveys which had been undertaken on the Free Town and City buses operating in West Yorkshire. The feasibility of delivering the suggestions outlined in the report would be investigated and the outcome reported to a future meeting.

Bus Services to Asda Keighley

Members welcomed the news that a new bus service linking the recently opened Asda store in Keighley with the town centre and bus station had been secured as part of the planning consent for the site. The service would operate from December 2009 from Braithwaite via Keighley bus station to the new store during the hours of 8 am and 6 pm. Further information would be reported to a future meeting of the Committee.

Realtime at Bus Stations

It was confirmed that realtime information screens had been installed at Leeds, Keighley, Huddersfield, Dewsbury and Halifax bus stations and were fully operational. Members noted that realtime information screens would be

installed in Bradford, Pontefract and Wakefield bus stations over the next few months.

MetroActive

It was reported that positive feedback had been received from the MetroActive campaign held during August. In order to evaluate its effectiveness, Metro was analysing its own survey data and seeking further passenger and financial information from operators. Metro was grateful to the operators for participating in the campaign and, subject to their agreement, it was hoped that the scheme could be repeated in future years.

Members commended the success of the scheme, in particular the fact that bus drivers had been witnessed advising passengers of the initiative. Comment was, however, expressed that some students in the area had appeared to be unaware of the scheme. In response, it was explained that, in addition to extensive advertising of the scheme, information had been distributed to local schools and colleges prior to the end of the Summer term. Metro relied on these establishments to pass on the information to the students.

Green Bus Fund

The Committee was informed of the Department for Transport's recent announcement regarding a £30m countrywide fund to support the purchase of new low carbon buses. It was noted that successful bidders would receive a grant to cover the incremental costs of purchasing a vehicle and that the fund would be available in 2009/10 and 2010/11. The competition closed in November 2009.

In this respect, it was confirmed that initial discussions had taken place with First to investigate opportunities to utilise the fund to replace vehicles on the Leeds FreeCityBus networks.

Bradford Interchange Automatic Ticket Gates

It was reported that work to provide an automatic ticket gate at Bradford Interchange would commence in October 2009. Five gates would be provided, one of which would be wide enough to accommodate wheelchairs, pushchairs and large items of luggage. The gates would be staffed by Northern at all times during normal operation.

Low Moor Rail Station

Members were advised that Network Rail was to review the previous design work against current railway standards to ensure that it met requirements and that any shortfalls identified would be addressed. Network Rail had appointed staff to undertake this work and was also obtaining internal approvals to commence the design review.

A detailed timetable study would commence upon finalisation of Department for Transport's HLOS process, which was scheduled for completion in late November 2009. Metro was also liaising with Bradford Council regarding highway works and access issues.

Apperley Bridge/Kirkstall Forge Rail Stations

The Committee was advised that outline design work for the new rail stations was complete and that Metro was presently obtaining the necessary approvals from Network Rail. The design of the proposed Apperley Bridge station car park and access road had been revised in order to mitigate the scheme's environmental impact on a minority of local residents. Passenger facilities to be provided at the proposed new stations included DDA compliant access, park and ride facilities, CCTV, information screens, long line public announcement system and passenger waiting shelters.

It was envisaged that the planning applications for the stations would be submitted to the local authorities in autumn this year. Subject to planning approval, the Regional Transport Board and the Department for Transport's confirmation of funding, the stations could be operational in 2012.

Additional Train Carriages

It was reported that the Department for Transport was not planning to procure any new diesel vehicles and would proceed with a first phase of cascading trains from elsewhere in the UK to Northern. It was expected that this phase would provide less than half of the 182 additional vehicles previously committed. Further work was being undertaken on the overall proposed rolling stock strategy and Metro was working closely with Northern, the DfT and other PTEs. It was expected that the first phase would be delivered during 2010, however, no definite details were yet known.

High Speed Rail

Members were advised of a report which Metro and South Yorkshire PTE had commissioned to promote an Eastern High Speed Rail route. The consultants found that a network of high speed rail routes serving the main cities in the north would address the under-performance of existing links and provide capacity for substantial future growth. It had identified that £5 billion of benefits would be generated as a result of serving Yorkshire. A copy of the full report was available at www.wymetro.com.

Members reiterated how vital it was that the Bradford area be connected to the High Speed link in order to promote economic growth in the region. Councillor Greaves commented on the importance of a concurrent East Coast line and confirmed that he and the Chairman of the Authority were to meet the Chairmen of Tyne and Wear and South Yorkshire ITAs to develop a campaign strategy.

In this respect, Councillor Hawkesworth advised that both Leeds and Sheffield City Regions were compiling evidence to establish an effective lobby for high speed rail serving the Yorkshire and Humber region co-ordinated by the Regional Transport Advisory Board (RTAB).

Councillor Hawkesworth also reported that the RTAB had supported the existing list of priority new rail station sites, which included Apperley Bridge and Low Moor, but with expected slippage.

RESOLVED - That the report be noted.

5. **CONSULTATION ITEMS -**
(a) 2009 Market Research Results
(b) Personal Travel Planning
(c) Stakeholder Communications

2009 Market Research Results

It was reported that the latest market research tracker survey had been carried out during the summer and members were given a presentation on the findings. It was noted that overall satisfaction for rail and bus stations and services was higher than the previous year, with 85% of respondents satisfied with public transport information overall. Members were advised that the information gathered would be used to measure satisfaction levels, inform marketing decisions and track awareness levels of a range of services and products.

Comment was made regarding bus delays and how passengers found it frustrating to see their 'bus' disappear from the real time information screens and not be informed as to the reason why. Metro was keen to provide relevant passenger information, but advised that the public address facility in the Bradford Interchange could only be utilised to advise passengers of delays if relevant information was provided by the local bus operators. Metro officers also advised that the 'scheduled' information screen in the Interchange would be converted to realtime in the near future, which would help in the provision of accurate passenger information.

Personal Travel Planning

It was noted that PTP was being used elsewhere to encourage people to make more sustainable travel choices by foot, bike, bus, train or in shared cars. This was achieved through the provision of information and incentives and members were given a presentation which demonstrated alternative ways of delivering PTP.

Members' views were sought on how this area of work could be best taken forward. Comment was made that it was essential that good reliable bus networks were in place in order to ensure the effectiveness of the initiative.

Stakeholder Communications

The Committee was given a presentation, which outlined the development of a proposal to improve communications with a range of stakeholders using the Metro Messenger system.

Metro Messenger was a subscription based service with a general public audience. However, the system also offered the opportunity to promote information on Metro's services and public transport developments. This could include local representatives, councillors, key local authority officers, partnership members, voluntary and community sector organisations.

It was suggested that local authorities, hospitals and businesses be emailed with relevant information so that it could be 'cascaded' to their staff.

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 or by email to erica.ward@wypte.gov.uk.

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