

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE CALDERDALE DISTRICT LIAISON COMMITTEE**  
**HELD AT TOWN HALL, HALIFAX ON**  
**TUESDAY 11 JANUARY 2011**

**PRESENT:** Councillor R Pearson (Chair)

Councillors	K Watson	-	WYITA
	B Collins	-	Calderdale MDC (to minute 10)
	J Pearson	-	Calderdale MDC

Officers in Attendance:

	D Tee	-	Calderdale MDC
	N Pickles	-	Calderdale MDC
	J English	-	Metro
	N Holt	-	Metro
	R Chaplin	-	WYITA

**7. APOLOGIES**

An apology for absence was received from Councillor J Hardy.

**8. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**9. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 8 October 2010 be noted.

**10. DEVELOPMENT OF THE LOCAL TRANSPORT PLAN 3 IMPLEMENTATION PLAN**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on the development work for the preparation of the West Yorkshire Local Transport Plan (LTP3) 2011-26 and the development of a 3 year Implementation Plan for 2011-14.

It was reported that the public consultation on the draft strategy had ended on 7 January 2011 and members were provided with a summary of the responses received.

The Committee was advised that the LTP Partnership was developing the first three year Implementation Plan for 2011-2014 and members discussed the working draft of the capital initiatives for the Calderdale district which was attached at Appendix 1 to the submitted report.

With regard to the scheme for Bus Lane Enforcement Cameras, members stressed the need for better enforcement by the police although it was recognised that all local authorities did have the ability to take up enforcement powers. Members also discussed the severe overcrowding at rail station car parks and it was reported that ways in which to improve the situation were being investigated, including better integration between bus and rail services.

It was noted that the draft Implementation Plan reflected the reduced amount of LTP3 funding available and focussed on maintaining existing assets and reducing congestion to support jobs growth. Some funding would also be used to support future development work on schemes to be implemented beyond 2014 or where they were linked to development opportunities such as a potential new bus station in Halifax linked to the redevelopment of town centre sites.

It was noted that the first 3 year Implementation Plan was being compiled by the ITA working in partnership with Calderdale Council. Consultation on the draft 3 year Implementation Plan was scheduled for 24 January – 11 February 2011 and would be published with the full West Yorkshire Local Transport Plan 2011-2026 by 1 April 2011.

#### **RESOLVED -**

- (a) That the approach for developing the West Yorkshire LTP3 as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of LTP3 and the Implementation Plan 2011-14.

### **11. LTP2 UPDATE – BUS, RAIL AND HIGHWAY 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 highways related issues.

#### **Bus Reliability and Punctuality**

Details of bus service performance during 2009/10 and 2010/11 were outlined in the submitted report. It was noted that the major influencing factors of reliability were driver and vehicle availability. Average reliability performance in 2010/11 to date was 99.04% which, whilst an improvement on 2009/10 (98.73%), fell short of the target of 99.5% of all bus services operating.

It was noted that punctuality was measured using data obtained from the “yournextbus” real time system. The major influencing factors in punctuality were traffic congestion, passenger boarding and alighting times, setting realistic operational timetables and driver’s ability to keep to time. Punctuality performance improved following the introduction of real time monitoring, but the trend had not been sustained in 2009/10 and the matter had been raised with operators.

The Committee discussed the severe disruptions to bus services in Calderdale during the recent bad weather and the efforts made to keep passengers informed. It was noted that Metro continued to explore ways of improving information services and it was proposed to establish emergency teams who would go to bus stations to assist passengers when there was severe disruption. It was suggested that it would be beneficial for a senior representative from the bus operators to also be in attendance.

### **Customer Feedback**

The need for integrated ticketing between bus and rail services was discussed and it was reported that feedback in Calderdale regarding ticketing issues had increased. This was following the transfer of tendered bus services from Centrebus to First which had caused problems for passengers who bought season tickets. Members advised that they were also receiving comments about the cost of fares which had risen considerably over the last three years.

### **Rail Performance**

Members were provided with details of rail performance for periods 1 to 9 of the current financial year (1 April 2010 – 11 December 2010) which were outlined in the submitted report. It was noted that future rail performance reports to the Committee would give specific Caldervale Line information.

It was noted that signalling cable theft/vandalism had been a major cause of delay and disruption although the impact of autumn leaf fall and the early wintry conditions had also affected performance.

### **Highways Issues**

It was reported that Metro worked with the West Yorkshire Districts to deliver the Urban Congestion Target Delivery Plan. The plan supported the Local Transport Plan and provided an input to the national target on congestion. Congestion was reported at a West Yorkshire level and was measured on 13 routes across the county, 2 of which were in Calderdale. The most recent Department for Transport (DfT) performance data available was for 2008/09 and West Yorkshire had performed well and had received performance reward funding from the DfT which would be reinvested on the 13 routes. Data for 2009/10 was expected from the DfT in the near future.

The Committee was advised of the Speed Indicator Device (SID) that had been introduced in Calderdale together with some 20 mph zones. It was

noted that the police were informed of 'hot spot' areas identified by the SID and were asked to report back to the Council on any enforcement action taken as a result. It was suggested that the facts/figures relating to SID be published in Calderdale's free newspaper.

**RESOLVED** - That the current performance of bus, rail services and the highway network be noted.

## **12. STRATEGIC TRANSPORT UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on strategic transport issues within the Calderdale district.

### **Caldervale Line Study**

It was reported that Metro was working closely with Calderdale and Bradford Councils who had jointly appointed Arups consultants to develop proposals for enhancing the Caldervale line. Improvements to the existing rail services would help connect people to jobs and local amenities and would support the strategic vision for economic growth. Addressing the current constraints could reduce journey times, enhance service quality and simplify the timetable. The work being carried out would be fed into the Northern Hub work being led by Network Rail and it was hoped that enhancements could be implemented through the Northern Hub scheme and the next Northern franchise.

### **Traffic Light Priority (TLP)**

It was reported that to date 32 sites in Calderdale and Leeds had been enabled as part of the TLP scheme. A leaflet providing information about the system was being prepared and would be circulated to all District Councillors in the near future.

### **SmartCard Ticketing**

Members noted the background to the smartcard ticketing project and the details of the joint working arrangements between Metro and South Yorkshire PTE (SYPTTE). It was reported that the Department for Transport (DfT) had provided a £2.2m funding package for the nine largest urban areas and Metro and SYPTTE had combined their funding to procure the essential back office system (the HOPS) for the scheme. It was noted that the DfT were making changes to the Bus Services Operators Grant (BSOG) payments so that operators would be encouraged to equip their vehicles with smartcard readers and participate in ITSO schemes. It was noted that a programme had yet to be finalised as that would be dependent on operators purchasing the equipment. However it was expected that smartcards would be accepted on several bus services in West Yorkshire during 2011.

**RESOLVED** - That the report be noted.

