

AGENDA ITEM NO: 7

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY / DISTRICT COUNCILS

MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP HELD AT WELLINGTON HOUSE ON TUESDAY 27 FEBRUARY 2007

PRESENT: Councillor M Slater (Chair)

Councillors	R Downes	-	WYPTA
	C Greaves	-	WYPTA
	T Swift	-	WYPTA
	M Walker	-	WYPTA
	A Blackburn	-	Leeds CC
	J S King	-	WYPTA (observer)

Officers in Attendance

S Thornton	-	Bradford MDC
D Holdstock	-	Calderdale MBC
A Hall	-	Leeds CC
P Foster	-	Leeds CC
D Hoggarth	-	Metro
P Ratcliff	-	Metro
P Roberts	-	Metro
S Naylor	-	WYPTA

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors E Smaje (WYPTA) and T Brice (Kirklees MC).

8. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by Members at the meeting.

9. MINUTES

RESOLVED - That the minutes of the meeting held on 5 September 2006 be approved.

10. REAL TIME PASSENGER INFORMATION

The Liaison Group received a presentation from the Passenger Transport Executive on the real Time Passenger Information (RTPI) system regarding

the capabilities of the system and the approach being taken to address the issue of aerial damage as a result of overhanging trees.

Members were advised that the RTPi system was operative within West and South Yorkshire. It was reported that the on-street passenger displays were currently being rolled out to the districts and it was also planned to link in the system to bus station displays. The Liaison Group was informed that the system contained analysis packages, which would be used to provide information on bus performance/positioning and assist the Performance Improvement Plans (PIPs) being developed between Metro, district authorities and bus operators. One key element of the system was the link to traffic signals, which would provide bus priority at key junctions/main corridors. This was currently being trialled on certain routes within the Leeds, Bradford and Kirklees area. These tools/system would assist Metro and operators in the improvement of services and the identification of congestion hotspots, as well as contributing to the delivery of certain LTP targets.

The Liaison Group was informed that to combat the problem of overhanging trees damaging the roof mounted aerials, Metro was currently evaluating the commercial cost of adapting a double-decked vehicle to facilitate the manual removal of branches along affected bus routes. Investigations were also being made into the development of a low profile aerial that would operate in conjunction with the 10 base stations located across the South and West Yorkshire areas.

Members commended the initiative and welcomed the news that one million SMS requests for information had been received since inception of the system 17 months ago.

RESOLVED - That officers be thanked for their presentation on the RTPi system.

11. TACKLING CONGESTION: REALLOCATION OF ROAD SPACE

The Liaison Group received a presentation from Mr P Foster, Leeds City Council, regarding the approach to road space reallocation analysis methodology being developed by the LTP partners.

Members were advised that the aim of the approach to road space reallocation was to maximise vehicle/person throughput and prioritise certain users, such as bus passengers/multiple occupancy cars and reduce congestion. It was considered that this could be achieved via the implementation of bus/HOV/no-car lanes and/or gates.

It was reported that mandatory LTP indicator/targets for congestion monitoring was based on an increase in average journey time per person per mile on key routes and included factors such as cycling trips, peak period traffic flows to urban centres and public transport patronage. Members were informed that a group consisting of members from the LTP partners, district authorities and Metro had been set up to collate good practice and promote the initiative to local authorities. The presentation explained that road space reallocation

would be addressed through 3 stages, which included a policy test, a design test and analysis of alternative/complementary measures.

A trial to develop the methodology and collect data was currently in process along the A647 (Stanningley Road) HOV corridor and, if successful, the analysis would be rolled out across the districts, as budgets and resources allowed.

Discussions ensued regarding the enforcement of HOV lanes, which was a necessity in order to address issues such as static abuse of bus lanes, 'rat running' and decriminalised parking.

RESOLVED - That Mr P Foster be thanked for his presentation on progress with regard to the development of the road space reallocation analysis methodology.

12. DECRIMINALISED PARKING ENFORCEMENT

The Liaison Group considered a report of the Passenger Transport Executive on progress by the District Councils towards to the introduction of decriminalised parking enforcement (DPE).

It was reported that the continuing problem of illegal parking at bus stops was undermining the investment by Metro, operators and the District Councils to improve access for all at the stops by providing raised kerbs. It was also confirmed that Metro, Leeds City Council and West Yorkshire Police were in partnership to develop a pilot CCTV scheme to enforce bus lane regulation, which would be rolled out to those districts with DPE powers once the legal, financial and management processes to develop a live scheme had been established.

Members received an update on progress with DPE from each of the five Districts. They were also informed that Leeds City Council intended to move to a position where they could apply moving offence penalties by early 2008, which would also include bus lane abuse via CCTV technology. In this respect, the Liaison Group requested that officers from Leeds City Council give a progress presentation on the scheme at the next meeting of the group.

Comment was made that current penalty procedures were not stringent enough to deter repeat offenders and that funds procured from the fixed penalty notices should be reinvested in highway initiatives.

RESOLVED -

- (a) That the report be noted.
- (b) That the District Councils continued to work together to seek efficiencies and consistency in the way the decriminalised enforcement powers are developed and applied.
- (c) That District Councils be encouraged to work together in using DPE as a means of supporting the delivery of LTP bus reliability and punctuality targets.

- (d) That officers from Leeds City Council provide a progress presentation on DPE at the next meeting of the Liaison Group.

13. PROGRESS ON WEST YORKSHIRE LOCAL DEVELOPMENT FRAMEWORKS

The Liaison Group considered an update report of the Passenger Transport Executive on each West Yorkshire Local Planning Authority's (WYLPA) progress in developing their Local Development Frameworks (LDFs)

It was reported that the LDFs consisted of local development documents that set out the spatial planning strategy for the District Council areas, which included Core Strategies, Area Action Plans and Supplementary Planning Documents. The Liaison Group noted that Appendix 1 summarised the progress made by each Authority in the development of their LDF and Appendix 2 set out background information relating to issues surrounding developer contributions to public transport.

Members noted the recent successes in securing contributions for public transport and agreed that the Districts and developers should seek earlier consultation with Metro at pre-application stage, with a view to identifying public transport opportunities.

RESOLVED - That the Liaison Group agreed that all WYLPAs be encouraged to work towards a common approach to developing SPDs, including pooled developer contributions, where appropriate, to fund public/sustainable transport schemes.