

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

**AT A MEETING OF THE BRADFORD PASSENGER CONSULTATIVE
COMMITTEE HELD AT CITY HALL, BRADFORD ON
FRIDAY 16 JANUARY 2009**

PRESENT: Councillor A Hawkesworth (Chair)

WYPTA

C Greaves (To Minute 15)
S Khan
D Robinson

PUBLIC REPRESENTATIVES

Simon Brown
Michael Chappell
Andrew Jewsbury
Gordon Lakin

Alex Peel
Keith Renshaw
John Spencer
Andrew Wowk

BRADFORD MDC

Councillor J Dodds

Also in Attendance:

S Ottley	-	Arriva Yorkshire
K Hussain	-	First Bradford
G Lomax	-	Keighley & District Travel
D Haley	-	Northern Rail (To Minute 15)
Councillor J Hall	-	Bradford MDC (observer)

11. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor S Hussain (Bradford MDC) and public representatives L Gooderham-Fickés, J Prestage, G Reid and C Walters.

12. MINUTES

RESOLVED - That the minutes of the meeting held on 3 October 2008 be approved.

13. 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 October 2008.

RESOLVED - That the report be noted.

14. INFORMATION REPORT

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

Passenger Information Enhancements at Rail Stations

The Committee received an update on the initiative to improve the Long Line Public Announcement and Customer Information Systems at West Yorkshire rail stations.

It was reported that a new centralised passenger information control system would be installed in the Leeds Information Control Centre, in Summer 2009. It was also reported that new DDA compliant information screens would be installed at stations. Bradford Forster Square, Bradford Interchange (bus station side), Frizinghall and Keighley would be receiving additional screens. The new screens were expected to be installed by March 2009.

New Rail Stations

The Committee was advised that Metro had undertaken an initial review of all potential new rail station sites identified in Rail Plan 5. Further works on timetabling, technical feasibility and demand forecasting was required to identify specific station proposal for further investment. A provisional funding bid had been submitted to the Regional Transport Board for new rail stations in post 2014 period. It was anticipated that the Regional Transport Board would make their decision shortly.

It was queried whether Low Moor station had been identified as a priority station site. In response, it was stated that the station had already been considered and had been included within a programme of works, which were anticipated to commence in 2010/11 if there was sufficient slippage.

Ilkley Station

It was noted that a number of improvements to Ilkley rail station had recently been completed, which included refurbishment of the canopies and enhanced lighting. The issue of the leaking canopy guttering was in the process of being rectified.

Ticket Barriers at Leeds Station

It was reported that the ticket barriers at Leeds Station had been in operation since 26 October 2008 with a proportion of the gates being permanently staffed to allow the manual checking of non-magnetic tickets.

Members queried whether ticket barriers would be installed in the Bradford Interchange. Mr Haley of Northern confirmed there were plans to install a similar system at the Bradford Interchange in the near future.

Bradford Interchange and Bradford Forster Square Rail Stations

The Committee made comment about the cleanliness of both Bradford Interchange and Forster Square rail stations, particularly the appearance of the paved area outside the latter. Members suggested to Mr Haley that these issues be investigated.

Realtime Update

Members were informed that over 900 real time units had now been installed within shelters across the five Districts. Positive feedback had been received from bus operators and members of the public regarding the quality of information provided. However, it was noted that there were some minor issues with some displays, which Metro was working closely with ACIS to rectify.

Timetable Cases

The Committee noted that the first phase to install 1,000 new timetable cases to freestanding bus stops within West Yorkshire would commence in January 2009. Subsequent phases would be informed by experience and customer reaction to the first phase.

FreeCityBus

The Committee commended the successful operation of the Bradford FreeCityBus since its launch at the end of September 2008. It was reported that during the first nine weeks of operation the service had carried over 118,000 passengers. Discussions in respect of future funding were ongoing with Bradford Council. In this respect, the Chair confirmed that this issue was to be discussed at the next meeting of the Executive. Members also suggested that local retailers be contacted for contributions towards the scheme. However, considering the present economic climate it was not considered feasible to pursue this option.

UK Bus Awards

It was noted that Metro had been runner up in the Accessibility award category at the recent UK Bus Awards ceremony in London in respect of the new MetroLocal service presently operating in the Kirklees area. It was also noted that Keighley and District Travel had won the award for best city bus operator. In this respect, members commended and congratulated Metro and Keighley and District Travel on their achievements.

First Restructure

Members were advised of the reorganisation to First's operations in Yorkshire. The new Managing Director, Dave Alexander, would be supported by four other Directors including Richard Harris and Ian Humphrey.

RESOLVED - That the report be noted.

15. CONSULTATION ITEMS -

- (a) Low Carbon Demonstration Project
- (b) Carbon Reduction Marketing Campaign
- (c) Economic Climate and the Public Transport Industry

Low Carbon Demonstration Project

The Committee was informed that Metro was seeking funding from the Department for Transport to develop a Low Carbon Demonstration Project. The project would focus on the provision of a small fleet of hybrid buses and a package of supporting measures to reinforce Metro's aim to promote change in travel behaviour and lock in the benefits of modal shift.

Members were given a presentation on the aims, objectives and expected outcomes of a Low Carbon Demonstration project and their views and feedback were sought. Members were asked to consider areas or routes where a pilot scheme could be undertaken and asked to forward any suggestions on the questionnaire provided.

Discussions ensued regarding the benefits of hybrid technology, including diesel/electric models, as opposed to existing diesel engines. Comment was also made in relation to journey times and how the chosen service should be fast and direct in order to encourage car users to trial the services.

Carbon Reduction Marketing Campaign

The Committee were given a presentation on a proposed carbon reduction marketing campaign to be carried out during 2009 which was aimed at targeting congestion on various main routes in West Yorkshire, advising the general public about how they could reduce their carbon footprints by using public transport, particularly by promoting MetroCards for multi modal, multi operator travel and working with Travel Plan Network employers to encourage the use of alternative modes of transport to the car for travelling to work.

Members were given the opportunity to provide input and feedback on the proposed campaign.

Economic Climate and the Public Transport Industry

Members received a presentation regarding the general economic downturn, which was having a significant effect in West Yorkshire, including increased unemployment. Members were asked for their views on what Metro and the public transport industry in general could do to support people affected by the current economic climate.

It was suggested that the 'arches' at Forster Square rail station could be utilised for commercial development, particularly new businesses. The Committee also expressed concerns at the low per capita expenditure received by the region compared with other areas of the country. It was considered that Bradford fared poorly within the region in terms of funding

allocation. There was, therefore, a significant funding gap to secure effective local public transport, which met local people's needs.

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