

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

**PRESENT:** Councillor K Hussain (Chair)

Councillors	C Greaves	-	WYITA
	A Hawkesworth	-	WYITA
	G Khaliq	-	Bradford MDC
	D Green	-	Bradford MDC (Observer)

Officers in Attendance:

	R Bruce	-	Bradford MDC
	J Henkel	-	Metro
	S Naylor	-	WYITA

**14. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors J Watmough (ITA) and M Ellis (Bradford MDC).

**15. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**16. MINUTES**

**RESOLVED** - That the minutes of the meeting held on 21 January 2011 be noted.

**17. LTP3 DISTRICT IMPLEMENTATION PLAN**

The Liaison Committee considered a report of the Passenger Transport Executive and was given a presentation, which provided an update on the Leeds City Region Transport Strategy, the West Yorkshire Local Transport Plan (LTP3) 2011-26 and the proposed approach to the District Implementation Plan for Bradford.

It was reported that the Local Transport Plan 3 had been approved by the ITA and had been published on 1 April 2011. The full plan was available on the LTP website and a printed summary version would be available in the near future. The executive summary of the Plan, which formed the basis of the

printed document, was attached at Appendix A to the submitted report. Work would be undertaken over the next few weeks to develop the District Implementation Plan and the details of the interventions relevant to the Bradford District were outlined in Appendix B to the submitted report.

Discussions ensued regarding the High Speed Rail Link and the importance of West Yorkshire and the wider City Region's support regarding its implementation and the benefits the scheme would bring to the region.

The Liaison Committee was concerned that the LTP appeared not to be widely understood and embedded within thinking across the Council. They commented on the need to ensure that the Executive Summary, when completed, be distributed to as many stakeholders and non-stakeholders as possible, as well as continued dialogue between Bradford Council and Metro.

#### **RESOLVED -**

- (a) That the publication of LTP3 be noted.
- (b) That the proposed approach to the publication of a District Implementation Plan be noted.

### **18. 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**

Members noted that the average bus service reliability (% of services operating) in 2010-11 to date was 98.68% and although this had improved since the last meeting of the Liaison Committee it was disappointing that it was below the Local Transport Plan target of 99.5%. It was acknowledged that the poor weather in November and December had impacted on reliability but performance in February 2011 had shown a marked improvement on previous years.

#### **Rail Performance**

Members were provided with details of rail performance for periods 1 to 12 of the current financial year (1 April 2010 - 6 March 2011), which were outlined in the submitted report. It was noted that performance had continued to improve in recent periods following the severe winter weather although the Caldervale Line had been particularly affected by infrastructure incidents including signal failures, cable vandalism and theft and external power failure. The other major incident involved a line-side fire and explosion near Steeton, which affected the Leeds North West routes. However, despite this it was

noted that the Leeds North West routes had performed well, with all five routes being well above 95%.

Members welcomed the Government's recent announcement to provide more rolling stock to the region, in particular, how some of the units would be utilised on the Airedale and Wharfedale lines. Although the extra units would be welcomed, members made comment that they would only ease the current congestion issues and not resolve them and would more than likely create additional demand.

### **Highways Congestion**

It was reported that Metro worked with the West Yorkshire Districts to deliver the Urban Congestion Target Delivery Plan which 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. 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.

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

## **19. STRATEGIC TRANSPORT UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive which provided an update on strategic transport issues within the Bradford district, which included the Bus Quality Contract Scheme, the Caldervale Line, Connecting Airedale, Leeds Rail Growth Package, Low Moor Rail Station and St Enoch's Road Bus Priority.

### **Bus Quality Contract Scheme**

The Liaison Committee was given an update regarding the development of a Bus Quality Contract Scheme for West Yorkshire. It was reported that discussions had continued with the operators regarding alternative partnership arrangements particularly with regard to developing a ticketing strategy, which still remained a key issue. The ITA had agreed to defer a decision to proceed until operators' best partnership offers had been received by 13 May 2011. The ITA would then consider the best and final partnership offer or whether to proceed with a Bus Quality Contract Scheme during the summer.

### **Caldervale Line**

It was reported that the DfT had accepted the revised funding offer and the scheme would now proceed to detailed design. It was anticipated that

construction work would commence in March 2013 with completion by March 2014.

### **Connecting Airedale**

The Liaison Committee was advised that in January 2011 Bradford Council's Executive Committee had granted approval to progress to detailed design and implementation of the package of measures for connecting Airedale Stage 1. It was reported that a project team to lead the work was being established along with the development of a draft programme of works. It was anticipated that the programme of works would involve the local traffic calming elements within the residential areas, signalisation of Bankfield roundabout and bus priority measures to be implemented prior to the remodelling of Saltaire roundabout junction. It was anticipated that works would commence in Autumn 2011 with completion in 2013.

### **Leeds Rail Growth Package**

The Leeds Rail Growth Package scheme (Apperley Bridge and Kirkstall Forge rail stations) had been placed in the 'Development Pool' category and a Best and Final Bid would be submitted to the Department for Transport (DfT) in September 2011.

### **Low Moor Station**

Members were advised that Amey had been identified as the preferred consultant to carry out the 'GRIP stage 4' (Outline design) works. It was anticipated that the Outline design works would be completed in early next year. The station was expected to be opened in December 2013 subject to further rail industry approvals and planning application.

### **St Enoch's Road Bus Priority**

It was advised that the Local Transport Plan (LTP) recognised the importance of ensuring that the public transport network was financially sustainable and reduced pressure on fares. The Plan included proposals for bus priority schemes where they were value for money and contributed to journey time reductions. A proposed scheme was the St Enoch's Road/Southfield Road/Southfield Lane junction in South Bradford and included improvements to the junction and the installation of a bus lane on the northbound St Enoch's Road approach to the junction.

The Liaison Committee was informed that technical work had been undertaken to assess the benefits of the bus lane against alternatives including the provision of traffic light priority for buses. The assessment determined that provision of traffic light priority for all buses could provide greater benefits for buses than a bus lane alone and that the best overall approach would be to include both the bus lane and the traffic light priority.

Members commented on how the implementation of a bus lane at the St Enoch Road site could in fact hinder the flow of traffic and that the major delays to buses occurred elsewhere. In this respect, members agreed to defer the bus lane at present and proceed with a traffic light priority scheme in the short term. It was requested that results of the traffic light priority scheme be reviewed with results reported to a future meeting of the Liaison Committee.

The Liaison Committee also agreed that the bus route be assessed 'end to end' in order to determine further solutions to improving bus journey times.

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