

**WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY**  
**AT A MEETING OF THE BRADFORD DISTRICT LIAISON COMMITTEE**  
**HELD AT CITY HALL, BRADFORD, ON**  
**FRIDAY 14 OCTOBER 2011**

**PRESENT:** Councillor M Ellis (Chair)

Councillors	I Hussain	-	WYITA
	K Hussain	-	WYITA
	M McCabe	-	WYITA
	G Reid	-	WYITA
	J Hall	-	Bradford MDC
	J Pennington	-	Bradford MDC

Officers in Attendance:

	J Grint	-	Bradford MDC
	J Jackson	-	Bradford MDC
	J Henkel	-	Metro
	D Pearson	-	Metro
	S Naylor	-	WYITA

**8. APOLOGIES**

An apology for absence was received from Councillor D Green (Bradford MDC).

**9. DECLARATIONS OF INTEREST**

There were no personal or prejudicial interests declared by members.

**10. MINUTES**

Item 7 - Metro/Bradford LEA Agency Agreement - It was reported that discussions continued between Metro and Bradford Council regarding this issue and that a report would be submitted to a future meeting of the District Liaison Committee.

**RESOLVED** - That the minutes of the meeting held on 15 July 2011 be noted.

**11. PERFORMANCE INDICATORS**

The Liaison Committee considered a report of the Passenger Transport Executive regarding the provision of performance information for the Committee.

The purpose of the report was to provide members with data about the performance of the transport system as a background to discussion and decision making. Members were informed that at previous meetings they had considered a report summarising the reliability, punctuality and patronage of bus and rail services, with limited highway congestion data provided by the Department for Transport. It was reported that Metro used a web hosted performance management system (Covalent) to hold information about projects, performance and risks. The data held by Metro related to high level indicators, such as bus and rail patronage and performance and mode shares to main centres and an example of the system was attached as Appendix 1. Covalent also held information pertaining to:

- Customer satisfaction through mystery shopper and customer surveys;
- Health and safety;
- Bus station usage;
- Travel centre sales;
- Usage of public information systems;
- Usage of particular services (AccessBus or FreeCityBus);
- Bus and rail service performance.

Data relating to highway maintenance was attached as Appendix 2. However, the report did not contain some West Yorkshire data held by Metro, which had not been disaggregated to District level, or transport system data held by Bradford Council, Highway Agency or transport operators.

Members' views were sought on the type of performance data they would like to receive at future meetings about the performance of the transport system.

Discussions ensued regarding the need for improved traffic light co-ordination in the city centre. Members were concerned about the levels of traffic congestion at certain times of the day and mentioned specific problem hotspot areas, such as Morrison's on Westgate to Jacob Well's car park and Toller Lane to City Hall. Bradford officers explained that the traffic signals were linked into the direction of major traffic flows. Every effort was being made to ease congestion, for example, variable messaging on roadside information boards advising drivers of alternative routes. However, it was recognised that there was also a lot of pedestrian movement to accommodate and achieving the balance between this and traffic flow was difficult. Bradford officers agreed to provide members with congestion maps and information relating to the work the Highways Department had and was undertaking to implement measures in the City Centre.

Members noted that a traffic review was to be undertaken in the Keighley area and suggested that a more holistic view be taken on the issue. In this respect, they further suggested that the traffic lighting system be switched off at less congested times of the day at certain points in the city centre in an effort to alleviate the problem. Bradford officers had taken on board the points made by members and agreed to provide a more comprehensive report on the subject to a future meeting of the Committee.

## **RESOLVED -**

- (a) That the current transport system performance indicators, as detailed in the submitted report, be noted by the District Liaison Committee.
- (b) That the District Liaison Committee consider what information it would like to receive at future meetings.
- (c) That a report on the activities of the Bradford Urban Traffic Control Unit to manage congestion in Bradford City Centre be provided to members of the District Liaison Committee.

## **12. LTP3 UPDATE**

The Liaison Committee considered a report of the Passenger Transport Executive, which provided an update on the delivery of LTP3.

### **Bradford Delivery Progress**

The Liaison Committee noted Bradford's delivery progress to the end of September 2011, which was shown in Tables 1 (Integrated Transport) and 2 (Highway Maintenance) of the submitted report. Members considered the proposed changes to the Bradford programme. Bradford Council has confirmed that it was on track to fully utilise its LTP3 highway maintenance funding in 2011/12.

### **Local Sustainable Transport Fund (LSTF)**

Members noted that the West Yorkshire LTP Partnership had been successful in securing £4.169m Component Bid funding from the LSTF. The funding would be used to extend the West Yorkshire Travel Plan Network, working with Job Centre Plus and delivering and promoting cycle routes. A progress report would be prepared for the next meeting.

### **Road Works Permit Scheme**

It was reported that the Permit Scheme was a new national initiative, which would regulate road and street works. The scheme would minimise delay and reduce disruption to road users and fees would be charged to companies wishing to dig up the road. All the West Yorkshire local authorities, including Bradford, were currently involved in the development of the Yorkshire Permit Scheme. Leeds and Kirklees would implement the scheme in April 2012 subject to DfT approval and Bradford, Calderdale and Wakefield were due to go live by the end of 2012.

### **Lane Rental Consultation**

Further to the introduction of the Permit Scheme, the DfT was currently consulting on proposals to allow 'lane rental' schemes. These would enable

authorities to charge a daily fee for the duration of works carried out on the busiest streets at the busiest times. The consultation period would run until 31 October 2011 and it was proposed that the West Yorkshire LTP Partnership prepare a draft consultation response that supported the lane rental approach.

### **Smartcard Update**

Members were updated on the progress made with bus operators in developing the Smartcard project. It was reported that First would fit smart enabled ticket machines to all their UK fleet by the end of 2012, Transdev would commence equipping some of their vehicles in West Yorkshire with the intention of going live in the Keighley area later in 2011 and Arriva would equip buses in early 2012.

Discussions were ongoing with the operators and First had announced that they would facilitate the use of EMV (debit and credit cards) to pay for journeys in addition to smartcards.

It was reported that Wakefield MDC were using the Metro Card Management System (CMS) to input new applications for disabled and blind passes and it was the intention to offer access to the other local authorities and third parties in the near future. Bradford officers agreed to bring this issue to the attention of their Social Services Department.

### **Major Scheme Submission - September 2011**

The Liaison Committee was advised that the Best and Final Funding Bids for the Rail Growth Package (Kirkstall Forge and Apperley Bridge new stations) had been submitted to the DfT on 9 September 2011.

Substantial local contributions had been secured for the scheme and the funding required from the DfT was considerably lower than their earlier submissions. A decision on the application was expected by the end of the year.

### **Connecting Airedale at Saltaire Roundabout**

It was reported that work to develop 20 mph zones and other supporting measures was progressing. As a result of the public consultation held in June 2011, the design content was being finalised. It was noted that associated TROs were to be advertised by the end of the year with a view to works commencing in Spring 2012.

Preparation work on the roundabout element, including bus priority measures, would follow for construction in late Spring/Summer 2013. Minor works to accommodate the reinstatement of the bus service on Hirst Wood Road were planned for implementation by April 2012.

### **Caldervale Line**

Members were informed of Metro's commitment to developing a set of proposals to deliver a step change to the quality and capacity of the Caldervale line. It was reported that Metro was working with District Council partners to develop a business case and other authorities across the North of England to make the case for devolution of rail powers, as the current ability to influence the industry was not sufficient to deliver all local aspirations. The specification and letting of the next Northern franchise would be the main vehicle for delivering a step change to Caldervale line services.

Metro was involved with/leading a number of initiatives to ensure that the rail offer on the Caldervale line was improved. This work was outlined to members and also contained within the submitted report. A Metro led workshop, which was recently held in liaison with Northern and affected local authorities, had developed a clear vision for the type of service required to meet economic/other aspirations. This would be developed into a business case to be taken forward in the next franchise.

### **Bradford LTP3 Local Implementation Plan**

At the last meeting of the District Liaison Committee members considered Bradford's draft Local Implementation Plan to accompany the main LTP3 plan. In this respect, it was confirmed that the draft plan had been approved by Bradford Council on 24 June 2011.

#### **RESOLVED -**

- (a) That the progress on delivering LTP3 be noted.
- (b) That Bradford Council officers explore the utilisation of Metro's Card Management System in the processing of applications for concessionary travel from disabled and blind people.

### **13. WINTER MAINTENANCE**

The Liaison Committee considered a report of the Passenger Transport Executive on the planned arrangements for District Councils to grit public transport facilities.

It was reported that there were many examples of best practice being undertaken across West Yorkshire and details were outlined in the submitted report. It was proposed to carry out on-going reviews of performance throughout the winter and members noted the summary of each District's schedules in relation to the gritting arrangements for public transport facilities, which was attached at Appendix A.

Members reported that Bradford Council had recently revised/agreed its criteria for the gritting of the District's roads. The Committee requested that a copy of the Executive's report submitted to this meeting be provided to the

Council's Highways Department, as members agreed that it would be both useful and informative to officers.

**RESOLVED -**

- (a) That the report be noted.
- (b) That a copy of the Passenger Transport Executive's report regarding winter maintenance be provided to Bradford Council's Highways Department.

**14. LTP3 INFORMATION STRATEGY**

The Liaison Committee considered a report of the Passenger Transport Executive on the development of the Information Strategy as part of the third Local Transport Plan, including the statutory duty relating to bus information. It was reported that the Local Transport Plan 3 contained elements of additional activities to enhance information that could be developed over the next 3 years. It was noted that Metro was consulting on a revised and updated Information Strategy which built upon the previous strategy and data management processes. The draft strategy also defined standards for information provision and set targets for customer satisfaction.

The West Yorkshire Local Transport Plan Committee would be asked to endorse analysis of the costs and benefits of a more co-ordinated approach in order to maximise the impact and value for money of future expenditure by the Local Transport Plan partners.

**RESOLVED -** That the development of the third Local Transport Plan Information Strategy be noted.

**15. BRADFORD AREA BUS NETWORK REVIEW**

The Liaison Committee considered a report of the Passenger Transport Executive on the progress with the Bradford Area Bus Network Review, which was being undertaken to reduce Metro's expenditure on specified bus services as a consequence of reduced Government funding.

At the last meeting of the Committee, it was reported that over the next two years, Metro would be undertaking a programme of Area Bus Network Reviews in each District in order to achieve significant savings in the budget for tendered services. The first phase of the review, which included Bradford and Keighley, was underway.

A "core network" of bus services had been identified, which carried approximately 70% of passengers in West Yorkshire and were the most profitable routes for the commercial bus operators. Metro currently funded some early morning, evening and Sunday journeys on many of these services. It was considered that these core services generated enough fare

income to stand alone without public subsidy. Metro would, therefore, no longer fund journeys on core services after the expiry of the current contracts in April 2012. In the Bradford area this would reduce annual expenditure by £0.725m.

It was reported that the remaining services operating under contract to Metro had been subject to an extensive review, which had included consultation with bus users and stakeholders. Efforts had been made to minimise the impact on passengers and communities as far as possible and Metro had also sought to address known issues reported by customers and elected members. Details of the changes proposed as a result of the review were attached to the submitted report as Appendix 1.

Members were informed that the consultation process would close following the October meeting of the Bradford Passenger Consultative Committee, followed by an evaluation of the feedback prior to invitation of tenders for the specified services proposed for change. Final decisions on the award of contracts/changes would be made in January 2012 in preparation for changes to the services affected from the end of April 2012.

Councillor Hall stressed the need to maintain bus services to West Royd, Shipley, where local residents rely on Service 610.

Councillor McCabe expressed his concern that Metro funded Service 629 was often unreliable and that steps were needed to ensure improved reliability when the contract was re-let.

**RESOLVED** - That the District Liaison Committee noted the progress with the Area Bus Network Review.