

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY / DISTRICT COUNCILS

**MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP
HELD AT WELLINGTON HOUSE ON
TUESDAY 18 SEPTEMBER 2007**

PRESENT: Councillor M Slater (Chair)

Councillors	C Campbell	-	WYPTA
	C Greaves	-	WYPTA
	P McBride	-	WYPTA
	K Rhodes	-	WYPTA
	A Naylor	-	Bradford MDC

Officers in Attendance:

I Gallacher	-	Bradford MDC
D Holdstock	-	Calderdale MBC
V Podgorski	-	Kirklees MC
A Hall	-	Leeds CC (from Minute 5)
M Jefford	-	Leeds CC (from Minute 6)
P Roberts	-	Metro
S Naylor	-	WYPTA

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Carter (WYPTA), R Downes (WYPTA), G Horsfall (CMBC), J Smithson (KMC) and A Blackburn (LCC).

2. DECLARATIONS OF INTEREST

Councillors C Campbell, C Greaves and M Slater declared personal interests in Agenda Items 4 and 5 - Transport and Local Development Frameworks and Planning Issues as they all served on Planning Panels at their respective District Councils.

3. MINUTES

Councillor Rhodes made comment about the non-attendance of a Wakefield MDC officer at the meeting and requested that he be provided with the names of the officers who had been invited to attend. In response, it was agreed that the Clerk to the meeting would email him that information.

RESOLVED -

- (a) That the minutes of the meeting held on 27 February 2007 be approved.
- (b) That an email be sent to Councillor K Rhodes providing the names of the Wakefield MDC officers who had been invited to attend the Highways and Transport Planning Liaison Group meeting.

4. TRANSPORT AND LOCAL DEVELOPMENT FRAMEWORKS

The Liaison Group considered a report of the Passenger Transport Executive on the opportunity for Local Development Frameworks (LDFs) to support the development of sustainable land use activities.

Members were advised that Local Authorities Unitary Development Plans (UDPs) were to be replaced by Local Development Frameworks. The LDFs could strengthen the role of public transport in spatial planning policy and ensure sustainable development of land use activities. Strong policies could support the LTP objectives and the long term stability/viability of public transport networks. Policy principles and the types of policies that needed to be considered in all West Yorkshire LDFs were outlined to Members. It was reported that LDFs should also include core policies relating to new developments and developer funding contributions towards public transport initiatives. A summary of these policies was also contained in the report.

Members discussed travel plans and the importance of District Councils acting as a 'role model'. It was agreed that a report setting out District Council's approach to their own travel plans be submitted to a future meeting of the Liaison Group.

Discussions ensued regarding the need for a standardised planning policy to ensure uniformity and consistency. Members agreed that this issue should be brought to a full Authority meeting for discussion and requested that a series of meetings be arranged with the Districts regarding the implementation of a countywide policy/strategy. The planned members' seminar was noted. Members requested that recommendation (b) of the report be amended to reflect their request.

RESOLVED -

- (a) That the report be noted.
- (b) That the Passenger Transport Authority organise a series of meetings regarding the development of a countywide approach to sustainable developments.
- (c) That the District Councils be encouraged to work together in using LDFs as a means of supporting sustainable land use developments.

5. PLANNING ISSUES

The Liaison Group considered a report of the Passenger Transport Executive concerning the PTE's consultation response on the Planning White Paper, the Yorkshire and Humber Assembly's draft Integrated Regional Framework and the proposed seminar for District and PTA members to promote sustainable travel at new developments.

Planning White Paper

The key points of the Planning White Paper were outlined to Members. The consultation response submitted by Metro was noted. It was agreed that the integration of transport/land use planning and the role of PTA/Es in that process needed strengthening.

It was anticipated that the review of the secondary legislation, which supported the main Town and Country Planning Legislation, would be an opportunity to reconsider the role of PTA/Es in the planning process. In this respect, Appendix A to the report summarised the main consultation points submitted to the Government by pteg on behalf of Metro and other PTEs.

Integrated Regional Framework

The Liaison Group was advised that the Yorkshire and Humber Regional Assembly (YHA) had issued a draft Integrated Regional Framework (IRF), to which they were seeking consultation responses. It was reported that the aim of the IRF was to embed the principles of sustainable development within the region's strategies, policies, plans and programmes.

Metro's proposed response concerning the transport element of the consultation would cover a number of points:

- A need to reduce the need for travel by car not travel in general.
- How economic growth in the region had been accommodated by successful transferring of commuter trips to rail.
- The need for transport investment and positive methods to encourage mode transfer.

Members' Seminar

It was reported that Metro had arranged a seminar to take place on 25 October 2007 to promote sustainable travel to new developments. Although Members of the Authority and District Planning members/officers would be invited to attend, Councillors Campbell, Greaves, Naylor and Slater stated they would not be able to due to commitments at their respective authorities. They requested that consideration be given to briefing them on this issue at a later date. Officers agreed to investigate alternative dates.

RESOLVED -

- (a) That the report be noted.

(b) That the proposed seminar for District and PTA members be noted.

6. THE USE OF BUS LANES BY OTHER VEHICLES

The Liaison Group considered a report of the Passenger Transport Executive advising members of recent issues/ongoing work regarding the use of bus lanes by vehicles other than buses.

Taxis and Bus Lanes in Kirklees

It was reported that in 2003 Kirklees MC had introduced a trial on Wakefield Road (Huddersfield) to evaluate the use of bus lanes by taxis (hackney carriages and private hire vehicles). Despite formal objections to the initiative by this Group, the Police, bus operators and cycle groups, the trial was made permanent in 2005. Kirklees Cabinet had now proposed further use of four more bus corridors to be used by taxis to be implemented in 2008.

Metro's objections to Kirklees' proposals were outlined to Members. It was reported that Metro considered the proposals inappropriate, as it was not driven by Local Transport Plan objectives or congestion targets. Considerable investment had been made to the quality corridors in question and, as other forms of road space initiatives were available (high occupancy vehicle/no car lanes and car sharing), Metro was of the view that to introduce such a policy at this stage would be premature and that any review of bus lanes should consider the benefits of 24 hour operation.

Members agreed that an appropriate response be submitted to Kirklees MC reiterating previous objections and that the recommendation of the report be amended to reflect their strength of opinion.

Road Space Reallocation

Members were informed of the LTP Partnerships approach to making the best of road space allocation by identifying the appropriate circumstances for employing bus lanes, high occupancy vehicle lanes or no-car lanes. It was reported that initial work to develop the methodology had been undertaken on the A647 (Leeds) and that a further report would be submitted to the Group once work had been completed.

Motorcycles and Bus Lanes

The Liaison Group was advised that the LTP Partnership had received a request from Motorcycle Action Group (MAG) to allow usage of bus lanes by motorcycles. In the past the Liaison Group had considered this issue, along with input from safety colleagues, and concluded that allowing motorcycles in bus lanes had considerable safety implications due to their potentially higher speeds and lower visibility. The trial work undertaken by Transport for London (TfL) which concluded that in general motorcycles should not be allowed in bus lanes was noted.

Members' views had not changed in this regard and, therefore, they agreed to uphold the current policy and that no change be made to West Yorkshire's position on the use of bus lanes by motorcycles.

RESOLVED -

- (a) That the report be noted.
- (b) That an appropriate response be submitted to Kirklees MC reiterating previous objections regretting the use of bus lanes by taxis (hackney carriages and private hire vehicles).
- (c) That the Group recommend no change to the current policy of not allowing motorcycles in bus lanes.

7. DECRIMINALISED PARKING ENFORCEMENT

The Liaison Group considered a report of the Passenger Transport Executive on progress by the District Council's towards the introduction of Decriminalised Parking Enforcement.

The Group received a comprehensive presentation from Mr M Jefford, Parking Manager at Leeds City Council, on their scheme. He advised that the scheme was in its second year of operation and that to-date it had proceeded very well, with income from on/off street parking being above the predicted levels. The other Districts gave an update on progress with, or towards, undertaking DPE, which was noted by Members.

It was reported that Metro, in conjunction with Leeds City Council and West Yorkshire Police, had developed a pilot scheme for the use of CCTV technology to enforce bus lane regulation. It was proposed to trial the scheme in the Leeds area initially and roll out to those Districts with DPE powers at a later stage.

Comment was made that parking exclusion zones should operate outside schools in order to deter indiscriminate car parking.

RESOLVED -

- (a) That the report be noted.
- (b) That Mr M Jefford be thanked for his presentation.