

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY / DISTRICT COUNCILS

MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP HELD AT WELLINGTON HOUSE ON TUESDAY 26 FEBRUARY 2008

PRESENT: Councillor M Slater (Chair)

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|-------------|-------------|---|--------------|
| Councillors | R Downes | - | WYPTA |
| | C Greaves | - | WYPTA |
| | P McBride | - | WYPTA |
| | K Rhodes | - | WYPTA |
| | A Naylor | - | Bradford MDC |
| | A Blackburn | - | Leeds CC |
| | J S King | - | Observer |

Officers in Attendance:

| | | |
|-------------|---|----------------|
| D Holdstock | - | Calderdale MBC |
| V Podgorski | - | Kirklees MC |
| A Hall | - | Leeds CC |
| B Anderson | - | Wakefield MDC |
| D Hoggarth | - | Metro |
| J English | - | Metro |
| R Chaplin | - | WYPTA |

8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Carter (WYPTA), B Smith (Wakefield) and J Smithson (Kirklees).

9. DECLARATIONS OF INTEREST

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

10. MINUTES

Further to minute 6, Taxis and Bus Lanes in Kirklees, it was reported that a letter of objection had been sent to Kirklees Council following the last meeting reiterating the previous objections to the use of bus lanes by taxis (hackney carriages and private hire vehicles). In response, Victoria Podgorski of Kirklees Council advised members that Kirklees Council would not make a decision until the interpretation of powers regarding the enforcement of

moving violations was made clearer. Members thanked Ms Podgorski for the clarification.

RESOLVED - That the minutes of the meeting held on 18 September 2007 be approved.

11. **DECRIMINALISED PARKING ENFORCEMENT**

The Liaison Group considered a report of the Passenger Transport Executive on progress by the District Councils towards the introduction of Decriminalised Parking Enforcement (DPE).

Leeds

It was reported that DPE was well established and income from on/off street parking had risen above expectations and had allowed for city centre taxi ranks to be enforced to ensure PHVs did not use facilities reserved for hackney carriages.

Members were advised that Leeds City Council had set up a project to develop proposals to apply for supplementary powers for enforcement of some moving offences, specifically including bus lane abuse. It was expected that approval to undertake the project would be sought in June 2008 and it was hoped to commence a pilot scheme within the next 12 months. The pilot would be introduced in phases, commencing with fixed camera enforcement for city centre bus gates and bus lanes, followed by mobile enforcement cameras and then fixed camera enforcement for the radial bus routes. It was noted that a mobile camera unit would be acquired to use at sites where fixed cameras were not possible and this could also be used in areas where there were reported problems of bus lane abuse. The estimated capital cost of the scheme was £400,000 with annual running costs of approximately £150,000 and it was expected that the revenue costs would be met with income from the fines collected.

Bradford

It was noted that Bradford Council were awaiting the outcome of their application for DPE powers. Once the powers had been granted it was intended to introduce the enforcement in stages with on/off street pay and display parking being the first phase.

Calderdale

It was reported that DPE had been introduced in November 2007 although Calderdale's budgeting profile indicated that the service would 'lose' money during the first two to three years. The conversion of the scheme to Civil Parking Enforcement would take place on 31 March 2008 when enforcement of pedestrian crossing zig-zags and taxi stands would be added.

Kirklees

The Liaison Group noted that Kirklees had been carrying out DPE for 18 months and it had had a positive effect on the illegal parking in all areas. It had also had an effect on the free flow of traffic through certain areas and enforcement of illegal parking in bus lanes and at bus stops had resulted in over 550 charge notices being issued in the last year. Kirklees were also moving towards CPE on 31 March 2008 which would give additional powers to the Parking Attendants and allow for the introduction of CCTV enforcement and moving traffic violations.

Wakefield

It was reported that work was continuing to update TROs and improving/correcting signing and it was expected that Wakefield would implement CPE by October 2008.

The recent successful police enforcement of bus lanes was discussed and it was agreed that detailed feedback would be provided to a future meeting.

RESOLVED -

- (a) That the report be noted.
- (b) That District Councils be encouraged to share experiences in extending DPE powers to include moving offences in bus lanes.

12. TECHNICAL LEAFLET FOR WARD COUNCILLORS ON 'ACCESS FOR ALL' MEASURES AT BUS STOPS

The Liaison Group considered a report of the Passenger Transport Executive appraising members of a technical leaflet for ward councillors in West Yorkshire that promotes 'Access for All at Bus Stops'.

Members had been circulated with a copy of the leaflet which sought support from ward councillors to ensure that appropriate priority be given to the needs of bus users with mobility problems or with young children in a buggy. The bus stop improvements promoted in the leaflet were being delivered in accordance with best practice accessibility guidance and would contribute towards making public transport accessible to all. Copies of the leaflet had been sent to the five District Councils for distribution to all ward councillors and major bus operators had also been provided with copies. Metro would contact the District Councils to ensure that the leaflets had been distributed to members.

RESOLVED -

- (a) That the report be noted.

- (b) That members of the Liaison Group assist in the dissemination of the key messages contained in the leaflet to ward councillor colleagues within their respective authorities.

13. PLANNING UPDATE

The Liaison Group considered a report of the Passenger Transport Executive on progress in developing a West Yorkshire approach to securing developer contributions to transport.

Seminar Feedback

Members noted that a seminar had been held in December 2007 to review the approach to transport in the emerging Local Development Frameworks, the opportunities for developing a West Yorkshire approach to securing developer contributions and sharing best practice. It was noted that there had been general agreement to progress a West Yorkshire approach to a Supplementary Planning Document (SPD) and a summary of issues raised at the seminar and action plan was attached at Appendix 2 to the submitted report.

Members were advised that Metro was holding discussions with each District seeking support for an improved process and that a meeting would be held on 10 March 2008 with senior planning and transport officers from all five districts to progress agreed actions. Members discussed the approach taken in respect of S106 applications, residential Metrocards and the importance of providing information and regular feedback to relevant members and officers in the Districts.

Community Infrastructure Levy

The Liaison Group were advised that the Government had published a consultation document on the Community Infrastructure Levy (CIL) and further details regarding the provisions in the Planning Bill. It was noted that the CIL would not negate the need for an SPD although the potential impact of the CIL on a West Yorkshire SPD framework would be discussed at the officer meeting to be held on 10 March 2008.

RESOLVED - That progress on developing an enhanced approach to developer contributions to transport be noted.