

# **AGENDA ITEM NO: 18**

## **WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY/ DISTRICT COUNCILS**

### **MEETING OF THE HIGHWAYS AND TRANSPORT PLANNING LIAISON GROUP HELD AT WELLINGTON HOUSE, LEEDS ON WEDNESDAY 21 SEPTEMBER 2005**

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

Councillors	C Greaves	-	WYPTA (substitute)
	J Lewis	-	WYPTA (substitute)
	P McBride	-	WYPTA
	R Owens	-	Bradford MDC
	L Harrison	-	Wakefield MDC

#### **Officers in Attendance:**

I Gallacher	-	Bradford MDC
D Holdstock	-	Calderdale MBC
V Podgorski	-	Kirklees MC
A Hall	-	Leeds CC
J Henkel	-	Metro
P Roberts	-	Metro
S Naylor	-	WYPTA

#### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors J Prestage, J Walker and T McElroy of Calderdale MBC.

#### **2. DECLARATIONS OF INTEREST**

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

#### **3. MINUTES**

Further to Minute 11, it was reported to Members that there would be a need to take a longer term view to assess any road safety impacts of the use of bus lanes by private hire vehicles.

**RESOLVED** - That the minutes of the meeting held on 22 February 2005 be approved.

#### **4. BUS STOP INFRASTRUCTURE STANDARDS**

The Liaison Group considered a report of the Passenger Transport Executive on the West Yorkshire Bus Stop Infrastructure Standards document, which also identified a number of ongoing highway design issues.

Members were informed that the document had been developed following detailed consultation with District Councils, bus operators and disabled persons. The primary objective of the document was to provide a clear set of design standards, which could be used as a guidance by highway engineers during design, maintenance and improvement schemes with the aim of improving the overall quality of bus journeys and ensuring that bus stops were fully accessible. The standards would ensure accessibility through a number of initiatives, such as raised kerbs, bus stop clearways, kerb build outs (bus boarders) and the relocation of bus stops to more accessible locations. These initiatives were summarised in the submitted report.

It was reported that 35% of bus shelter sites on core bus routes in the five Districts had been treated with new shelters and raised kerbs and 31% of all clear sites (bus stops without shelters) had also been treated on these routes. Progress in introducing clearway markings varied between Districts. The Highways Agency would be encouraged to adopt these standards at bus stops on their trunk road network in West Yorkshire. Kirklees Council advised that a workshop was being organised with Metro to disseminate the guidance document to Highway engineers and it was hoped other Councils would organise similar events.

Discussions ensued regarding passenger accessibility on buses and the need for low floor vehicles. It was explained that all buses had to be 'low floor' by 2017 to comply with DDA legislation and standards.

#### **RESOLVED -**

- (a)** That the report be noted.
- (b)** That the document be issued as guidance for use by all District Councils as Highway Authorities
- (c)** That the Highways Agency be requested to apply these standards at bus stops on their trunk road network in West Yorkshire.
- (d)** That the Group encourage the adoption of the standards and report back to a future meeting of the Group.

#### **5. PLANNING FOR PUBLIC TRANSPORT AT NEW DEVELOPMENTS**

The Liaison Group considered a report of the Passenger Transport Executive on the promotion of public transport access to new developments as part of the planning application process.

It was reported that Metro took an active role in liaison with the District Planning Authorities to request/condition developers to provide investment/initiatives that could encourage the use, take up and sustainability of public transport at new developments, such as the promotion/provision of discounted MetroCards, allocation of developer funding to Metro to provide/maintain new bus shelters/on street information and the provision of new/enhanced bus services to serve a development site.

Metro had now developed a 'standard' approach in the form of a leaflet specific to each of the five Districts to assist this process. The Guidance, which had been agreed with District Council Planning Officers, set out the objectives, methods and means for delivering public transport improvements, on a District specific basis, at new development sites. It was reported that, although the Guidance had no legal status, Districts were encouraged to follow it to ensure a more systematic approach to planning/provision of public transport. Furthermore, there was scope within the Local Development Framework to create Supplementary Planning Guidance documents based on the Metro guidance document and this would be encouraged.

Members commended the Guidance leaflet, but stressed the importance of ensuring the section pertaining to each District Council's UDP policies was updated on a regular basis. In this regard, Metro officers stated they would investigate the possibility of placing the leaflet on Metro's website in order that an up-to-date version was accessible on a continual basis.

Members discussed the proposed threshold of 25 residential units and advised that it should be reduced. At present a lot of house building was occurring within urban areas on 'infill' or 'windfall' sites and a threshold of around 10 units would provide a more comprehensive approach as well as help to avoid incremental impacts on small developments.

Councillor Greaves reported that the approach to the residential development of High Royds Hospital site by Metro, Leeds Council and Bradford Council had been sited as good practice in a recent DfT report, which could be accessed at [www.dft.gov.uk/stellent/groups/dft\\_sustravel/documents/page/dft\\_sustravel\\_040603.hcsp](http://www.dft.gov.uk/stellent/groups/dft_sustravel/documents/page/dft_sustravel_040603.hcsp). The Liaison Group was advised that a further progress report would be submitted to the next meeting of the Group.

#### **RESOLVED -**

- (a) That the report be noted.
- (b) That the Group encourages the production of Supplementary Planning Guidance based on the guidance documents provided.

## **6. DECRIMINALISED PARKING ENFORCEMENT**

The Liaison Group considered a report of the Passenger Transport Executive regarding progress made by the District Councils towards the introduction of decriminalised parking enforcement (DPE).

Members were given an update on progress made by the District Councils towards decriminalised parking enforcement. In this respect, it was reported that Kirklees was in an advanced stage of preparing for DPE and was scheduled to implement the scheme in July 2006. A review of traffic regulation orders was presently underway in Calderdale in preparation for taking on their own enforcement powers, with implementation scheduled for September 2006.

The representative of Leeds City Council verbally updated Members on how DPE had progressed since the authority had taken over the scheme on 1 March 2005. He advised that reports from members of the public had been encouraging and had indicated a reduction of illegal parking. He confirmed that a more detailed study would be carried out next year.

#### **RESOLVED -**

- (a) That the report be noted.
- (b) That District Authorities be encouraged to work together to seek efficiencies and consistency in the way the decriminalised enforcement powers are developed and applied.

## **7. REGIONAL ISSUES**

The Liaison Group considered a report of the Passenger Transport Executive, which provided updates on a number of regional issues, such as the Regional Spatial Strategy, Regional Planning allocations and Regional Transport Boards.

### **Regional Spatial Strategy (RSS)**

Members were advised that the Secretary of State had recently given approval to the Yorkshire and Humber Assembly to amend the previously agreed draft RSS submission date to December 2005. The key issues, which were identified by the Liaison Group and formed the basis of individual consultation responses from the Districts, were outlined in the submitted report along with key transport planning issues that could be further emphasised in the RSS. It was reported that there would be the opportunity to provide input to the draft via a formal consultation period scheduled for Spring 2006. Members were encouraged, through their respective authorities, to consider emphasising the points in paragraph 2.10 of the submitted report during the consultation process for RSS.

### **Regional Funding Allocations and Regional Transport Boards**

The Liaison Group was advised that in July 2005 indicative regional funding allocations relating to areas of transport, housing and economic development were issued by the Government in order to ensure regional economic strategies were based on realistic funding assumptions and to allow relative priority of activity within these funding streams.

Metro has responded to the Yorkshire and Humber Assembly outlining a number of issues of concern, in particular the lack of PTA/PTE representation (in their co-ordinating role for Local Transport Plans) on the proposed membership for the Regional Transport Board.

**RESOLVED -**

- (a) That the report be noted.
- (b) That individual authorities consider emphasising the points in paragraph 2.10 during the consultation process for RSS.