

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY
AT A MEETING OF THE BRADFORD DISTRICT LIAISON COMMITTEE
HELD AT CITY HALL, BRADFORD, ON
FRIDAY 15 OCTOBER 2010

PRESENT: Councillor K Hussain (Chair)

| | | | |
|-------------|---------------|---|--------------|
| Councillors | C Greaves | - | WYITA |
| | A Hawkesworth | - | WYITA |
| | A Longthorn | - | WYITA |
| | J Watmough | - | WYITA |
| | M Ellis | - | Bradford MDC |
| | G Khaliq | - | Bradford MDC |
| | G Reid | - | Bradford MDC |

Officers in Attendance:

| | | | |
|--|-------------|---|--------------|
| | J Blackburn | - | Bradford MDC |
| | J Henkel | - | Metro |
| | N Holt | - | Metro |
| | S Naylor | - | WYITA |

1. DECLARATIONS OF INTEREST

There were no personal or prejudicial interests declared by members.

2. MINUTES

RESOLVED - That the minutes of the joint meeting held on 17 September 2010 be noted.

3. DEVELOPMENT OF THE LOCAL TRANSPORT PLAN 3

The Liaison Committee considered a report of the Passenger Transport Executive regarding the development of the draft West Yorkshire Local Transport Plan for 2011-2026.

It was noted that the Local Transport Plan Committee, comprising members and officers from the ITA, Metro and the five West Yorkshire District Councils, would oversee and manage the development and subsequent implementation of LTP3. Members were advised of the approach taken in the development of LTP3. The Plan sought to deliver the overarching vision through 3 key objectives relating to low carbon, economic activity and growth and quality of life supported by 4 strategic themes (transport assets, travel choices, connectivity and enhancements to the transport system).

It was noted that the final Plan would need to be published by 1 April 2011. To achieve this a draft document would be prepared for a public consultation period from late October to mid December 2010. Presentations were being arranged with the Passenger Consultative Committees and each of the District Council's Scrutiny and Overview Committees during November and December 2010. Consultation material would also be available via Metro's website and in formats appropriate for hard to reach groups. The LTP team would seek to attend local meetings and members were asked to advise Metro of any district groups or meetings where it would be appropriate to include an LTP consultation item.

The Plan would cover a 15 year period with delivery through 3 year implementation plans, which would set out the interventions proposed to support the LTP strategy. The development of the plans would involve close working between the ITA and the district councils. Progress would be reported to the next meeting.

Members welcomed the Strategy. Mr Blackburn also confirmed that the objectives of the Strategy would be submitted to the Council's Scrutiny Committee in November for consideration. Councillor Greaves also asked Mr Blackburn to advise those ITA members not on the Council's Scrutiny Committee of the relevant date when known.

In respect of the Strategy's strategic area relating to travel choices, in particular new housing developments in areas with no existing travel links, it was commented that mechanisms to improve 'travel links' needed to be in place through the planning approval process. In this respect, the need for better co-ordination and communication between highways and planning authorities was essential. Further discussions highlighted the need for the provision of transport links to local amenities such as doctors' surgeries and hospitals.

RESOLVED -

- (a) That the approach as set out in the submitted report be noted.
- (b) That the District Liaison Committee provide further input to the development of the Plan and consultation arrangements.

4. BUS QUALITY CONTRACT SCHEME

The Liaison Committee considered a report of the Passenger Transport Executive on the development of a Bus Quality Contract Scheme.

It was reported that the Local Transport Act 2008 had introduced opportunities for Local Transport Authorities to deliver a high quality integrated transport system to meet local needs. These included changes which made Bus Quality Contract Schemes a more viable option and it was considered that the introduction of a scheme would achieve high levels of customer service and transport integration in line with Metro's Vision for Transport and secure better

value for money for West Yorkshire. The ITA had agreed to the development of a scheme and this approach had been endorsed by the Leaders of the five West Yorkshire District Councils in December 2009.

The process involved in promoting, making and implementing a scheme was set out in Appendix 1 of the submitted report. Discussions had been held with West Yorkshire bus operators and, whilst the operators had made some concessions, they had not yet agreed to a fully integrated ticketing scheme or to collaborate on joint network planning. A period of public consultation would take place at the same time as the LTP3 consultation.

The Liaison Committee welcomed the proposal and it was noted that the ITA would consider early in 2011 whether to proceed to initiating the next step in the process for developing a Quality Contract Scheme.

RESOLVED -

- (a) That the WYITA proposal for a Bus Quality Scheme be noted and supported.
- (b) That the role of Bradford Council, as highway and planning authority, in supporting the proposed Bus Quality Contract Scheme be noted.

5. 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.

City Centre

It was reported that the project had comprised of amendments to roads, traffic routes and bus stop arrangements. In July Phase 1 between Jacob's Well roundabout and Little Horton Lane was completed allowing the closure of Channing Way and re-routing of Little Horton/Hall Ings buses via Jacob's Well. This allowed for Phase 2 on Princes' Way to commence, which involved improved pedestrian crossing facility between Little Horton Lane and Thornton Road. Phase 2 was nearing completion and early preparation work had now commenced on the third and final phase release of land at Thornton Road. The Hall Ings bus canopy became operational in mid July 2010, although comment was made regarding the canopy's lack of 'shelter' provision. It was confirmed that the overall project completion date had been extended to Summer 2011.

Connecting Airedale

The project consisted of a staged implementation programme of works at Saltaire roundabout due for completion in Summer 2012. Funding re-profiling had removed £1m from the overall scheme budget. That had been managed through re-design of the proposals to avoid third-party land acquisition costs.

Additional funding sources from the DfT and from Local Road Safety Schemes had also been secured and allocated to the project.

Low Moor Station

It was reported that the scheme had been reconfirmed as a priority by the LTP Committee and was included within the West Yorkshire Strategic Programme of Schemes (WYSPS). It was noted that funding of £5.5m had been allocated for the development and implementation of the scheme. The feasibility study and timetabling works had been completed. The results confirmed that it was technically possible to build a new rail station at the proposed location and operate two trains per hour with only minimal performance impact on other Caldervale Line services. The next stage of development work would focus on the completion of the outline design, of which Metro would be leading whilst working closely with the rail industry. This work was due to be completed in October 2010, with a view to submitting a planning application. It was anticipated that the rail station would become operational from 2013.

Apperley Bridge Station

It was reported that the proposed new rail station at Apperley Bridge was part of the Leeds City Region Rail Growth Package Major Scheme. However, works had been deferred pending the outcome of the Government's Comprehensive Spending Review. It was noted that two alternative options to re-phase and de-scope the Leeds Rail Growth Package had been submitted to the DfT for consideration, both of which required substantially lower funding. However, Metro has made clear to the DfT that the original phasing of the scheme was still the preferred option.

Caldervale Line

It was reported that Metro, in conjunction with Calderdale and Bradford Councils and Rail industry partners, was developing a strategy for the Caldervale Line to identify existing issues and constraints on the line and how to make most of the route in the future. That work would build on a study undertaken on behalf of Calderdale Council and would be subsequently fed into Network Rail's current work on the Northern Hub. In February 2010 a two phase study to identify rail engineering solutions was completed and included subsequent proposals to improve connectivity and capacity within the West Yorkshire region. Those proposals would be included within Network Rail's investment plans for 2014 onwards.

RESOLVED - That the report be noted.

6. POTENTIAL IMPACT OF EXPENDITURE CUTS

The Liaison Committee considered a report of the Passenger Transport Executive, which outlined the potential impact of expenditure cuts on public transport.

It was reported that work was currently underway to prepare for the outcome of the Comprehensive Spending Review as reductions in funding would lead to difficult policy decisions that would have a significant impact on the vital services provided by Metro.

Members discussed how Metro services such as tendered services, child concessionary fares, AccessBus and MyBus/MetroLocal services could be affected if funding via the levy was significantly reduced.

It was explained that expenditure on senior concessionary bus travel could not be reduced as this was a legal requirement. It was also likely that the £9m special grant currently paid to Metro in respect of concessionary fares would, in future, be paid directly to the District Councils. To recover this back from the Districts as part of the levy would require a 10% increase in the Authority's levy.

It was stressed that comparisons with other PTEs had confirmed that Metro's staffing and overhead costs were considerably lower than other Passenger Transport Executives and that Metro had the lowest levy per capita. Reductions in staffing costs had already been made and Metro would continue to focus on how further efficiencies could be made including greater partnership working with District Councils and other partners. In this respect, as the funding position became clearer the options available to the Authority would need to be considered in more detail.

RESOLVED - That the report be noted.