

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

**AT A MEETING OF THE BRADFORD PASSENGER CONSULTATIVE
COMMITTEE HELD AT CITY HALL, BRADFORD ON
FRIDAY 26 MARCH 2010**

PRESENT: Councillor A Hawkesworth (Chair)

WYITA

C Greaves
D Robinson

PUBLIC REPRESENTATIVES

Michael Chappell
Andrew Jewsbury
Graham Peacock

John Prestage
Geoff Reid
Keith Renshaw

BRADFORD MDC

Councillor J Dodds
Councillor S Hussain
Councillor J Watmough

Also in Attendance:

N Summerscales	-	First
D Haley	-	Northern Rail
W Kilnar	-	Telegraph & Argus
M Pallisar	-	Observer
C Rickaby	-	Observer

12. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor S Khan (WYITA), public representatives Ms L Gooderham-Fickès, Mr J Spencer and Mr A Wowk and bus operators Mr G Lomax (Keighley and District Travel) and Mr K Hussain (First).

13. MINUTES

Further to Minute 9 - Quality Contracts - Councillor Greaves advised the Committee that both Manchester and South Yorkshire ITA's were also pursuing the development of Quality Bus Contact Schemes.

Further to Minute 9 - Low Moor Rail Station - Councillor Hawkesworth advised members that she had a position statement regarding access arrangements to the station, which was available for members' perusal

Further to Minute 9 - Bus Service Changes (January 2010) - Councillor Watmough requested that consideration be given to routing Service 629 to encompass the Bolton Woods area in the future.

RESOLVED - That the minutes of the meeting held on 15 January 2010 be approved.

14. MEMBER FEEDBACK REPORT

The Committee considered a report of the Passenger Transport Executive advising them of the feedback received at the meeting of the Committee held on 15 January 2010 and to report the action taken.

Members were advised that a special joint PCC meeting to discuss the Local Transport Plan 3 and realtime system had been arranged for 15 April 2010 where members would be given an opportunity for more in depth consultation.

With regard to SmartCard roll out and places where cards could be 'topped up', it was further suggested that local authority offices located in the community, which dealt with cash handling also be considered.

RESOLVED - That the report be noted.

15. INFORMATION REPORT

The Committee considered a report of the Passenger Transport Executive on information regarding current developments and issues affecting the Bradford District.

Bus Service Changes - April 2010

The Committee was updated on the forthcoming service changes scheduled for 24, 25 and 26 April 2010. A copy of the Changing Times leaflet giving full details of the changes would be sent to members in the near future.

It was reported that First would increase the frequency of Service 72 to every 10 minutes, operating a direct route between Leeds and Bradford via Stanningley and Thornbury. The resources to achieve this would be found from the withdrawal of Service 15, which operated between Leeds and Bradford via Farsley and Rodley. However, the Service 15 link between Bradford and Intake would be retained on an hourly basis.

Councillor Watmough expressed his thanks to First and Metro on behalf of his constituents for rectifying the timings of Services 846 and 624. The services left Shipley Market Place at the same time, but they had been amended so that from 1 April 2010 Service 624 would leave 15 minutes later than Service 846.

Ireland Bridge Closure

Members noted that Ireland Bridge had closed on 11 January 2010 and would not re-open until the end of June 2011. A dedicated bus turning area had been created at St Ives to accommodate large bus turning movements and additional car parking spaces.

Details of the bus services operating via St Ives were outlined in the report.

Bus Services to Leeds Bradford International Airport

The Committee was advised that in early 2010 tenders had been invited for the operation of bus services to Leeds Bradford International Airport to a revised network from 25 April 2010. The services affected included Service 737, 747, 757 and 967.

Arrangements would be made for passengers in Pool to purchase a through ticket to Leeds on Services 757 and 967. The services would operate to the same timetable 7 days a week with an earlier start and later finish to assist airport travellers and workers.

Councillor Greaves advised the Committee that yellow lines would be installed within Menston rail station to alleviate indiscriminate parking by non-rail users. He also brought to the attention of Northern the potential parking problems associated with airport travellers seeking to park 'free' at the station in order to travel to the airport by the new services. This could reduce the amount of parking spaces available for regular rail users. Mr Haley of Northern advised that it was very difficult to enforce any restrictions, as rail users were also entitled to leave their vehicles in the car park for long periods if they had bought a rail ticket at the station.

In respect of the above, it was further commented that similar problems associated with indiscriminate parking were also experienced at other rail stations such as Steeton and Silsden and Crossflatts.

Boxing Day 2009 Services

It was reported that the network of bus services that operated on 26 December 2009 had facilitated approximately 54,000 passenger trips: an increase of 10% on 2008. The services linked communities across West Yorkshire with Leeds and Huddersfield. Usage of the services continued to grow year on year with very positive feedback received from passengers. The services had been subsidised by Metro with 54% of the costs recovered in cash fares paid on the day. It was noted that operations in other districts in 2010 would be considered in light of proposed retail offers.

Councillor Robinson commended Metro officers for their hard work and efforts and was disappointed in the lack of retail activity in Bradford on Boxing Day 2009 and in previous years. He, therefore, requested that Bradford Council be approached further regarding this year's initiative and that consideration

also be given to including Bradford in the links to Leeds and Huddersfield districts. In response, Metro officers confirmed that all the five Districts' City Centre Management Teams would be contacted to determine the level of retail activity for this year.

It was commented that sporting fixtures took place on Boxing Day in the Bradford area and it was requested that this also be taken into consideration when determining service provision. Metro officers confirmed that this would be taken into consideration, but service provision to such events would be determined by the level of retail activity, as this was the basis for core passenger use.

Bradford FreeCityBus Update

Members were informed that the popularity of the service had continued with over 95,000 passenger journeys per month being made during the last quarter of 2009. Passenger feedback also remained positive.

Members commended the success of the scheme and commented on how the service had been extremely well used since its inception.

Quality Bus Contracts Update

The Committee was updated on progress regarding the development of the business case and Public Interest Statement for Quality Contracts (bus franchising). It was anticipated that the Public Interest Statement would be available for consultation during the summer and progress would be reported to future meetings of the Committee.

Bradford Interchange

Members were informed that development works led by Network Rail to improve the rail facilities at Bradford Interchange had commenced. It was noted that the development work would take the proposals through to outline design phase. NSIP was expected to be the main funding contributor, although other contributions would be sought. It was envisaged that the improvements to the station would be delivered within the next 12 months.

It was further noted that the ticket barriers at the station were now live following installation on 27 January 2010.

It was requested that a bin be provided to the station in order that used rail tickets could be discarded correctly. Mr Haley of Northern advised that barriers at both the Interchange and at Leeds rail station were equipped with 'capture mode', so that the barriers retained used tickets. He confirmed that this facility was not currently in operation, but would be in the near future.

Members commended the installation of the barriers. They had improved customers' perceived safety at the station as they were staffed by Northern employees.

New Stations Update

The Committee was advised that development work was underway for the proposed new station at Low Moor. Initial timetabling work was subject to further rail industry validation, however, current indications had demonstrated that it was feasible to operate two trains per hour in each direction, details of which were included in the report. A feasibility study was ongoing to work up a station design and this should be completed by April 2010.

Members were also informed that the outline design to build a new station at Apperley Bridge was awaiting approval by the Department for Transport (DfT). Planning permission has been approved by Bradford Council and was subject to a final decision by the Government. Subject to the outcome of this decision and funding from the DfT, it was hoped the station would be operational for the December 2012 timetable change.

East Coast "Eureka" Timetable

Members were advised that a standard hour 'clockface' timetable would be introduced on the East Coast Main Line from May 2011. Trains would arrive and depart Leeds at the same time every hour and journey times between Leeds and London reduced by 11 minutes.

Grand Central Trains - New Bradford - London Rail Service

The Committee noted the details of the new 'West Riding' service, which would be operated by Grand Central between Bradford and London from May 2010.

The Northern Hub/The Manchester Hub

The Committee was updated on the two phase study which had been completed in February 2010. The study had identified rail engineering solutions that would improve connectivity and capacity across the north of England. It was intended that the proposals be included in Network Rail's investment plans for 2014 onwards, subject to Government and Office of the Rail Regulator's approval.

High Speed Rail

It was reported that the Department for Transport had published its paper setting out the response to High Speed Two Ltd's recommendations and its assessment of the case for an initial core high speed rail network in the UK. The paper outlined an initial core network from London to Birmingham but with two spurs, one to Manchester and one via the East Midlands to Sheffield and Leeds.

Additional Rail Carriages

Members had previously been advised of Metro's work with the Department for Transport, Northern Rail and the other PTEs to secure additional rail rolling stock. It was hoped that an announcement would be made before the General Election with regard to part of phase one, although there was concern that no clear proposals for the delivery of phase two had been developed.

In this respect, it was confirmed to members that an announcement had been made by the DfT advising that 18 carriages would be allocated to Northern Rail for utilisation across their franchise area. In response, Mr Haley of Northern confirmed that 'used' rolling stock had been allocated to the company, but regretted that West Yorkshire had only been allocated one 'new' unit, which would be provided in 2012.

Smartcard Funding

It was reported that the Department for Transport (DfT) had announced a funding package of £20m to support the development of smart and integrated ticketing. Metro and South Yorkshire PTE had been allocated £2.2m each and would work together to jointly procure the necessary infrastructure for implementing ITSO smartcard schemes. The DfT had also announced an 8% increase to the Bus Services Operators Grant (BSOG) rate for bus operators that introduced smartcard equipment on their buses which would equate to approximately £800 per vehicle per year.

The Committee was advised that Metro and South Yorkshire PTE were working together to develop the YorCard programme which would support a regional roll out of the scheme. A detailed project plan was being prepared and progress would be reported to future meetings.

RESOLVED - That the report be noted.

16. **CONSULTATION ITEMS:-**
- (a) Review of the last term of PCC Meetings**
 - (b) Integrated Ticketing**
 - (c) Disruptions Due to Bad Weather**

Review of the Last Term of PCC Meetings

Members were thanked for their input to the wide range of consultation items considered at PCC meetings during their term of office. They were given a short presentation on the topics that had been covered and were given the opportunity to comment on their experience as a PCC public representative.

The recruitment process for the next 3 year term would commence in the near future and the public representatives would be forwarded an application form in due course.

Members commented on timetables and how they failed to show the service route. It was, therefore, suggested that the timetables be formatted similar to those in London, which provided route detail. It was confirmed that Metro was already in the process of developing this and was presently testing the software to produce the timetables.

It was also suggested that the implementation of realtime units be expanded to rural areas.

Members commented on the difficulty of waiting until the end of the meeting to raise issues with Metro officers and operators. It was, therefore, suggested that members be allowed to discuss issues as part of the meeting agenda. In response, it was explained that members were able to submit items for discussion by contacting the ITA office 2 weeks prior to the meeting taking place. Comment was also made that new members on the Committee be more fully briefed on their role as public representative and provided with guidance on how to proceed at the meetings.

It was noted that operators did not always attend the meetings and it was suggested that more be done to stress the importance of their attendance.

Reverend Reid advised the Committee that he would not be reapplying for the next term of membership and gave thanks to officers for their support during his time as a public representative. The Chair and officers acknowledged his thanks and praised him also for his support and commitment as one of the longest serving members on the Committee.

Integrated Ticketing

It was noted that there was currently a wide range of ticket options available to public transport users and it was recognised that these could be confusing for passengers.

The Committee was advised of the development and roll out of SmartCard ticketing and the options to introduce Quality Contracts which would offer opportunities to develop a more fully integrated ticketing scheme in West Yorkshire. They were given a short presentation and their views were sought on how to take forward a ticketing plan for West Yorkshire.

Members queried whether SmartCard technology would become available on the rail network as well as on bus services. In response, it was reported that the use of SmartCard by rail operators was being included within future franchise requirements.

Disruptions Due to Bad Weather

The Committee was advised that Metro had undertaken a review of how customers had been kept informed of the disruptions to public transport during the recent bad weather. Members were given a presentation and it was noted

that an action plan had been developed to take the recommendations of the review forward. Their views on areas for further improvement were sought.

The following suggestions were made:

- Utilisation of the media, MetroLine and the Internet to provide members of the public with the necessary information.
- Predetermined emergency bus routes printed in the back of timetables and circulated to bus operators and the media.
- Implementation of temporary bus stops on 'emergency routes' so that passengers would know where to wait for a bus service.
- Liaison with highways to co-ordinate gritting routes with bus services and operators.

Comment was made that improvements to how members of the public were informed of disruptions should also be utilised in other similar situations such as rail and bus strike action.

Members overall commented on the high level of service provided by the bus and rail operators during the inclement weather and congratulated them on their hard work.

Members were again thanked for their suggestions to all the consultation items and for their time and efforts provided to the committee during their 3 year term. They were asked to forward any further ideas or comments on the questionnaire provided at the meeting or by email to erica.ward@wypte.gov.uk.

RESOLVED - That PCC members' feedback and views be noted.