

# AGENDA ITEM NO: 14

## WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

### AT A MEETING OF THE CALDERDALE PASSENGER CONSULTATIVE COMMITTEE HELD IN THE TOWN HALL, HALIFAX ON TUESDAY 16 JANUARY 2007

**PRESENT:** Councillor G Wainwright (Chair)

#### WYPTA

T Swift

#### PUBLIC REPRESENTATIVES

David Bruce	Peter Melling
James Calland	Peter Stocks
Vic Duke	John Sykes
Lesley Mackay	John Whiteley
Howard Maude	

#### CALDERDALE MBC

K Watson

#### Also in attendance:

D Squire	-	Arriva
M Davies	-	First
C Goulthorpe	-	First
N Walsh	-	Halifax Bus Company

#### 11. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor S King.

#### 12. MINUTES

**RESOLVED** - That the minutes of the meeting held on 10 October 2006 be approved.

#### 13. 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 10 October 2006.

Members were thanked for their contributions regarding Metro's process for handling feedback on bus and rail service complaints and compliments. This would be considered in the development of revised procedures currently

being developed. Members were reminded that individual detailed matters could be raised with Metro officers at the end of the meeting.

**RESOLVED** - That the report be noted.

#### **14. INFORMATION REPORT**

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

##### **Bus Services Changes**

The Committee noted the changes to bus services in the Calderdale area that would take place on 27 January 2007 and expressed their disappointment that Arriva had not amended their proposals following the comments made at the last meeting.

Members were concerned at the reduced level of service that would be offered to local users and to the total withdrawal of service to some areas, notably Norwood Green. The Chairman had met with the residents of Norwood Green, which generated very low passenger use, and efforts would continue to find a means of serving the village.

It was reported that significant complaints had also been received over the withdrawal of First service 520. In this regard it was noted that Metro was continuing to pursue possible solutions with local operators in the area.

##### **Bus Service 900**

Members noted that a new five year contract for Service 900 had been awarded to K Line Travel. A low floor bus would be used on the service and from Spring 2007 the Sunday services would extend beyond Hebden Bridge to Oxenhope

##### **Bus Services Affected By The Stainland Road Closure**

The Committee noted the bus service arrangements for West Vale when Stainland Road closes to traffic due to major works on the canal bridge on 29 January 2007. It was reported that First would provide an additional 3 vehicles to cover the revisions to services and full details of these were in the Changing Times leaflet which was available at the meeting.

##### **Rail Station Cleaning**

It was reported that Metro had raised the deterioration in the standard of station cleaning with Northern Rail. In order to address the problem, Northern had increased resources in the short term and were reviewing their contract arrangements to ensure that acceptable standards were met in the future. However members commented that improvements in cleanliness were not evident and many stations were dirty and strewn with rubbish. Whilst the

replacement of litter bins was welcomed, it was essential that these were emptied on a regular basis.

Members complained that the public address system at Brighouse rail station had not been working since November and that there were no announcements being made at Halifax station. It was reported that Metro was investing with Northern in a joint project to upgrade all public address systems which would improve the quality at all local stations. .

### **Local Transport Plan Settlement**

It was reported that notification had been received from the Government Office that West Yorkshire would receive funding of £27.96 million in 2007/08 rising to £32.657 million in 2010/11. The funding allocation was based on an assessment of the performance of the 6 partners (Metro plus the five District Councils) during the first LTP period (2001-2006) and the quality of the second LTP both of which had received 'good' outcomes. As a result 3% bonus funds had been secured for local investment in schemes.

### **MyBus Update**

The Committee were updated on the implementation of Phase 2 and development of Phase 3 of the MyBus project. Implementation was proceeding as planned with scheme completion expected by the end of 2007. The launch of the major scheme at School Base in September 2006 had secured a 34% mode shift in the home to school journey.

### **First Appeal Against the West Yorkshire Concessionary Travel Scheme**

It was reported that First had appealed against the reimbursement arrangements set out in the West Yorkshire Travel Scheme and had submitted evidence to the Secretary of State for Transport. A decision on the outcome of the appeal was expected in the near future.

Members expressed concern that operators had increased off peak fares with little or no publicity and it was reported that many passengers had been informed by the drivers when paying their fares. It was suggested that operators display such information on buses in advance of changes.

### **Transport Innovation Fund**

It was reported that the City Region bid for £1.7m of pump-priming funding had been refused by the Department for Transport. The DfT had emphasised that further bids could be made for substantive TIF funding although this would be difficult without the pump-priming funding. The City Region Leaders had written to the Secretary of State for Transport to express their disappointment. It was noted that other potential funding sources were being considered.

### **GNER Franchise**

Members were advised that GNER's franchise for East Coast Main Line services had been replaced by a short term management agreement with the DfT which was expected to last for 12-18 months. Expressions of interest for the new franchise had been invited and consultation on the content of the new franchise would be completed in February 2007.

### **Grand Central**

Members welcomed Grand Central Railway's proposal to run additional through services from Bradford and Halifax to London via Brighouse and Wakefield.

### **Brighouse Bus Station**

Members were updated on the position regarding the proposed redevelopment of Brighouse Bus Station. It was noted that planning consent had been given. The Committee expressed their disappointment that the necessary work on highways orders had not been progressed in parallel with the planning procedure to allow an earlier start on the redevelopment. It was now envisaged that work would commence on site during Winter 2007 and be completed by Autumn 2008.

Metro was asked to ensure that the current station was cleaned and kept tidy on a regular basis.

### **Elland Rail Station**

The Committee were advised of discussions which had taken place between Calderdale MBC and a local developer who had offered to pay for the construction of a new rail station to serve Elland. It was noted that Metro had prepared a brief for the necessary feasibility study that would be required by the railway industry to support the proposal.

**RESOLVED** - That the report be noted.

15. **CONSULTATION ITEMS -**  
**(a) Environment Strategy**  
**(b) Transport Vision**

### **Environment Strategy**

Members received a presentation on the Environment Strategy. It was reported that as part of Metro's commitment to environmental improvement the Environment Strategy was being updated.

Comment was made that one of the biggest challenges was how to get people out of their cars and reduce CO emissions. Members expressed concern at the lighting arrangements for forecourts at bus and rail stations. It was reported that site assessments were being carried out at these locations

to ascertain where energy could be saved and recommendations for change would be pursued where practical.

Comment was made that the worst impact transport had on the environment was the volume of traffic and it was suggested that there could be potential in investing more in rail travel. It was acknowledged that this was a national issue and there would be major funding implications.

A questionnaire was circulated at the meeting and members were asked for their views and comments on how Metro could reduce the environmental impact and develop an influencing role.

### **Transport Vision**

Members received a presentation covering the main components of the 25 year vision for transport across the City Region. Copies of the transport chapter of the vision were available at the meeting and members were given the opportunity to contribute to the development of the implementation plan and prioritisation of schemes within the vision.

Members discussed the relative emphasis on addressing congestion, encouraging mode switch and supporting economic growth.

It was noted that local authorities endeavoured to seek contributions towards transport schemes from developers through Section 106 arrangements as part of the planning process. These were used to support the development of improved local transport links.

Members were asked to submit their views and comments on the proposed schemes, bus improvement corridors and interchanges to Metro.

**RESOLVED** - That PCC members' comments and views be noted.