

INFORMAL MEETING OF THE BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE

**MEETING TO BE HELD AT 2.00 PM ON MONDAY, 18 OCTOBER 2021
THIS MEETING WILL BE HELD REMOTELY AND WILL BE
LIVESTREAMED HERE:**

<https://www.youtube.com/channel/UCazjNSGpgZZT41Vibn2ZK9A/live>
(COPY AND PASTE THE LINK IN YOUR BROWSER)

A G E N D A

1. OPEN FORUM

Open session for members of the public to ask a question, raise a concern or provide feedback.

2. APOLOGIES FOR ABSENCE

3. DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS

Transport Committee members only.

**4. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**

5. MINUTES OF THE MEETING HELD ON 22 MARCH 2021

Please note that these minutes are presented for information and cannot be approved during this informal meeting.

(Pages 1 - 6)

**6. NOTES OF THE INFORMAL JOINT DCSC MEETING HELD ON
26 AUGUST 2021**

For information.

(Pages 7 - 16)

7. INTRODUCTIONS

8. CHAIR'S UPDATE AND TRANSPORT REVIEW

9. INFORMATION REPORT

(Pages 17 - 20)

10. OPERATORS UPDATES

11. WORKSHOP SESSION - TRAVEL AND TRANSPORT POST PANDEMIC

(Pages 21 - 22)

Signed:



**Director of Transport and Property
Services
West Yorkshire Combined Authority**

MINUTES OF THE MEETING OF THE BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY, 22 MARCH 2021

Present:

Councillor Taj Salam (Chair)	Transport Committee
Councillor Sinead Engel	Transport Committee
Councillor Hassan Khan	Transport Committee
James Craig (Public Representative)	Public Representative
David Hill (Public Representative)	Public Representative
Andrew Jewsbury (Public Representative)	Public Representative
Peter Ketley (Public Representative)	Public Representative
Graham Peacock (Public Representative)	Public Representative
John Prestage (Public Representative)	Public Representative
Keith Renshaw (Public Representative)	Public Representative
Barrie Rigg (Public Representative)	Public Representative

In attendance:

Dwayne Wells	Arriva Yorkshire
Kim Purcell	Arriva Yorkshire
Mohammed Raja	First Group
Jim Craven	Transdev
Pete Myers	Northern Trains
Andrew Bradley	West Yorkshire Combined Authority
James Nutter	West Yorkshire Combined Authority
Tom Gifford	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

40. Open Forum

No questions or concerns had been raised from members of the public prior to the meeting.

41. Apologies for Absence

Apologies for absence were received from Cllr John Pennington, Gareth Logan, Norah McWilliam, and Graham Meiklejohn.

42. Declaration of Disclosable Pecuniary Interests

Cllr Sinead Engel had been appointed Chair of Bradford Council's Education Appeals panel, which assesses applications from parents to fund their child's school transport costs. This would be added to her register of interests after the meeting.

43. Exempt Information - Possible Exclusion of the Press and Public

There were no items which required the exclusion of the press or public.

44. Workshop Session - Connectivity Infrastructure Plan

The Sub-Committee heard a presentation on the Combined Authority's Connectivity Infrastructure Plan, setting out a long-term transport infrastructure investment programme for the next 20 years. Feedback was being sought on all aspects of the plan and elected members of Bradford District Council had been invited to participate in the workshop as part of the public engagement process.

The plan constituted a series of documents bringing bus, active travel, rail, mass transit, and future mobility together into a single integrated plan for the region, with plans and proposals supported by a series of evidence reports.

Sub-Committee members raised the following questions and comments:

- Greater integration between different operators and between different modes of transport would be a crucial part of future development.
- Had environmental issues been considered in the planning of new transport lanes, particularly in terms of flooding risk?
- Would public comments on the Bradford Local Plan be shared with the Combined Authority to help inform the Connectivity Infrastructure Plan? Officers advised that they had been working closely with Bradford Council officers and sharing information; Local Plans were vital for understanding future growth opportunities.
- What could be done to make cyclists feel safer on the road, and what could be done to improve access to cycling for people from low-income backgrounds/people with disabilities? It was suggested these questions be taken to the upcoming Walking and Cycling webinar for a more comprehensive response.
- Difficulties existed for young people accessing certain specialist educational settings via public transport, such as Craven College or Askham Bryan in North Yorkshire. Were these links being examined? Similarly, lack of a bus service between Skipton and Silsden caused difficulties for Silsden residents attending school or college in Skipton.
- Could the proposed timescale of all neighbourhoods being easily accessible by cycling and walking by 2040 be brought forward? Current timescales were driven by funding availability from central government, but there was a strong desire to achieve this as soon as possible.
- Omissions were discussed on proposed route maps, including the Keighley Worth Valley train line and routes to Hebden Bridge. The bus network review examined future bus travel demand in closer detail than the overview given at the meeting and addressed these concerns.

- Haworth should be made more visible in the plan's map due to its importance as a tourist destination in the district, particularly in light of Bradford's 2025 bid to become the City of Culture.
- Impediments to walking, including damage to pavements, lack of protection from vehicles mounting the kerb, and lack of priority at junctions needed to be addressed.
- Moving members of the public away from car use would be a challenge without replicating some of the functionality and flexibility that car use afforded them, such as bringing home large amounts of shopping or for an emergency pick-up in the middle of the night.
- Two-way rail traffic between Shipley and Guiseley to improve service frequency on the Wharfedale line was suggested, potentially in the form of a passing place rather a dual line.
- The work to upgrade tow-paths in the district was praised, and the need for ongoing maintenance and the funding required was discussed.
- Issues with vehicles parking in cycling lanes in Bierley were noted.

Resolved: That the presentation and the Sub-Committee's feedback be noted.

45. Minutes of the meeting held on 19 October 2020

Resolved: That the minutes of the meeting held on 19 October 2020 be approved.

46. Chair's Update

The Chair noted that the on-going situation was still a challenging one, with bus patronage levels remaining quite low despite nearly 90% of all services running. The recent news of £3 billion in Government funding allocated to bus strategy was welcomed by the Sub-Committee, but it was noted that the mayoral elections were due to take place in May and it would remain to be seen how this would impact transport strategy going forward.

The Cycling and Walking Working Group had been renamed to the Active Travel Working Group, and were continuing their work on improving the accessibility of cycling and walking in the region.

The Chair also reminded members of that Sub-Committee that the draft Bradford Local Plan was still in its consultation process and requested that they encourage any feedback to the plan.

47. Information Report

The Government Bus Strategy had been published the previous week. Recovery was emphasised as a key focus of the strategy, and partnership with the bus operators would be vital going forward in order to access the available funding.

Bus patronage had fallen dramatically during the pandemic, and even optimistic predictions for longer-term recovery were currently around 80% of

pre-pandemic levels. Ensuring that bus travel was an attractive option would be an important challenge going forward.

It was noted that the Combined Authority had not made any application for franchising; notwithstanding any changes brought on by upcoming elections, the Combined Authority was instead pursuing an enhanced partnership with transport operators. This would involve an increased sharing of decision-making powers and a position of greater responsibility for the operators, the Combined Authority, and also the district councils, in order to work together in an effort to improve the bus offer through measures ranging from integrated, simpler and potentially cheaper ticketing through to implementing bus priority measures.

The Combined Authority had been liaising with the Department for Transport regarding funding during the recovery stage, and funding had been agreed with transport operators until the end of June 2021, with a ramp-up of services as non-essential retail opened again from 12 April 2021. After June, the next steps would likely be determined through the work surrounding the enhanced partnership.

It was noted that work on the Emergency Active Travel Fund was ongoing, and a consultation activity would take place over the next few months to progress this further.

Resolved: That the information report and the Sub-Committee's comments be noted.

48. Operator Updates

Northern Trains

Northern Trains reported on difficulties over the past year in training drivers while still maintaining social distancing. Through work with trade unions and safety advisors a new method of training had begun shortly after Christmas and was working well, and the additional cover from newly-trained drivers had allowed Northern Trains to put all new trains into operation in Bradford.

Patronage levels were currently between 15-20% of normal pre-Covid numbers, with the return to school having increased these figures somewhat. Northern Trains thanked the Combined Authority for their recent help in providing standby buses from Guiseley to assist young people getting home after school, and these extra buses would remain in place.

A summer timetable would be introduced on 16 May 2021, and would be designed to support the efforts to return to normalcy post-Covid. Demand was expected to increase, particularly in the leisure market, and services would go back to an almost full level during the day with more staff deployed to support this. Connections to the coast and leisure spots such as the Dales, Ilkley, etc, were expected to be in-demand and adequate coverage would need to be put in place.

The performance of trains at the current level of service was reported as good,

with over 90% of trains arriving at their destination within three minutes of the expected time.

Arriva

Arriva reported that timetables had been reduced in February in response to a request from the Department for Transport to reduce mileage. Monday-Friday service levels had since been restored to 100% of pre-pandemic levels. Saturday service remained at a reduced level, but this was planned to return to pre-pandemic levels once non-essential retail had opened. Reduced capacity due to social distancing was still in effect, but extra journeys were in place to support the busiest routes, particularly surrounding journeys to and from schools.

It was noted that staff absences had been at a heightened level due to Covid-19, but Arriva remained fully staffed to deliver all registered services.

FirstGroup

FirstGroup reported that they had resumed a full Monday-Friday service, and advised the Sub-Committee that all vehicles were compliant with government guidance and were cleaned every 28 days to prevent the spread of Covid-19.

Passenger numbers had dropped slightly since the previous meeting and were at around 45% of pre-pandemic levels, but were expected to rise again soon due to both the recent return of many pupils to school as well as the upcoming re-opening of non-essential retail. It was also noted that FirstGroup were currently slightly under their establishment figure, and were in the process of recruiting new bus drivers to address this.

An issue raised at the last meeting regarding unexpected roadworks by Northern Power Grid causing route closures had since been resolved, and FirstGroup were working closely with Northern Power Grid on the laying of new cables. These works had caused some congestion, particularly around the Manningham Lane and Oak Lane area, but once completed the remaining phases of work should have only a minor impact on services.

The Sub-Committee was informed of an on-going problem with vandalism in the Bradford South area. FirstGroup were still working with the local police and the MP for Bradford South to combat this, but a number of measures had already been put in place, including increased patrols by police, as well as drivers being able to report this vandalism under 999 to get an immediate response. It was reported that the district councillors for Tong ward had also met with police to discuss this and had been encouraged by the police response.

Transdev

Transdev reported that they were increasing service levels from the 11th of April on the 60 Aire route and the 662 shuttle, which would return overall service almost to pre-pandemic levels.

New vehicles had been introduced on the 66 Dalesway service, and the Wharfedale links service had been rebranded. The Sub-Committee was also advised of the measures being undertaken to keep vehicles clean, including nightly fogging and cleaning after every trip.

The Sub-Committee discussed the vandalism issues that had been reported, and questioned how notice of any impact to service was passed on to the public. Members also discussed the shock and stress that such incidents could cause to drivers, and operators provided more information on what support measures were available to drivers in such circumstances. It was also noted that the Combined Authority was responsible for repairing any damage to bus stops, and officers requested that any vandalism be reported immediately to Metroline so that it could be dealt with.

The following questions and comments were raised by the Sub-Committee:

- Capacity issues on buses were highlighted, with buses sometimes unable to pick up new passengers without passing legal limits. Social distancing was a strong factor in this, and it was hoped that these restrictions would be eased as we moved into summer, when demand was expected to increase.
- Members were informed of a large piece of on-going work involving making multi-operator ticketing cheaper and more accessible to young people. This was expected to be introduced toward the end of spring.
- The announcement of a new Northern Powerhouse Rail station in Bradford was noted, which could mean shorter journey times to Leeds and Manchester.
- An issue was raised regarding children receiving detention or taking part in extra-curricular activities at school and potentially missing their bus and then facing difficulties getting home. It was noted that many young people were not well-versed in using public transport and depending on where they lived it could be difficult to find a route home and could involve multiple buses. Combined Authority officers would discuss with education transport colleagues whether a safeguarding issue potentially existed and report back.

Resolved: That the operators be thanked for their updates.

NOTES OF THE INFORMAL MEETING OF THE JOINT DISTRICT CONSULTATION SUB COMMITTEES HELD REMOTELY ON THURSDAY, 26 AUGUST 2021

Present:

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Kim Groves	Leeds City Council
Councillor Manisha Kaushik	Kirklees Council
Councillor Lou Cunningham	Leeds City Council
Councillor Allan Garbutt	Wakefield Council
Councillor Suhail Choudhry	Bradford Council
Councillor Helen Hayden	Leeds City Council
Councillor James Homewood	Kirklees Council
Councillor Rizwana Jamil	Bradford Council
Councillor Naveed Riaz	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Jane Scullion	Calderdale Council
Usman Ali (Public Representative)	Wakefield
John Birkby (Public Representative)	Leeds
Linda Bishop (Public Representative)	Leeds
James Craig (Public Representative)	Bradford
Howard Dews (Public Representative)	Leeds
Stephen Hetherington (Public Representative)	Bradford
Andrew Jewsbury (Public Representative)	Bradford
Shaun Jordan (Public Representative)	Kirklees
Catherine Keighley (Public Representative)	Leeds
Peter Ketley (Public Representative)	Bradford
Mark Parry (Public Representative)	Leeds
Graham Peacock (Public Representative)	Bradford
John Prestage (Public Representative)	Bradford
Keith Renshaw (Public Representative)	Bradford
Judith Rhodes (Public Representative)	Leeds
Barrie Rigg (Public Representative)	Bradford
John Sheppard (Public Representative)	Calderdale
Leslie Webb (Public Representative)	Leeds
Geoff Wood (Public Representative)	Calderdale
Clive Woods (Public Representative)	Leeds

In attendance:

Mark Fenwick
Graham Meiklejohn
Paul Moses
Pete Myers
Mohammed Raja
Dwayne Wells
Andrew Bradley
Helen Ellerton
Thomas Lock
Dave Pearson
Dominic Martin

Arriva Yorkshire
TransPennine Express
First Group
Northern Trains
First Group
Arriva Yorkshire
West Yorkshire Combined Authority
West Yorkshire Combined Authority
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1. Introductions

The Chair welcomed members of the District Consultation Sub-Committees, and introduced herself, the lead Members of the Transport Committee, and the Chairs of each Sub-Committee.

2. The National Bus strategy and Bus Service Improvement Plan overview

Members received a presentation from the Director of Transport and Property Services on the Bus Service Improvement Plan. Some key themes were presented for discussion: 'Fares and ticketing', 'Bus network design', and 'Bus priority and supporting infrastructure'. Members were asked to feedback what they thought the most important things to consider in this plan would be. This was part of a wider engagement process, and it was hoped this would highlight the priorities from each district area.

The Government's National Bus Strategy had been published on 15 March 2021, setting out an important role for buses in the transport network and noting that a deregulated environment had not worked well for buses. As part of this, Local Transport Authorities (LTAs) had been given a deadline of 31 October 2021 to produce a Bus Service Improvement Plan (BSIP). This plan would set out the LTAs' intentions for the bus services in their region, and how they would deliver on the themes in the National Bus Strategy, which were that buses be:

- Faster and more reliable
- More frequent
- Better integrated with other modes of travel such as trains, walking and cycling
- Cheaper
- Easier to use and to understand
- More comprehensive.

The BSIP was also being designed to align with the Mayor's pledges for the bus service, including bringing the bus service back under public control and supporting more environmentally-friendly buses. It would also serve as a bidding document for the Government funding stream behind the National Bus Strategy.

The Bus Services Act included methods through which LTAs can work with bus companies to strengthen the collective role of management of the bus service. In line with this, and recognising the importance of buses to the people of the region, the Combined Authority was proposing to establish a more formal enhanced partnership with bus operators, and also look to forward at potentially undertaking a franchising scheme, as had been approved at the June 2021 meeting of the Combined Authority. Final recommendations regarding whether franchising could deliver the aims of the plan more effectively were expected to be made to the Mayor and the Combined Authority in 2023.

Members raised the following questions and concerns:

- Should Northern Rail be included as a fourth partner, given the strong integration between bus and rail and the Combined Authority's existing close relationship with Northern Rail? These linkages would be kept – the Enhanced Partnership as prescribed by the Bus Services Act would be between the LTA, the Highway Authority and the bus companies, but rail and other forms of transport would still be important considerations.
- Faster services would require bus priorities on corridors to implement – existing bus priority lanes had already shown a strong impact.
- Including areas on the outskirts and housing estates would be vital, as well as places like employment zones, anchor organisations like hospitals, etc.
- To achieve the aims of the National Bus Strategy, particularly cheaper fares, buy-in from bus operators would be required.
- Would bus operators be bound by the BSIP? The aim of the BSIP was to develop a partnership with operators, and it was believed this would be beneficial for operators in terms of increasing numbers of passengers. If operators did not commit to this partnership, government funding could be affected, and the Combined Authority had the option of taking further franchising powers to direct bus operators.
- How would success be measured? Targets would be set for patronage, average journey time, reliability, customer satisfaction measures, etc. This would inform the recommendation made to the Mayor and Combined Authority about pursuing franchising. However, it was recognised this would be made more difficult by the effect of pandemic on patronage, which was still in the process of recovering.
- Integration between bus and other modes of transport, particularly cycle, were welcomed but would require proper infrastructure, such as secure structures/facilities for locking bikes. The difficulties of carrying heavier bikes in certain situations was also raised, as was the feasibility of bringing bikes onto buses.

Concerns were also raised that the strategy of a partnership had been attempted before with Local Transport Plans, and that bus services had been in decline for many years before the pandemic, with many cancellations and a loss of public trust in the service – what would make the BSIP succeed where previous attempts had not? Officers advised that this partnership was different in that it involved a structural change; it would fundamentally incorporate the

funding streams, and would push operators to move toward things they had historically been averse to, such as multi-operator ticketing. Additionally, the historical loss of bus patronage reflected the national situation rather than anything unique to West Yorkshire.

It was also noted that for the bus network to grow, a new, modern, integrated approach had to be taken. The overall improvement of the bus service would go beyond the BSIP and would include measures being implemented as part of the Leeds Public Transport Investment Programme and through the Transforming Cities Fund. It would be important to integrate these measures and to work with operators to offer different models, such as the Demand Responsive Transport (DRT) as currently being trialled in East Leeds.

3. Discussion 1: Fares and ticketing

Members were asked to consider several questions relating to fares and ticketing for the bus service.

- Is it right that the ticketing structure gives discounts to regular users and charges walk-in users a higher rate? Does this encourage people to use the service? How will the long-term impact to working from home impact this?
- Are uniform flat fares desirable, or would graduated fares which were simpler than the current offer be preferable?
- Should fares be the same across all districts?
- Would a contactless capping system as used in London work well here?
- Should concessionary fare schemes (currently offered to under-19s and for the elderly and disabled people) be extended to any further customer groups?

It was noted that offering lower fares to new/walk-on customers could work well in encouraging people to try the bus service, as could promotions such as group ticketing.

Members also discussed the fares offered in other areas, such as Edinburgh and London. Edinburgh offered a capped fare on travel through the day, as well as a cap on individual journeys. London used flat fares with the Oyster card. These schemes were praised for being simple to use, particularly if prospective passengers were unfamiliar with the route or may make more spontaneous journeys. However, it was noted that West Yorkshire as a region had different needs and challenges than Edinburgh and London, and we were multi-centered, with a number of city and town centres that are major destination points, and our journeys may be more complicated than those of people in Edinburgh or London.

It was questioned whether the choice was between flat fares and capped fares, or whether both could be implemented together. Officers advised that a combination of both was possible with a flat fare for single journeys and a daily cap, and this would mean that passengers would not need to tap off the bus, which would be required if more complicated fares were used. The M-card day ticket currently worked similarly to a cap system in the region, however,

passengers unfamiliar with the bus service may not be aware of this. Passengers were often given a particular operator's own day ticket, which would not be accepted by other operators.

Members raised the following other questions and comments:

- If an Oyster-card style scheme were implemented, who would pay for the computer system? The Government had identified they would fund this, but there were questions as to how long this would take and what would be required to make existing systems compatible with this.
- Had research been done on what models best drove usage? Certain models, such as flat fares, may seem attractive but be less relevant at a time when only a small minority of users paid through cash. Officers advised that the data and needs relating to our region were being examined closely, rather than simply adopting what models had worked well elsewhere.
- The importance of marketing was highlighted, with buses being noted as appearing less effective at promotions compared to rail. It was anticipated that the loss of patronage caused by the pandemic would cause this to change, with new discount schemes potentially due to be announced soon.
- Flat fares could risk making short journeys more costly, when bus journeys were already viewed to be expensive. The potential of having multiple levels of flat fares was discussed, to better differentiate between long distances and short city journeys.
- The need to consider people who use cash was raised, to ensure that they weren't left behind in regard to these improvements.
- It was noted that in some areas around the world, LTAs were implementing bus services which were free at the point of use and were funded by taxpayers.

4. Discussion 2: Bus network design

Members were advised of plans to categorise bus services into different tiers, with different kinds of journeys having different requirements.

- A core network of 'turn up and go' services, running every 15 minutes or so on major routes, where the priority would be to extend and enhance these routes. These services would be expected to be commercially viable.
- A secondary network which would run less frequently and may need to be partially subsidised. The priority for these journeys would be improved consistency, with new connections.
- A network for tendered services and community connectivity needs, dealing with socially necessary and contracted journeys. These would also need to be made more consistent, with the possibility of replacing some of these services with DRT where appropriate.

This would be part of a five-year plan to evolve the bus service, without losing the existing capabilities and important role it already played.

Members were asked to consider several questions relating to bus network design:

- Is the above-mentioned evolutionary approach the right one for the region, or would a revolutionary approach (redrawing and starting the network from scratch) be better?
- What are the priority areas and locations for new bus links and connections?
- Would replacing certain services with DRT be welcomed?
- Which customer groups should be considered as a priority to target with better bus network connectivity?

It was noted that the funding available as part of the National Bus Strategy was a one-off payment, and therefore it was important to consider future maintenance. The Combined Authority's intention was to use the available funding to create a sustainable atmosphere, where the bus service could continue without significant further public funding.

Members questioned whether the strategic development plans, employment plans, etc, of district councils been considered. Attracting developments that would reduce car usage from the outset would need these facilities built into the network in advance, and currently many housing developments of recent years were poorly served by public transport services, with Hade Edge in Kirklees being highlighted, although it was noted that First Group were currently in talks with local groups on how this area could be better served.

Officers advised that a long-term plan for the bus network was developed in 2018/2019 taking into account what was currently known about future plans, although the pandemic had since impacted on these plans. Mechanisms also existed to acquire initial funding for services in these situations, such as Section 106 agreements or developer contributions, and DRT could also be of use in this scenario.

Members raised the following other questions and comments:

- DRT was highlighted as playing an important role going forward, particularly as transport patterns had changed and were continuing to do so, but the new needs had not yet been modelled. DRT could fill these needs while also gathering data for where future services would best be developed. However, it was warned that DRT would never be commercially viable, as due to the relatively smaller number of passengers per driver they were more expensive to run.
- The potential use of shuttle bus/access bus services, taking people who lived away from main roads to other local destinations such as schools and doctor's surgeries, was discussed.
- The difficulty in tailoring the plan to better connect deprived communities with areas of employment, education, etc, while still ensuring areas with high car-ownership are well-served by buses in order to lower car use and meet carbon targets was discussed. A dichotomy existed between the desire to simplify fares and the bus service in general while meeting the different needs of some of these groups.
- The 'hub and spoke' model was discussed. It was noted that this model required frequent and regular services. A trade-off also inevitably existed between having less frequent direct services, and more

frequent services that required bus changes.

5. Discussion 3: Bus priority and supporting infrastructure

It was highlighted that reliability and punctuality were frequently cited as the most important issues to bus passengers, and the lack of these (along with long journey times) were also attributed by those who did not use the bus as the key reasons behind this. In order to improve these measures, it was necessary to consider how bus services could be prioritised over other road users.

A number of potential areas were highlighted, including bus lanes, bus gates, traffic signal priority, and increased kerb space for buses, as well as the enforcement of existing measures such as bus lanes and car parking charges.

Members were asked to consider several questions relating to bus priority and supporting infrastructure:

- What are the factors that cause delay for buses?
- Where should efforts be focused to improve bus infrastructure?
- Should general traffic be slowed down to speed up buses?

It was noted that as part of the Combined Authority's longer-term carbon targets, an overall reduction in car users on the road was required, which may involve a reduction in road space for cars. However, the focus for the BSIP was the best return on investment toward supporting the bus service, with carbon reduction being a longer-term priority.

Members raised the following other questions and comments:

- Members discussed the need for buses to have priority at traffic lights in bus lanes, and the SCOOT system. This had been implemented in some parts of the region, but not all.
- The increase in journey times pre-Covid was raised. Extra time being put into the system could cause unnecessary delays on days with less congestion, as buses would be waiting at the bus stop in order to stay on this slower schedule. However, it was noted this was done to increase reliability.
- The importance of bus priority was highlighted; if buses were to become faster and more reliable, more people would likely leave their cars to use the bus service, resulting in less congestion, making this a virtuous circle, and one that ultimately would likely speed up the remaining general traffic rather than slowing it down.
- Members noted the need to focus on areas outside of city and town centres, with Harrogate Road leading out of Leeds being highlighted.
- It was noted that many car users were people such as care workers who visited patients in their homes, and others who required a car in the course of their work, and it was important not to treat these people punitively.
- The need to consider active travel methods in terms of infrastructure was also raised.
- An interactive map had been used in previous consultations, and DCSC members noted that this may be a useful tool to highlight where bus

infrastructure efforts should be focused.

- How would any road schemes factor into our environmental assessments and targets? Would slowing down general traffic mean creating more standing traffic or congestion, which could negatively impact air quality? Would new buses be needed as part of this plan? It was noted that new buses would be required as part of the plan to decarbonise the bus network. All new buses from now were required to be zero-carbon, though this would require significant investment and questions remained to be answered.

6. Discussion 4: Other key themes

Officers advised DCSC members of other work that had been undertaken or was planned with bus operators to support the BSIP, including on customer service, shared metro branding and joint comms, multimodal integration, and ensuring that how the bus service could support equality, diversity and inclusion – and how it could help more people to be included in wider society – was considered throughout the work.

Members were asked to consider several questions:

- How could the customer experience for bus passengers be improved?
- What role should the bus service play in decarbonisation?
- Had anything been missed?

Members raised the following questions and comments:

- Better coordination of timetabling between different operators would be useful, although the difficulties were recognised, particularly in light of driver shortages. More integration was planned by operators in the near future.
- Members questioned why toilets at bus stations were not free, compared to those at rail stations.
- The importance of bus shelters having accessible, accurate, and up-to-date information was highlighted, as well as the need for protection from the rain. Many bus stop timetables had been removed; this had been done over the course of the pandemic due to the rapid change of services, and timetables were removed rather than remaining with incorrect information. These were in the process of being reintroduced, and it was noted that up-to-date 'next bus' information for particular stops could be accessed through mobile phones, using the QR code at each stop. However, paper timetables were important for those without internet-capable mobile phones.
- It was questioned why digital screens couldn't be installed at every bus stop. The aim was to have these screens at all busier stops throughout the region, but with 14,000 stops, not enough screens were available to install them everywhere.
- Members questioned whether BSIP funding was capital or revenue – there would be elements of both, but only a single payment would be given, so the need existed to make best use of this money over a long period, and to find any needed money for maintenance.
- Express/limited stop buses could be useful, although it was noted that converting existing routes to these could be unpopular.

- It was noted that roadworks were a large contributor to congestion issues.
- Could bus stops be given clearer names to encourage people to have a better understanding of the network, particularly in terms of modal shift? This would be looked at for certain key destinations, where a more descriptive name could potentially be chosen than intersecting road names. Additionally, audio-visual announcements were being implemented on buses nationally.
- The audio announcements at bus stops were noted as sometimes being very difficult to hear due to road noise. This was currently being worked on.
- Members noted a number of bus stops which appeared to no longer be in use and asked whether they could be removed.

7. Next steps

The BSIP would be considered at the Transport Committee meeting on 17 September 2021. There would then be a sign-off process through the Bus Alliance executive board, and then the BSIP would be brought to the Combined Authority on 22 October 2021 for final sign-off before submission to the Department for Transport.

Members were invited to send any further comments or feedback via email, and it was noted that there was an intention to have a further, larger bus conversation next year to gather views on the Enhanced Partnership, with a particular aim to hear from those who were not normally reached by such consultations.

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Report to: Bradford District Consultation Sub Committee

Date: 18 October 2021

Subject: Information Report

Director(s): Dave Pearson, Director of Transport & Property Services

Author(s): Various

1. Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Bradford District.
- 1.2 Updates on regional and national issues are covered in the papers for Transport Committee, the latest set are available on the following link; [WYCA - Modern Gov](#)
- 1.3 A list of current projects in Bradford District where there is current activity is provided at Appendix 1

2. Information

Transforming Cities Fund Projects

- 2.1 The Transforming Cities Fund (TCF) is a major new programme of transport infrastructure investment secured as part of the West Yorkshire devolution deal. The programme is being delivered by the Combined Authority in partnership with local authorities.
- 2.2 Bradford's share of the Transforming Cities Fund is being used to bring forward proposals for four transformational schemes around the district:

Bradford City Centre Walking and Cycling Improvements scheme

- 2.3 The proposals for this scheme aim to upgrade the look and feel of Bradford city centre through the introduction of new green spaces and the removal of traffic from key civic areas.

Bradford Interchange Station Access scheme

- 2.4 This scheme has been designed to play a key role in the plans to boost the regeneration of Bradford city centre by creating an inviting welcome and high-quality pedestrian access to the district.

West Bradford – Cycle Superhighway Extension Scheme

- 2.5 This proposal aims to build a direct, largely segregated cycle route between Bradford city centre and Thornton village along Thornton Road, complete with spurs to Queensbury and the Bradford Royal Infirmary.

South Bradford Park & Ride and Expressway

- 2.6 This scheme aims to build a bus priority corridor with high-quality, high frequency services along Manchester Road, to provide quick and attractive journey times to and from the city centre.
- 2.7 Consultation phases for the above projects have been completed recently and analysis of feedback is now underway. Further information is available at: <https://www.yourvoice.westyorks-ca.gov.uk/bradfordtcf>, .

Consultation on the Police and Crime Plan

- 2.8 A region-wide consultation was launched on 1 September, seeking feedback on the Mayor's Police and Crime Plan, which sets out the strategic policing and crime priorities for West Yorkshire. The consultation will run until 17 October; more information on the consultation is available at: www.yourvoice.westyorks-ca.gov.uk/police-and-crime-plan-consultation

3. Recommendations

- 3.1 That the information report be noted.

4. Background Documents

None.

5. Appendices

Appendix 1 – Bradford Current Project Activity

Bradford MDC – Current project activity (October 2021)

Project	Scheme Description	Key Information
Urban Traffic Management Control	Integration of five District Urban Traffic Control Centres to a single cloud system Integration of the five traffic management systems.	Started March 2020 Due to complete March 2021 Due to complete March 2022
ULEV Taxi Scheme	88 rapid chargers for electric vehicles across the whole of West Yorkshire	Completion July 2021
Leeds-Liverpool Canal (CityConnect)	Improvements to the canal towpath between Shipley and Apperley Bridge to deliver a better quality active travel route	Consultation completed and supportive. Approval to proceed granted. Due on site Autumn 2021
Leeds-Liverpool Canal (CityConnect)	Improvements to the canal towpath between Silsden and WY Boundary (towards Kildwick) to deliver a better quality active travel route	Consultation completed and supportive. Awaiting DfT funding announcement Due on site Autumn 2021 pending funding
Harrogate Road/ New Line	Junction improvements as part of the Corridor Improvement Programme, to reduce congestion and reliability issues	On site, due to complete Winter 21/22
Horton Road/ Horton Grange	Junction improvements as part of the Corridor Improvement Programme, to reduce congestion and reliability issues	Due to start on site Winter 21/22, complete Summer 23
Cutler Heights/ Dick Lane	Junction improvements as part of the Corridor Improvement Programme, to reduce congestion and reliability issues	Consultation on the proposed scheme forecast to be run in June 21
Steeton & Silsden Rail Park and Ride	New multi-story car park to increase access to the train station, by providing approximately 100 additional parking spaces	Forecast to start on site Winter 2021 with completion in Autumn 2022

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Report to: Bradford District Consultation Sub Committee

Date: 18 October 2021

Subject: **Workshop Session – Travel & Transport Post Pandemic**

Director(s): Dave Pearson Director Transport Services

Author(s): Helen Ellerton Interim Head of Transport Planning

1. Information

- 1.1 Demand for travel reduced significantly during the periods of lockdown restrictions and is recovered since restrictions have eased. Whilst the restrictions necessitated short term changes in travel it is becoming clear that the pandemic will have a long term impact on travel behaviours.
- 1.2 This workshop will consider current data and customer research. Reflect on how perceptions of travel and transport may have been altered and engage the sub committee on a discussion asking;
- How has Covid changed your travel habits and perception of safety?
 - What needs to happen to enable transport to support an economically sustainable recovery ?
 - How do we ensure transport options enable the widest range of people to be included in society?

2. Recommendations

- 2.1 That the Sub-Committee's feedback be noted.

3. Background Documents

None

4. Appendices

None

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