

WORTH VALLEY JOINT TRANSPORT COMMITTEE

Minutes

Meeting, Held 7.30pm Wednesday, 2 January 2008

at

Worth Valley Contact Point, 28 Changegate, Haworth

1. Present

John Huxley – Haworth, Cross Roads & Stanbury Parish Council
Neal Cameron – Oxenhope Parish Council
Graham Mitchell – Keighley Town Council
Bruce MacDougall – KWVR
Paul Brown – KWVR

Michael Osborne – Arup

Glyn Broomhead, Clerk, Haworth, Cross Roads & Stanbury Parish Council

No apologies

2. Election of chairman for 2008

Proposed Graham Mitchell, seconded by Neil Cameron that John Huxley be appointed Chair, all agreed

3. Formal adoption of JTC Constitution as ratified by member councils

Proposed by Graham Mitchell and seconded by Neil Cameron that the Constitution (Attached) be approved, all agreed

4. Correspondence

Graham Mitchell presented a letter he had sent to WYPTE explaining the JTC, and the response stating that they would become involved when necessary.

He had also written to Ward Cllr Chris Grieves, following his article in the Keighley News, and had written to Anne Cryer MP to keep her informed.

5. Reports from Councils

Keighley TC – Nothing

Oxenhope PC – Nothing

Haworth, Cross Roads & Stanbury PC – John Huxley informed the group that the council had ratified the Constitution.

6. Consultation progress within the K&WVR

Bruce McDougall reported that a paper had been presented, 2 Council meetings ago and that various sub-committees are considering the proposal and should report back by Mid March. Whilst there is no outright opposition there was some concern within the Civils Committee that it might not be financially viable.

7. Presentation by Michael Osborne, Ove Arup (Slides will be made available)

7.1 The presentation started with a wide-scale approach to transport within Yorkshire. This included links to the Airedale Master Plan.

The most successful rail links were Tram/Train Systems, eg Manchester, Tyneside and Nottingham, whereby the vehicles make use of existing rail networks were-ever possible. This therefore decreases the need to take up road space for the trams leaving the highway for existing vehicular traffic.

7.2 Utilisation of the Keighley & Worth Valley Railway line

This again links in with the Airedale Master Plan.

The key issue is that K&WVR must remain as master of its own destiny and that any use must not be seen as a take-over. If a revenue stream could be created this would be a “Win Win” situation.

For successful use as a commuter line it must :

- Work in harmony with the bus system

- Be economical for users

- Change the habits of commuters

- Build on the tourist aspect

- Integrate with new developments (eg Grove, Bridgehouse, Ebor, Vale and Damems Mills),

How would it operate :

K&WVR would be owners receiving a fee to operate the line
Direct involvement of the bus company, to run both services
(Transdev already operate the light railway in Nottingham)
Possible Capital Investment from developers
Better use of Section 106 Agreements
Positive involvement of Metro.

7.3 Comments

7.3.1 Bruce McDougall questioned the use of Tram/Trains

There would be safety issues re operating two types of rolling stock
Cost of new vehicles, there are plenty of second-hand diesel units
The vehicles would only be used on the track and not onto Keighley's streets

7.3.2 Graham Mitchell, re studies

The previous study by Faber Mansell, not widely seen, was against such a plan on cost grounds

A recent Scoping Study, including the increased possible usage caused by the Grove Mills development, concludes that it might now be financially viable.

He believes that Metro have no enthusiasm for such a scheme and need to be convinced of local support.

7.3.3 Partnership Study

It was considered that a Joint Study of the growth in traffic/transport demand in the Worth Valley and into and through Keighley was needed. This would have much greater weight were Transdev and the property developers on board.

8. Minute taking arrangements for future JTC meetings

John Huxley proposed the Minute taking role should be the responsibility of the three councils in turn.

Graham Mitchell stated he could offer this from Keighley TC, Neil Cameron (Oxenhope PC) said he would have to obtain financial sanction to cover the extra work for the Clerk.

9. Future meetings timings and agenda items

Meetings are scheduled to be held monthly on the first Wednesday in the Month.

Venue and secretary to be rotated

10. Any Other Business

10.1 Graham Mitchell reported that Andrew Coley of Metro would be reporting back to the JTC re the M Bus Service at its next meeting on 6 February 2008, Keighley Town Hall.

10.2 Paul Brown raised the issue of Northern Rail which operates trains into Keighley Station. They have a vested interest, both in this proposal and the Station upgrade.

John Huxley suggested contact at regional Director level.

11. Date and time of next meeting to be confirmed.

6 February 2008 at Keighley Town Hall starting at 7.30pm