

# WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

## Calderdale Passenger Consultative Committee

DATE: 16 JANUARY 2007

AGENDA ITEM NO: **4.**

### SUBJECT: INFORMATION

#### Report of the Passenger Transport Executive

#### 1. MATTER FOR CONSIDERATION

1.1. Matters of information relating to the Calderdale district.

#### 2. INFORMATION

##### January Bus Service Changes

2.1. The next major bus timetable change of the year occurs on the weekend of the 27<sup>th</sup> January 2007. Details of the changes will be set out in a copy of Metro's Changing Times leaflet which will be available at the meeting. The impact of the changes can be summarised as follows;

- **Bradford**- timetable alterations to First services to improve punctuality.
- **Calderdale** – withdrawal of Arriva service 226 between Norwood Green and Halifax. Withdrawal of First service 520 in north Halifax. Changes to all operators' services in West Vale to accommodate long term road closure at Stainland Road.
- **Kirklees** – route and timetable changes to Arriva services in north Kirklees and between Dewsbury and Wakefield. Service X33 Bradford- Dewsbury– Wakefield – Sheffield withdrawn. Frequency of service 268 between Dewsbury and Bradford increased. Frequency of services between Cleckheaton and Leeds increased.
- **Leeds** – timetable alterations to many First services to improve punctuality. Minor route alteration to service 67.
- **Wakefield** – route and timetable changes to Arriva services between Dewsbury and Wakefield.

##### Community Transport

2.2. In partnership with the Coalfields Regeneration Trust, Metro hosted a Community Transport Partnerships Conference in September 2006. The event was addressed by Ed Milliband, Parliamentary Secretary in the Cabinet Office with responsibility for the development of social enterprise. Community Transport operators, transport authorities and regeneration agencies came together at the conference to explore how

they can work together to address social exclusion and to provide regeneration.

- 2.3. Appendix 1 details the role of Community Transport and the steps Metro is taking to support its development in West Yorkshire.

#### **New Leeds to Nottingham service**

- 2.4. The Department for Transport have announced that the Northern franchise is to be amended to include an hourly service between Leeds, Sheffield and Nottingham. An additional £2 million has been identified for the service that will enhance the frequency of the current Leeds - Wakefield - Sheffield semi fast service. The service is planned to commence in December 2008 and the next steps will require the detailed timetable planning necessary to integrate the service with the current pattern of West Yorkshire services.

#### **Rail Station Cleaning**

- 2.5. The standard of cleanliness at rail stations has deteriorated in recent months. This is in part due to the lack of litter bins which were removed following the 2005 security alerts. There has also been a change in Northern Rail's facilities contract arrangements for cleaning.
- 2.6. The security position has recently been reviewed and litter bins with clear plastic bags are now allowed at minor stations. Stations where litter levels are highest are being prioritised to have the bins first to try and assist with the current cleanliness issues.
- 2.7. Metro has raised the deterioration in the frequency of station cleaning with Northern Rail who have admitted that the cleaning level specified in the contract is not adequate. The company have increased resources in the short term and are reviewing the contract arrangements in the longer term.

#### **Awards**

- 2.8. Over the last 12 months Metro has enjoyed a number of key achievements including:
- Recognised as one of the top British Employers (Best examples of HR management)
  - 'Outstanding Achievement in Transport Policy and Planning' award by the Chartered Institute of Logistics and Transport (CILT)
  - UK Bus Awards - Customer Service Team of the Year (winner), Bus in the Countryside and Bus Marketing Campaign of the Year (both commended)
  - Investors in People re-accreditation
  - Charter Mark re-accreditation

- Transport Academy launched
- Launched - Leeds City Free Bus and Huddersfield Free Town Bus, Realtime Information, Phase 2 Yellow Bus,
- Shortlisted for awards - Yellow Bus Training, MetroLine
- Phase 3 Yellow Bus funding
- Rural and Urban challenge and Rail funding

### **Disability Equality Scheme**

- 2.9. From December 2006 the Disability Discrimination Act 2005 has been amended to place a duty on all public bodies to promote disability equality. This places a duty on Metro to produce a Disability Equality Scheme (DES). This will involve impact assessing policies and practices in all areas of the organisation to ensure that Metro is promoting disability equality as well as preventing discrimination. Metro will be consulting with disabled user groups to assist in the production of the DES and relevant action plans.

### **Bus Shelter Contract**

- 2.10. Metro's present five year contract with Trueform for the provision of new passenger shelters expires on June 30 2007.
- 2.11. To ensure Metro continue to receive value for money for the provision of passenger shelters a full tendering exercise is to be undertaken in accordance with EU Directives.
- 2.12. The results of the tendering exercise will be reported at future meetings of the Passenger Consultative Committee.

### **LTP Settlement**

- 2.13. The settlement letter from Government Office was received in December 2006. Based on an assessment of the performance of the 6 partners (Metro, Bradford, Calderdale, Kirklees, Leeds and Wakefield) during the first LTP period (2001-2006) and the quality of the second LTP (2006-2011) West Yorkshire will receive funding of £27.96 million in 2007/08 rising to £32.657 million in 2010/11. This funding will go towards integrated transport. In addition funds for highway maintenance in West Yorkshire (2007/08) have been set at £23.727 million.
- 2.14. The LTP2 plan was marked as 'good' and our delivery of the LTP1 was marked as 'good' also. These scores have given a +3% bonus on funding.

## **MyBus Update**

### **Implementation of Phase 2**

- 2.15. The second phase of the MyBus project has now successfully implemented 59 of the 60 My buses into service. The final Phase 2 bus will be implemented at Ravenshall school in Kirklees in February 2007.

### ***Development of Phase 3***

- 2.16. On the 10<sup>th</sup> January 2006 the Department for Transport (DfT) agreed funding to cover Phase 3 of the MyBus project. This provides for the implementation of a further 60 buses (and 6 spare buses) funded from a £7 million capital grant.
- 2.17. To encourage competition for Phase 3 services tenders have been split into three batches. To date, two batches have been issued and awarded, covering 41 buses. The final batch has been tendered and covers the remaining 21 buses. The last batch covers Bradford and Calderdale districts. Contracts to operate these services will be signed early in 2007.
- 2.18. 16 of the 60 Phase 3 services have been launched since September 2006, 15 at School Base in Calderdale and one at Ravenshall in Kirklees. School Base comprises of three schools in Halifax, including Holy Trinity C of E, St Catherine's High and North Halifax Grammar School. The schemes have been extremely successful, for example generating a 34% mode shift from car to bus on the buses serving North Halifax Grammar school. The remaining Phase 3 buses will be implemented by the end of 2007.

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

- 2.19. The West Yorkshire concessionary Travel Scheme has been established using powers under the 1985 and 2000 Transport Acts. Both these pieces of legislation allow operators to appeal against the reimbursement arrangements if they believe that a scheme does not compensate them sufficiently (there is an objective within the legislation that operators should be 'no better or worse off' financially by being in a concessionary travel scheme).
- 2.20. First decided to appeal against the reimbursement arrangements set out in the West Yorkshire scheme and submitted evidence to the Secretary of State for Transport. In response, Metro produced a robust rebuttal of all the points raised by First and requested that the Secretary of State dismiss the appeal.
- 2.21. As yet, no decision has been made in respect of the West Yorkshire Scheme.

## **2008 Scheme Proposals**

### **Background**

- 2.22. The Chancellor announced in his March 2006 Budget that the Government would introduce national free off-peak travel on buses for men and women over 60 and certain disabled people covering the whole of England. A Bill was introduced to the House of Lords on 27 November 2006 setting out the proposals.
- 2.23. The latest information is summarised below (the information provided is subject to change as the Bill progresses):
- The national scheme will cover England only and not the rest of the United Kingdom (Scotland, Wales and Northern Ireland already have their own free schemes);
  - Free travel will be for off-peak bus travel, which is between 0930 and 2300 hrs Monday to Friday and all day Saturday, Sunday and Bank Holidays;
  - The proposals will apply to bus only and will not include other modes such as train or tram;
  - Concessionary Travel Authorities (Metro in West Yorkshire) will retain their discretionary powers to extend local schemes to include other modes such as rail and other groups such as children;
  - The Chancellor announced that up to £250m per annum extra funding will be available. However, this will reduce to an estimated £208m for English local authorities as some of the additional funding will go to Scotland and Wales;
  - The free scheme will be introduced in April 2008;
  - Operators will continue to be reimbursed locally by Concessionary Travel Authorities, which includes Metro.
- 2.24. It is likely that all concessionary permits will need to be re-issued to ensure that entitlement can be verified by bus drivers in any part of the country. For example, a bus driver in London must be able to recognise a concessionary permit issued by Metro. As part of this process consideration will be given to the financial and practical feasibility of introducing a national concessionary smartcard as a proof of entitlement.

### **National Policy Initiatives**

- 2.25. The Local Government White Paper (Strong and Prosperous Communities) was published on 26 October 2006. Ruth Kelly (Secretary of State for Communities and Local Government) said that the proposals 'aim to give local people and local communities more influence and power to improve their lives'.

- 2.26. The paper contains a number of proposals to strengthen involvement at a local area and neighbourhood level and includes a statement that the Department for Transport (DfT) will propose 'a package of reforms for PTAs and PTEs to strengthen leadership' and enable a more coherent approach to transport in our biggest cities.
- 2.27. The White Paper suggests that powers will be devolved to local authorities across the country to ensure that communities have the bus services they need. This was further expanded in the Government's paper '*Putting Passengers First*', setting out proposals for a modernised national framework for bus services. Proposals include the ability to include fares and frequencies in statutory quality partnership making bus quality contracts a realistic option.
- 2.28. The Eddington Transport Study was commissioned by the Chancellor and the Secretary of State for Transport in Budget 2005. The brief was to advise the Government on the long-term links between transport and the UK's economic productivity, growth and stability, within the context of the Government's commitment to sustainable development and the environment.
- 2.29. Some of the key points made in the study are:
- Transport networks play a key economic role, particularly in urban areas by getting people to work and supporting agglomeration
  - In broad terms the UK transport network provides the right connections, but delays and unreliability on the network have an increasing cost to the economy
  - Therefore the focus of long-term policy should be to improve performance of the existing network particularly in urban areas.
  - More, smaller, projects tackling key pinch points are likely to deliver the highest returns. Large projects such as high-speed rail routes are not recommended.
  - Delivery mechanisms need to be improved, authorities need to have the right tools and powers to deliver. There is particular comment on the need to address the framework for delivering buses in urban areas with a system of franchising suggested as one option.
  - Transport pricing needs to be addressed to reflect the full environmental and social costs. Road pricing is therefore supported
- 2.30. Measures are likely to be implemented through a Road Transport Bill. A draft is expected in the first part of 2007.

### **Transport Innovation Fund**

- 2.31. A City Region bid for £1.7m of pump-priming funding was submitted at the end of July 2006, but was recently refused by the Department for Transport. The funding would have facilitated more detailed research into the scale and impact of congestion in the City Region, the development of suitable transport models and consideration of potential solutions including investment in transport (as set out in the 25-year vision for transport) and the potential role of demand management, including fiscal measures.
- 2.32. The DfT has emphasised that bid can still be made for substantive TIF funding although this will be more difficult without the pump priming funding. Other funding sources are being considered.

### **GNER Franchise**

- 2.33. Further to financial difficulties experienced by the company, GNER's franchise for East Coast Main Line Services has been replaced by a short term management agreement with the DfT. This is expected to last for 12- 18 months whilst the DfT re-lets the franchise. Expressions of interest for the new franchise have been invited by 15 January 2007 and a consultation on the content of the new franchise runs until 15 February.

### **Grand Central**

- 2.34. Grand Central Railways is proposing to run additional through services from Bradford and Halifax to London via Brighouse and Wakefield. Grand Central is proposing the following strategy:
- An initial three trains per day Sunderland to London services to commence in May 2007.
  - An 'interim' hourly Bradford to Doncaster service is planned – the earliest this could be introduced is December 2007. The service would operate via Brighouse, Wakefield and Pontefract and would provide connections to London services at Doncaster. This service would begin to develop the market and establish the paths for a future London service, but could be retained in its own right if it proved viable.
  - Four trains per day between Bradford, Halifax, Brighouse, Wakefield, Pontefract and London. Ideally this would operate as a 'stand alone' service and Grand Central believes there is capacity for this, but a further option is to attach trains to the Sunderland service at Doncaster.
  - Six trains a day operated by sister company 'Grand Union' between London Euston, Stockport, Guide Bridge and Huddersfield with

some trains continuing to Brighouse, Halifax and Bradford. The earliest these services could commence is 2009/10.

### **Brighouse Bus Station**

- 2.35. Planning consent for the proposed redevelopment of Brighouse bus station was received on 17 October 2006. Metro is now working with Calderdale MBC on the necessary highway orders that will need to be in place in order that the new arrangements necessary for the safe working of the new bus station can be put in place. Certain elements of the proposed changes to highway layout and operation will need to be approved by the Department for Transport and this work is also underway.
- 2.36. These processes involve statutory procedures, including consultation, and will need to be completed before any work starts on the redevelopment. Once the outcome of this process is known, Metro will invite tenders for the work. It is currently envisaged that work will start on site during winter 2007 and be completed by autumn 2008.

### **Elland Rail Station**

- 2.37. There has been recent reference in the local press to a local developer offering to pay for the construction of a new station to serve Elland.
- 2.38. Discussions have been taking place between the developer and Calderdale MBC about the practicality of this proposal and Metro has recently prepared a brief for the necessary feasibility study that will be required by the railway industry to support it.

### **Bus Service 900**

- 2.39. From 29<sup>th</sup> January 2007, bus service 900 which operates between Huddersfield, Ripponden and Hebden Bridge will be operated by K Line Travel of Huddersfield following the award of a new five year contract. A new low floor bus will be provided by K Line as part of the new contract. From the Spring, Sunday services will extend beyond Hebden Bridge to Oxenhope in the Worth Valley.

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

- 2.40. From 28<sup>th</sup> January 2007 Stainland Road in West Vale will become subject to road closed to traffic approaching from the Halifax direction for up to one year due to major highway works. Through bus services will operate via Elland with a temporary shuttle bus service (W1) operating every 15 minutes from West vale to Elland where passengers can make onward connections. Full details of the revisions to bus services are provided in the Changing Times booklet which will be available at the meeting.

## **3. RECOMMENDATIONS**

- 3.1. That the report be noted.

Director General  
West Yorkshire Passenger Transport Executive

Lead Officer :	
Date :	

## **Appendix 1**

### **Community Transport In West Yorkshire**

#### **WHAT IS COMMUNITY TRANSPORT?**

Community Transport is the provision of passenger transport by non-profit making community based organisations. Many Community Transport operators provide transport for elderly or disabled people whose opportunity to travel is often limited. They often operate small minibuses and can also organise car lift schemes with voluntary drivers. In addition to charitable donations and membership charges to passengers, some organisations are funded by Social Services or health sector providers.

In some parts of the UK, Community Transport operators also provide public bus services in areas where commercial services are limited and also dial a ride services similar to Metro's AccessBus.

Community Transport providers can range from charities offering their minibus to others for hire through to large community enterprises such as Hackney Community Transport who operate a range of services in London including local bus contracts for Transport for London (CT Plus who operates services for Metro are a trading arm of Hackney Community Transport).

#### **HOW DEVELOPED IS COMMUNITY TRANSPORT IN WEST YORKSHIRE?**

Whilst Community Transport is not as well developed in West Yorkshire as in other parts of the UK, there are still a range of providers in the area who provide a valuable local service. These organisations have formed the West Yorkshire Community Transport Forum which works with Metro, District Councils and health care agencies to develop the capacity and capability of Community Transport in West Yorkshire.

#### **HOW CAN COMMUNITY TRANSPORT CONTRIBUTE IN THE FUTURE?**

Community Transport is already providing important services to people who are unable to use mainstream transport. The development of further community based transport solutions can address social exclusion issues at a local level in particular by

- Providing links to work in areas where access to employment is a problem
- Providing local links in areas where bus network shrinkage has reduced or removed services
- Improving accessibility for people with physical disabilities
- Responding to changes in health care services and reducing the need for medical home visits

To respond to these challenges, the Community Transport sector needs to expand its capacity and develop its skills and expertise.

The Department for Transport has identified the increasing importance of the role of Community Transport in supporting accessibility. The recent “Putting Passengers First” document issued by the DfT outlining proposals for modernising the framework for bus services identifies an enhanced role for Community Transport. Generally, the Government is promoting the development of the “social enterprise” as a “business model for the growth of not for profit organisations such as Community Transport.

Metro is currently assisting the West Yorkshire Community Transport sector in assessing its current capacity and capability with a view to supporting a wider role for community based organisations in transport solutions for the future.