

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 30 MARCH 2009

AGENDA ITEM NO: 4.

SUBJECT: INFORMATION REPORT

Report of the Passenger Transport Executive

1. MATTER FOR CONSIDERATION

1.1. Matters of information relating to the Leeds district.

2. INFORMATION

Bank Holiday Services 2008

2.1. Metro and bus operators have agreed a standardised pattern of services for the Bank Holidays throughout spring and summer 2009. In summary these will be as follows:

- Good Friday – mostly a Saturday service, however, several operators will maintain a normal weekday service
- Easter Monday – Sunday Service
- May Day Bank Holiday Monday – Sunday service
- Spring Bank Holiday – Sunday service
- August Bank Holiday – Sunday service

2.2. Further details will be published by Metro in a seasonal leaflet and on the website.

April Bus Service Changes

2.3. The next major bus timetable change of the year occurs on the weekend of the 25 April 2009. Details of the changes will be set out in a copy of Metro's Changing Times leaflet. The impact of the changes can be summarised as follows:

- **Bradford** – Revisions to the route of service 649.
- **Calderdale** – Revisions to services in Mixenden in response to public concern.
- **Kirklees** – Extensive changes to Arriva services in the Cleckheaton, Heckmondwike, Batley and Birstall areas. Following re-tendering, service 303 will be operated by K Line and services 340/ 341 will be operated by Huddersfield Bus Company. Minor changes to other services following re-tendering. Changes to First services in the Holme Valley.

- **Leeds** – A new X64 service will be operated by First between Leeds and York. Further service changes are detailed below.
- **Wakefield** – Changes to services in the Knottingley area.

First Bus Service Changes in Leeds

2.4. First have advised that they will withdraw the following services from 25 April 2009:

- Infrequent Monday to Friday daytime service 731 (Leeds – Horsforth – Rawdon – Otley)
- Friday and Saturday “Nightrider” service 921 (Leeds – Cross Gates – Garforth – Kippax)
- Friday and Saturday “Nightrider” service 928 (Leeds – Headingley – Holt Park - Otley)
- X96 peak time only service which operates direct to Leeds from Tinshill and Cookridge. The area will continue to be served by the frequent service 96.

Bus Service X84

- 2.5. A fleet of eight new buses have been introduced onto service X84. The service runs from Leeds to Otley every 15 minutes with an on-going service to Ilkley every half-hour. It also serves Bramhope and Burley-in-Wharfedale and selected journeys link the area to Skipton, calling at Addingham.
- 2.6. The new vehicles feature low floor access, leather-covered seats and air conditioning. CCTV is fitted to provide additional security and protection for passengers.

Airport Bus Links

- 2.7. Metro and Leeds Bradford International Airport jointly fund the following bus services:
- 737 Bradford – Greengates -Yeadon – Airport
 - 747 Bradford – Shipley – Guiseley – Airport
 - Leeds – Airport - Otley
- 2.8. The contracts for these services are due for review later in 2009. Metro and the airport company are currently reviewing the operation of the services with a view to improving the effectiveness of bus travel to the airport. This review is likely to result in changes to the services later in 2009. PCC members will be advised of the outcome of the review.

Consultation on Bus Service Changes

- 2.9. Metro and the bus operators in West Yorkshire have agreed a Good Practice Guide aimed at consulting passengers and affected communities during the planning process for bus service changes.
- 2.10. Bus companies are not legally obliged to consult prior to the registration of bus service changes and may have commercial interests to protect.
- 2.11. However, there are clear benefits to consultation for both the company and passengers and it is hoped that the adoption of a Good Practice Guide will promote a positive approach to involving passengers in decisions regarding their bus service. A copy of the Good Practice Guide is attached as Appendix A.

Timetable Cases Roll Out

- 2.12. The project for increasing the number of timetable cases at bus stops commenced in February 2009.
- 2.13. Phase one of the project will see the installation of 1,000 new cases across West Yorkshire by April 2009.

Pudsey Bus Station

- 2.14. Detailed design of the bus station is now complete and tenders will be invited during March 2009. A detailed implementation and phasing programme has been discussed and agreed in principle with Leeds City Council (LCC) for the bus station and highway works and it is planned to commence work during May/June 2009 and complete during March/April 2010.
- 2.15. The start and completion dates are subject to LCC finalising the necessary Traffic Regulation Orders required for the scheme, the appointment of a suitable contractor and reaching agreement, with the appointed contractor, on a final detailed phasing and implementation programme.
- 2.16. At an early stage of the building works it will be necessary to close the existing bus station and provide three temporary stops. It is currently proposed to provide two of the temporary stops within 'Market Place' with the third stop being provided outside the Post Office on Church Lane. The final agreed locations will be subject to further discussions with LCC and bus operators.

Bus Station Real Time Displays

- 2.17. Software problems that have delayed this project have now been resolved, and Site Acceptance Testing is now well underway at the first station, Keighley.

- 2.18. It is planned that real time information will 'go live' at Keighley Bus Station by mid April 2009. The upgrades at the other seven large bus stations should be completed by the end of July 2009.

Bradford-Leeds Corridor

- 2.19. Metro is working in partnership with Bradford and Leeds on the development of a range of public transport interventions as part of a £20 million investment package, which has been secured for housing and employment initiatives along the A647 corridor. It is intended that the details of the proposed investment plan, including agreed public transport measures, will be finalised by the end of 2009.

Tackling Traffic Congestion on the Bus Network

- 2.20. Metro will shortly issue an advisory leaflet for ward councillors in West Yorkshire on 'Tackling Traffic Congestion on the Bus Network'.
- 2.21. The leaflet highlights the factors that cause traffic congestion together with the impacts this has on the bus network and seeks member support for the measures being implemented and policies adopted to overcome these impacts in order to improve bus performance.

Easter, May Day and Spring Bank Holiday Train Service Arrangements

- 2.22. Local rail services in West Yorkshire will generally operate normally during the Easter, May and Spring Bank Holiday periods as advertised in the current Metro pocket timetables for each line.
- 2.23. Major engineering works south of Preston and at Church Fenton will affect train services on the Caldervale, Dearne Valley and York and Selby lines over the Easter weekend. Ongoing work at Halifax and Hunslet will affect train services on the Caldervale, Hallam and Pontefract Lines over the Spring Bank Holiday weekend.
- 2.24. Further details are attached as Appendix B.

New Train Service Proposals between Yorkshire and London

- 2.25. The Office of Rail Regulation (ORR) has been considering a number of bids by train operators to run additional train services between Yorkshire and London Kings Cross. On 27 February 2009, the ORR announced its determination of those bids.
- 2.26. The most notable of the new services that have been granted train paths are the three return trains per day between Bradford Interchange and London to be run by open access operator Grand Northern Railways.

- 2.27. Grand Northern's proposals involve calls at Halifax, Brighouse, Wakefield Kirkgate and Pontefract Monkhill. The train then continues on to Doncaster and Kings Cross. Members will be informed of the full details as soon as these have been confirmed by Grand Northern.
- 2.28. In addition, the existing East Coast Main Line franchise operator, National Express East Coast (NEXC), has been granted rights to run additional return journeys to and from London. As a result, there will be an additional third National Express East Coast service every other hour between Kings Cross and Leeds, which subject to timetabling issues being resolved, will run through to Harrogate. One of the two existing hourly National Express trains between London Kings Cross and Leeds might also be extended to Bradford Forster Square if it can be fitted into the route's busy timetable.
- 2.29. The earliest that that these services can start running is December 2009 and this will very much depend upon both operators being able to secure the additional trains and staff that will be required. Members will be kept informed of developments.

Yorkshire and Humber Route Utilisation Strategy

- 2.30. The draft Route Utilisation Study (RUS) for the Yorkshire and Humber region was published at the end of September last year and Metro formally responded to Network Rail on the emerging proposals.
- 2.31. Network Rail had intended to publish the final document in early spring this year. However, recent developments relating to the possible re-routing of some Cross-Country train services, together with the outcome of the East Coast Main Line service bids (mentioned above), have required Network Rail to carry out some additional detailed work.
- 2.32. In the light of this, Network Rail is now likely to delay publication until late summer this year.

Access Bus

- 2.33. Metro has recently ordered 19 low floor minibuses to replace the 9 and 10 year old fleet vehicles. The new buses will be fitted with CCTV. Upon completion of the order all vehicles used on AccessBus will be in the new livery and will be no more than 5 years old.
- 2.34. Metro has also awarded a contract for the supply of a replacement booking and information management system. The new system will be internet based and will enable direct communication between Metro and the driver via an in-cab dispatch console. The system also includes vehicle tracking functionality to monitor reliability.

NGT Project

- 2.35. Metro and Leeds City Council are continuing to develop proposals for a top of the range rapid bus system for Leeds known as NGT (New Generation Transport). Three NGT routes are initially being developed serving the north, south and east of the city and a range of different vehicle types are under consideration including electrically powered trolleybuses.
- 2.36. In January 2009 a further £98.8 million was allocated to the NGT project through the Regional Funding Allocation (which is the source of Department for Transport funding for all major transport schemes in Yorkshire and the Humber). This funding is additional to the £150 million which was previously allocated to the scheme in 2007, bringing the total to just under £250 million.
- 2.37. As previously reported, a series of public exhibitions about the NGT project took place in November 2008 and a questionnaire about the proposals was distributed widely. The questionnaire responses have now been analysed and a full report of the findings is to be posted on the NGT website (www.ngtmetro.com) in the near future. The key findings can be summarised as follows:
- The improvements to public transport that respondents most wanted to see were: more reliable services, less expensive fares, more frequent services, more bus lanes and less crowded services;
 - In terms of improvements to bus vehicles, the most commonly suggested measures were: on-board information, cleaner vehicles and more environmentally friendly vehicles; and
 - There was a positive response to the NGT proposals and respondents welcomed the fact that they involve high quality public transport improvements and Park and Ride.
- 2.38. Work is continuing on the development of a Business Case to be submitted to the Department for Transport later this year. Current activity is focussed upon further development of route and vehicle options and testing of these options to understand which offers the best value for money. This work will result in the identification of a preferred scheme option, which will form the basis of further public consultation due to take place in summer 2009.

Transport for Leeds

- 2.39. Consultation on the Transport for Leeds project ran from November 2008 to January 2009 and started with a four day public consultation held in the city centre. Consultation packs were also distributed and a Transport for Leeds questionnaire was available in libraries, One Stop Shops and on line until 9 January 2009. The public were asked about their views on congestion and initial ideas on potential solutions. The

main outcomes from the consultation event can be summarised as follows:

- Over 2,500 questionnaires were completed;
 - Traffic congestion was seen as the greatest transport problem in Leeds, followed by the high cost of bus and train fares;
 - Over half of respondents reported that they had changed their travel behaviour as a result of congestion;
 - A wide range of transport improvements were requested, the most popular being more reliable and frequent public transport, cheaper fares, reduced road congestion, reduced crowding on public transport and more park and ride sites.
- 2.40. The results will help to inform the development of the Transport for Leeds package.

Local Transport Plan (LTP)

- 2.41. A progress report on the second Local Transport Plan (LTP2) was submitted to Government Office for Yorkshire and Humber (GOYH) in December 2008. PCC members have previously been consulted on the LTP progress report and PCC comments provided useful input into the report.
- 2.42. The report included a review of progress in implementing LTP2 during the first two years (2006-08) and a projection of risks to delivery and mitigating actions for the final years (2008-11).
- 2.43. GOYH's response to the report was positive overall and highlighted successes, areas of concern and recommendations for action. Specific highlights identified by GOYH include Free City Bus and MetroLocal bus services and Bus Real Time Information. GOYH also expressed a concern that West Yorkshire bus patronage continues to decline and recommended remedial action plans including use of provisions of the Local Transport Act 2008 to increase bus patronage. The LTP Partnership is prioritising the implementation of bus priority measures in the remainder of LTP2.
- 2.44. The Department for Transport (DfT) published draft statutory guidance on the development of Local Transport Plan 3 (LTP3) in December 2008. Key points include:
- In Metropolitan areas, the new Integrated Transport Authority (ITA) will be responsible for the production of the LTP and its subsequent implementation (with a duty to consult local authorities in its area).
 - LTP3 must contain separate plans for Strategy and for Implementation (delivery of policies and strategies).

- The duration of the plans will be for the ITA to decide, but the strategy might run for 20 years to tie in with e.g. the Regional Spatial Strategy and Local Development Frameworks, whilst the Implementation Plans might cover a shorter time period (e.g. 3 years) to align with local government funding settlements and Local Area Agreement (LAA) timescales.
 - There will be much reduced scrutiny from the DfT and there is a presumption towards greater local scrutiny and ownership.
- 2.45. The consultation on the guidance closes on 9 April 2009 and full guidance will be expected later this year.

Regional Funding Allocation (RFA)

- 2.46. The Regional Transport Board have now completed a full review of RFA and have agreed the following in respect of West Yorkshire and the wider city region:
- To re-endorse all the current schemes in the existing programme.
 - To prioritise Leeds New Generation Transport (NGT) Phase 2 - £99m.
 - To transfer funds to uplift the LTP Block Allocations for Integrated Transport and Highway Maintenance by 20% (about £35m for West Yorkshire LTP spread over the period 2009/10-2010/11). The WYLTP Partnership need to develop the principles to be adopted for the allocation of this uplift.
 - To agree a reserve list of regional schemes to take up any further headroom that may emerge up to 2019. The reserve schemes (alphabetical order) are:

Scheme	Cost (£m)
Access York Phase 2	37.4
Connecting Airedale Stage 3	34.4
Horsforth Woodside Rail Station	12.9
Kirklees Economic Zone	42.3
Low Moor Rail Station	5.6
North Wakefield Gateway	8.0

- To highlight the particular exceptional case of the Leeds Inner Road to DfT to identify alternative funding sources.

- 2.47. Over the last four months West Yorkshire and City Region partners have submitted proposals for 62 new major schemes for consideration for RFA2 funding up to 2019. These bids had a total cost of £3.5bn. However, only £300m was available up to 2019 for new schemes.

Congestion Performance Fund

- 2.48. The DfT has established a Congestion Performance Fund of £60m over four years. An annual award is paid to those authorities which have an agreed Congestion Target Delivery Plan and are meeting or exceeding their congestion targets.
- 2.49. The West Yorkshire Local Transport Plan (WYLTP) Partnership has been successful in keeping the scale of increase in person journey time on 13 selected routes below the agreed target and, as a result, has been awarded £1.3m to be spent on measures to tackle congestion on the selected routes.
- 2.50. The partnership is currently identifying a programme of measures for implementation. Measures being considered for this programme include:
- improved infrastructure (bus lanes, junction improvements);
 - traffic management (traffic light priority) ;
 - marketing/travel planning/car share
 - bus service development (express services, park & ride)
 - targeted enforcement (bus lane, parking enforcement)

Metro's Drive for Skills Initiative

- 2.51. Metro's driver training initiative 'Drive for Skills' is now fully accredited to deliver training for the Certificate of Professional Competence (CPC). The CPC is an EU training directive, which is a legal requirement for drivers entering the bus and lorry industries. It involves completing at least one day of training per year over five years.
- 2.52. Working with its Drive for Skills partners, Kirklees College and Aberdeen Skills and Enterprise Training (ASET), Metro has devised five one-day courses, which meet the Periodic Training requirements of CPC. These courses cover:
- Vehicle familiarisation;
 - Customer care;
 - Vehicle legislation and walk-round checks;
 - Driving the vehicle;
 - Drivers' hours.

2.53. Metro's specially-adapted mobile training unit, equipped with plasma-screen and laptop work stations, means that the training can be delivered on-site at depots, garages or other convenient locations. This minimises the inconvenience and time lost travelling for participating drivers and reduces the impact of staff training for operators.

3. RECOMMENDATIONS

3.1. That the report is noted.

Director General
West Yorkshire Passenger Transport Executive

Easter, May Day and Spring Bank Holiday Train Service Arrangements

1. Easter

- 1.1. Work south of Preston from 1900 Thursday 9 April through to 1200 Monday 13 April will limit access to Preston station from the south. York - Blackpool North trains will generally run between York/ Micklefield and Blackburn only with connecting buses between Blackburn and Preston and a special train service between Preston and Blackpool North.
- 1.2. Work at Church Fenton all day Saturday and Sunday will affect trains to and from York. Blackburn/ Hebden Bridge/ Leeds - York local trains will terminate at Micklefield with connecting buses between Micklefield and York. York - Leeds/ Hebden Bridge/ Blackburn local trains will start from Micklefield at advertised times with connecting buses from York to Micklefield departing earlier than advertised. Sheffield - York trains will terminate at and start from Moorthorpe on Saturday with buses between Moorthorpe and York, and at Pontefract Baghill on Sunday with buses between Pontefract Baghill and York. Journey times will be extended.
- 1.3. A revised First TransPennine Express timetable will operate. On Saturday a reduced service of one through train per hour will operate between Leeds and York with additional replacement buses supplementing the train service. On Sunday there will be no trains between Leeds and York all day. Frequent replacement buses will run between Leeds and York with extended journey times. Trains to and from Scarborough, Middlesbrough and Newcastle will run beyond York only. Trains between Hull and Manchester, Leeds and Manchester Airport/ Liverpool will run normally. From Monday some late night trains will be replaced by buses between Manchester Piccadilly and Manchester Airport.
- 1.4. National Express East Coast will operate a revised service on Good Friday and Easter Monday. On Saturday the 1005 and 1205 Leeds - London Kings Cross trains will terminate at Doncaster and on Sunday the 0910 London Kings Cross - Leeds train will start from Doncaster.

2. May Day

- 2.1. York - Blackpool trains will be replaced by buses between Blackburn and Blackpool North all day Sunday 3 May, with details included in the current timetable. Until 1400 Sunday there will be no access to Lancaster station and Leeds - Morecambe trains will run direct between Carnforth and Bare Lane with a bus connection to and from Lancaster.
- 2.2. National Express East Coast will operate a revised service on Bank Holiday Monday. On Saturday the 1005 and 1205 Leeds - London Kings Cross trains will terminate at Doncaster and on Sunday the 0910 London Kings Cross - Leeds train will start from Doncaster.

3. Spring Bank Holiday

- 3.1. Due to work to renew the canopy at Halifax station (and each weekend through to 12 July) a revised Caldervale Line service will operate, included in the new Caldervale Line timetable.
- 3.2. Due to work at Hunslet from 2200 Saturday and all day Sunday all Leeds - Sheffield trains via both Castleford and direct to Barnsley are expected to be diverted between Leeds and Wakefield Kirkgate, with connecting buses serving intermediate stations. The Leeds-Knottingley service is expected to be replaced by buses throughout, with extended journey times. Details will be included in the new Hallam and Pontefract Lines timetables.
- 3.3. National Express East Coast will operate a revised service on Bank Holiday Monday.