

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 6 JULY 2009

AGENDA ITEM NO: **5.**

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

Bus Service Changes 18/19/20 July 2009

2.1. The next major bus timetable change of the year occurs on the weekend of the 18/19/20 July 2009. 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 changes include significant service reductions which were the subject of a Special PCC Meeting in June. Following this meeting the following action was agreed:

- **Service 44/44A** Leeds – Bramley – Rodley – Pudsey/ Owlcotes – First have agreed to continue to operate this service.
- **Service 90** Leeds – St James – Cross Green following the withdrawal of this service east of Leeds, First will cover most of the route by extending Service 61. Metro have agreed to a minor amendment of the route of tendered Service 78 to ensure the Ivy Avenue area remains served.
- **Service 55/X55** in Morley – First have agreed to provide additional afternoon peak Service X55 trips from Leeds to maintain a 15 minute frequency from 1600 to 1900 hours.
- **Service 56** – First have agreed to review their plans to reduce the frequency of this service to reduce the potential for overcrowding at busy times.
- **Service 711** Off peak service 711 Bradford – Pudsey – White Rose Centre – Geldards Coaches have registered to operate this service from 20 July 2009.
- **Service 653** Bradford – Otley – Harrogate – Harrogate Coach Travel will operate an hourly service between Harrogate and Otley extending every two hours to Ilkley and Guiseley respectively from 20 July 2009.

- 2.2. Full details of the changes will be set out in a copy of Metro's Changing Times leaflet which will be available at the meeting.

Bank Holiday Services 2009

- 2.3. Metro and bus operators have agreed a standardised pattern of services for the Bank Holidays throughout spring and summer 2009. A Sunday service will operate on most routes on August Bank Holiday. Further details will be published by Metro in a seasonal leaflet and on the web site.

Day Trippers

- 2.4. As in previous years Metro is arranging some additional bus services during the school summer holidays to enable families and other passengers make journeys to local tourist attractions which they cannot make using regular bus services. The services which will operate are:
- **Service 950** – Leeds to Temple Newsam and Lotherton Hall operating from Tuesday to Saturday. The service will be provided by Godsons.
 - **Service 951** – Huddersfield – Holmfirth – Holme Moss – Torside – Glossop (for the Peak District) operating Saturdays and August Bank Holiday. The service will be provided by Huddersfield Bus Company. The timetable will co-ordinate with Service 61 at Glossop enabling passengers to travel onward to New Mills and Buxton.
- 2.5. Through ticketing between the services will be available. MetroCard holders will be able to use their card to travel through to Glossop on this service.
- **Service 956** – Huddersfield to National Coal Mining Museum, Yorkshire Sculpture Park, Cawthorne and Cannon Hall and Farm operating on Tuesdays, Wednesdays, Thursdays and Fridays. The service will be provided by Huddersfield Bus Company.
- 2.6. A leaflet detailing these services and other local holiday travel opportunities will be available at the meeting.

Night Buses

- 2.7. Earlier in the year First withdrew weekend late night bus services to North West and East Leeds leaving only the student areas of Headingley served by buses after midnight.
- 2.8. Late night bus services have proved successful in several larger cities including Manchester, Newcastle and Liverpool together with smaller cities like Oxford and Brighton with a large student population.

- 2.9. The experience of night buses in Sheffield has, however, been similar to Leeds. Late night buses in Birmingham and Bolton were also withdrawn earlier this year.
- 2.10. All-night services catering for both employment and leisure journeys operate in London and Glasgow.
- 2.11. The experience of these cities suggests the most successful services are those to areas with a high student population or that also cater for provide for shift working. There is some evidence that there is potential for late night and all-night bus services focussed on longer journeys where the cost of taxi transport may be prohibitive. Metro is, therefore, exploring the feasibility of night buses on longer routes to major centres such as Leeds to Wakefield or Leeds to Bradford where late night rail services do not run.

Pudsey Bus Station

- 2.12. Tenders for the new Pudsey Bus Station scheme and associated highway works have been returned and are currently being appraised. It is anticipated that work could commence during August / September 2009 and will be completed during May /June 2010. However, this is subject to the necessary traffic regulation orders being confirmed which Leeds City Council are dealing with.
- 2.13. At an early stage of the building works it will be necessary to close the existing bus station and provide three temporary stops, two within the Market place and one outside the Post Office on Church Lane. Prior to work commencing further discussions on the proposed phasing of the woks will be held with local residents and businesses and Pudsey Town Centre Management will also be kept informed.

Realtime at Bus Stations

- 2.14. Metro have now begun implementing Real Time at bus stations in West Yorkshire; starting with Keighley Bus station which went live on 27 May 2009.
- 2.15. The rollout of Real Time to bus stations will continue throughout the summer of 2009. The remaining bus stations to be upgraded are Huddersfield, Bradford, Dewsbury, Pontefract, Leeds, Halifax and Wakefield.

Traffic Light Priority (TLP)

- 2.16. TLP is one of the wide range of benefits obtainable from Metro's 'yournextbus' real time system. Additional LTP capital programme funding is being made available to the West Yorkshire partners for the development of a TLP programme over the next three years.

- 2.17. A 'Task and Finish' Group comprising representatives from Metro, the five district councils and system supplier ACIS has been set up to deliver this programme. Work is now underway to identify suitable locations for TLP application as well as scoping out required upgrades to existing equipment in order to maximise system performance.

NGT

- 2.18. 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). NGT would initially involve three routes serving north, south and east Leeds. The potential for other NGT routes in the future is also being considered including possible routes to Leeds Aire Valley and West Leeds.
- 2.19. Recent activity has focussed upon defining the preferred route and vehicle options for NGT. This has resulted in detailed route plans being drawn up and identification of electrically powered trolleybuses as the preferred vehicle to operate the system. These proposals are now forming the basis of a public consultation exercise which is currently underway and due to conclude in early September 2009.
- 2.20. The public consultation includes a number of public exhibitions taking place on each of the NGT routes and in the city centre. In addition an NGT leaflet and questionnaire have also been developed and are currently available at Libraries, One Stop Shops and electronically on the NGT website at www.ngtmetro.com. The deadline for questionnaire responses is 4 September 2009.
- 2.21. In parallel to public consultation, work is also continuing on the development of the Major Scheme Business Case for NGT to be submitted to the Department for Transport later this year.

Bus Service Operator Grant (BSOG)

- 2.22. The Secretary of State for Transport has announced that in April 2010 BSOG rates will be uprated for those operators who have achieved an improvement in fuel efficiency equivalent to 3% per annum for each of the two previous years. In addition, a payment of 6p per kilometre will be paid for all kilometres operated by a Low Carbon Emissions Bus from 1 April 2009.
- 2.23. Metro is in discussion with operators how to best capture these benefits and how to pass these potential savings either directly or indirectly to customers.

Quality Contract Draft Guidance

- 2.24. The Department for Transport is expected to publish draft guidance on how to implement a Quality Contract (franchising) shortly for

consultation. The guidance is likely to make Quality Contracts easier to implement by making the decision to introduce franchising a local one rather than being determined by an outside body

Metro will respond to the guidance in co-ordination with other PTEs through *pteg*. It is expected that operators will also respond to the draft guidance through the Confederation of Passenger Transport (CPT).

AccessBus Update

- 2.25. Metro is working to place the AccessBus service on a strong footing for the future. A replacement vehicle programme is almost complete and by September 2009 all of the vehicles will be less than five years old.
- 2.26. Nineteen brand new buses have entered service this year representing an investment in the service of £1.7 million. A new booking system is also being introduced which is hoped to improve the flexibility and efficiency of the service and will enhance customer service for those telephoning Metro to make a booking.
- 2.27. Following a recent change in the regulations governing bus services, AccessBus will operate as a registered local bus service from the end of September. All existing passenger bookings will continue and though fares will be introduced for travel on the service, existing passengers qualify for concessionary fares and will continue to travel free of charge.

Mybus Primary schools

- 2.28. Mybus has proved very successful for the majority of schools where it has been introduced. It has been particularly pleasing to see the take up at primary schools where around two thirds of the users had previously been driven to school by car. However, a small number of the primary services are not performing as well we required in terms of CO₂ reduction, mode shift and cost of operation.
- 2.29. All services have been evaluated based on number of regular users; net subsidy per trip and alternative options if the service were to end. At schools where criteria were not met, additional marketing has taken place to try to generate additional passengers and a further evaluation undertaken.
- 2.30. As a result, the following services are due to end from July 2009. Metro has written to parents and children, schools and ward councillors to let them know well in advance so that alternative arrangements can be made for September.

Operator	Service	Schools
First	P32 (AM)	Eldwick Primary, Bingley
First	S25 (AM)	St Joseph's Primary, Otley
CT Wakefield	S19	Green Lane Primary, Ninelands Primary, Garforth
First	S9	St Anthony's Primary, Clayton C of E Primary, Clayton
First	P36 (AM)	St Peter and St Paul R C Primary, Yeadon
First	S12	Almondbury Junior School, Huddersfield
First	P37	St Margaret's Primary, West End Primary, Horsforth
First	S10	St Anthony's Primary, Clayton C of E Primary, Clayton,

2.31. Metro is currently undertaking a review of all Mybus services in advance of re-tendering the services in December this year, which will provide an opportunity to consider whether new services can be instigated at other schools where there is greater demand.

Metro Active

2.32. Metro Active is the brand name of the Kids for a Quid / Get Around for a Pound promotion of previous years. The campaign is focussed on young people getting out and about by public transport for leisure journeys over the Summer.

2.33. In addition, the promotion aims to promote the requirement for a half fare pass to young people in advance of the new academic year and to further promote the Generation M website (which has access to all school bus timetables and other useful ticketing and information).

2.34. The ticket will be a daily £1 off peak ticket for the whole of August, valid on production of a half fare pass. To ensure simplicity of the marketing message, this can be either a Young Person's or a Scholar's PhotoCard. Children under 11 without a half fare pass will be able to get a £1 ticket when travelling with a fare paying adult.

2.35. Metro active is being promoted widely including:

- Posters in all secondary schools and a concertina leaflet (one per child) detailing places to go and where to find out more information;
- Large posters at travel centres in bus stations and on some shelters;
- Information in bus shelter roadside displays;

2.36. Posters will also be sent to youth clubs and other such outlets.

2.37. Metro's PR department are working up a programme of photo calls as well as inserts / adverts in key newspapers towards the end of July.

- 2.38. The Generation M website will contain information about activities and a Facebook page has been established where young people can sign up as 'friends' of the campaign to get more information.
- 2.39. A monitoring and evaluation programme is being developed to ensure that the case can be made for similar promotions in future years.

English National Concessionary Travel Scheme – Replacement Passes

- 2.40. Since the introduction of ENCS Passes in April 2008 over 12,000 passes have been lost and replaced. Currently, the lost passes are replaced free of charge.
- 2.41. However, it costs over £2 to produce a pass (more if Metro's administration costs are included) and the increasing number of lost passes is causing concern. Currently, there is no incentive for people to look after their passes or try to find them if they are misplaced.
- 2.42. Most Travel Concessions Authorities (TCAs) make a charge for replacing lost passes. The charge is generally £5 although some charge £10.
- 2.43. In order to incentivise people to be more careful with their passes and recover the cost of producing passes Metro will be introducing a charge of £5 for replacing a lost pass.

Leeds Station Southern Entrance Proposal

- 2.44. Network Rail's outline design work for the proposed Leeds Station Southern Entrance is progressing well. A pre-planning application consultation event will take place in Leeds Station in August 2009 to allow the public to comment on the scheme. It is anticipated that both the Planning Application and Major Scheme Business Case for the scheme will be submitted in August 2009.

Leeds Station 'Cyclepoint'

- 2.45. Northern is leading an initiative to develop a new facility known as a 'Cyclepoint' in the forecourt of Leeds rail station. The concept, which is well established in the Netherlands by one of Northern's parent companies NedRailways, is designed to provide a central, integrated cycle facility on the station that can deal with cycle storage, cycle hire and cycle-related sales, repairs and information.
- 2.46. Customers will be able to store their bicycles at the 'Cyclepoint' if they have ridden into the city centre and wish to continue their journey by other means and, similarly, those customers who take their bicycles on the train to Leeds can store them there in between journeys. An alternative option would be for train passengers to hire a bicycle at the 'Cyclepoint' and use it for the onward part of their journey.

- 2.47. It is likely that the 'Cyclepoint' will have the facility for customers to purchase cycle-related items and also for them to have repairs carried out to their own bicycles.
- 2.48. Northern is working in partnership with Network Rail, Metro and Leeds City Council on the proposals, including the identification of a suitable and prominent location for the 'Cyclepoint' within the station.
- 2.49. Northern believe that, if successful, the concept could be appropriate at other rail stations within the Northern franchise area.

Leeds City Region Rail Growth Package

- 2.50. This package of works includes the proposals for new rail stations at Apperley Bridge and Kirkstall Forge together with a number of car park extensions at existing stations outside the Leeds district.
- 2.51. Metro is currently working towards obtaining the necessary Department for Transport approvals for this package of schemes. This work includes the need for confirmation that a rolling stock procurement plan is in place for the additional trains required and that there is an agreement on a mechanism to cover the required subsidy for the two new stations.
- 2.52. In the meantime, Network Rail continues to carry out the design development work for both stations on Metro's behalf.
- 2.53. A public consultation event for Apperley Bridge station took place on 15 and 16 May and well over 200 people attended the event. The majority of those who attended were supportive of the scheme. Some elements of the design are being reviewed in order to reduce the scheme's environmental impact wherever possible on a small number of local residents.
- 2.54. A similar consultation event for Kirkstall Forge station was held on 5 and 6 June at St Mary's Church Hall, Hawksworth, Leeds and all of the attendees were supportive of the station proposals.
- 2.55. Both events were held by Metro with support from Network Rail. Local ward members, local residents, rail user groups, relevant PCC members and accessibility groups were invited to attend. It is also proposed that information on the Kirkstall Forge station proposals will be made available at the Kirkstall Festival to be held on 11 July.

New Train Service Proposals between Yorkshire and London

- 2.56. The additional services from London to Leeds proposed by National Express East Coast, together with the possible extension of some services through to Bradford and Harrogate, as part of the East Coast Main Line (ECML) franchise development, could be at risk because of the current economic downturn.

- 2.57. National Express has, for some time, been in discussion with the Department for Transport about the future of the ECML franchise in its current form because the projected passenger revenue income stream at the time of the letting of the franchise assumed a continuing growth of long distance travel that has not subsequently materialised.
- 2.58. In order to safeguard the potential improvements to London services, Metro has lobbied both the Department for Transport and the Office of Rail Regulation asking that any future changes to the franchise will make provision for service improvements between London and the region or will enable open access operator bids for such improvements to be reconsidered.
- 2.59. The current situation with National Express and the ECML franchise should not affect open access operator Grand Northern Railway's proposed Bradford to London service, which is due to start in December this year.

High Speed Rail

- 2.60. The development of the next High Speed Rail link has been the subject of much public and political debate. A Government led group, chaired by Secretary of State for Transport Lord Adonis, is examining various options for expanding a series of national high speed routes within a number of corridors. The new lines would aim to release capacity on the existing network and provide an opportunity to strengthen local, regional and freight services.
- 2.61. The group is tasked with providing clarity on strategic goals and objectives in key corridors and it will develop policy options that relate to making best use of existing networks, expanding electrification, developing high speed rail routes and enabling better integration of aviation hubs. It has also set up a company called High Speed 2 (HS2) to provide technical and engineering advice on any route options.
- 2.62. Metro (working with the Leeds and Sheffield City Regions) has commissioned advisors to carry out work to identify the value of the economic benefits that could be delivered by a new High Speed route serving the region. The work includes an assessment of the potential benefits of local and national electrification options. The study findings should be available in July and will be presented to Government Ministers and HS2.

Zone 6 and 7 Tickets

- 2.63. On 17 May 2009 Metro and Northern Rail launched Zone 6 and Zone 7 rail tickets. The new tickets allow rail travellers in either Harrogate or Skipton who make regular rail journeys to save money with onward train travel within West Yorkshire.
- 2.64. It is available in weekly, monthly, quarterly or annual options from staffed rail stations.

- 2.65. The tickets are valid on all direct train services between Harrogate (not via York) or Skipton to West Yorkshire and unlimited train travel within West Yorkshire. They are not valid on any special train services which operate, such as Charter services.
- 2.66. Unlike MetroCard, Zone 6 and Zone 7 tickets are not valid on any bus services in either North Yorkshire or West Yorkshire.
- 2.67. Work is underway to develop proposals for expanding the new zonal tickets to other destination within the Leeds City Region.

Transport Innovation Fund

- 2.68. Leeds City Council and Metro are making good progress with the Transport for Leeds project. Data collection is nearly complete and the computer models required to develop and test new schemes and policies are being built.
- 2.69. The objectives of the project have been finalised and now go beyond just dealing with congestion. They recognise that the role the right transport policy and investment can play in:
- delivering a sustainable and high quality city centre (with reduced car traffic),
 - improving air quality,
 - ensuring Leeds is in a good position to bounce back after the recession and
 - giving all the residents of Leeds access all its facilities and opportunities.
- 2.70. Forecasting work has shown that without significant changes in policy and investment, congestion will have an increasingly adverse effect on Leeds over the next ten years. The peak periods are expected to become busier and longer, more travel will take place by car, employment, retail and educational catchments will contract, journey times and variability will increase and congestion will limit the opportunity for employment growth.
- 2.71. The next stage of the Transport for Leeds project is to identify a range of acceptable policies and fundable investments that can best help deliver the objectives. Proposals will be presented in December.

Kickstart

- 2.72. DfT announced earlier this year a new round of Kickstart bids to pump prime new bus services in England and Wales. In total, £25 million is available to bid for and bids have to be submitted by the 6 July.
- 2.73. Metro is preparing two bids - a new MetroLocal service in the Brighouse area and an innovative partnership with Arriva in Wakefield

City including potentially Park and Ride. The success of these bids will be known in the Autumn.

Interreg Funding

- 2.74. Metro is participating in a partnership of North Sea area local authorities and universities to develop a project bid for European Commission (Interreg IVB North Sea Region) funding. The project is called CARE-North, which stands for 'Carbon Responsible Transport strategies for the North Sea Area'.
- 2.75. Project partners include Bremen (Germany), Malmö and Gothenburg (Sweden), Fryslan (Netherlands), Aberdeen and Robert Gordon University (UK). Bremen is the lead partner.
- 2.76. The project has been approved and will commence in autumn 2009 and run for 3 years. Metro will receive approximately €356,000 to assist the development and implementation of carbon reduction strategies for transport within West Yorkshire as part of the Local Transport Plan.

Congestion Performance Fund

- 2.77. The Congestion Performance Fund is additional to the LTP funding allocations received by the West Yorkshire authorities. It is allocated for measures to improve performance against a specific urban congestion target (which is measured across 13 routes in West Yorkshire).
- 2.78. To date West Yorkshire has been awarded £1,887,074 in Congestion Performance Funding. This includes a 100% award for out performing the 2007/08 target.
- 2.79. For 2009/10 the West Yorkshire authorities have identified a programme of measures to reduce person journey time per mile along the routes identified in West Yorkshire.
- 2.80. The programme includes 43 specific interventions covering all of the districts. The overall allocation of funding to types of measures is summarised in the table:

Table: Summary of the Congestion Performance Fund Programme 2009/10

Measure	Funding Allocated
Bus Priority	£403,000
Data Collection & Analysis	£315,000
Travel Planning	£240,000
Junction Improvements	£190,000
Traffic Management	£148,000
Car Park Management	£110,000
Car Clubs	£97,000

Enforcement	£76,500
Marketing	£60,000
Car Share	£22,000
Total	£1,661,500

MetroFacts

- 2.81. Metro produces an annual statistics report called 'MetroFacts' which presents key facts and figures on public transport for West Yorkshire and the wider Leeds City Region. This report is compiled to provide a statistical overview of public transport and Metro's involvement. MetroFacts offers information on patronage, fares, modal shares, public transport performances and customer services and facilities.
- 2.82. The 'MetroFacts' report for 2007-08 is available to download from the Metro website at: <http://www.wymetro.com/AboutMetro/keymetrodata/>. An updated MetroFacts' for 2008-09 will be available in Autumn 2009.

World Cup 2018

- 2.83. In May, the English Football Association formally announced England's intention to bid to host the 2018 World Cup. The first stage in developing a bid will be the selection of the host cities. Leeds has been selected by the FA to be one of fifteen cities invited bid to become a host city for the event. Transport links to and around the Leeds City Region will be a major feature of the Leeds bid. Metro is working closely with Leeds City Council and the other City Region partners to develop transport proposals for the event.

3. RECOMMENDATIONS

- 3.1. That the report is noted.

Director General
West Yorkshire Passenger Transport Executive