

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

Calderdale Passenger Consultative Committee

DATE: 24 January 2006

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

Services Changes

2.1. The first major bus timetable change of the year occurs on the weekend of the 30th January 2006. 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 - timing changes to several services. Arriva services to operate via Little Horton Lane rather than Park Road.

Calderdale - withdrawal of M62 Halifax to Leeds and M1 Halifax to Sheffield services, 562 Halifax to Oldham will terminate at Rishworth during the daytime (renumbered 561), minor revisions to First and Halifax Bus Company services.

Kirklees - alterations to First services between Huddersfield and Meltham, timing changes to First services in Golcar, First service 373 withdrawn all sections of route covered by other services. Minor revisions to other First services. Route changes to Arriva services in Thornhill together with timing changes to other Arriva services.

Leeds - Timing changes to First services. Route changes to First services in the Woodhouse Moor area. Withdrawal of Arriva services 112/122 between Drighlington and Wakefield. Withdrawal of Arriva service 118 will reduce off peak frequency Leeds – Tingley - Ossett – Wakefield to hourly. Withdrawal of service 482 reduces frequency of Arriva services between Wakefield – Middleton – Leeds to hourly.

Wakefield - Extensive changes to Arriva services in the Wakefield and Ossett areas resulting in route changes and renumbering for many passengers. Withdrawal of services 108 / 109 and 111 / 113 will reduce bus provision in the Outwood and Stanley areas. New service introduced by South Yorkshire Motors between Pontefract and Chequerfield.

Changes of Ownership of Bus Companies

- 2.2. Stagecoach Group plc announced on 14 December 2005, that it had completed the acquisition of the Traction Group Limited, parent company of Yorkshire Traction. Traction was the sixth largest operator of bus services in the UK and is the largest operator that was still privately owned. In addition to South and West Yorkshire, Traction's operations also included bus operations in Lincolnshire and Tayside.
- 2.3. The day to day operation of local services by Yorkshire Traction have not been affected by this move. Metro will be meeting the new management at Yorkshire Traction later in January to discuss the implications of the change for local passengers.
- 2.4. It has also been announced that Transdev have acquired the Blazefield Group of companies, including Keighley and District Travel, Harrogate and District Travel and Yorkshire Coastliner. It is understood that the transition will be managed over a period of up to two years to ensure continuity.

Realtime - YourNextBus

- 2.5. The launch of the real time information system, yournextbus, in September 2005 was accompanied by a marketing campaign to promote the services.
- 2.6. Feedback from customers on the system has been very positive and further promotional activities are planned for January and February.
- 2.7. The system gives a combination of real time and scheduled information on bus departures. The project team is working with the operators, Districts and the supplier to increase the proportion of real time predictions given by the system.
- 2.8. Work is ongoing on the procurement of electronic signs for bus shelters to show real time information and these will be installed later in the year. PCC Members' views regarding potential locations is being sought. PCC members are also being invited to attend a further briefing / demonstration of the current ways of accessing the information.

Free Travel Concessions Update

- 2.9. With effect from April 2006 there will be a statutory requirement on Metro to provide free bus travel for men and women over 60 and certain categories of disabled people. The requirement is for free travel between 0930 hrs and 2300hrs Monday to Friday and all day Saturday, Sunday and Public Holidays.
- 2.10. The statutory requirement (and additional funding) for free travel applies to buses only and for journeys within the area of the authority (there is no requirement to provide cross boundary or rail concessionary travel and the Government are not introducing a national scheme). WYPTA will be considering arrangements for rail and cross-boundary journeys as part of its budgeting process for 2006/07.

CCTV On Buses Initiative

- 2.11. A third phase of Metro's initiative to assist bus operators in fitting CCTV on vehicles is now underway. This latest initiative, worth £1/2 million will enable a further 168 vehicles to be equipped in West Yorkshire. The two previous phases totalled £934,000 in value and equipped 333 buses. Operators participating in the current phase are Arriva Yorkshire, First, Yorkshire Traction and Geldards.

LTP Settlement

- 2.12. In December, the West Yorkshire Local Transport Plan partnership (Metro and the 5 District Authorities) received positive feedback from the Department for Transport on both the provisional LTP for 2006 and 2011 and the progress that has been made in delivering the first Plan.
- 2.13. The Provisional Plan was scored as 'promising'. There is an opportunity to update the plan before it is submitted in final form in March. The response noted convincing strategies on accessibility and road safety, but the approach to congestion and air quality need further work. Further detail is required on demand management measures and the impact these will have on congestion.
- 2.14. The Partnership was awarded a 5% funding bonus for 2006/07 based on a 'good' score for the progress we made in delivering the first Plan during 2004/05. The DfT considered our scheme delivery was good and the elimination of previous years under spend helped achieved this score. Performance on target delivery was encouraging, but the bus patronage target was not on track.

MyBus

- 2.15. Funding for each of the 3 phases of the MyBus scheme is dependent upon the successful implementation of earlier phases. Phase 1 was introduced during 2005. Phase 2 is being planned for implementation during 2006. The DfT advised they will shortly announce the decision

about the release of the funding for Phase 3 (£7 million) following the supply of performance information by Metro.

Rail Information at Stations

- 2.16. Metro will be contributing to a scheme costing £520,000 that will replace the information control systems for existing long line public address announcements and passenger information screen displays at rail stations. This new control system will be centralised at Leeds rather than the current situation where information is fed into the network at Halifax, Huddersfield and Leeds. It will offer the following advantages: -
- Sufficient capacity to cover the whole West Yorkshire rail network should there be the future opportunity for expansion of passenger information displays.
 - Consistency of information due to the integration of both visual and audible information systems at those stations currently provided with both facilities.
 - Improved quality and reliability with less reliance on human intervention. Compatibility with Metro's longer term aspiration to provide real time information at rail stations.
- 2.17. Northern's programme for implementing the new system is due for completion in the spring of this year.

Shelter Refurbishment

- 2.18. Metro is seeking to rationalise its shelter stock to two main makes (Signature and Trueform), with a view to raising the overall standard of shelter provision and realising maintenance cost efficiencies.
- 2.19. There are currently over 400 older Signature (Smart 4) type shelters across West Yorkshire. A sample check showed that the shelters would benefit from a refurbishment programme. This programme will ensure that the shelters are DDA compliant, improve their appearance and extend the life span of the stock for a further 10 – 15 years. Each shelter will be checked for safety, corrosion, paintwork and glazing. Benefits following refurbishment will include,
- Improved access/exit through and around the shelter for passengers and other pedestrians, thereby, ensuring the shelters are accessible to all
 - Simplify glazing sizes for contractors called out to repair smashed glass etc, thereby reducing repair costs
 - Meeting DDA compliance by enabling new large size timetable cases to be fitted.
- 2.20. The programme commenced during the Summer 2005 and will be completed by March 2007.

Late Night Services

- 2.21. At the previous meeting, Members queried the provision of bus services after midnight in West Yorkshire. Currently late night services operate only in Leeds between the City Centre and Headingley with additional services to some outer suburbs on weekend evenings. These services are provided commercially without public subsidy. Metro has discussed the provision of late night services with operators in other parts of West Yorkshire however the companies do not presently feel there is a business case for operating beyond midnight.

Condition of Railway Lines

- 2.22. Discussions with Network Rail regarding the clear up of line side graffiti and litter has continued. The indication is that limited resources and future budgets are unlikely to tackle the levels being identified through monitoring carried out by Metro.
- 2.23. It was therefore agreed that going forward a site would be chosen and targeted as a trial. Metro, Network Rail, BTP and the local council will work in partnership with a view to identifying the most effective way of combating ongoing graffiti and litter issues with the budget available.

Metro Connect Hebden Bridge & Todmorden

- 2.24. Following consultation on the operation of local bus services in both towns, a new timetable will begin operation from April 2006. In Hebden Bridge timetables have been adjusted in response to passenger feedback however some poorly used services will only operate on market days. New low floor buses will be introduced in Todmorden.

Brighouse Bus Station

- 2.25. Metro's consultants have been developing alternative options for providing a new bus station at Brighouse following the difficulties experienced with the original proposals. Discussions have been taking place with the local bus operators and with Calderdale Highways on a number of practical issues in order that a final layout and design can be prepared for consultation in the near future. Members will be kept informed of further developments at future meetings.

Yellow Bus Update

- 2.26. Phase 2 of the three year My Bus project began in November 2005 with the launch of the new low-floor, easy-access Condor yellow buses. The buses are fitted with high-backed padded seats, seatbelts, additional safety exits and CCTV.
- 2.27. Two schemes were launched in November in Bradford and Leeds. The next scheme to be launched is in Calderdale at the start of January. The buses will serve the Brooksbank High School and Sacred Heart Catholic Primary School, Sowerby Bridge.

2.28. Schools are currently been considered to form schemes that will be launched at the end of Phase 2 of the project and in Phase 3 which covers the 2006/2007 academic year.

3. **RECOMMENDATIONS**

3.1. That the report is noted.

Director General
West Yorkshire Passenger Transport Executive

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