

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

CALDERDALE PASSENGER CONSULTATIVE COMMITTEE

DATE: 31 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 Calderdale district.

2. INFORMATION

Bank Holiday Services 2009

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.
- **Wakefield** – Changes to services in the Knottingley area.

Mixenden Bus Services

- 2.4. There have been concerns expressed by residents in the Mixenden / Ovenden area that the amendment to bus routes introduced into the area in October 2007 did not adequately meet local travel needs.
- 2.5. Following meetings to discuss these concerns, First will introduce further revisions from April 2009, which will address some of the issues raised. Full details of the changes will be available later this month in the Changing Times leaflet and on Metro's website.

Bus Services in the Ryburn and Calder Valleys

- 2.6. An update regarding bus services in the Ryburn and Calder Valley areas will be provided at the meeting.

Consultation on Bus Service Changes

- 2.7. 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.
- 2.8. Bus companies are not legally obliged to consult prior to the registration of bus service changes and may have commercial interests to protect.
- 2.9. 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

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

Brighouse Bus Station

- 2.12. Work on the redevelopment of the bus station is progressing well and is due for completion during April 2009. The main superstructure works are complete and fitting out works are well advanced.
- 2.13. The temporary stands along Gooder Street (stands T1, T2 and T3) and the temporary stand in the new bus station (T4) will be relocated into temporary positions within the new bus station on 29 March 2009. This

is necessary to enable the contractor to complete the new highway work on Gooder Street. Re-surfacing work along Ganny Road is complete and buses now use this route to exit the facilities.

- 2.14. The contractor's current programme is to complete all the works for the end of April 2009. As soon as a completion date is known publicity material, including leaflets explaining where to catch your bus, will be provided at Metro Travel Centres and key locations in the town centre (Tesco's, Sainsbury's, library, businesses on Commercial Street and on buses).
- 2.15. PCC members will be invited to the opening of the new bus station.

Halifax Bus Station

- 2.16. Metro is currently carrying out 'high level' appraisals into the potential for re-developing or relocating Halifax bus station as part of wider town centre regeneration initiatives being considered by Calderdale Council. It is intended that the results of these appraisals will help to inform Calderdale Council's Halifax Town Centre Supplementary Planning Document, which is currently in preparation.

Halifax Travel Centre

- 2.17. Work on refurbishing the travel centre at Halifax has now been completed. A new counter and electronic tiling system has been provided and the customer areas have been upgraded and improved to the same standard of travel centres elsewhere.

Halifax Rail Station

- 2.18. Work will be starting in May this year to renovate the rail station at Halifax. This programme of work follows a concerted effort by a working group, chaired by Metro, to facilitate improvements to the station. One of the most significant elements of work required, the complete renovation of the island platform canopy and the footbridge, is about to be carried out by Network Rail. This will mean that the unsightly scaffolding supports will disappear and the canopy will be restored to an 'as new' condition.
- 2.19. In addition, Metro, Northern and Network Rail are proposing to fund improvements to the building on the platform, including redecoration, so as to further improve the passenger environment. The canopy and footbridge work is a major operation and will be carried out at weekends. This means that no trains will be able to use the route or call at Halifax on Saturdays and Sundays between 16 May and 12 July 2009 inclusive. Connecting bus services will be provided for passengers for the duration of the blockages. Full details of the travel arrangements will be included in the May 2009 Caldervale Line timetable.

Bus Station Real Time Displays

- 2.20. Software problems that have delayed this project have now been resolved and Site Acceptance Testing is now well underway at the first station, Keighley.
- 2.21. 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.

Tackling Traffic Congestion on the Bus Network

- 2.22. Metro will shortly issue an advisory leaflet for ward councillors in West Yorkshire on 'Tackling Traffic Congestion on the Bus Network'.
- 2.23. 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

- 2.24. 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.
- 2.25. 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.
- 2.26. Further details are attached as Appendix B.

New Train Service Proposals between Yorkshire and London

- 2.27. 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.
- 2.28. 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.
- 2.29. 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.

- 2.30. 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.
- 2.31. 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

- 2.32. 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.
- 2.33. 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.
- 2.34. In the light of this, Network Rail is now likely to delay publication until late summer this year.

Access Bus

- 2.35. 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.
- 2.36. 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.

Local Transport Plan (LTP)

- 2.37. 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.

- 2.38. 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).
- 2.39. 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 FreeCityBus 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.
- 2.40. 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.
- 2.41. The consultation on the guidance closes on 9 April 2009 and full guidance will be expected later this year.

Regional Funding Allocation (RFA)

- 2.42. 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.
- 2.43. 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

- 2.44. 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.
- 2.45. 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.
- 2.46. 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

- 2.47. 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.
- 2.48. 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.
- 2.49. 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.