

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 10 OCTOBER 2005

AGENDA ITEM NO: 5

SUBJECT: INFORMATION

Report of the Passenger Transport Executive

1. MATTER FOR CONSIDERATION

1.1 Matters of information relating to the Leeds district.

2. INFORMATION

Police Target (Safer Transport Group)

2.1 The West Yorkshire Police Target (Safer Transport) day took place on Saturday 17th September 2005. This followed the same lines as previous events with 100 police/Special Constables and Police Community Support Officers (PCSOs) providing high visibility throughout the public transport network, including presence at bus stations. The British Transport Police were also involved.

2.2 The 'Crimestoppers' Transport operators 'Turn in a Tagger' campaign continues. This scheme highlights graffiti offences on public transport network, by using CCTV images on posters depicting 'Tags' of graffiti offenders and also images of offenders. Metro bus shelters fitted with CCTV are contributing to this.

2.3 The security situation in the wake of the London bombings has stabilised to a large extent. Bus station evacuations have diminished, but the security status remains a high priority. Luggage lockers and litter bins remain sealed at the moment. High visibility and frequent patrols are still in operation. Metro PCSOs have reverted to normal bus station patrols.

2.4 Incidents of Anti-Social behaviour in bus stations continue to decline, currently the number of such incidents is 13% down on 2004 figures, 2004 incidents were down 24% on the figure for 2003.

December 2005 Local Rail Timetable

2.5 The new annual national rail timetable will commence on Sunday 11 December 2005. There are no significant changes to rail services in West Yorkshire in this timetable. The major changes introduced in December 2004 and continued in June 2005 with minor adjustments,

carry forward to this timetable, which is valid until 10 June 2006. (see Appendix 1)

Christmas/ New Year Train Service Arrangements

- 2.6 The following pattern of local rail services in the Northern franchise will operate over the holiday period:

Christmas Eve, Saturday 24 December 2005

Normal Saturday local services will operate until at least 2000. Most late night local trains will not run.

Christmas Day, Sunday 25 December 2005

No rail services will operate.

Boxing Day, Monday 26 December 2005

No rail services will operate.

Bank Holiday Tuesday 27 December 2005

Normal weekday local services will operate except for a few early morning trains.

Wednesday to Friday, 28 - 30 December 2005

Normal weekday local services will operate.

New Year's Eve, Saturday 31 December 2005

Normal Saturday local services will operate until at least 2000. Most late night local trains will not run.

New Year's Day, Sunday 1 January 2006

Normal Sunday local services will operate in Yorkshire. No local services in Tyne/Tees area.

Bank Holiday Monday, 2 January 2006

Normal weekday local services will operate except for a few early morning trains.

Tuesday 3 January 2006

Normal weekday local services will operate.

- 2.7 Long distance rail services operated by GNER, Virgin Trains and Midland Mainline will be subject to change throughout the holiday period. GNER will operate special timetables throughout the holiday period with reduced levels of service on some days.
- 2.8 There are no significant engineering works affecting train services in the Yorkshire area apart from trackwork at Doncaster station from Saturday 24 to Saturday 31 December 2005 inclusive, which may cause some minor retimings.

Christmas and New Year Bus arrangements

- 2.9 The arrangement for Christmas & New Year bus services will be as follows:

Sat 24th - Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00

Christmas Day , Boxing Day – no service

Tue 27th - Bank Holiday– Sunday service, Saturday service in some areas

28th – 30th Saturday service

Sat 31st - Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00

New Years Day – no service

Mon 2nd - Bank Holiday – Sunday service, Saturday service in some areas

Tue 3rd onwards normal weekday service

Full details will be set out on the Metro website and in a leaflet available closer to the Christmas period. Service information will be available on the Journey Planner on Metro's website.

Metro Connect Wharfe Valley

- 2.10 Earlier this year, residents and community groups were consulted as part of a comprehensive study into travel patterns and transport services in Ilkley, Otley and surrounding areas. The Wharfe Valley Transport Study was jointly funded by Metro with the Countryside Commission and provided the basis for a review of bus services in the area. The first stage has been a review of the "W" network of tendered services. From 30th October a new network of services will be introduced which will offer better connections to supermarkets at Otley and Ilkley and will provide a new peak service from parts of Ilkley to the rail station for commuters. Current links between Otley and Menston Railway Station will be retained.

October Bus Service changes

- 2.11 The next major bus timetable change of the year occurs on the weekend of the 30th October 2005. 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** –changes to Bradford – Otley – Harrogate services in the evening peak. New Metro Connect services in Ilkley replace “W” services
- **Calderdale** – service 502 on Sundays reduces to two hourly tendered journeys only
- **Kirklees** –Revised timetables on several First services in Huddersfield. Route changes to Arriva services in the Dewsbury and Heckmondwike areas. New operators will take over local tendered minibuss services in the Huddersfield area
- **Leeds** – Amendments to Leeds – Morley services New Metro Connect services in Otley, Guiseley and Yeadon replace “W” services
- **Wakefield** – minor route and timetable changes

Bus Service reliability and punctuality

- 2.12 Metro’s market research confirms that reliability is the major concern for most bus users. Metro is forming Performance Improvement Partnerships with bus companies and District Council Traffic Managers. The aim of these partnerships is to closely monitor bus performance, to set improvement targets and to agree action plans to achieve these targets. The Partnerships will use the data from the “yournextbus” real time information system to obtain a more comprehensive understanding of the causes of unreliability and poor punctuality.

Travel Training

- 2.13 The Leeds Buddying Scheme was a three year project ending earlier this year funded by the Department for Transport’s Urban Bus Challenge. The scheme funded staff who are available to give one to one help to enable people with disabilities gain the confidence to use public transport on their own. A total of 130 people now travel independently as a result of the scheme many have taken up new employment and training opportunities.
- 2.14 Building on the success of the scheme, Metro has employed two Travel Training Officers who will work with district Council Social Services teams, education and health professionals to establish Travel Training units. The team will work closely with the established travel training unit in Bradford and the new unit being developed in Leeds. The Officers

will also work with bus operators to improve disability awareness training and procedures.

Yellow Bus

- 2.15 MyBus – Metro’s yellow bus project - is now entering its second year of operation. 28 of the 30 Phase 1 vehicles are now operational across West Yorkshire serving around 40 schools (Appendix 2). Monitoring of the first year included focus groups of children, parents, teachers and drivers. Counts were taken of patronage, and of congestion before and after scheme launch around school gates.
- 2.16 For most secondary school children, they were already bus users and the MyBus scheme gave them a higher quality service. Young people particularly appreciated the friendly drivers and the CD player. Drivers have reported much improved behaviour on buses, and were all very happy with their new role. For primary school children, MyBus provided a new service to school. On average 20 children per vehicle are using the new service each day, of whom 70% were formerly driven to school by car. Again the drivers were reported as being key to the scheme’s success, and parents feel confident of their child’s safety.
- 2.17 Detailed planning for Phase 2 is now taking place. The list below is the most up to date information on those schools to be served, with anticipated start dates. Whilst schools in Phase 1 were served by high floor vehicles with a rear tail lift for children with mobility problems, the vehicles for Phase 2 will be low floor and much more readily accessible.
- 2.18 Early consultation is now taking place for schools to be served in Phase 3 (2006/07 academic year) and it is hoped to begin discussions soon with the Department for Transport regarding the future development of schools transport after Phase 3 is completed.
- 2.19 Finally Metro is delighted that the yellow bus scheme has been short-listed for the Innovation Award for the UK Bus Awards 2005. The winner of this and other categories will be announced at the awards event in November.

On – Bus CCTV

- 2.20 Metro has assisted local bus operators with the fitting of buses with on-board CCTV cameras and recording equipment. Whilst the national security situation has heightened the public’s awareness of safety and security issues, particularly in relation to public transport, local bus operators are increasingly using CCTV facilities as a means of combating anti-social behaviour and vandalism on their vehicles. This also improves the perception of safety for both passengers and drivers as well as providing vital evidence for bus operators when dealing with incidents, accidents and insurance claims.

- 2.21 All new vehicles are now normally delivered to operators with the on-board CCTV facilities fitted as standard and Metro's funding initiative has enabled local bus operators to retro-fit older vehicles to bring them up to the same standard of safety and security. The first two phases of this initiative have so far enabled 364 buses operating in West Yorkshire to be fitted with CCTV facilities, with an outlay from Metro of over £900k. The project is closely monitored and audited by Metro to ensure that the operators' implementation programme is adhered to. Feedback from the operators on the success of the initiative has been extremely encouraging. The Authority has now given approval for a third phase, at a cost of £500,000, to facilitate the fitting of approximately 170 additional buses in West Yorkshire with CCTV by the 31 March 2006.

Pudsey Bus Station

- 2.22 Metro and Leeds City Council have developed plans to build a new town centre bus station for Pudsey to bring the existing facilities up to the modern standards of Metro's other bus stations. In addition to enhancing Pudsey Town centre with an attractive and eye-catching new building and improving traffic flow on Church Lane, the proposed development will also provide passengers with an improved, comfortable and enclosed waiting environment with 24-hour monitored CCTV, high quality lighting, seating and real time electronic departure information.
- 2.23 In July this year, Metro held a three-day public consultation event in Pudsey Leisure Centre at which Staff from Leeds City Council and Metro were available to listen to comments and answer questions about the proposals. Over 700 people came to the event, with over 70% of them supporting the proposals. The detailed design work will follow in order that full proposals can be brought to the Authority for consideration in due course.

Bus Patronage figures

- 2.24 Metro estimates that bus patronage in Leeds has increased by about just over 3% since 2002 (comparing data for the January to April period in each year)

Supertram

- 2.25 Further discussions are continuing with the Department for Transport and a further announcement is expected shortly.

3. RECOMMENDATIONS

- 3.1 That the report is noted

Director General
West Yorkshire Passenger Transport Executive

VP
10 October 2005

DECEMBER 2005 LOCAL RAIL TIMETABLE

TRANSPENNINE EXPRESS SERVICES

- The 0607 Leeds - Hull train will be withdrawn. The 0732 Hull - Manchester Piccadilly and 0702 Manchester Airport - Newcastle trains will cease to call additionally at Garforth at 0824 and 0835 respectively on Mondays to Fridays. The 0456 Manchester Airport - Newcastle train will start from Leeds at 0628 while the 0656 Leeds - Middlesbrough train will start back from Manchester Airport at 0534. The 0544 Manchester - Scarborough train will start from Leeds at 0705 while the 0722 Leeds - Hull train will start from Manchester Piccadilly at 0621. Evening departures from Manchester Airport will be on pattern hourly between 1922 and 2322.
- The slight adjustments to early morning peak TransPennine Express trains from Manchester towards Leeds will give a better spread of trains from Huddersfield. The 0621 Huddersfield - Leeds train will be retimed to 0631, Leeds arrive 0707, as a result. The following TransPennine Express trains will run on Mondays to Fridays:
 - 0534 Manchester Airport - Middlesbrough, Huddersfield depart
 - 0627, Dewsbury depart 0637, Leeds arrive 0653.
 - 0621 Manchester Piccadilly - Hull, Huddersfield depart 0653, Dewsbury depart 0703, Leeds arrive 0718.
 - 0623 Manchester Airport - Middlesbrough, Huddersfield depart 0726, Leeds arrive 0747.

YORK AND SELBY LINES

- On the York & Selby Lines, as a result of the changes to TransPennine Express, the 0530 Blackpool N. - Leeds train will be extended to York (Leeds depart 0740) and the 0554 Manchester Victoria - York train will run to Selby (Leeds depart 0729), replacing the 0723 Leeds - Selby train on Mondays to Fridays. On Saturdays the 0530 Blackpool N. - Leeds train will be extended to York (Leeds depart 0740) in place of 0554 Manchester Victoria - York, which will terminate at Leeds. The 0812 Selby - Leeds and 0851 Leeds - Blackpool N. trains will become a through train on Mondays to Fridays.

HALLAM AND PONTEFRACT LINES

- On the Hallam and Pontefract Lines the 0649 Sheffield - Leeds via Barnsley semi-fast train will run direct to Leeds from Normanton not serving Castleford (Leeds arrive 0750) and a separate 0738 Castleford - Leeds train will run, Leeds arrive 0801, calling at Woodlesford. This will improve capacity in the morning peak on Mondays to Fridays. The 0708 Sheffield - Leeds via Barnsley train will run 4 minutes earlier, Castleford depart 0800, Leeds arrive 0822 as 4 cars while the 0706 Goole - Leeds train will depart 5 minutes later,

Castleford depart 0806, Leeds arrive 0827 as 2 cars, to avoid operating problems with a 4 car formation at the short platforms between Goole and Knottingley.

- On the Pontefract Line Wakefield Kirkgate - Knottingley trains will be retimed one minute later to give a 6 minute cross platform connection out of the semi-fast arrivals from Leeds. This will make the connection and also the connection from Wakefield Westgate more robust. Similarly in the opposite direction arrivals from Knottingley will be one minute earlier, with the Sheffield - Leeds semi fasts departing two minutes later from Wakefield Kirkgate, giving an 8 minute connection from platforms 3 to 1.

HUDDERSFIELD AND CALDERVALE LINES

- Due to work in Morley tunnel on the Huddersfield Line on Sundays from 2 April to 11 June 2006, Leeds - Marsden local trains will be replaced by buses throughout. TransPennine Express trains will be diverted via Methley and Wakefield Kirkgate with extended journey times, with hourly buses between Leeds and Huddersfield serving Dewsbury. These effects will be included in the public timetable.
- On Saturdays from 1 April to 10 June 2006 buses will again replace some late night trains due to long-term engineering work. The 2308 Leeds - Huddersfield via Halifax train between Halifax and Huddersfield, the 2300 Manchester Victoria - Huddersfield train between Greenfield and Huddersfield and the 2313 Leeds - Huddersfield train throughout will be replaced by buses.
- On the Caldervale Line engineering work on Sundays from 8 January to 26 March 2006 will cause York - Blackpool N. and Leeds - Manchester Victoria trains to be diverted via Dewsbury and Brighouse to Halifax (reverse), with separate trains between York/ Leeds and Bradford Interchange and replacement buses between Bradford Interchange and Halifax/ Huddersfield. Alternate Leeds - Manchester Victoria trains will call at Brighouse. These effects will be included in the public timetable.

Appendix 2

School served by existing service(s)	Suggested schools to be served by linked trips	Number of vehicles	Indicative Start Date
Royds	Rothwell St Mary RC Rothwell Carlton Victoria Junior Rothwell Haigh Road Robin Hood Methley	3	Spring 06
John Smeaton Community High	St Therasas Catholic Primary Schools in Harehills area	1	Spring 06
Boston Spa	Collingham Lady E Hastings	1	Spring 06
St Mary's Menston	Sacred Heart RC St Josephs RC SS Peter and Paul Horsforth West End Horsforth St Margaret's Horsforth St Mary's	4	Autumn 05
Cockburn High	Hugh Gaitskell Sharp Lane Middleton St Mary's	3	Spring 06
Priesthorpe	Southroyd St Joseph's Pudsey	1	Summer 06
Guiseley	SS Peter and Paul	1	Spring 06
Lady E Hastings	Garforth Community College	1	Spring 06
Wetherby High	St Oswald's CE	1	Spring 06
St Theresa's RC	Mount St Mary's	1	Spring 06
West Leeds Inclusive Learning Centre	To be confirmed	1	Summer 06
St John Fisher	To be confirmed	1	Summer 06
Abbey Grange	Adel Adel St John Baptist Cookridge Holy Name Holy Trinity Ireland Wood Iveson	1	Summer 06
To be confirmed		1	Summer 06

