

# WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

## CALDERDALE PASSENGER CONSULTATIVE COMMITTEE

DATE: 30 MARCH 2010

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 Bus Services 2010

2.1. Metro and local bus operators have agreed the following pattern of services for Bank Holidays during 2010:

- Good Friday 2 April 2010 - Saturday service (Some operators will provide a normal weekday service.)
- Easter Monday 5 April 2010 - Sunday service
- Bank Holiday Monday 3 May 2010 - Sunday service
- Bank Holiday Monday 31 May 2010 - Sunday service
- Bank Holiday Monday 30 August 2010 - Sunday service

### Bus Service Changes April 2010

2.2. The next major bus timetable change of the year occurs on the weekend of the 24/25/26 April 2010. Changes are summarised as follows:

- Calderdale - minor changes to tendered bus services in response to passenger feedback.
- Bradford - increase in the frequency of Service 72 to every 10 minutes, replacement of Service 15 Bradford - Leeds with Service 15 Bradford - Intake. Minor timetable adjustments on other services.
- Kirklees - Service 435/436 Wakefield - Denby Dale - Holmfirth to be operated by Centrebus following tendering.
- Leeds - changes to airport services and several route and timetable changes to address punctuality issues.
- Wakefield - route changes in Wakefield City Centre timetable changes on several routes.

- 2.3. In April First are planning the following service changes. These changes will not result in any overall increase or decrease in the number of buses in operation, however, they do involve reducing some routes and frequencies to free up buses to redeploy on routes where extra resources are needed to maintain punctuality. The main impact of this on Calderdale services will be a re routing of Service 508 Halifax - Odsal - Leeds. Between Thornbury and Leeds this service will operate via Farsley, Rodley and Kirkstall. This will enable the maintenance of links to Leeds from these areas following curtailment of Service 15 and the increase in frequency of Service 72.
- 2.4. Details of the changes will be set out in a copy of Metro's Changing Times leaflet, which will be sent to members in due course.

### **Tendered Bus Services In Rural South Calderdale**

- 2.5. As reported to the previous meeting, Centrebus have commenced operation on a new network of tendered bus services in the area. The company have invested in a new fleet of vehicles and a new depot in Elland.
- 2.6. Passenger feedback has been received on the service changes and a number of minor modifications to the network will be made at the end of April 2010. Consultation meetings were held in early March with a view to more extensive modifications being made in response to passenger feedback in July 2010.

### **Boxing Day 2009 Services**

- 2.7. A network of bus services operated on Saturday 26 December 2009 linking communities across West Yorkshire with Leeds and Huddersfield. Usage of these services continues to grow, with very positive feedback from passengers. Approximately 54,000 passenger trips were made; an increase of 10% on 2008. The services were subsidised by Metro with 54% of the costs recovered in cash fares paid on the day.
- 2.8. Operation in other Districts in 2010 will be considered in the light of proposed retail offers.

### **Hebden Bridge/Todmorden Minibus services**

- 2.9. The current contracts for these services expire later in 2010. Metro will be undertaking a review of these networks and other services funded in the Calder Valley prior to a re tendering exercise. The outcome of the review and tendering exercise will be advised to future meetings of the Committee.

### **Halifax Free Town Bus**

- 2.10. Calderdale's Cross Party Economic Task Force is scheduled to meet at the end of March to finalise their aspirations in terms of funding and

routing of the service. Following this meeting discussions will be held with Metro regarding potential start dates.

- 2.11. Progress reports will be brought to future meetings of this Committee.

### **Dalesbus Services**

- 2.12. DalesBus is a network of Sunday and Bank Holiday bus services throughout the Dales area jointly co-ordinated by the Dales & Bowland Community Interest Company.
- 2.13. In 2009 Metro co-funded a number of initiatives with the CIC aimed at improving access to the Dales for West Yorkshire residents. This involved Metro joint-funding the operation of a network of Sunday and Bank Holiday bus services originating in West Yorkshire. The arrangements enabled MetroCard holders to use their daily travelcard to travel extensively throughout the DalesBus network.
- 2.14. This approach was very successful in 2009 resulting in a 50% increase in passengers over the previous year. Metro is to continue its support for Dalesbus into 2010.

### **ClearChannel Advertising**

- 2.15. Metro has a contract with ClearChannel for the provision of commercial advertising on bus shelters in all districts of West Yorkshire.
- 2.16. At present there are over 1,000 advertising panels on individual bus shelters generating an income stream.
- 2.17. Restrictions are placed on the type of advertising used at sensitive locations including schools and places of religious worship to meet the standards set by the Advertising Standards Authority.

### **Competition Commission**

- 2.18. Metro has now submitted evidence in response to the Competition Commission's request for information in response to their investigation into the bus industry.

### **Quality Bus Contracts Update**

- 2.19. At its meeting in November 2009 the ITA passed an all party motion for Metro to develop the business case and Public Interest Statement for Quality Contracts (bus franchising). Metro's progress on this work is as follows:
- Developing a model and modelling what will happen to bus services in West Yorkshire with and without a Quality Contract has commenced.
  - Developing the specification for a Quality Contract in detail including network, fares, ticketing, vehicles and quality.

- Consulting with PCC members (at a special PCC in February) and District Councils on the specification.
- 2.20. Metro aims to have a Public Interest Statement available for consultation in the summer. Metro will update PCC members on developments on this issue at subsequent meetings as the work progresses.
- 2.21. Metro is also in discussion with bus operators about alternative approaches to achieve the same outcomes.

### **Brighouse Bus Station**

- 2.22. Metro plans to increase the seating provision in the bus station by providing up to 26 additional seats.
- 2.23. Later opening hours, until last bus departs, is working well and has received positive feedback from customers. A mobile security guard patrols Batley, Cleckheaton, Ossett and Brighouse bus stations and anti-social behaviour is minimal at Brighouse.

### **Kickstart**

- 2.24. Earlier in 2009 Metro submitted two bids to the Department for Transport's Kickstart scheme for innovative bus service development. A bid was submitted to develop the Wakefield town services in partnership with Arriva together with a bid for a community bus service in Brighouse in partnership with Calderdale CT. At the time of writing a funding decision for the Department had been delayed. A verbal update will be provided to the meeting.

### **Halifax Rail Station Improvements.**

- 2.25. Network Rail's extensive canopy and footbridge renewal and refurbishment was successfully completed during 2009 and, due to Halifax rail stations' inclusion in the National Station Improvement Programme and with a funding contribution from Metro, a second phase of improvement works will begin in late spring 2010.
- 2.26. This second phase of work will provide significantly improved passenger waiting facilities including:

#### **To the platform:**

- Relocation of the platform retail area upstairs to concourse level.
- Refurbishment and renovation of the platform building to provide a larger enclosed waiting room.
- Refurbishment of the passenger toilet facility.

#### **To the concourse:**

- Provision of a new enclosed waiting room with retail facility and with customer information screens and public address system.

### **Rail Concessions**

- 2.27. The standard off peak concessionary rail fare was last increased in April 2005. The ITA has recently agreed to increase the fare from 35p to 50p with effect from 23 May 2010 as part of its financial strategy.

### **East Coast "Eureka" Timetable**

- 2.28. Work has been ongoing for several years to introduce a standard hour "clockface" timetable on the East Coast Main Line. This is called 'Eureka' and will be implemented in May 2011. Trains will arrive and depart Leeds at the same time every hour. Average journey times between Leeds and London will be reduced to 2 hours 10 minutes with a fastest journey time of 1hr 59 minutes.
- 2.29. Saturday services will remain hourly although there will be a one hour later train on Saturdays, one hour earlier train on Sundays and an improved frequency on Sundays before 1600 with a full weekday frequency from 1600. It is also proposed that services via Newcastle to Glasgow Central be removed from the franchise and operated instead by Cross Country Trains, which will give Leeds and Wakefield a through Glasgow service every two hours.

### **Grand Central Trains - New Bradford-London Rail Service**

- 2.30. Grand Central is planning to commence their new 'West Riding' service between Bradford Interchange and London Kings Cross on 15 May 2010. Three trains per day will run to/from Bradford Interchange, calling at Halifax, Wakefield Kirkgate, Pontefract Monkhill and London Kings Cross using modern 125 mph trains, each with 284 seats.
- 2.31. The overall journey time is approximately 3 hours 20 minutes, with weekday trains from Bradford at 0651, 1022, 1546 and from London at 1048, 1448 and 1948. Local MetroCard concessionary travel and multi-modal ticketing will be valid for travel within West Yorkshire.

### **High Speed Rail**

- 2.32. On 11 March 2010 the Department for Transport published its 'Command Paper' setting out its response to High Speed Two Ltd's recommendations and its assessment of the case for an initial core high speed rail network in the UK. The Command Paper can be found at: <http://www.dft.gov.uk/pgr/rail/pi/highspeedrail>.
- 2.33. The Paper describes an initial Y shaped core network from London to Birmingham with two spurs; one to Manchester and one via the East Midlands to Sheffield and Leeds.
- 2.34. The economic study work that was undertaken for the Leeds and Sheffield City Region has helped shape this outcome and is referred to in the DfT's response.

### **Additional Rail Carriages**

- 2.35. Metro is working with the Department for Transport (DfT), Northern Rail and the other PTEs to secure as much additional rolling stock as possible for the city region. The additional train carriages are likely to be introduced in phases - phase 1 before 2014 and phase 2 from 2014 onwards. It is hoped that there may be an announcement before the General Election on part of phase 1. There is, however, concern that no clear proposals for the delivery of phase 2 have been developed.
- 2.36. New demand forecasting work has confirmed that rail demand growth rates in the north's City Regions is much higher than the DfT previously assumed. Whilst this is unsurprising, it is a highly positive outcome for Leeds City Region as it will lend more weight to the case for investment in the City Region's train and track capacity.

### **The Northern Hub/The Manchester Hub**

- 2.37. The 'Manchester Hub' is the network of rail corridors around Manchester. Constraints on the Manchester Hub rail network adversely affect rail connectivity and therefore the economy of the whole of the north of England.
- 2.38. A two phase study was completed in February 2010 which identified rail engineering solutions that will improve connectivity and capacity across the north of England. The proposals include:
- A new section of railway west of Manchester city to allow trains to travel from Manchester Victoria to both Manchester Piccadilly and Manchester Airport stations.
  - Major improvements to Manchester Victoria allowing many more services to use the station and providing improved facilities for passengers.
  - New tracks on the Leeds - Liverpool north Trans-pennine line (4 tracks between Marsden and Diggle and a passing loop at Dewsbury) to allow fast trains to overtake slower trains.
- 2.39. For West Yorkshire this would mean:
- Improved journey times and frequency on the north Trans-pennine route, reducing journey times for passengers from/to West Yorkshire:
    - 6 trains per hour in each direction between Leeds, Huddersfield and Manchester;
    - 43 minute journey time between Leeds and Manchester;
    - Dewsbury would get a train in each direction every 15 minutes.
  - Direct journeys from Bradford, Halifax and the Calder Valley to Manchester Airport and destinations west of Manchester.

- Increased frequency of services between Halifax and Leeds;
  - Additional all day services to Rochdale from Leeds;
  - Direct services beyond Manchester to Manchester Airport and Wigan;
  - Capacity for services from Burnley via Todmorden.
- 2.40. It is intended that these proposals will be included in Network Rail's investment plans for 2014 onwards, subject to Government and Office of the Rail Regulator approval.

### **Smartcard Funding**

- 2.41. In December 2009 the Department for Transport (DfT) announced a funding package of £20m to bring smart and integrated ticketing to the nine largest urban areas outside London with each area receiving £2.2 million over two years (2009/10 and 2010). The funding includes all six PTEs plus Bristol, Leicester and Nottingham.
- 2.42. The DfT have also announced that they will introduce differential rates of Bus Service Operators Grant (BSOG) for operators that invest in smartcard infrastructure on buses. The revised rates mean that operators would receive an additional £800 per bus per annum.
- 2.43. The announcement of the funding package for the nine largest urban areas and the changes to BSOG have put in place measures that the DfT believes will meet the aspirations contained in its Smart and Integrated Ticketing Strategy and will lead to the widespread introduction of smartcards.
- 2.44. Metro and SYPTE is to work together to develop a back office and other associated services required for an incremental roll out of ITSO smartcards in West and South Yorkshire. The back office is a fundamental part of the infrastructure required to rollout smartcards.
- 2.45. Part of the first phase of roll out of smartcards will also include the conversion of Leeds and Bradford rail station gates to read ITSO smartcards. A detailed project plan is currently being prepared and an update will be provided to future PCC meetings.

### **Urban Challenge Fund**

- 2.46. The Department for Transport announced on 2 March 2010, their intention to create an 'Urban Challenge Fund' (UCF) to replace the Transport Innovation Fund (TIF), Sustainable Cities Fund and potentially the Urban Congestion Fund.
- 2.47. They have produced a discussion paper to seek comments on their proposals for the UCF. There is no detail on the scale of funding available but it is intended that this will be announced after the next Comprehensive Spending Review. Unlike TIF, access to the new fund

would not be conditioned on introducing strong demand management such as road pricing.

- 2.48. The UCF is aimed at delivering the priorities set out in a recent Prime Ministers Strategy Unit report on the future of urban transport. That report called for investment in urban transport to be done in such a way that could simultaneously tackle economic, health and environmental improvements - what is referred to as 'triple wins'.
- 2.49. To be eligible, authorities would need to offer clear strategies that incorporate ambitious targets for a wider range of outcomes than just congestion, together with the local leadership and strong governance to make this a reality. The underlying aim of UCF is to deliver benefits in terms of:
- enhanced mobility and wider choices for journeys;
  - reduced congestion and increased journey time reliability;
  - better health and much greater levels of walking and cycling;
  - streets and public spaces which are enjoyable places to be;
  - reduced level of carbon emissions from transport.
- 2.50. The UCF will highlight the importance of strong decision making and delivery arrangements across boundaries, and measures are expected to include:
- sustainable travel;
  - encouraging modal shift;
  - demand management; and
  - traffic management
- 2.51. It is anticipated that Metro would make a joint response to the discussion paper (by 4 June 2010) on behalf of City Region Partners and, when appropriate, co-ordinate the submission of a bid. Like previous DfT 'challenge' initiatives, access to the UCF will be competitive with other authorities, so a strong, well evidenced bid, developed in close consultation with DfT will be essential. Lessons learnt from the Transport for Leeds project could be usefully applied in developing a strong bid.

### **Metro's Race to Work Challenge**

- 2.52. Metro's Travel for Work team ran an online 'Race to Work Challenge' which highlighted the frustrations of driving to work. In the short, fun game drivers had to complete a task against the clock for each stage of their journey. The tasks include reversing out of the drive, weaving through traffic, and finding the correct change for the parking meter. Each task they failed made them a few minutes later for work. When players reached the end, they were given the option to apply for the chance to get a free monthly MetroCard.

- 2.53. In total over 6500 car drivers took part in the challenge and more than 1900 of them applied for a free ticket. Applicants were advised that a limited amount of tickets were available and that they were not all guaranteed to get a ticket.
- 2.54. Metro has now supplied 214 car drivers with a free one-month MetroCard worth £114 so that they can find out how much easier the journey can be using the bus or train.
- 2.55. The Race to Work Challenge has been funded by Yorkshire Forward as part of the Travel for Work Project. The project aims to reduce greenhouse gas emissions from journeys to work and business travel in West Yorkshire.

#### **Rural Accessibility Partnership**

- 2.56. Metro has been appointed by Yorkshire Forward to manage a funding package aimed at improving access to employment and training for people living in rural areas throughout West Yorkshire. The scheme was launched in October 2009 providing grants up to £10,000 to support small projects which assist travel to work or college in rural areas. PCC members requiring further information are invited to contact Peter Coello, Rural Accessibility Advisor at Metro, on 0113 257 7416 or via [peter.coello@wypte.gov.uk](mailto:peter.coello@wypte.gov.uk).

### **3. RECOMMENDATIONS**

- 3.1. That the report is noted.

Director General  
West Yorkshire Passenger Transport Executive