

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

CALDERDALE PASSENGER CONSULTATIVE COMMITTEE

DATE: 8 APRIL 2008

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

Halifax Rail Station

- 2.1. Network Rail is currently working on the details of a scheme that will refurbish the platform canopy and footbridge at Halifax station. This work is scheduled to take place in May 2009.
- 2.2. In the short term, Northern and Metro are proposing to carry out some minor cosmetic improvements to the waiting room and footbridge interior, such as repainting, in those areas that will not be directly affected by the canopy works.
- 2.3. Network Rail is proposing to carry out extensive renewal works for the canopy and footbridge in Halifax Rail Station between May and December 2009. Halifax has also been included in the National Station Improvement Programme (NSIP). A list of potential improvement is being drawn up and developed by Network Rail in consultation with Northern Rail and Metro. It is likely that some improvement will take place during Control Period 4 (starting from April 2009).

Brighouse Rail Services

- 2.4. The Leeds – Dewsbury – Brighouse – Hebden Bridge service, introduced in December last year, was temporarily withdrawn from mid February this year due to a landslide at Rains Wood near Elland caused by the heavy rains and widespread flooding around the region at that time.
- 2.5. A temporary revised service was introduced on 18 February and involved trains running from Leeds and Brighouse, with rail replacement bus services providing the links between Brighouse, Dewsbury, Halifax and Hebden Bridge.

- 2.6. Network Rail have completed the remedial works and the rail service restored on 31 March.

New Bus Service 530 to Calderdale College and Calderdale Royal Infirmary

- 2.7. Following requests to improve links to the college and the hospital, Metro and First are launching a new hourly service on Monday 28 April between Halifax Bus Station, Calderdale College and Calderdale Royal Infirmary via Bell Hall. The route has been carefully designed to provide new links to these key facilities. A promotional fare and service branding will be developed for the service.
- 2.8. The service is provided on a trial “use it or lose it” basis for one year.

Bus Services in the Elland and Ryburn Areas

- 2.9. Metro has renewed the contract with Halifax Bus Company to operate the local Elland minibus services. As part of the new contract, the company will operate the services using a new low floor accessible bus.
- 2.10. From Monday 28 April, the MC4 service which links Elland with the Lowfields employment area will be extended to provide an hourly service all day between Elland and Brighouse extending into Lowfields during peak times. The service will be routed to serve Brighouse rail station with the timetable co-ordinated to meet trains to and from Leeds.
- 2.11. In June 2008, the Department for Transport funding for the operation of the Metro Connect TaxiBus service in the Ryburn valley comes to an end. Metro is currently assessing the usage of the service and is reviewing the local bus network, with a view to adapting local services to meet most of the travel needs currently satisfied by the TaxiBus.

Stainland Road, West Vale

- 2.12. Stainland Road in West Vale re-opened in both directions on 28 March following closure for over 12 months. During this time bus routes were altered and a shuttle service W1 has operated between Elland and West Vale. Buses have now reverted to their regular routes, the shuttle service has ceased and service 503 provides the link between Elland and West Vale.

Halifax – Denholme Service 504

- 2.13. Metro has renewed the contract with Halifax Bus Company to operate the hourly service 504 operating between Halifax, Bradshaw and Denholme. This service connects with services in Denholme for onward travel to Keighley. As part of the new contract, the company will operate the services using a new low floor accessible bus.

Brighouse Bus Station

- 2.14. Detailed design work on proposals for a new, 6 stand 'drive – through' bus station in Brighouse is complete and tender documents are currently being prepared.
- 2.15. Objections received by Calderdale Council in relation to the new Traffic Regulation Orders that are required for the scheme have been resolved.
- 2.16. It is estimated that construction of the new facility, which will cost in the region of £2.4 million, will commence during Spring 2008 and the bus station will take around eight months to complete.

Bus Station Real Time Displays

- 2.17. The bus station displays at Batley, Cleckheaton and Ossett Bus Stations are connected to the YourNextBus real time system from their original installation and they display predicted departure times for all tracked services. Scheduled times are displayed for "untracked" services and for those services starting at the bus station for which operational vehicle data has not been provided by the operator.
- 2.18. The provision of real time information is about to be extended to the existing older displays at the other main bus stations in West Yorkshire.
- 2.19. A factory trial was carried out on 29 February 2008 which demonstrated the ability to successfully "drive" the older display boards. ACIS, the supplier of the YourNextBus system, have a software enhancement under test which is required before rollout can commence.
- 2.20. It is planned that rollout will commence at Keighley Bus Station in April followed by Halifax and Dewsbury. The schedule for the remaining bus stations (Bradford, Huddersfield, Leeds, Pontefract and Wakefield) is not yet finalised but it is expected that all will be completed during 2008.

Transport Governance Review

- 2.21. At its last meeting, this Committee noted the review of transport governance that forms part of the Local Transport Bill. Independent consultants have now started to review the existing governance arrangements and are holding detailed engagement sessions with all city region authorities and stakeholders.
- 2.22. A special joint meeting of all the PCCs was arranged in March 2008 so the consultants could start to identify the main issues and options. Further rounds of engagement to discuss possible governance reform options will be held with the PCCs during May/June 2008. A further update will be provided at the next meeting of this Committee.

Peak Period Rail Patronage At Leeds

- 2.23. The first results from Northern's automatic on-train passenger counting equipment show further significant increases in peak patronage to and from Leeds.
- 2.24. In the morning peak to Leeds, Northern's results show an average of 15,424 passengers alighting from 76 Northern trains.
- 2.25. In the evening peak from Leeds, the results show an average of 17,130 passengers joining 71 Northern trains. This represents a 23% increase in patronage over the previous figure for the same period.
- 2.26. These results show that, whilst Metro's partnership with Northern and Yorkshire Forward to secure additional rolling stock has been successful, more capacity is still needed. Additional trains will be allocated to Northern as a result of the recent Rail White Paper.

May – December 2008 Rail Timetable

- 2.27. The Summer/Autumn 2008 National Rail Timetable will start on 18 May and operate until 13 December 2008. Apart from the annual seasonal changes and planned engineering works included in the timetable, there are not expected to be any significant changes in West Yorkshire. National Express East Coast have advised that they will be operating some additional weekend trains, bringing the Sunday Leeds - London frequency up to hourly. These are the 1803 Kings Cross - Leeds on Saturdays together with the 0940 and 1140 Leeds - Kings Cross and 1110 Kings Cross - Leeds services on Sundays.
- 2.28. Due to engineering work on Sundays from 20 July to 7 September 2008 local trains will be replaced by buses between Leeds and York with long distance trains diverted via Castleford. During the same period, on Sundays, Caldervale Line trains will be replaced by buses between Rochdale and Manchester Victoria.
- 2.29. From 8 September until 13 December 2008, there will be changes to train arrivals and departures at Sheffield due to the closure of Bradway tunnel, south of Sheffield. Long distance trains will be diverted via Beighton and some adjustment to local trains north of Sheffield will be necessary due to the restricted access creating some congestion.
- 2.30. In November and December, work to raise speed limits at Guide Bridge will affect TransPennine Express services on Sundays.

Bank Holiday Rail Services and Closure of Bradford Interchange Rail Station for Track Remodelling

- 2.31. The rail route via Brighouse was expected to reopen from 31 March 2008 following closure for embankment stabilisation work by Network Rail after the landslip in January.

- 2.32. Engineering work will also affect train services on the Airedale, Wharfedale and Huddersfield Lines in particular over the May Day holiday weekend, and the Caldervale Line over the Spring Bank Holiday.
- 2.33. From 15 to 26 May 2008 inclusive, Bradford Interchange rail station will be closed for track renewal and remodelling at Mill Lane Junction. Trains will be either diverted via Brighouse or terminating/ starting short of Bradford at Halifax and New Pudsey - with replacement buses serving Bradford Interchange. Full details are not yet available.

New Rail Station Prioritisation

- 2.34. Since Metro's last review of new rail stations for West Yorkshire, the Department for Transport (DfT) has significantly changed the process by which new rail stations are delivered. There is now more emphasis on the performance/capacity implications of a new station, its impact on existing passengers and future operational flexibility. The DfT has published new rail station guidance which focuses on four key criteria areas: operational, engineering, business case and policy fit.
- 2.35. New rail stations require increased train capacity and network capacity to accommodate additional stopping time. Within West Yorkshire, the number of passengers who travel to Leeds by rail has increased by almost 60% over the last five years. This increase in rail demand has placed tremendous pressure on the limited infrastructure and rolling stock capacity in the area and makes it more difficult to accommodate new rail stations.
- 2.36. The cost of constructing new rail stations has increased significantly in the recent years and this means that a higher passenger demand is now required for new rail stations in order to satisfy the DfT's economic tests.
- 2.37. In view of the above, there is a need to refresh the list of previously identified sites in RailPlan 5 along with any new suggested sites. Consultants have been commissioned to undertake this work across West Yorkshire. As part of the study, the consultants will assess each proposed station site against the criteria of policy fit, station demand, technical and operational feasibility, station accessibility and implication on capacity, in line with all the DfT's new criteria areas.
- 2.38. The scope of the study covers all the potential sites identified in RailPlan 5 plus a number of suggested new sites identified through consultations with District Councils, industry stakeholders and other interest groups.
- 2.39. It is anticipated that the study will lead to a new prioritised list of potential new rail station sites. It will identify the requirements for each station and make recommendations for a phased programme of implementation. The study is expected to be complete by Summer 2008.

Information At Rail Stations

- 2.40. Network Rail and Northern are about to embark upon a £3 million scheme to provide improvements to passenger information at all the stations within West Yorkshire together with a small number outside the county boundary on a line of route basis.
- 2.41. The basis of this scheme was first approved at the end of 2005, but it never progressed beyond the system development stage because of the complexity of the railway industry. The earlier issues have been resolved and a funding package has now been assembled that will enable the scheme to be implemented.
- 2.42. The funding partnership is between Network Rail, Northern, Metro and the DfT. Metro will be contributing £520,000 of Local Transport Plan funding and the scheme will also be benefiting from £863,000 funding from the DfT's 'Access for All, Small Schemes' initiative following successful bids made by Metro, for the West Yorkshire stations (£779,000), and Northern for the remainder (£84,000).
- 2.43. The scheme will replace the existing system, which provides information at local rail stations from a number of different control points, with a central co-ordinated system based in Leeds. The new system will also co-ordinate audio and visual information, which will be of particular benefit at those stations where there are information screens as well as the speakers.
- 2.44. The proposed scheme will benefit from the DfT 'Small Schemes' funding, together with renewals investment being made by Network Rail, which, in turn, enable a much more comprehensive scheme than that first developed to be delivered. The major benefit will be that all the existing television style screens (many of which are now life-expired), at those stations so equipped, will be replaced with modern DDA compliant, flat screens. A small number of these stations will also receive additional, new screens to improve access to information.
- 2.45. The scheme is due to be installed and commissioned by Spring 2009.

Help Points at Rail Stations

- 2.46. Members may be aware of a TV news report in February regarding the high proportion of station help points that were not working. Metro has raised the issue formally with Northern (who are responsible for the maintenance of help points) asking for a position statement and action plan to urgently address the issue. Northern has said that one of its difficulties was that it inherited a number of different systems from the previous operators and has been working to bring them together to deliver an acceptable level of service. Metro is pressing for the issue to be resolved as soon as possible.

Tram-Train Trials

- 2.47. An innovative form of public transport called a 'tram-train' is to be trialled for the first time in the UK on the 37-mile Penistone Line between Huddersfield, Barnsley and Sheffield.
- 2.48. Tram-trains use less fuel and weigh less than conventional trains, reducing wear and tear on tracks and decreasing the need for disruptive maintenance works. Tram-trains have faster acceleration and deceleration rates so they can also offer passengers better journey times.
- 2.49. The trial, which starts in 2010 and will take two years, will look at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route.

MyBus Update

Project Update

- 2.50. With the launch of the final two Mybuses in service at the beginning of the January 2008 school term, all 150 Mybuses are now operational.
- 2.51. The launch also coincided with a visit by the Yellow School Bus Commission, chaired by David Blunkett, as part of their review of dedicated home to school services. The Commission gained feedback from Metro representatives, operators, teachers, parents and pupils on the scheme. The Commission are due to publish their findings in Summer this year.
- 2.52. With all buses in service, Mybus is now carrying over 9,000 registered pupils travelling on over 200 services at 140 schools. Pupils are benefiting from travel on new, low floor easy access vehicles fitted with seatbelts and CCTV which are driven by specially trained CRB checked drivers.

Results and end of project conference

- 2.53. An end of scheme monitoring report is currently being prepared evaluating the success of the scheme. The report will be presented to the Department for Transport and will be used to judge the outcomes of the scheme. The Group will be updated at a future meeting following 'sign off' and production of the final report. In the interim, a summary of the main outcomes is presented below:
 - A high level of mode shift from previous car users to new bus users has been achieved: 64% at primary schools and 15% at secondary schools;
 - For those parents that used to drive their children to school, they now save an average of 54 minutes driving per week and drive 30km less every week;

- Many secondary school services have replaced existing services, however, where brand new services have been introduced, much higher mode shifts have been achieved, suggesting that there is a significant latent demand;
 - Behaviour has improved on services served by Mybus;
 - Attainment has improved at a higher rate than County averages at those schools served by Mybus;
 - 28,000 primary pupils have undertaken Mybus training on safety and bus use;
 - New bus drivers have entered the industry and retention of existing drivers.
- 2.54. Overall, Mybuses have delivered the most positive benefits at primary schools and those secondary school services where it has been possible to implement completely new service networks.
- 2.55. The results of the scheme and feedback on the implementation of the project will be presented at a conference due to be held in May. The conference will share best practice and be aimed at other PTEs, local authorities, operators and others involved in organising home-to-school transport.

Future aspirations

- 2.56. Now that all 150 services are now in operation, Metro is reviewing the whole fleet to establish if further efficiencies can be made, if more primary school links can be added and whether additional inter-peak and after-school provision can be provided at marginal cost.
- 2.57. Metro is also considering how to bring the benefits of Mybus to other schools tendered services. Whilst these services will not operate with the same new buses, the same key features which have been praised by pupils, parents and schools are being incorporated into a number of schools tenders.
- These features include:
 - Investment in modern low floor, seat belted vehicles with CCTV
 - Drivers attending enhanced driver training
 - Dedicated, CRB checked drivers
 - Direct communication with the My bus call centre

- 2.58. Approximately 30 existing tendered school service contracts now provide these enhanced features. Where possible, the intention is to secure the My bus enhanced features on more tendered services.

Summer Seasonal Bus Services

- 2.59. A number of additional or enhanced bus services will operate this summer giving access to rural areas of West Yorkshire.
- 2.60. These services will assist families, tourists and walkers as well as giving additional travel opportunities to those living in the countryside.

- 2.61. A summary of these services is as follows:-

- DayTripper 950: Leeds City Bus Station - Temple Newsam - Lotherton Hall - Fairburn Ings - Castleford
- DayTripper 956: Huddersfield - National Coal Mining Museum - Yorkshire Sculpture Park - Cannon Hall Country Park
- DayTripper 957: Holmfirth - National Coal Mining Museum - Dewsbury - Bagshaw Museum - Red House Museum - Oakwell Hall Country Park
- Service 500: Extra Sunday morning bus: Keighley - Haworth - Oxenhope - Hebden Bridge
- Bronte Scenic Tour 812: Keighley- Haworth - Bronte Parsonage - Ponden Mill
- Services 784/884: Ilkley - Addingham - Bolton Abbey - Embsay Station – Skipton
- Service 900: Sundays - Huddersfield - Ripponden - Hebden Bridge
- Service 906: Widdop - Hebden Bridge - Hardcastle Crags

April Bus Service Changes

- 2.62. The next major bus timetable change of the year occurs on the weekend of the 26/27 April 2008. 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** – alteration to the route of service 619 to provide Bingley – Bradford Royal Infirmary link
- **Calderdale** – changes to revert services to previous routes following the re-opening of Stainland Road, route and timetable alterations to service MC4
- **Kirklees** –changes to First, Stotts and JRT services in the Colne Valley following the withdrawal of the Metro Connect Taxibus. The operation of some tendered evening and Sunday services transfer from Stagecoach to Arriva

- **Leeds** – minor timing changes, alterations to local services in Yeadon. Some changes will occur in early May to coincide with the opening of First’s new depot in Hunslet
- **Wakefield** – various minor route and timetable changes. The operation of tendered evening and Sunday services in South East Wakefield transfer from Stagecoach to Arriva

Community Transport

2.63. Community Transport is a wide term which covers the range of transport services provided by charitable bodies and social enterprises. These organisations provide a range of valuable services often supporting people with mobility difficulties and those isolated from mainstream public transport . Metro and Yorkshire Forward jointly commissioned a review of the current extent of Community Transport in West Yorkshire and how it could expand its contribution to the regional economic strategy and meet Local Transport Plan objectives. Following this review, Metro has commissioned the “West Yorkshire Communities On The Move” project which aims to provide assistance to the Community Transport providers who are seeking to develop their role in providing socially necessary transport.

3. **RECOMMENDATIONS**

3.1. That the report be noted.

Director General
West Yorkshire Passenger Transport Executive