

# WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

## LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 18 JANUARY 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 Leeds district.

#### 2. INFORMATION

##### NGT Project

- 2.1. Work is continuing on the development of the NGT (New Generation Transport) project, which is being jointly developed by Metro and Leeds City Council.
- 2.2. A Major Scheme Business Case for the NGT project was submitted to the Department for Transport (DfT) in October 2009. The Preferred Option set out in the Business Case is for a three-line trolleybus network serving North, South and East Leeds. The key characteristics of the Preferred Option can be summarised as follows:
  - Network is approximately 14km in length
  - Two Park & Ride sites are proposed at Bodington on the North Route and Stourton on the South Route
  - Current designs are for approximately two thirds of the network to be segregated from general traffic; and
  - Key NGT-only sections of the network would include a section behind the Arndale Centre in Headingley and a section running in railway sidings between Balm Road and Wakefield Road in Hunslet
- 2.3. Following submission of the Business Case, it is hoped that the DfT will provide a decision on whether the project has been given 'Programme Entry' (the first stage in the government approvals process), in early 2010.
- 2.4. In terms of funding, 90% of the capital cost of the NGT scheme would be funded by Central Government with a 10% local funding contribution to be made by Metro and Leeds City Council.
- 2.5. More details about the NGT proposals and a full copy of the Major Scheme Business Case can be found at [www.ngtmetro.com](http://www.ngtmetro.com).

## City Regional Transport Strategy

- 2.6. At its Summit held in November 2009, the Leeds City Region launched its new City Region Transport Strategy. Developed by Metro and city region partners, the strategy identifies the main issues and challenges for transport, the current and future demands on the transport network with particular focus on jobs and housing growth, and the transition to a lower carbon economy. The Strategy defines the city region spatial priorities including specific interventions to deliver economic growth in a sustainable way.

## Governance

- 2.7. The ITA has agreed to establish an ITA Executive Board (from 1 January 2010) of 8 Members drawn from the full ITA. The Executive will meet monthly and will carry out all the current functions of the full ITA (22 Members) except budget setting and the AGM. These arrangements will help deliver stronger governance and decision making, and in turn help secure more innovative approaches to funding and strategic delivery.

The ITA Executive Board Members (until the next Annual meeting in June 2010) will be as follows:

<b>Conservative</b>	<b>Labour</b>	<b>Liberal Democrat</b>
Cllr Greaves (Bradford)	Cllr Lyons (Leeds)	Cllr Downes (Leeds)
Cllr Hawksworth (Bradford)	Cllr Rhodes (Wakefield)	Cllr Pinnock (Kirklees)
Cllr Wadsworth (Leeds)	Cllr Firth (Kirklees)	

## Quality Contracts

- 2.8. The November meeting of the Integrated Transport Authority, unanimously decided to pursue the development of a Quality Bus Contract scheme. Metro would specify all aspects of bus services including routes, timetable, fares and ticketing and vehicle standards.
- 2.9. Metro will be consulting with PCC members along with operators, District Councils and other key stakeholders in developing its proposal for a Quality Bus Contract scheme. The initial PCC member consultation planned for 8 January was postponed due to weather conditions and is now scheduled for 4 February 2010.

## Real Time at Bus Stations

- 2.10. All of the eight main bus stations in West Yorkshire have now had Real Time installed.

- 2.11. The next phase will involve the provision of a real time audio system at all eight stations, along with a replacement of the life expired electronic displays.

#### Open Access Proposals

- 2.12. Former Director of Grand Central Railways Ian Yeowart has recently published proposals to run passenger trains between London's Euston and King's Cross stations to the north from 2013.
- 2.13. Proposals include four return trains from King's Cross per day to Huddersfield via the East Coast Main Line and the Penistone line, and two-hourly each way services between Hull and Liverpool Lime Street via Leeds and the Calder Valley.
- 2.14. Proposals include two hourly services to Leeds from Euston via Stockport, Huddersfield and Dewsbury, as well as hourly to Bradford Interchange via Manchester Victoria and the Calder Valley stopping at Hebden Bridge and Halifax in West Yorkshire. Further proposals include services to Cleethorpes and Carlisle. The proposals include a £250m investment in rolling stock and £20m investment in stations.
- 2.15. The proposals have already been submitted to the Office of the Rail Regulator (ORR) and will be subject to various industry processes, including assessing whether or not there is sufficient track capacity. Metro has made it clear to the ORR that such proposals should be considered by them when making decisions on ECML track capacity as they would provide far greater connectivity between West Yorkshire and the capital, provided local services do not suffer as a result.

#### East Coast Main Line Services

- 2.16. National Express East Coast Ltd (NEXC) had its franchise terminated on 13 November 2009. The publicly owned East Coast Main Line company, known as East Coast is honouring all tickets, and staff previously employed by NEXC have transferred to East Coast under the Transfers of Undertakings (Protection of Employment) Regulations (TUPE). The East Coast Main Line Company is expected to operate the line until mid-2011, when it will be re-let to the private sector. Rolling stock will be re-branded "as cost effectively and as soon as practicable" and profits will be returned to the public purse.
- 2.17. NEXC had a franchise commitment to introduce a standard hour timetable (trains depart and arrive at the same time every hour) on the East Coast Main Line (ECML), known as Service Level Commitment 2 (SLC2). Progress towards implementing this, now thought to be in May 2011, has been overseen by the Office of the Rail Regulator (ORR). Metro previously supported SLC2 as it will bring about a reduction in average journey times to 2 hours 10 minutes from Leeds to London, greater inherent resilience and more regular interchange timings. Metro support was conditional upon SLC2 not having a negative impact on local Northern Rail services.

- 2.18. ORR has granted Grand Central the rights to run 3 trains per day to/from Bradford Interchange. The ORR and Network Rail have recently published a draft SLC2 timetable that does deliver a standard hour timetable, but moves the previously planned (by NXC) additional alternating Leeds/Lincoln to London service to York/Lincoln to London. Metro has queried whether this makes best use of capacity on the ECML and has also sought clarity on the status of the SLC2 franchise commitment from the ORR, given the uncertainty surrounding the Intercity East Coast franchise.

#### High Level Output Specification (HLOS) Additional Carriages

- 2.19. Work is ongoing with the Department for Transport (DfT), Northern Rail and the other PTEs to secure additional rolling stock for services within and to/from West Yorkshire and the wider north. The additional train units are likely to be introduced in two phases – phase one between December 2010 and 2014.
- 2.20. Detailed timetabling work is currently being undertaken as part of the phase 1 work to ensure that additional train units/carriages are introduced on the busiest, most overcrowded services.
- 2.21. Phase 1 is highly likely to see cascaded rolling stock from other franchises introduced into the Northern franchise. Metro is pushing for new/newer rolling stock to be introduced for both phase 1 and phase 2. Where this is not possible, train units to be brought up to modern standards through refurbishment.

#### High Speed Rail

- 2.22. The High Speed Rail Company, HS2, is considering the case for new high speed services between London and Scotland, and has been asked in the first instance to focus its attention on the London to West Midlands corridor, including access to Heathrow Airport. HS2 will report to Lord Adonis, Secretary of State for Transport around the end of 2009. The Government is not likely to issue a response to this report until at least February 2010. The report itself will not be made public until that time also.

#### Bus Service Changes January 2010

- 2.23. The next major bus timetable change of the year occurs on the weekend of the 22/23/24 January. They can be summarised as follows:
- Calderdale – extensive changes to the rural services to the south of the district
  - Bradford – revised service 629 Bingley – Bradford Royal Infirmary – Shipley, service 619 operates between Bradford Interchange and BRI only
  - Kirklees - timetable changes on several Arriva routes, new off peak service 129 Dewsbury – Chickenley, route changes to K Line services in north Huddersfield

- Leeds - timetable changes on several routes to address punctuality issues, the route of service 33A will be amended and will no longer serve Menston village, service 153 amended to serve Stainton Lane Carlton near Rothwell
  - Wakefield - timetable changes on several routes, Arriva service 443/444 withdrawn between Wakefield and Barnsley, replaced by Tates Travel service 97
- 2.24. Details of the changes will be set out in a copy of Metro's Changing Times leaflet which will be available at the meeting.

#### Kickstart

- 2.25. Earlier in 2009, Metro submitted two bids to the Department for Transport's Kickstart scheme for innovative bus service development.
- 2.26. 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.

#### Boxing Day 2009 Services

- 2.27. A network of bus services operated on Saturday 26 December 2009 linking communities across West Yorkshire with Leeds and Huddersfield.
- 2.28. A timetable leaflet was prepared (as requested by the Leeds PCC).

#### Rural Accessibility Partnership

- 2.29. 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. Grants up to £10,000 will be available to support small projects which assist rural people get to work or college. Stakeholder meetings have been held in each district to promote the scheme. Any PCC member requiring further information is invited to contact Peter Coello , Rural Accessibility Advisor at Metro, on 0113 257 7416.

#### Here to Get Youth There - Metro's Conference for Young People

- 2.30. Metro has a Young People's strategy in place. As part of the consultation element of the strategy Metro met with groups and individuals to make sure we were looking at the right issues. A Youth Transport Forum was then formed, made up of representatives from the Youth Councils and Youth Parliaments of the five districts.
- 2.31. One of the first actions of the Forum was to agree to put on a conference – by young people, for young people, to encourage them to have a say and debate the key issues around public transport.

- 2.32. The conference, held at Bradford Bull's Grattoon (Odsal) Stadium on Wednesday 14 October 2009, was a great success. Around 125 young people from 13 West Yorkshire schools and youth groups participated in the event.
- 2.33. There were six workshops covering the following subjects:
- Getting Involved
  - Minted or Skint!
  - How to keep your driver friendly!
  - Get out and about
  - Better safe than sorry
  - Can you get on? Or is the bus wrong?
- 2.34. The conference closed with a plenary/scrutiny session at which representatives from bus operators and Education Leeds responded to questions from the audience.
- 2.35. Evaluation forms and notes from the day were collated to put together a post-conference brochure. The key issues arising from the day were:
- Interaction with Bus drivers
  - Cost of fares
  - Accessibility / low floor vehicles
  - Sunday services
  - Timetables
  - Punctuality
- 2.36. The brochure takes each of these headings and informs delegates and others (a) what Metro is currently doing and (b) what Metro pledges to do in the future.
- 2.37. The brochure is available on the Generation M website ([www.generationm.co.uk](http://www.generationm.co.uk)) and it is intended to use the site as a 'scrutiny forum' where Metro will feed back progress on these issues at regular intervals.

#### Leeds City Region Rail Growth Package

- 2.38. Metro continues development work related to the Leeds City Region Rail Growth Package, which includes the proposed two new rail stations at Apperley Bridge and Kirkstall Forge and a number of car park extension schemes at existing stations.
- 2.39. Outline design works for new rail stations and car park extensions are approaching completion. The planning applications for the new rail stations were submitted in December 2009. The Major Scheme Business Case for the package was submitted to the Department for Transport (DfT) in November 2009. Subject to DfT approval and further detailed design work, it is anticipated that the stations will be in operation by 2012.

### Leeds Cyclepoint & Cycling England Funds

- 2.40. Metro is working in partnership with Northern Rail, Network Rail and Leeds City Council to install a modern, indoor cycle storage facility with 300 cycle spaces at Leeds station. The scheme is modelled on the Dutch concept of cycle storage facilities that can be found at stations across the Netherlands. The scheme is being led by Northern whose owners include Ned Railways (Netherlands National Railways) and who have considerable experience in this area. Work will begin on site in February 2010 and is due for completion in May 2010. Metro and Northern are each contributing £50,000 towards the £600,000 cost, with the remainder coming from Cycling England.
- 2.41. Northern Rail has also been successful in securing £1m work of Cycling England funds to improve cycling facilities at stations across the Leeds City Region. Specific station locations are currently being worked on and will include "hub" type facilities at Skipton and Hebden Bridge.

### Leeds Station Southern Entrance

- 2.42. GRIP 4 design works for the Leeds Station Southern Entrance are approaching completion. A pre-planning application consultation event was held in Leeds Station in August 2009 to allow the public to comment on the scheme. The feedback received was very positive with over 96% of respondents supporting a new southern entrance.
- 2.43. The Planning Application for the scheme was submitted in October 2009 and a decision is expected in early 2010. The Major Scheme Business Case for the scheme was submitted early December 2009. The scheme is on track to be completed in 2012.

### Taxis in Leeds

- 2.44. Over-ranking by Hackney Carriages within Leeds City Centre has been resulting in taxis blocking the carriageway, junctions and bus stops, causing traffic congestion problems. The cause is the high number of operational Hackney Carriage licenses and limitations on road space for taxi ranks (with competing requirements for bus stops, on-street parking and loading/unloading). Problems with taxis occur particularly on Boar Lane and The Headrow, resulting in delay and disruption to bus services. In the short term Metro has funded Police enforcement action against traffic/parking offences. Other solutions have included Leeds City Council's removal of a pedestrian island in Boar Lane to create more running space for vehicles and the creation of two large taxi 'holding areas' at Meadow Lane and Lower Briggate to relieve pressure on existing city centre taxi ranks. In addition Metro has worked with Leeds City Council, the taxi trade and bus operators to better utilise existing taxi ranks and some operational bus stops to create additional evening ranking spaces following last bus services. These sites are at New Market Street, Boar Lane, Lower Briggate, Vicar Lane and Call Lane. Metro will review the operation of stops as

shared bus stops/taxi ranks. The ongoing development of the next Local Transport Plan (LTP3), which is being led by the ITA, presents the opportunity to address longer term issues in respect of the better management and integration of taxis.

#### Green Bus Fund

- 2.45. The Green Bus Fund was announced by the Department for Transport during the Summer 2009. It consisted of £30million from which bus companies and Local Authorities in England could compete for funds to help them buy new low carbon buses. Its main purpose was to support the introduction of hundreds of low carbon buses across England.
- 2.46. First West and North Yorkshire was successful in securing £1,705,322.40 from the fund which will help fund up to 22 new buses.
- 2.47. Discussions are taking place between Metro and First regarding the introduction and implementation of the new fleet. A progress report will be brought to a future meeting of this Committee.

#### England 2018 World Cup Bid

- 2.48. Leeds has been selected as a host city in England's bid to host the 2018 FIFA World Cup. Metro has played an active role in supporting the Leeds bid advising on transport and accessibility issues. The bid presents the benefits of transport and facilities in the entire City Region area. If England is selected to host the competition, extensive transport arrangements will be necessary to enable a successful event.

### **3. RECOMMENDATIONS**

- 3.1. That the report is noted.

Director General  
West Yorkshire Passenger Transport Executive