

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 6 OCTOBER 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 Leeds district.

2. INFORMATION

Bus Service Change Dates 2009

2.1. For several years, Metro and the bus operators have agreed that bus service changes will occur at set times of the year. This reduces uncertainty for passengers and enables Metro to ensure passenger information is fully up to date. The dates for 2009 fall into the same pattern as this current year and will be as follows;

- 31 Jan/1 February 2009
- 25/26 April 2009
- 30/31 May 2009
- 25/26 July 2009
- 29/30 August 2009
- 26/27 September 2009
- 24/25 October 2009
- Rail change date 14 December 2009

October Bus Service Changes

2.2. The next major bus timetable change of the year occurs on the weekend of the 25/26 October 2008. Details of the changes will be set out in a copy of Metro's Changing Times leaflet. The changes are summarised as follows;

- **Bradford** – no changes
- **Calderdale** – alterations to services to Mixenden and Illingworth
- **Kirklees** – minor timing changes and a route change in the Crosland Road area of Huddersfield
- **Leeds** – minor timing changes and a route change to service 90 in Calverley
- **Wakefield** – minor timetable changes.

Bus Services Over The Christmas & New Year Period

- 2.3. Metro and the bus operators agree a standardised pattern of service over holiday periods to provide a simple message to passengers seeking to travel. Bus services in West Yorkshire over the forthcoming Christmas and New Year period will operate as follows:
- Wed 24 December - Christmas Eve – Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00
 - Christmas Day – no service
 - Boxing Day – limited service to Leeds and Huddersfield (see below)
 - Sat 27 - Saturday service
 - Sun 28 – Sunday service
 - Mon 29 December - Saturday service
 - Tue 30 December - Saturday service
 - Wed 31 December - New Years Eve – Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00
 - New Year's Day – no service
 - Fri 2 January – Saturday service
 - Sat 3 January – normal service resumes
- 2.4. In 2007, Metro undertook a trial of daytime services on Boxing Day to Leeds and Huddersfield where the major retailers were open for business. This trial was successful and will be repeated in 2008, with additional services linking Shipley, Cleckheaton, Castleford and Pontefract with Leeds. The White Rose Centre, Birstall Park and Junction 32 Park will also be served.

Wharfedale Bus Services

- 2.5. A new map displaying bus services in the Otley, Ilkley, Menston and Guiseley areas will be published in early October. The map will also display leisure walking routes in the Otley area and has been produced in partnership with the local "Walkers are Welcome" group. The map will be extensively distributed around the area in a campaign to improve bus travel throughout Wharfedale.

Corridor Marketing

- 2.6. The Arriva 110 service from Wakefield to Leeds was chosen in the first round of congestion marketing. In July a mail drop was sent to households within walking distance of the 110 route.

- 2.7. Stage two of the campaign commences in September with companies that are located along the route being offered a number of free weekly tickets for car drivers to trial the service in late September.
- 2.8. A second campaign will commence later this year with First on the Bradford to Leeds corridor where different socio-economic sections of the route will be targeted to examine what the best approach and target audience is for this type of campaign.

Pudsey Bus Station

- 2.9. Leeds City Council have confirmed that the planning application for the proposed redevelopment of Pudsey bus station has been approved in principle, subject to certain conditions in respect of disabled parking and provision of cycle stands.
- 2.10. Detail design work for the new six stand 'drive around' bus station and associated highway works is progressing and discussions continue to be held with Leeds City Council's Planning and Highways Departments regarding the phasing of the works.
- 2.11. Subject to obtaining the necessary Traffic Regulation Order approvals, it is anticipated that work to construct the new bus station may start in early 2009.
- 2.12. The total value of the proposed scheme, including the ancillary highway works is £3.1 million, which would be funded through the Local Transport Plan.

Scott Hall Road

- 2.13. Passengers on the Scott Hall Road guided bus way are benefiting from over £3m of investment, including:
 - Seventeen new, low emission, fully accessible buses, fitted with interior and exterior CCTV, introduced by the First group;
 - 28 refurbished shelters along the route, many with Real Time Information displays linked to its yournextbus service;
 - New timetable cases at other stops, along with additional CCTV coverage and new vinyls providing information about the guideway's services;
 - Resurfacing work to make journeys smoother.
- 2.14. Leeds City Council also plan to improve bus priority along the route.
- 2.15. The partners in the project held a formal launch of the project at the Park and Ride site on 29 August 2008.
- 2.16. The Scott Hall Road guideway together with the guide ways on York Road, Leeds and Manchester Road, Bradford have proved extremely popular with passengers, with patronage increasing of over 10%.

- 2.17. Metro, First and Leeds City Council are undertaking a joint study to investigate how the benefits of the Scott Hall guideway might be further enhanced or extended. The outcomes of this work could, in the long-term, lead to improvements on all West Yorkshire's guided bus routes.

Bus Travel for People With Disabilities

- 2.18. Metro and the bus companies have agreed a guidance note for bus drivers on how to assist passengers with disabilities. The note has been prepared with advice from members of the Leeds Transport Access Group representing disabled passengers. It aims to assist in clarifying drivers and bus companies' obligations under the Disability Discrimination Act. A summarised version of the guidance will be prepared in leaflet form in order that passengers are aware of what to expect when travelling on a bus.

Get Around for a Pound

- 2.19. 'Get around for a pound' ran throughout August and enabled young people to travel by bus anywhere in West Yorkshire for £1, using a Metro Child DayRover ticket.
- 2.20. The main aim was to encourage young people to use buses for leisure opportunities over the summer holidays. It also helped to promote the half fare pass to young people in advance of the new school year and helped to further promote the Generation M website.
- The initiative was welcomed, as it was both easy to understand and inexpensive and many young people made good use of it.
 - Feedback was received that the initiative could be advertised earlier making greater use of schools to promote it and that some drivers did not understand that it was a multi-operator ticket.
 - Metro has agreed in principle with operators that the same promotion will be carried out again next year, but will start much earlier in both promoting the offer and reinforcing its conditions of use with drivers.
- 2.21. Further evaluation of this year's usage will also help us to understand how the ticket has been used. This will help to tie the offer to deals with local leisure venues next year and make the offering even more attractive to West Yorkshire's young people.

Mybus report

- 2.22. It is nearly four years since the first yellow Mybus service started. There are now 150 vehicles in place, running 206 services to 78 primary, 52 secondary and 2 SEN schools and carrying over 9,000 children.

- 2.23. The results of the scheme have been very positive:
- 64% of primary school users were previously driven by car;
 - Overall, 15% of secondary school users previously travelled by car;
 - At some secondary schools up to 34% of users previously travelled by car;
 - Around two million car kilometres are removed from the road network each year, with an annual saving of over 300 tonnes of carbon.
- 2.24. Educational attainment at schools served by Mybus has improved at a rate higher than the county average. Other benefits of the scheme include greatly improved behaviour, reduced bullying and increased readiness to learn.
- 2.25. The low floor vehicles have allowed children with special educational needs (SEN) to travel with friends for swimming and other trips and, when combined with travel training, have increased many children's confidence and ability to travel independently.
- 2.26. Primary and secondary school users, parents and teachers have all given positive feedback to the services. It has also been welcomed by drivers, with higher levels of retention and a more diverse workforce than the wider bus industry.
- 2.27. Metro is recommending that yellow buses work best for primary schools, SEN schools and secondary schools where it is possible to:
- Convert all school services to Mybus operation;
 - Provide new Mybus services to reduce the need for interchange;
 - Address behavioural issues on home-to-school bus services;
 - Or where parents are reluctant to allow children to use other service types and place a high value on the 'closed system' attributes of Mybus provision.
- 2.28. Metro was pleased to note that its own findings were reflected in the final report of the national Yellow School Bus Commission, chaired by David Blunkett.
- 2.29. The Summary of the final report contains more information on results and Metro's thoughts for the future. It is available from Metro's website at www.wymetro.com

English National Concessions Scheme

- 2.30. Over 340,000 passes have been issued. Metro is procuring new systems to support future card management and production and offer an enhanced level of service to customers.

Regional Funding Allocations (RFA)

- 2.31. The Regional Transport Board (RTB) has completed its interim review of the RFA and over £100m of new schemes have been prioritised for the Leeds City Region (LCR).

Scheme	RFA Funding (£M)
Yorcard	28.0
Leeds Station Southern Access	10.8
East Leeds Parkway, Micklefield, Leeds	19.4
York Park and Ride Sites	20.8
Leeds City Region Rail Growth	14.3
A636 Denby Dale Road Exceptional Maintenance Scheme, Wakefield	3.3
A639 Colorado Way Exceptional Maintenance Scheme, Castleford	4.0
TOTAL	100.6

- 2.32. The next stage is a full review of the RFA. This will extend the programme by three years to 2018/19, and increase over-programming to 20%, providing approximately £400m of additional funding for the Yorkshire and Humber Region. The Regional Transport Board will consider all of the submissions at its meetings in December 2008 and January 2009, before making recommendations to the DfT in February 2009. The Leeds City Region Connectivity Partnership has asked Metro to coordinate the approach for submissions across the LCR.

Leeds - Settle - Carlisle Winter Offer 2008/09

- 2.33. Metro and Northern Rail have agreed the terms for a special winter offer on the Settle/Carlisle and Lancaster/Morecambe Lines for Concessionary and MetroCard holders. This year the offer will run from Tuesday 4 November 2008 until Friday 13 February 2009 on weekdays only. The cost for the return ticket will cost £8.00 (an increase of £1.00 from last year).

Christmas and New Year 2008/09 Train Service Arrangements

- 2.34. The following pattern of Northern local rail services will operate over the holiday period:
- Christmas Eve - Wednesday 24 December 2008: Normal Weekday service until 2000. Local trains will run down.
 - Christmas Day - Thursday 25 December 2008: No service.

- Boxing Day - Friday 26 December 2008: No service.
 - Saturday 27 December 2008: Normal Saturday service. Some local trains before 0700 will not run.
 - Sunday 28 December 2008: Normal Sunday service.
 - Monday and Tuesday 29 - 30 December 2008: Normal weekday service.
 - New Year's Eve - Wednesday 31 December 2008: Normal weekday service until 2000. Local trains will then run down.
 - New Year's Day - Thursday 1 January 2009: Normal weekday service. Local trains will commence later by 0900.
 - Friday 2 January 2009: Normal weekday service.
- 2.35. Long distance rail services operated by National Express East Coast, CrossCountry and East Midlands Trains will be subject to change throughout the holiday period. First TransPennine Express trains are expected to run normally, including overnight on New Year's Eve/Day.
- 2.36. There are again some short term engineering works affecting train services in the Yorkshire area this year. Bradway tunnel between Sheffield and Chesterfield, closed for major work since 8 September, is due to open with the timetable change on 14 December enabling the new Leeds - Nottingham service to operate.
- 2.37. Due to signalling work at Carnforth extending from Christmas to New Year, Leeds - Morecambe will terminate at and start from Bentham with connecting buses between Bentham and Morecambe from Saturday 27 December 2008 to 12 noon on Thursday 1 January 2009 inclusive.
- 2.38. Due to a bridge renewal at Pontefract over Christmas extending to Saturday 27 December, Dearne Valley Line trains between Sheffield and York will terminate at Moorthorpe with replacement buses between Moorthorpe and York serving Pontefract Baghill on this day.
- 2.39. On Sunday 28 December due to track remodelling at Church Fenton trains will run between Sheffield and Pontefract Baghill with connecting buses between Pontefract Baghill and York.
- 2.40. From 1900 Saturday until 1300 Sunday 27/28 December Blackpool/Hebden Bridge - York trains will terminate at and start from Micklefield with connecting buses between Micklefield and York. Until 1900 Saturday and from 1300 Sunday York - Leeds trains will leave York earlier than advertised and be unable to call at Ulleskelf served by connecting buses. York - Hull trains will be diverted with connecting buses serving Ulleskelf, Church Fenton and Sherburn.

December 2008 Rail Timetable

- 2.41. An update on planned changes to local rail services by Northern for the December 2008 rail timetable is attached as Appendix A.

Ticket Barrier at Leeds Station

- 2.42. Northern Rail are fully funding, developing and delivering the scheme to install 25 automatic ticket gates at Leeds Station. These works have been developed as part of the current Northern Rail ticket revenue strategy.
- 2.43. The works have started on site and are expected to be commissioned w/c 17th October. This work includes removal of an existing retail unit and the excess fares office. The excess fares office has been replaced by a number of mobile ticket units that are operated by Northern Rail throughout the station.
- 2.44. A longer-term view of the needs of the station/numbers using the station with potentially revised gateline is being considered for introduction from 2010.

Mill Lane Junction, Bradford

- 2.45. Network Rail is proposing to carry out a complete reconstruction of the railway junction at Mill Lane, Bradford. This is the junction where trains diverge just to the south of Bradford Interchange to travel to and from Leeds or to and from Halifax. The work was originally planned for May this year, but had to be postponed for operational reasons. Originally, the work was programmed as a normal like-for-like replacement of the junction, but Northern and Network Rail have agreed on some enhancement work that will make the junction easier and faster to negotiate, which, in turn, will reduce the overall journey time along the Caldervale route.
- 2.46. Preliminary works for the rebuilding will affect Sundays 12 and 19 October 2008, on which days no trains will be running into Bradford Interchange. The main blockade, however, will take place over 9 days from Saturday 24 October to Sunday 2 November 2008 inclusive, during which period, again, no trains will call at the Interchange.
- 2.47. Passengers who normally travel between Bradford Interchange and Leeds are strongly advised during this time to use the regular trains to and from Bradford Forster Square if at all possible.
- 2.48. Bradford's new FreeCityBus service offers a direct link between the two stations and operates every 10 minutes from 0700 to 1900 Mondays to Fridays and between 0800 and 1730 on Saturdays.
- 2.49. Full details of the alternative travel arrangements being put in place during the closure will appear in Metro's 'Changing Times' leaflet for late September, but a brief summary is shown below:

- Leeds - Manchester Victoria trains will operate between Halifax and Manchester Victoria only.
 - York to Blackpool North via Halifax trains will operate via Dewsbury, calling additionally at Brighouse, between Leeds and Halifax.
 - Selby - Leeds - Bradford - Wakefield Westgate services will operate in two parts; Selby to Leeds and Huddersfield to Wakefield Westgate.
 - An hourly Leeds to New Pudsey rail shuttle service, calling at Bramley, will also operate.
 - Customers from Hebden Bridge, Sowerby Bridge, Mytholmroyd and Brighouse travelling to and from Leeds and beyond should use either the Hebden Bridge to Leeds via Dewsbury or the Blackpool North to York services, which will operate normally during the closure.
- 2.50. Rail replacement bus services will operate to provide links to and from Bradford as follows:
- Leeds to Huddersfield calling at Bramley, New Pudsey, Bradford Interchange, Halifax and Brighouse.
 - Leeds to Halifax calling at Bramley, New Pudsey and Bradford Interchange.
 - Leeds to Halifax calling at New Pudsey and Bradford Interchange only.
- 2.51. For the 9-day closure a special timetable booklet will be produced. This will be available at staffed rail stations along the route or to download from www.northernrail.org nearer the time.

London Rail Service Proposals

- 2.52. A number of bids have been made by train operators to the Office of Rail Regulation (ORR) in respect of proposals for new or modified services between the Leeds City Region and London. These bids can be briefly summarised as follows: -
- National Express East Coast, the franchise operator of East coast Main Line services, had originally submitted a revised timetable from 2010, which included an hourly service to and from King's Cross alternating between Lincoln and York. However, more recently, they have abandoned the alternate hour York destination in favour of Harrogate with these services operating via Leeds and heading eastwards (via Garforth) from Leeds to reach the East Coast Main Line to London via the Hambleton curve. In addition, National Express is proposing, from December 2009, to run more of the existing Leeds-London trains through to Bradford Forster Square.

- Open access operator, Grand Northern Railway (part of the same group as Grand Central Railway) has applied to run up to six daily Bradford - London Kings Cross through trains in each direction from December 2008, although only 3 or 4 are likely to run initially. Starting from Bradford Interchange these trains would call at Halifax, Brighouse, Wakefield Kirkgate and Pontefract Monkhill to Doncaster and supplement their existing Sunderland - London service which commenced in December last year.
 - Another open access operator, Hull Trains, (part of Firstgroup) but trading as Harrogate Trains proposes to establish and develop new direct train services between Harrogate, Knaresborough and London Kings Cross via York during the currency of the December 2008 timetable.
 - Whilst the implications for service access within the City Region are unclear at the moment, a further open access operator has recently emerged under the name of Platinum Trains. This operator is proposing to bid for paths from Edinburgh (and possibly points further north in Scotland) to London King's Cross in competition with internal airlines.
- 2.53. It is recognised within the rail industry that there is not the capacity on the East Coast Main Line between Doncaster and London for all of these proposed services to operate and the ORR has appointed Network Rail to carry out feasibility work on the options.
- 2.54. Metro has engaged independent consultants to carry out work to establish which of the services offer the most passenger benefits to the City Region so that an informed view can be submitted to the ORR in response to their national consultation on the matter.

Travel for Work Project

- 2.55. The Travel for Work project is a three-year project which commenced in April 2007 and is part funded by Yorkshire Forward. It is a partnership between Metro, the five West Yorkshire local authorities, Highways Agency and JobCentre Plus. The project aims to:
- Assist 3,050 jobseekers to overcome travel barriers to taking employment,
 - Reduce travel for work related carbon dioxide emissions by 30,000 tonnes through workplace travel planning.
- 2.56. To date, the project has assisted over 1100 jobseekers with an individualised journey plan and free monthly MetroCard for commuting to work.
- 2.57. It has also saved an estimated 5215 tonnes of travel for work related CO² emissions (2007/08) through the West Yorkshire Travel Plan

Network, which provides dedicated workplace travel planning support to employers in West Yorkshire.

3. RECOMMENDATIONS

3.1. That the report is noted.

Director General
West Yorkshire Passenger Transport Executive

December 2008 Rail Timetable

1. A report on Northern's bid to Network Rail for proposed widespread changes to the Caldervale Line from the 14 December 2008 timetable change was considered by the Bradford and Calderdale PCCs in July. The new timetable, which will operate until 16 May 2009, has now been finalised.

Caldervale Line

- 1.1. As previously reported a major restructuring of the timetable on the Caldervale Line is planned. This follows a recent study involving a number of authorities which considered both the strategic links and objectives provided by the route and varied aspirations for local services. The revised timetable provides a faster journey time between Bradford and Manchester Victoria sought by Bradford Council, incorporates changes required in the Manchester area following the major West Coast Main Line upgrade together with self-containment of the Oldham loop services in preparation for closure of the line in October 2009 for conversion to Metrolink tramway operation.
- 1.2. Network Rail will be undertaking major track renewal, remodelling and re-signalling work at Mill Lane Junction outside Bradford Interchange in October in advance of the timetable change which will assist delivery of the new timetable through time savings as a result of greater operational flexibility and improved line speeds.
- 1.3. There will be no trains serving Bradford Interchange during a 9 day period from 25 October to 2 November inclusive as well as on Sundays 12 and 19 October while the work is undertaken. Adjusted turn-round times at destinations will also assist improvements in operating performance on the route by reducing the risks. There will be changes in both the clock-face and calling patterns of existing peak and daytime trains on Mondays to Saturdays, but evening and Sunday trains will not be affected.
- 1.4. The new timetable will provide:
 - Three through trains an hour between Leeds and Manchester Victoria instead of two. Compared with the May 2007 timetable, before the new service via Brighouse was introduced, Sowerby Bridge will have 73 train departures per day instead of 68, Hebden Bridge will have 122 departures per day compared with 98 and Todmorden 91 per day compared with 65 on Mondays to Fridays. It is, however, recognised that Sowerby Bridge, Mytholmroyd and Walsden in particular will have a reduced service frequency to and from Halifax and Bradford.

- An hourly limited stop service between Leeds, Bradford Interchange and Manchester Victoria all day on Mondays to Saturdays, calling only at Halifax, Hebden Bridge, Todmorden and Rochdale between Bradford and Manchester with a journey time of just under an hour, replacing one of the existing stopping services. In the Leeds direction only the service will be extended to Selby replacing the Wakefield - Selby via Halifax service which will operate later from Huddersfield and terminate at Leeds. Four trains an hour will be maintained between Hebden Bridge/ Halifax and Leeds and between Rochdale and Manchester.
 - An hourly all stations service between Leeds and Manchester Victoria via Dewsbury and Brighouse between 0600 and 1900 on Mondays to Saturdays, as an extension and further development of the Leeds - Hebden Bridge service introduced in December 2007, opening up further new journey opportunities. Apart from a 0744 Todmorden - Wigan train on Mondays to Saturdays the Todmorden - Manchester peak extra workings will be incorporated into this service.
 - The all stations hourly Leeds - Manchester Victoria service on the opposite half hour during the daytime on Mondays to Saturdays, and the York - Blackpool North limited stop service will both remain unchanged. The majority of trains will be worked by a mix of 3 car Sprinter and Pacer units with all peak trains to and from Leeds at least 3 car formation.
 - On Sundays the service will be improved to three trains per hour between Halifax and Leeds and two trains an hour between Hebden Bridge and Leeds. Alternate hours when there is no Blackpool - York service a Hebden Bridge - York service will operate with the same calling pattern. This will replace the 2 hourly Huddersfield - York via Halifax service between Leeds and York, this service terminating at Leeds. Long term planned engineering works will again affect Sunday services in the new timetable. York - Blackpool trains will be replaced by buses beyond Blackburn on Sundays until 25 January and from 29 March 2009.
- 1.5. The new service pattern will provide an independent opportunity for a service frequency of two trains per hour at even intervals, for the proposed new station at Low Moor at a possible future date, with no further effect on calling patterns. No calls have been lost as a result of accommodating Low Moor which was not previously possible.
- 1.6. As inevitably there are some benefits and disbenefits as a result of the timetable change, although an overall gain to the Calder Valley service as a whole, a full consultation exercise has been undertaken through the summer.

- 1.7. Public meetings have been held with Northern in Mytholmroyd on 30 June and 8 September and rail user groups and local authorities have been consulted separately. Unfortunately, as a result there has been widespread opposition to the changes at certain stations where peak service levels will be reduced and attempts have been taken wherever possible to address many of the issues raised. The plan has the full support of the Halifax and District Rail Action Group (HADRAG).
- 1.8. Additional calls have been inserted in 16 peak trains on Mondays to Saturdays since the original bid. These are mainly at Sowerby Bridge, Mytholmroyd, Walsden and Littleborough. Three peak Blackpool trains both to and from Leeds on Mondays to Saturdays will call additionally at Sowerby Bridge. Certain other additional calls have also been inserted at some stations in peak trains to and from both Manchester and Leeds. An early morning train from Hebden Bridge to Leeds at 0547 on Mondays to Saturdays will provide connections into long distance trains at Leeds.

Huddersfield Line

- 1.9. On the Huddersfield Line four peak calls at Cottingley in the new Leeds - Manchester Victoria via Brighouse trains, lost in December 2007, will be reinstated in trains from Leeds on Mondays to Saturdays following previous representations. An additional 0643 Leeds - Huddersfield local run will be introduced on Mondays to Fridays. The 0716 Huddersfield - Leeds train will start from Halifax at 0706 via Brighouse and the 0811 Brighouse - Leeds train will start from Huddersfield at 0813 on Mondays to Fridays.
- 1.10. First TransPennine Express will introduce an additional two hourly Leeds - Manchester Piccadilly service on Sundays, filling the gaps between the existing Hull - Manchester service, to provide a three trains per hour frequency for much of the day. This will impact on the two hourly Leeds - Marsden Northern local service, which will be cut back to a Leeds - Huddersfield only service. The Huddersfield - Manchester Victoria local service will replace the Leeds service between Huddersfield and Marsden on Sundays with its frequency increased to hourly on behalf of Greater Manchester PTE. On Sundays from 9 November to 7 December when Standedge tunnel is closed a Marsden - Manchester Victoria replacement bus service will be provided linking at Marsden with the local train service from and to Leeds.
- 1.11. Some minor changes will also be made to the Huddersfield - Manchester Victoria local service on Mondays to Saturdays. The 2322 Huddersfield - Manchester and 2227 Manchester - Huddersfield trains will be retimed earlier to 2305 and 2208 respectively. This will avoid the need for the 2322 train to be regularly replaced by a bus due to overnight engineering work possessions. The 1727 Manchester - Huddersfield train will be unable to call at Slaithwaite and the 1805 Huddersfield - Manchester train unable to call at Greenfield and Mossley due to tight pathing problems between FTPE trains.

Airedale Line

- 1.12. The through boat train connection from Leeds to Heysham for the sailing to and from the Isle of Man will be reinstated on Mondays to Saturdays after many years. The 1019 Leeds - Morecambe train will be extended to Heysham Port, returning at 1315.

Hallam Line

- 1.13. A new hourly Leeds - Nottingham via Barnsley service will be introduced by Northern on Mondays to Saturdays and Sundays at the request of the DfT. Because of the requirement of a half hourly frequency between Sheffield and Nottingham with the East Midlands Trains Norwich - Liverpool service it will provide an extra semi-fast service each hour between Leeds, Wakefield Kirkgate, Barnsley, Meadowhall and Sheffield and new through links to Dronfield, Chesterfield, Alfreton and Langley Mill. On Sundays it will provide additional semi-fast trains between Leeds and Sheffield over and above the 2 hourly local service and limited number of existing semi-fast trains.
- 1.14. The two limited stop trains will be 30 minutes apart at an amended clock-face pattern between Leeds and Sheffield, with Leeds departures at 07 and 37 minutes past the hour. In total there will be a minimum of five trains per hour between the two cities over the two rail routes on Mondays to Saturdays and three on Sundays. The local stopping service between Leeds and Sheffield via Castleford will be slightly adjusted to accommodate the extra service.
- 1.15. On Sundays 1 February to 22 March 2009 inclusive, due to engineering work in the Castleford area, the Leeds - Knottingley service will be replaced by buses throughout, with extended journey times. Leeds - Sheffield via Castleford trains and Leeds - Nottingham via Barnsley semi- fast trains will be diverted via Outwood non stop between Leeds and Wakefield Kirkgate, with connecting buses serving intermediate stations.
- 1.16. Metro is not aware of any significant changes to local services on any other routes from 14 December 2008, or any changes to long distance services serving West Yorkshire.