

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 29 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 Leeds 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 – details below
- Wakefield – route changes in Wakefield City Centre timetable changes on several routes

- 2.3. In April 2010, 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.
- **North Leeds-** additional bus resources will be provided to services 35 and 45 to Alwoodley and Shadwell to address punctuality problems. There will be no impact on the current route and timetable. Service 71 currently extends from Primley Park to Wigton Moor (and onwards to Moortown off peak). First are proposing to curtail all service 71 trips at Primley Park and operate a new hourly service by extending service 88A (to be renumbered 48) to Wigton Moor operating via Chapeltown Road This will reduce the frequency of the Wigton Moor service from half hourly to hourly. These changes will address the punctuality problems reported by local people and will reinstate the link to Chapel Allerton requested by passengers in the Wigton Moor area.
 - **South Leeds** - Services 88/88A currently operate half hourly, hourly in the peak and link the Newhall Road area of Belle Isle with the City Centre. First intend to operate this service hourly throughout the day via Manor Farm Way (extended to north Leeds and renumbered 48). Whilst some passengers will be disadvantaged by the reduced frequency, most of the area affected is within walking distance of high frequency services. The resource saved by this change will be re deployed to improve the punctuality of services 74, 85, 86 and 87 in the Middleton / Belle Isle area. First are also proposing minor changes to Sunday services in the area although all links will be maintained.
 - **East Leeds** –service 37/37A between Halton Moor and City Square will merge with service 5/5A Old Farnley – Armley – Leeds and will operate as a service 5 to the current frequency. Currently service 5A extends east of Leeds to Seacroft, Scholes and Colton and is tendered off peak beyond Seacroft. This service will be maintained by extending service 90 Greengates- Pudsey – Leeds. Service 78 will be revised to operate as a service 63 maintaining all links to St James’s Hospital and Crossgates; a Saturday service will be introduced on this route
 - **West Leeds** – as part of the proposed alterations to improve service 85, 86 and 87 in south Leeds, it is proposed to extend these services to Bramley as a replacement for the withdrawal of service 44/44A. As a consequence residents of the Broad Lane area of Bramley will need to walk approximately 300m to catch a frequent service to Leeds. People in the Rainville Road area of Bramley will lose a direct link to Pudsey, and will need to change buses at Bramley Shopping Centre for the frequent service 16 to

Pudsey. The evening service 90/90A will serve Calverley and Greengates all evening rather than alternately to Tyersal

- **Leeds – Bradford Routes-** First will upgrade the frequency of service 72 which operates a direct route between Leeds and Bradford via Stanningley and Thornbury from every 20 minutes to every 10 minutes. The resources to achieve this will be found from the withdrawal of the half hourly service 15 which operates between Leeds and Bradford via Farsley and Rodley. The link to Bradford for passengers who use service 15 in this area, service 15 will operate only between Bradford and Intake. The link to Leeds for passengers in the Farsley and Rodley area will be retained by the diversion of the half hourly service 508 Leeds – Odsal – Halifax from its current route via Stanningley to operate via Farsley, Rodley and Kirkstall. This will extend the journey time for passengers on service 508

Bus Services to Leeds Bradford International Airport

- 2.4. Early in 2010, tenders were invited for the operation of bus services to Leeds Bradford International Airport to a revised network from 25 April 2010:
 - 757 Leeds – Airport direct every half an hour
 - 737 Bradford – Shipley – Guiseley – Airport every hour
 - 747 Bradford – Greengates – Yeadon – Airport every hour
 - 967 Menston Station – Pool – Otley – Airport every half an hour
- 2.5. Arrangements will be made for passengers in Pool to purchase a through ticket to Leeds on services 757/967. The services are planned to operate to the same timetable seven days per week with an earlier start and later finish to assist airport travellers and workers.
- 2.6. 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.

Boxing Day 2009 Services

- 2.7. A network of bus services operated on Saturday 26 December 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.

Leeds FreeCityBus Update

- 2.9. The service continues to prove its popularity with figures for the last quarter of 2009 averaging over 122,000 passenger journeys per month. Customer feedback remains positive.
- 2.10. One of the regular vehicles used on the service has recently experienced engineering difficulties. This has resulted in a non standard bus being used on occasions whilst the standard vehicle has been repaired.

Dalesbus Services

- 2.11. 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.
- 2.12. 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.
- 2.13. 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.

NGT Project

- 2.14. Work is continuing on the development of the NGT (New Generation Transport) project, which is being jointly promoted by Metro and Leeds City Council.
- 2.15. Following the submission of a Major Scheme Business Case for the scheme in October 2009, the Department for Transport are expected to provide a decision on whether the project has been given 'Programme Entry' (the first stage in the government approvals process), in the near future.
- 2.16. In order to obtain the necessary legal powers to construct and operate a trolleybus system, the Promoters (Metro and Leeds City Council) will need to apply for a Transport and Works Act Order (TWAO). It is currently intended to make a formal application for the TWAO later in 2010, following which the Secretary of State is expected to request that a Public Inquiry into the scheme is held during 2011.
- 2.17. Consultation with land owners along the proposed routes who may potentially be affected by the scheme is currently in progress.
- 2.18. More details about the NGT proposals and the TWAO process can be found at www.ngtmetro.com.

Transport Innovation Fund update

- 2.19. Leeds City Council and Metro continue to make good progress with the Transport for Leeds project. Data collection is now complete and the computer models required to develop and test new schemes and policies are nearing completion.
- 2.20. The analysis and emerging strategy has shown the importance of focusing on:
- improving radial public transport, and cycling and walking, as a means of enabling employment growth in the city centre
 - improving orbital highway capacity as a means of accessing out of centre employment sites and diverting through traffic out of the city centre
 - improving the opportunities to travel to the 'rim' area (just outside the city centre), by public transport , mainly by making interchange in the city centre more convenient
 - improving the opportunities to make more local trips by bus, cycle and walking
- 2.21. For trips to the city centre and 'rim' area, but originating within the outer ring road, the main focus needs to be on the provision of increased bus frequencies, integrated ticketing and policies to tackle fare levels (such as flat fares), alongside cycle networks.
- 2.22. For those trips originating outside the outer ring road, the focus needs to be on increasing park and ride for bus and rail, and an expanded capacity on the rail network.
- 2.23. The increased numbers of buses in the city centre, the growth in pedestrians associated with more employment and retail activity would also require traffic management measures to reduce the volumes of cars in the more sensitive locations.
- 2.24. The Department for Transport have announced a new 'Urban Challenge Fund' (UCF) to replace TIF. This fund will not be based on a requirement to introduce road pricing. The scale of funding available has not yet been announced. The opportunities from the UCF will be investigated.

Traffic congestion caused by Taxis in Leeds

- 2.25. Leeds City Council and Metro have taken the following action to alleviate the problems reported at previous meetings.
- 2.26. Leeds City Council initially introduced two new temporary taxi ranks that work in unison via taxi marshalling. A new 17 vehicle rank at Meadow Lane and a 14 vehicle ramp at Dysons Chambers on Lower Briggate are called forward by Taxi Marshalls from these ranks to spaces in the centre as they become available.

- 2.27. These ranks have now been made permanent and are considered to have significantly addressed the taxi related congestion issues. In addition, Leeds City Council is also progressing other new 24 hour and night time taxi rank spaces throughout the city centre including a rank for four taxis at The Headrow adjacent to The Light development and others at St. Peter's Square, Armouries Drive, Sovereign Street and the Corn Exchange. The number of spaces is small (i.e. two to four vehicles) but they will contribute to distributing taxis around the city, relieving ranks under pressure.
- 2.28. Leeds City Council in consultation with Metro is proposing to trial taxis using existing operational bus stops as night time ranks at locations at Boar Lane, Call Lane, New Market Street and Vicar Lane. This proposal is awaiting Department for Transport approval for the necessary signing and lining arrangements. When introduced, Metro will monitor the operation of these stops.
- 2.29. Enforcement continues to be provided by LCC Parking Services, principally concentrated on Boar Lane. Additional Police enforcement has also been paid for by Metro. LCC is also investigating possible options to provide off-highway taxi holding areas.
- 2.30. The actions of LCC and Metro are generally considered to have addressed the congestion issues previously experienced on Boar Lane and The Headrow. There are still problems on The Headrow at certain times of the day, but this tends to be during quiet (mid-week daytime) retail trading periods but congestion now generally tends to be short lived and limited in nature. The feedback from the bus operators is that they welcome the efforts and they have seen an overall improvement on bus movements and reliability

Otley Bus Station

- 2.31. Otley bus station is owned by a private commercial organisation and operated at present by First Group on a lease arrangement.
- 2.32. Metro is exploring the transfer of lease from First Group for the day to day operations at Otley bus station.
- 2.33. The provision of real time displays is also being considered.

Pudsey Bus Station

- 2.34. Work to redevelop Pudsey bus station commenced on 26 October 2009 and is programmed for completion in September 2010.
- 2.35. Work is being carried out in stages in order to minimise disruption and to maintain access to existing business and surrounding buildings. The existing short stay car park (in Market Place) was closed during Stage One to allow removal and demolition of the existing facilities and excavation and substructure works to form part of the new bus station. Stage One of the redevelopment work was completed in February 2010.

- 2.36. The existing bus station was closed at the start of Stage Two on 14 February 2010. During this stage of the work all affected bus services will depart from one of three temporary bus stops – T1 and T2 in Market Place and T3 outside the Post Office in Church Lane. This stage involves the completion of the foundation and substructure works and the provision of the new structural steelwork of the new bus station.
- 2.37. Leaflets and posters publicising the closure of the existing bus station and advertising the revised waiting arrangements were provided prior to closure of the existing bus stations. These will remain in place around Market Place and Church Lane during Stages Two and Three of the work. Similar information is also available in local public buildings in Pudsey, including the Library, Post Office, Town Hall, as well as Metro Travel Centres.
- 2.38. During Stage Two, revised traffic arrangements have been introduced around Market Place, in order to provide new bus clearways for the temporary stops. The existing road loop around Market Place, in front of the leisure centre, was reopened at the start of Stage Two and new disabled parking arrangements have been implemented along with new loading arrangements. The contractor has formalised these arrangements with Leeds City Council Highways, in the form of a temporary traffic order.
- 2.39. A review of these arrangements has recently taken place and it has been agreed that an additional loading bay will be introduced, for a trial period, adjacent Halifax Building Society in Market Place. These temporary arrangements will continue to be reviewed for the duration of the works.
- 2.40. The overall programme for the scheme is approximately five weeks behind schedule due to delays incurred during the diversion of existing YEDL cables and the inclement weather towards the end of 2009 and early 2010. The contractor is currently re-appraising the programme and considering if measures can be introduced to mitigate the delay and achieve completion during September 2010 as originally planned.

Leeds City Centre Tourist Bus

- 2.41. Metro has been assisting Visit Yorkshire in the development of a trial open top tour bus service providing a guided tour around the City Centre. Plans were being finalised at the time of writing. It is likely to provide an hourly service using a single vehicle, and in common with similar tourist services up and down the country, concessionary fare passes will not be eligible on this service

ClearChannel Advertising

- 2.42. Metro have a contract with ClearChannel for the provision of commercial advertising on bus shelters in all districts of West Yorkshire.

- 2.43. At present there are over 1,000 advertising panels on individual bus shelters generating an income stream.
- 2.44. 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

- 2.45. 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

- 2.46. 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.
- 2.47. 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.
- 2.48. Metro is also in discussion with bus operators about alternative approaches to achieve the same outcomes.

Rail Concessions

- 2.49. 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.

New Station Update

- 2.50. The scheme to build a new station at Kirkstall Forge has been developed through to outline design stage and now awaits approval by the Department for Transport (DfT). A planning permission submission for the station is imminent. Subject to a timely decision on funding from the DfT, the station should open for the December 2012 timetable change.

Cycle Hub at Leeds Rail Station

- 2.51. In early January 2010 construction of the new 'Leeds Station Cycle Point' started. The Cyclepoint initiative is based on a well established and successful Dutch concept of integrated cycle facilities and services based in key rail stations. Northern Rail along with parent company Abellio (formally known as Ned Railways) and partners Network Rail, Metro, Leeds City Council and Sustrans have developed this concept for Leeds Rail station.
- 2.52. The new Cyclepoint will be a new two story glazed building located under the existing circular canopy and incorporating the existing rotunda building adjacent to the taxi rank and bus stops at the front of the rail station.
- 2.53. The scheme is being managed by Northern Rail and scheduled to be completed by the summer. During the construction period the following changes are in place:
- The cycle stands under the existing circular canopy at the front of the station will be out of use; alternative cycle stands are available in the short stay car park to the rear of the station or, for rail users holding a valid rail ticket, cycle stands are available on Platform 1
 - The steps between Neville Street and the station will be closed
 - Bus stop S10 has been relocated to the Coach replacement Stand A (services 444,446, 62, 37, 37A 45, and 71)
- 2.54. The Cyclepoint scheme is being funded in partnership by Department for Transport, Northern Rail, Metro and Network Rail.

Additional Rail Carriages

- 2.55. 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.
- 2.56. 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.

East Coast "Eureka" Timetable

- 2.57. 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.

- 2.58. 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

- 2.59. 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.
- 2.60. 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.

The Northern Hub/The Manchester Hub

- 2.61. 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.
- 2.62. 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
- 2.63. 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
- 2.64. 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.

High Speed Rail

- 2.65. 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>
- 2.66. 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.
- 2.67. 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.

Smartcard Funding

- 2.68. 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.
- 2.69. 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.
- 2.70. 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.

- 2.71. 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.
- 2.72. 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

- 2.73. 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.
- 2.74. 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.
- 2.75. 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'.
- 2.76. 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.
- 2.77. 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

- 2.78. 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.

Rural Accessibility Partnership

- 2.79. 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

Metro's Race to Work Challenge

- 2.80. 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.
- 2.81. 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.
- 2.82. 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.
- 2.83. 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.

3. RECOMMENDATIONS

- 3.1. That the report is noted.

Director General
West Yorkshire Passenger Transport Executive