

WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

CALDERDALE PASSENGER CONSULTATIVE COMMITTEE

DATE: 15 JULY 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

Office of Rail Regulation (ORR) Statement

- 2.1. On 5 June 2008 the Office of Rail Regulation (ORR) published its draft determinations on Network Rail's outputs and access charges for control period 4 (CP4) – from 1 April 2009 to 31 March 2014, which were recently set out in Network Rail's Strategic Business Plan.
- 2.2. The ORR has determined that the expenditure required by Network Rail to deliver the significant improvements in reliability, capacity and safety set out in the Strategic Business Plan (NRSBP) is £27.8bn (11% less than the amount that Network Rail proposed).
- 2.3. The ORR considers that the Department for Transport's high level output specification (HLOS), which will provide for the additional trains that are required to meet increasing national rail passenger demand, is affordable within the available public funding.
- 2.4. However, the ORR has also considered the proposed infrastructure investment schemes identified in the NRSBP that are specifically included to provide additional capacity, notably in Leeds and Manchester.
- 2.5. The review suggests that a number of proposals would result in 'over-delivery' and, in the case of Leeds, the ORR has proposed a reduction in Network Rail's projected expenditure from £94million to £60million.
- 2.6. The proposed schemes currently identified in the NRSBP for Leeds City Region capacity enhancement include:-

- West Yorkshire stations platform lengthening, where appropriate
- Huddersfield station additional platform capacity
- Additional stabling facilities for Northern's additional rail vehicles
- Leeds station southern access
- Leeds station additional platform capacity
- Todmorden station turn-back facility
- Horsforth station enhanced turn-back facility
- Harrogate – Horsforth signalling improvements
- Keighley station turn-back facility
- East Leeds Parkway station

2.7. Initial discussions with Network Rail suggest that it is currently unclear whether the reduced cost allowance will lead to some of the above schemes being abandoned or reduced in scale. Network Rail is now carrying out further work to justify the proposed schemes and re-evaluate the cost estimates. Metro has agreed to work closely with Network Rail and provide support and evidence.

2.8. The ORR's draft determination is out for consultation until 4 September and it is expected that Network Rail and Metro will submit a robust response to support the funding required for the local schemes.

Rail Summit

2.9. Metro organised a "Lines for Enquiry, the Leeds City Region Rail Summit" on 20 June 2008. The event was attended by 120 delegates from key local businesses and the media, along with politicians and officers from the 11 City Region authorities. The Rail Summit highlighted the case for further investment in the local rail network and has initiated an ongoing dialogue with the City Region's key stakeholders, business leaders and MPs, through which the case for further investment will continue to be made.

Halifax Rail Station

2.10. Network Rail is still on programme to start the major footbridge and canopy restoration work in May 2009, with completion by December 2009.

2.11. The existing customer information screens at Halifax station will be replaced with new ones by March 2009. This work is part of a scheme to enhance passenger information at rail stations jointly funded by Metro, DfT, Northern and Network Rail.

- 2.12. Halifax station is currently included in the National Station Improvement Programme (NSIP), which is a ring-fenced fund for station improvements funded by the Department for Transport.
- 2.13. The scope of works at each NSIP funded station will be agreed by the industry's local delivery group partners, including Metro. Network Rail is now developing a scope of works for the station and it is expected that these works will be carried out once the major refurbishment works have been completed, subject to the necessary industry funding approvals.

Caldervale Line Services Pattern

- 2.14. Northern has proposed some significant changes to their rail services serving West Yorkshire, mainly affecting the Caldervale line, from the national timetable change date on 14 December 2008. These changes take account of a number of issues.
- 2.15. Metro, in conjunction with Bradford Council, has, for some time, been pressing for a faster journey time between Bradford and Manchester Victoria. In addition, Metro and Bradford Council are promoting the provision of a new rail station at Low Moor, between Bradford Interchange and Halifax.
- 2.16. Elsewhere, the recent work to upgrade the West Coast Main Line has led to timetable changes on that route that interact with and impact upon the Caldervale line. A further complication for Northern in the Greater Manchester area is the need to self-contain the Oldham loop services in readiness for conversion to Metrolink tramway operation, whilst retaining four trains an hour between Rochdale and Manchester.
- 2.17. In response, as part of their annual bid to Network Rail for train paths, Northern are attempting to address the impact of the West Coast Main Line services. At the same time they have taken the opportunity to consider, where practical, how Metro's aspirations can also be delivered. Network Rail's proposals to remodel Mill Lane Junction outside Bradford Interchange will also assist in the delivery of the new timetable proposals and, at the same time, continue to enable the proposed stop at Low Moor to be achieved in the future.
- 2.18. The planned timetable will change the clock-face and calling patterns of existing trains on Mondays to Saturdays.
- 2.19. There will inevitably be some gains and compromises as a result of the plan but there will be gains to the Calder Valley as a whole.

Benefits

- 2.20. There will be three through trains an hour between Leeds and Manchester Victoria instead of two. Peak frequencies have been maintained at Sowerby Bridge towards Leeds. One of the through

trains every hour will make the journey between Bradford and Manchester in just under one hour.

- 2.21. Compared with the May 2007 timetable (before the new service via Brighouse was introduced) Sowerby Bridge will have 70 trains per day instead of 68, Hebden Bridge will have 122 trains per day compared with 98 and Todmorden will have 90 trains per day compared with 65.
- 2.22. Moston, Mills Hill, Castleton, Rochdale, Smithy Bridge, Littleborough, Walsden (one peak train only) and Todmorden will gain an hourly service to and from Leeds via Brighouse, Dewsbury and other intermediate stations. Stations between Morley and Brighouse (excluding Ravensthorpe) will gain an hourly link to and from Todmorden, Rochdale and Manchester Victoria and intermediate stations in Greater Manchester.
- 2.23. On the Huddersfield Line four peak calls at Cottingley in the new Leeds - Manchester Victoria via Calder Valley trains, lost in December 2007, will be reinstated in trains from Leeds on Mondays to Saturdays. An additional 0643 Leeds - Huddersfield local service 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.

Dis-benefits

- 2.24. Smithy Bridge, Littleborough, Walsden (peak hours only), Mytholmroyd and Sowerby Bridge (off peak only) will lose one train per hour to and from Halifax, Bradford Interchange, New Pudsey and Bramley. Northern has provided Metro with the Automatic Passenger Counting results and ticket sales data for these stations, in order that the full impact of the changes can be understood locally.

Conclusions

- 2.25. Despite some reduction in frequency at a small number of stations, the overall impact of Northern's proposals is positive and offers greater journey opportunities for the whole of the Calder Valley as well as offering a 'semi-fast' service between Bradford and Manchester. It also offers benefits to the Huddersfield line local service and provides a better service for Brighouse.
- 2.26. Discussions are continuing regarding mitigating any reduction in service, but further changes will be hard to achieve.

Leeds Station Automated Ticket Barrier

- 2.27. Northern is continuing the development of proposals to install automatic ticket gates at Leeds rail station and the programme still anticipates installation work taking place in October 2008.

Leeds Rail Station Update

- 2.28. Network Rail is continuing development work on the proposal for a new south entrance to the station. Metro is leading on the development of a Major Scheme Business Case for Department for Transport funding.

July Bus Service Changes

- 2.29. The next major bus timetable change of the year occurs on the weekend of the 27th/28th July 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** – minor alterations following a review of tendered bus services, a reduction in the operation of service 653 Bradford – Otley – Harrogate to five trips per day
- **Calderdale** – minor timing changes
- **Kirklees** –changes to First services in the Newsome area. New service 95 between Denby Dale and Barnsley
- **Leeds** – minor timing changes
- **Wakefield** – various minor timetable changes

Day Tripper Services

- 2.30. Metro are once again arranging “Day Tripper” bus services to enhance the range of tourist attractions accessible by bus over the forthcoming school summer holidays. The following additional services will operate between 21st July and the August Bank Holiday weekend

- Service 950 Leeds – Temple Newsam – Lotherton Hall – Fairburn Ings – Castleford operating Tuesdays to Saturdays
- Service 956 Huddersfield – National Coal Mining Museum – Yorkshire Sculpture Park – Cannon Hall operating Tuesdays, Thursdays and Fridays
- Service 957 Holmfirth - National Coal Mining Museum - Dewsbury – Batley – Bagshaw Museum – Red House Museum – Oakwell Hall operating Mondays Wednesdays and Saturdays

- 2.31. Metro has produced a Day Tripper leaflet which details these services together with some regular services which give access to key visitor attractions around the West Yorkshire area.

Bus Station Real Time Displays

- 2.32. The bus station displays at Batley, Cleckheaton and Ossett Bus Stations were connected to the YourNextBus real time system from their original installation. 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.

- 2.33. The provision of real time information is to be extended to the existing older displays at the other main bus stations in West Yorkshire.
- 2.34. 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.
- 2.35. It is planned that rollout will commence at Keighley Bus Station as soon as the software enhancement is released, followed by Halifax and Dewsbury. The schedule for the remaining bus stations: Bradford, Huddersfield, Leeds, Pontefract and Wakefield, is not yet decided but it is still hoped that all will be completed this calendar year.

'Kids for a quid' offer

- 2.36. Metro is currently developing a Young People's Strategy. The strategy is structured around the three activity areas of service provision, ticketing and information/communications, and underpinned by a strong emphasis on consultation.
- 2.37. Metro has been in discussion with operators as part of developing the Young People's Strategy. As part of this strategy, operators have agreed to implement a 'Kids for a Quid' promotion throughout the whole of August.
- 2.38. There are three key aims of the promotion:-
 - To ensure that bus patronage is increased for the purpose of accessing leisure and broader educational opportunities
 - The recurrent need to promote the requirement for a half fare pass to young people in advance of every new school year
 - To enable Metro to further promote the Generation M website, which has access to all school bus timetables and other useful ticketing and information. Metro would jointly work with operators to deliver other positive PR messages about public transport provision in the County
- 2.39. A £1 ticket would enable the holder to travel anywhere in West Yorkshire by bus on that day. The offer would be available to any child under 11 accompanied by an adult or any child of 11 or over holding a half fare pass. The offer would run from 9.30 am each day (all day Saturday and Sunday). It would cover journeys to the West Yorkshire boundary only.

- 2.40. Promotional information will be sent out to schools before the Summer holidays (20 July). It will direct young people to the generationM website which will inform young people about places they could visit in West Yorkshire, and encourage them to register with the site to hear about future initiatives. Offers from leisure venues are being sought to enhance the attractiveness of the offer. Schools, the website and PR messages will be the main means by which Metro would market the event, but other channels are being considered.
- 2.41. Metro is keen to acknowledge the contribution of operators to this initiative.

'My bus' final report

- 2.42. A draft of the 'My bus' final report was sent to the Department for Transport (DfT) in April. DfT have since provided feedback and Metro has also received useful feedback from delegates at the 'My bus' conference in London at the beginning of June. The report will be finalised shortly and copies will be available to PCC members on request.
- 2.43. Metro's report shows very strong reasons to support yellow buses in terms of mode shift and reduced congestion as well as positive impacts on educational attainment, social and behavioural issues, and inclusion.
- 2.44. The report of the national Yellow School Bus Commission is due in September, and it is expected that YSB Commission's national findings will be supportive of those in the West Yorkshire report.

Concessionary Travel Update

- 2.45. Over 310,000 new English National Concessions Scheme Passes have now been issued in West Yorkshire.
- 2.46. Whilst new applications are being processed quickly, there are still issues to resolve relating to earlier applications that did not contain essential information.
- 2.47. A publicity campaign is planned for August, to remind people who have not already applied, that they need to obtain a new ENCS Pass by the end of September 2008 in order to continue to receive free travel. The old style Metro Permits will no longer be accepted after this date.
- 2.48. Metro has also commenced a procurement exercise for the purchase of electronic data capture, electronic validation, card management and card production systems for the ITSO ENCS passes. The procurement will also cover current 'card' photocards for young people.
- 2.49. As part of the procurement exercise Metro will liaise with Local Education Authorities, Social Services and Operators to explore the development of solutions that will also deliver benefits for our partners.

TaxiBus Services

- 2.50. On 9 June 2008, Ryburn Taxibus Ltd ceased operation of the Calderdale taxibus service with no prior notice to Metro. The service had operated on an experimental basis with Rural Bus Challenge funding.
- 2.51. At the time of the withdrawal of the service, Metro was examining whether the service was sustainable at the end of the Challenge funding. Approximately 25 people used the service each weekday which equates to an approximate subsidy per passenger trip of £14.70 per person making a return journey.
- 2.52. The service was not economically viable and, had the operator not withdrawn the service, discontinuation at the end of the Challenge funding would have been recommended. No steps are therefore being taken to replace the withdrawn services.

MetroCard Prices

- 2.53. With effect from 20 July 2008 the Metro range of prepaid tickets will increase by approximately 8%. Whilst the MetroCard scheme is administered by Metro the prices are set by bus and train operators. The new prices are set out at Appendix A.

City Region MetroCard (Zone 6)

- 2.54. The current MetroCard product is administered by Metro on behalf of the bus and rail operators in West Yorkshire. MetroCard is available in bus only and rail and bus versions. The bus card covers the whole of West Yorkshire and the rail and bus card is divided into five rail zones with all versions allowing full county-wide bus travel.
- 2.55. There is a high level of commitment amongst the City Region Leaders and Metro to introduce a new MetroCard that would cover the City Region area. Metro has been working closely with bus and train operators and neighbouring local authorities to develop proposals to introduce a new ticket that would extend MetroCard validity across the City Region area. Several options are being developed, including a trial covering a limited geographic area, for further consideration and implementation in early 2009.
- 2.56. The new product is being developed on the basis that it would be revenue neutral to operators, Metro and other City Region Local Authorities.

YorCard

- 2.57. The Yorcard Project is intended to deliver a multi-modal, multi operator public transport smartcard scheme to be trialled in part of the South Yorkshire area during 2008/2009. The scheme is intended to offer

certain commercial and concessionary ticket products in 'Smart' format and is built to the *ITSO* standard.

- 2.58. The Pilot is being mounted on the commercial services of two bus operators in the S10 area west of Sheffield city centre, through the city centre, and onwards to various locations to the east of the city. Tendered schools services serving the S10 area complete the bus part of the pilot. The rail part of the pilot involves Doncaster to Sheffield rail services and intermediate stations.
- 2.59. The Yorcard Pilot plans to see the issue of up to 30,000 smartcards for use on approximately 200 buses, and for travel between 7 rail stations.

Current Position

- 2.60. The tendered schools operator now has a fully installed and stable system. Several hundred school children have been using these services for many weeks.
- 2.61. Stagecoach installation is complete. Large numbers of English National Concessions Scheme transactions are being successfully processed, including many out of area passes. Commercial products including the multi-modal TravelMaster products are about to be launched.
- 2.62. First Group equipment installation is on plan. The First training facility has been commissioned and training will commence as soon as Systems Integration Testing is complete.
- 2.63. Installation on rail has commenced. National Express has given the project authority to proceed with installation at Doncaster. Go-live on rail is scheduled for 1 September 2008.
- 2.64. The recent endorsement by the Regional Transport Board of £28m of funding to develop smartcard ticketing across the region is a major step forward which will greatly assist with the planned full roll-out of smartcard products that will benefit public transport passengers across the Yorkshire and Humber Region.

Bus Services To Eaves, Hebden Bridge

- 2.65. Following the recent withdrawal of bus services from the Eaves area of Hebden Bridge, Metro is working with First and Calderdale Council to find a suitable location for a turning facility.

PTA Membership 2008/2009

- 2.66. At its Annual Meeting held on 27 June 2008, the PTA elected Councillor Chris Greaves as Chairman and Councillor Ryk Downes as Deputy Chairman. The District Spokespersons for the year will be:-

Bradford	-	Councillor Anne Hawkesworth
Calderdale	-	Councillor Geoffrey Wainwright
Kirklees	-	Councillor Martyn Bolt
Leeds	-	Councillor Colin Campbell
Wakefield	-	Councillor Graham Phelps

- 2.67. A PTA Year Book which incorporates details of membership and useful contact numbers is being prepared and will be distributed to all Passenger Consultative Committee members in the near future.

Passenger Focus

- 2.68. The Local Transport Bill, currently before Parliament includes provisions which would enable the Secretary of State, in secondary legislation, to establish a consumer "champion" for bus passengers. Earlier in the year, the Department for Transport invited views on the best way to establish this body. The views of PCC members were sought on this matter at a previous meeting of this Committee.

Following the consultation, the Department for Transport has announced that the role of Passenger Focus, currently the official body representing rail passengers, will be expanded to represent bus passengers. Full details are awaited on how this role will be established. However, Passenger Focus have announced their intention to undertake an ongoing bus passenger survey in a similar format to the National Passenger Survey they currently undertake for the rail industry.

Transport Governance Review

- 2.69. At its last meeting, this Committee noted the review of transport governance that forms part of the Local Transport Bill. The Bill is expected to become law later this summer. Independent consultants have now completed the first round of 'engagement' sessions with all city region authorities and stakeholders, including the special joint meeting of the PCC's held in March.
- 2.70. The next stage of the review has now commenced and includes further detailed rounds of engagement, including another special joint meeting of the PCCs to be held on 30 July. The engagement will focus on the strengths and weaknesses of six possible ways of organising transport. It is expected that the review will conclude in October 2008. A further update will be provided at the next meeting of this Committee.

Local Area Agreements

- 2.71. A local area agreement (LAA) is a three-year agreement between a local area and central government. The LAA describes how local priorities will be met by delivering local solutions.
- 2.72. All local authorities across the country have just finalised negotiating their LAAs with central government. As part of this, each council has selected up to 35 targets from a national set of 198, as well as some locally developed targets.
- 2.73. Metro has worked with all five West Yorkshire Districts in this process and have agreed to help contribute to the delivery of the targets.
- 2.74. Calderdale Council has chosen targets for reducing road traffic accidents; over 65's satisfaction survey; congestion/journey times; and CO₂ reductions.
- 2.75. Now that the Council has agreed its targets, Metro will work with them to identify the scope of Metro's contribution.

3. RECOMMENDATIONS

- 3.1. That the report be noted.

Director General

West Yorkshire Passenger Transport Executive

Appendix A

Ticket Type	Period	Current Price	Proposed Price
Zone 1-3	Annual	£739.00	£806.00
Zone 1-3	Quarterly	£214.00	£232.00
Zone 1-3	Monthly	£73.30	£79.50
Zone 1-3	Weekly	£19.80	£21.50
Zone 1-4	Annual	£881.00	£956.00
Zone 1-4	Quarterly	£254.00	£275.00
Zone 1-4	Monthly	£87.00	£94.50
Zone 1-4	Weekly	£23.50	£25.50
Zone 1-5	Annual	£1,031.00	£1,125.00
Zone 1-5	Quarterly	£297.00	£324.00
Zone 1-5	Monthly	£101.80	£111.00
Zone 1-5	Weekly	£27.50	£30.00
Zone 2-5	Annual	£731.00	£788.00
Zone 2-5	Quarterly	£211.00	£227.00
Zone 2-5	Monthly	£72.20	£77.50
Zone 2-5	Weekly	£19.50	£21.00
Bus	Annual	£665.00	£731.00
Bus	Quarterly	£194.00	£211.00
Bus	Monthly	£66.60	£72.00
Bus	Weekly	£18.00	£19.50
Student MetroCard	Weekly	£15.50	£16.50
Student MetroCard	Monthly	£57.00	£61.00
DayRovers			
Bus Only		4.50	5.00
T&B		5.50	6.00
Family		8.00	8.50

With Effect From 24 August 2008

School Plus MetroCard	Weekly	£7.25	£8.00
School Plus MetroCard	Monthly	£27.50	£29.50