

# WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

## LEEDS PASSENGER CONSULTATIVE COMMITTEE

DATE: 8 OCTOBER 2007

AGENDA ITEM NO: 5

### 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

##### Service Change Dates

2.1. To encourage network stability and raise awareness amongst passengers of bus service changes, Metro and the bus operators agree fixed dates throughout the year when service changes will occur. This helps Metro to co-ordinate information about the changes for passengers. The agreed dates for 2008 are set out below. The dates for timetable only changes are to allow operators to use 'real time' data to make schedule changes that will improve punctuality.

- 26/27 January 2008 - Route and timetable changes
- 26/27 April 2008 - Route and timetable changes
- 31 May/1 June 2008 - Timetable changes
- 26/27 July 2008 - Route and timetable changes
- 30/31 August 2008 - Route and timetable changes
- 27/28 September 2008 - Timetable changes
- 24/25 October 2008 - Route and timetable changes
- Rail Change Date, 7 December 2008 - Timetable Changes

##### My bus Update

2.2. The start of the autumn term saw the launch of 12 more new My buses into service. The largest schemes were at Calder and Sowerby Bridge High Schools in Calderdale where a total of nine Mybuses were

introduced. These schemes were complemented by five of First's high floor yellow buses (which run under the My bus brand to agreed terms and conditions of operation) and some standard bus services. These services will provide the schools with a completely new network of My bus quality services.

- 2.3. Allerton Grange High School in Leeds benefited from a new My bus service and Queensbury High School in Bradford gained two new My buses. Appendix A gives full details of these services together with new additional primary linked trip services and other variations to existing services.
- 2.4. With the implementation of the main My bus project almost complete, Metro is bringing the benefits of My bus to some additional existing schools' tendered services. Whilst these services will not operate with the same brand new buses as those used in the My bus scheme, the same key features, which have been praised by pupils, parents and schools, will be incorporated into a number of schools tenders.
- 2.5. These features include:
  - Investment in modern seat belted vehicles with CCTV
  - Drivers attending enhanced driver training
  - CRB checked drivers
  - Direct communication with the My bus call centre
- 2.6. To date 27 existing tendered school service contracts have been signed, commencing September 2007, with the enhanced level of features.

#### National Concessionary Travel Scheme 2008

- 2.7. The Chancellor of the Exchequer announced in March 2006 that free bus travel arrangements for seniors and people with disabilities would extend nationwide from 2008. The Concessionary Bus Travel Act received Royal Assent on 19 July 2007.
- 2.8. The Key aspects are:
  - The national scheme will cover England only and not the rest of the United Kingdom (Scotland, Wales and Northern Ireland already have their own free schemes);
  - Free travel will be for off-peak bus travel, which is between 0930 and 2300 hrs Monday to Friday and all day Saturday, Sunday and Bank Holidays;
  - The proposals will apply to buses only and will not include other modes such as train or tram;

- Travel Concession Authorities, (in West Yorkshire this is Metro) will retain their discretionary powers to extend local schemes to include other modes such as rail and other groups such as children;
- The free scheme will be introduced in April 2008;
- Operators will continue to be reimbursed locally by Travel Concession Authority (TCA), which includes Metro.
- Passes will be issued on ITSO smartcard.

#### Travel for Work Partnership

- 2.9. The Travel for Work Team has now completed training Job Centre Plus staff across all twenty four sites in West Yorkshire on how to issue free MetroCards to priority job seekers for whom travel is a barrier to get back to work. Since the scheme was launched over the summer, 40 MetroCards have been issued and the project is on target to issue all the allocated MetroCards for job seekers this financial year.
- 2.10. The team is active across West Yorkshire assisting the districts on Travel Plans and related issues. The current main district-based activity with employers/sites include Capitol Park (Leeds), Leeds Valley Park (Leeds), Swinton Insurance (Calderdale), Huddersfield Daily Examiner and Shipley College.

#### Bus Services in the Wharfe Valley Area

- 2.11. Metro has reviewed the bus services it funds in the Ilkley, Otley and Guiseley areas. As a result of the review, a number of service changes will be made to the network in this area in November;
- Service 967 to operate hourly Otley - Menston Village - Menston Station
  - Service 966 to provide hourly daytime Otley - Menston Station Guiseley, Westfield and Yeadon. Services 966 and 967 will combine to maintain a half hourly frequency between Otley and Menston Station co-ordinated with train times to/from Leeds.
  - Service 962 will serve the West Busk Lane area of Otley offering the area new opportunities to travel to Ilkley
  - On weekday evenings service 967 currently serves Pool. After 20:00, First would serve Pool by the extension of local Otley service 965.
  - On evenings and Sundays however service 33A would be adapted to maintain the half hourly link between Menston Station and Otley co-ordinated with train times.
  - On evenings and Sundays service 33A will not operate to Ilkley and service 97 will no longer operate between Guiseley and Bradford. However, on Sundays these links will be maintained by a new hourly Bradford - Guiseley - Ilkley service.

### Bus Services to the John Charles Centre for Sport

- 2.12. To coincide with the opening of the new pool at the John Charles Centre For Sport (formally known as South Leeds Stadium), the following bus service changes have been implemented;
- **Service 76 (First)** City Centre (Park Row) – Neville St – Dewsbury Road - John Charles Centre For Sport – Belle Isle – Middleton hourly daytime service Monday to Saturday
  - **Service 481 (Arriva)**- Leeds Bus Station – Neville St – Dewsbury Road – Tunstall Road - John Charles Centre For Sport – Dewsbury Road – Middleton – East Ardsley – Wakefield hourly daytime and evenings Monday to Sunday

### Pudsey Bus Station

- 2.13. Metro and Leeds City Council have been working closely on proposals for a new six stand 'drive around' bus station which will have two dedicated stands for the Route 4 'ftr' articulated buses.
- 2.14. A public information event was held in June 2008. This covered the proposals for the bus station together with Leeds City Council's proposed improvements to the existing market, Pudsey Park and shop frontages.
- 2.15. A planning application for the scheme is about to be submitted and, subject to obtaining the necessary formal approvals, work could commence on the scheme early in 2008.
- 2.16. The total value of the proposed scheme, including the ancillary highway works is £3 million, which would be funded through the Local Transport Plan.

### FreeCity Bus

- 2.17. Patronage on the service continues to grow, with an excess of 30,000 passenger journeys regularly being made on a weekly basis.
- 2.18. Sponsorship has been secured from, Transpennine, Northern Rail, Park Lane College and Leeds Metropolitan University. Their logos have started to appear on the vehicles operating in Leeds city centre.
- 2.19. Following discussions with Leeds City Council funding has been secured to enable the service to continue for a further 5 years.

### December 2007 Rail Timetable

- 2.20. The new national rail timetable will commence on Sunday 9 December 2007 and operate until Saturday 17 May 2008. There is a change to Northern local services on the Huddersfield Line but Metro is not aware of any significant changes to long distance operators' services.

- Northern will introduce an hourly daytime Leeds - Hebden Bridge via Brighouse service on Mondays to Saturdays. The new service will provide an additional local train each hour between Leeds, Morley, Batley, Dewsbury and Mirfield in the inter peak 1000 to 1500 period on Mondays to Fridays to give a half hourly frequency all day from 0700 to 1900. Some existing peak and shoulder peak local trains between Leeds and Huddersfield will be diverted to run to and from Hebden Bridge. On Saturdays alternate Leeds - Huddersfield trains will be diverted to run to and from Hebden Bridge all day. The result is an hourly Leeds - Huddersfield local and hourly Leeds - Hebden Bridge via Brighouse service all day Mondays to Saturdays. New journey opportunities will be created and Brighouse will gain a faster hourly link to and from Leeds. Hebden Bridge, Mytholmroyd and Sowerby Bridge will gain an extra hourly service to and from Leeds and all day links via Dewsbury. Half hourly journey opportunities will be retained to Huddersfield where they currently exist for most stations by changing trains at Dewsbury or Mirfield.
- On Saturdays buses will no longer replace the 2308 Leeds - Huddersfield via Bradford train between Halifax and Huddersfield and the 2313 Leeds - Huddersfield train throughout in certain periods as in previous years, due to a change in agreed overnight long term engineering work possessions. York - Blackpool trains on Sundays will be replaced by buses beyond Hebden Bridge until March 2008. Details will be included in timetables.
- Northern expects to receive the remaining Class 158 Sprinter units of its deal for 30 units before the timetable change. Due to uncertainties in the cascade they have been unable to be diagrammed in their optimum positions but some additional peak seats may hopefully be expected. More Pacers will be put into store as a result.

### Christmas & New Year Bus Services

- 2.21. Bus Services will operate as follows during the forthcoming holiday period. Metro will produce a booklet detailing the service arrangements for passengers.
- Monday 24<sup>th</sup> December Christmas Eve – Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00
  - Christmas Day, Boxing Day – no service
  - Thursday 27<sup>th</sup> to Friday 28<sup>th</sup> December - Saturday service
  - Saturday 29<sup>th</sup> December – Saturday service
  - Sunday 30<sup>th</sup> December – Sunday service

- Monday 31<sup>st</sup> December New Years Eve – Saturday service, all advertised trips to operate until 18:00, services to be progressively withdrawn after 18:00
  - New Years Day – no service
  - Wednesday 2<sup>nd</sup> January – weekday service resumes
- 2.22. In addition to the above, Metro is discussing a pilot operation of daytime services on Boxing Day and New Years Day on the core routes in Leeds and Huddersfield. Details are currently being finalised and will be supplied to PCC members when available.

#### Christmas & New Year Rail Services

- 2.23. Local rail services in West Yorkshire will operate as follows over the forthcoming holiday period. Metro will produce a booklet detailing the service arrangements for passengers.
- Saturday and Sunday 22/23 December 2007 -Normal service
  - Christmas Eve, Monday 24 December 2007 - Normal weekday service will operate until at least 2000. Late night local trains will not run.
  - Christmas Day, Boxing Day – no services
  - Thursday 27<sup>th</sup> to Friday 28<sup>th</sup> December - Normal weekday local service will operate except for a few early morning trains
  - Saturday and Sunday 28 - 30 December 2007 - Normal local services will operate.
  - Monday 31<sup>st</sup> December New Years Eve - Normal weekday local services will operate until at least 2000. Late night local trains will not run.
  - New Year's Day, Tuesday 1 January 2008 - Normal weekday local services will operate in Yorkshire except for a few early morning trains. No local Northern services will operate in the North East of England area.
  - Wednesday 2<sup>nd</sup> January – weekday service resumes
- 2.24. TransPennine Express trains are expected to run to a similar pattern to local services. There will however be engineering works affecting train services on some routes in the West Yorkshire area.
- 2.25. Long distance rail services operated by National Express East Coast, Arriva CrossCountry and Stagecoach East Midlands will be subject to change throughout the holiday period.

## The Rail White Paper and High Level Output Specification

- 2.26. The Department for Transport (DfT) has been developing its future investment proposals for the railways, specifically for the period 2009 to 2014.
- 2.27. The DfT's Rail White Paper 'Delivering a Sustainable Railway', was published in July and provides strategic direction for the rail industry. It specifically seeks to build confidence in the performance of the railway and respond to growth in demand.
- 2.28. The guiding principles for strategy and investment are to target investment in the short-term where problems currently exist and to put in place preparatory work for future investment, but without commitment until robust forecasting and feasibility can be undertaken.
- 2.29. The strategic direction is provided in three parts. A High Level Output Specification (HLOS) sets out what the Government wishes to buy from the rail network for the period 2009 to 2014. This is accompanied by a statement of funds available for schemes within the HLOS period, and longer term aspirations for a 30 year period are also identified.
- 2.30. The White Paper identifies specific outputs in respect of reliability, capacity and safety for the HLOS period. There is also explicit commitment to improving the quality of service provision for passengers, achieved through rebranding, simplification of ticketing and making stations more attractive. There is a new target for improving punctuality to 92.6% by 2014 (nationally, it currently stands at 88%). The Government also wishes to see a 25% reduction in the number of delays over 30 minutes in the HLOS period.
- 2.31. The investment priority for the HLOS period is increased capacity. £10bn is identified for capacity improvements, to include £5.5bn for the Thameslink programme, £600m for the redevelopment of Birmingham New Street and Reading stations and signalling infrastructure, £150m to modernise 150 medium sized stations across the country and 1,300 new carriages to deal with overcrowding, 300 of which will address the rapid growth in demand seen in major cities including Leeds City Region.
- 2.32. The DfT has more recently indicated that 60 to 90 of the additional carriages will be utilised in the Leeds area. This investment will be accompanied by a programme of schemes for platform lengthening, power upgrades and additional depot facilities. £200m will enable work to start on a strategic freight network. There are also fares proposals for Smartcards and zonal pricing for the major cities.

- 2.33. There is a White Paper objective to reduce rail's carbon footprint. The industry will be required to set targets for reducing CO<sub>2</sub> emissions. Some responsibility will be passed onto train operators through franchises. The White Paper does reflect some doubt over the level of Government support for further electrification, with concerns identified regarding the carbon footprint and costs of electricity generation.
- 2.34. It is the Government's intention to bring the level of rail subsidy under control with some of the cost of improvements passed onto the passenger through increases in non-regulated fares. This is unlikely to have an immediate impact in West Yorkshire as the franchise for local services is not due for renewal until 2011 or 2013.

#### New Rail Franchises

- 2.35. NXEC Trains Ltd, a subsidiary of National Express Group, has been awarded the contract to operate services in the InterCity East Coast franchise, following early termination of the GNER franchise. The new franchise will start on 9 December 2007 and run until 31 March 2015, with the last 17 months conditional on set performance levels being reached. £1.4bn (NPV) will be paid over the life of the franchise in premiums as a contribution to the DfT's rail budget. There is provision for extra trains, fewer delays and NXEC will also invest in stations and on-board services.
- 2.36. The contract will deliver the current timetable, which includes Leeds half hourly services, until 2010. From December 2010 there is provision for up to 25 extra trains (around 14,000 seats) each weekday and up to 40 more carriages will be brought into use to deliver increased capacity. Included within this are new London - Lincoln through services and London - York services both at 2 hourly frequencies calling intermediate stations. There is a headline commitment to faster journey times, London - Leeds in 2 hours and London - York in 1 hour 45 minutes. Regulated fares increases will be limited to RPI +1%, while unregulated fares will increase by an average of 2.1% above inflation each year over the course of the franchise. Smartcards will be introduced by 2010.
- 2.37. Arriva has been awarded the contract to run the new CrossCountry franchise. The new franchise will begin on 11 November 2007 and end on 1 April 2016. The DfT has the right to terminate the franchise after six years if the operator fails to meet agreed performance targets. The new CrossCountry rail franchise combines the majority of the existing CrossCountry services currently operated by Virgin Trains plus Nottingham - Cardiff and Birmingham - Stansted Airport services currently operated by Central Trains. Manchester - Glasgow/Edinburgh services will pass to TransPennine Express from 9 December 2007. Some HST sets will be reintroduced offering more capacity, as some Voyager units pass to the West Coast franchise.

- 2.38. Stagecoach had been awarded the contract to run the new East Midlands rail franchise. The new franchise will also begin on 11 November 2007 but end on 1 April 2015. The DfT again has the right to terminate the franchise after six years if the operator fails to meet agreed performance targets. The East Midlands franchise brings together current Midland Mainline services from London St Pancras and the eastern section of Central Trains, currently operated by National Express.

#### Grand Central Railway

- 2.39. Grand Central Railway's plan to operate three trains a day in each direction between Sunderland and London Kings Cross via the Durham Coast and East Coast routes from September did not materialise due to late delivery of the refurbished, shortened HST sets intended for the service. A new date for start of service is awaited. The new open access operator plans to bid for three daily Bradford Interchange – Long Kings Cross trains in each direction from December 2008, calling at Halifax, Brighouse, Wakefield Kirkgate and Pontefract Monkhill.

#### Leeds Rail Station

- 2.40. Metro has been working closely with Network Rail on proposals for a new southern entrance to Leeds station. This would open up more direct access with the southern area of the city centre which is currently undergoing significant regeneration, including the Holbeck Urban village. The proposals are strongly supported by both Leeds City Council and Network Rail. Possible outline design options, together with their feasibility and potential cost, are currently being considered by Network Rail, Metro and other stakeholders.
- 2.41. Northern are developing proposals to introduce automated ticket gates at the station, similar to those that have been in use for many years at large London Underground stations and other rails stations.
- 2.42. One of the major issues to be addressed is the ability of any new arrangements to cope with the significant growth in passenger flows that is expected to continue at Leeds station and a new system will not be introduced until Network Rail are satisfied with its impact.
- 2.43. The proposed, new southern access, mentioned above, would, in the future, assist in removing some of the current pressure on the existing ticket gate / concourse / platform area.

#### Airedale Line Rail Services

- 2.44. The Airedale Line timetable has been reissued for the 10 September to 8 December 2007 period as a Mondays to Fridays only timetable. The Leeds - Bradford composite timetable has also been reissued.

- 2.45. Weekend train services are affected by widespread engineering works at various locations between Leeds/ Bradford and Skipton on most Saturdays and Sundays, and also on the Settle – Carlisle route. Full details of the train and bus arrangements for each weekend will be available through Northern's special timetables, station posters or new web site. Overall journey times will be extended.
- 2.46. For the remainder of the period, buses will replace trains all day as follows:
- Saturday 6 and Sunday 7 October between Keighley and Skipton
  - Sundays 14 and 21 October between Leeds and Shipley, Leeds and Bradford Forster Square, also affecting Wharfedale Line services
  - Saturday 3 and Sunday 4 November between Shipley and Keighley
  - Saturdays 10, 17 and Sundays 11, 18 November between Shipley and Skipton, Bradford Forster Square and Skipton
  - Saturday 24 and Sunday 25 November between Shipley and Keighley
- 2.47. Weekend Leeds - Settle - Carlisle services are also affected by long term planned engineering work beyond Settle every Saturday and Sunday until 8 December 2007 with no through trains to and from Carlisle. Until the 27/28 October 2007 weekend, Leeds - Carlisle trains will terminate at Settle and restart from Kirkby Stephen. Trains will be replaced by connecting limited stop buses calling only at Kirkby Stephen station and town centre and Appleby between Settle and Kirkby Stephen/ Carlisle, and stopping buses calling all stations except Dent. From the 3/4 November 2007 weekend, trains will terminate at Settle and be replaced by connecting buses between Settle and Carlisle. Overall journey times will be extended and passengers making through journeys to Carlisle and beyond are advised to travel via Lancaster or Newcastle. These services will also be affected by short term work between Leeds and Skipton (see above) and additional short term work on the route.
- 2.48. Throughout the autumn period there are also widespread Sunday engineering works affecting services on the Harrogate, Hallam, Penistone and Huddersfield Lines on varying dates.

#### New Rail Stations

- 2.49. Previous reports to the Passenger Consultative Committees have referred to the five 'priority' sites for new rail stations that were approved by the PTA for delivery during the first LTP period. These were identified in the previous Railplan 5 strategy document and are Glasshoughton in Wakefield, Low Moor and Apperley Bridge in Bradford, Kirkstall and Horsforth Woodside – both of the latter being in Leeds. Glasshoughton station was opened in February 2005 and considerable, detailed, design work has been undertaken on the Low

Moore proposal. The current status of the four remaining sites is as follows:-

#### Low Moor

- 2.50. Timetable changes in the Leeds area that were needed to accommodate the introduction of the TransPennine Express franchise meant that a stop could no longer be made in Leeds – Manchester Victoria services at Low Moor unless a corresponding station stop was removed elsewhere on the route. Work on the scheme was subsequently suspended until an acceptable timetable solution can be found.
- 2.51. Alternative service options are being developed. In the meantime, Metro continues to pursue opportunities for future train service patterns that would enable a call to be made at the proposed Low Moor station site. A further factor that may assist is a proposal by Network Rail to carry out renewal of the Mill Lane Junction, outside Bradford Interchange, during their funding period between 2009 and 2014. Metro is pressing Network Rail to include improvements in operational efficiency within the scheme as these could potentially reduce journey times on that part of the route.
- 2.52. The proposed station remains one of Metro's priorities and, further development work will continue once there is confidence that service opportunities are deliverable and that the overall business case for the station remains sound.

#### Apperley Bridge and Kirkstall Forge

- 2.53. A Section 106 agreement between CEG, the developer of the Kirkstall Forge site, and Leeds City Council that secures £4 million towards the development and delivery of both new stations has been signed and the planning consent for the new development has been granted. A funding agreement has also been signed between CEG and Metro so that access to the £4 million is assured.
- 2.54. Metro is about to engage Network Rail on the development of initial designs and the full business case for both stations. Liaison is taking place with the Department for Transport (DfT) and Northern on the business case and future rolling stock requirements.

#### Horsforth Woodside

- 2.55. Horsforth Woodside station, proposed for the Harrogate line, is adjacent to the Leeds Outer Ring Road and a development site that was formerly Woodside Quarry. The former quarry site is the subject of proposals for a major development and Metro is currently in discussions with Leeds City Council and the site developer about an appropriate contribution towards public transport links, including the proposed station.

- 2.56. The Harrogate line is also the subject of feasibility studies into the potential for converting from heavy rail to tram/train technology. This will influence the design requirements for the proposed new station in due course. Conversion of the line to tram/train technology would also be fundamental in making the long standing aspiration to provide a rail link to Leeds Bradford International Airport potentially achievable.

#### Garforth Rail Station Access

- 2.57. The 'Small Schemes' element of the Department for Transport's (DfT) national 'Access for All' initiative provides an opportunity for the rail industry to bid for matched partnership funding to support relatively low cost schemes that improve general access to rail stations. Each bid is capped at £250,000 or 50% of the total scheme cost, whichever is the lowest figure, and the level of the DfT's contribution is determined by the number of passengers using the station. The funding is also time limited.
- 2.58. A number of Metro sponsored schemes has recently been the subject of successful bids by Metro for DfT 'Small Schemes' funding, including one for Garforth, which was to involve the construction of a ramped path from Aberford Road to the station's York / Selby – bound platform.
- 2.59. This scheme has suffered considerable delay because of design issues and the DfT has previously agreed to extend the time period for their funding eligibility. More recently, Metro has been made aware by Northern that the scheme, as originally proposed, will require third party land and a change in design. This, in turn, has led to unacceptable cost and time implications and it will no longer be possible for Northern to deliver the scheme in its present form within the timescales stipulated by DfT, nor within the financial approvals previously obtained.
- 2.60. As a consequence, the scheme will not be progressed in its current form and Metro has asked the DfT to consider Garforth as a candidate for the next round of the national 'Access for All' initiative. Alternative options will be considered but, in the meantime, Metro awaits the announcement of the next phase of the national 'Access for All' scheme, due by the end of this year, to find out whether Garforth is to be included.

#### Leeds Supertram Replacement

- 2.61. Since early 2006 Metro and Leeds City Council have been developing proposals for a top of the range bus based Rapid Transit system for Leeds. It is envisaged that that this system could deliver many of the benefits of a modern tram system but at a reduced cost.

2.62. Proposals have been drawn up for a three line network, largely replicating the former Supertram routes but with variations to the east to take account of the EASEL regeneration initiative. The current route proposals are as follows:

- **North Route:** City centre to Headingley via the A660, including a Park and Ride site at Bodington.
- **South Route:** City centre to a Park and Ride site at junction 7 of the M621 (Stourton) via the A61.
- **East Route:** City Centre St James's Hospital then diverting through the EASEL regeneration area terminating at the Seacroft District Centre.

2.63. A range of different vehicle type options are under consideration, ranging from a high quality diesel bus to a modern trolleybus which would be powered by electricity from overhead wires.

2.64. Work is currently in progress to develop a Major Scheme Business Case for the proposals; this is likely to be submitted to the Department for Transport by the end of 2008. Subject to meeting all the necessary appraisal criteria the scheme could commence construction from 2011 onwards. Further information about the scheme is available at:

<http://www.wymetro.com/ProjectsAndPlans/Tram-trainsandtrolleybuses/070614-2.htm>

### 3. **RECOMMENDATIONS**

3.1. That the report be noted.

Director General  
West Yorkshire Passenger Transport Executive