

# WEST YORKSHIRE PASSENGER TRANSPORT AUTHORITY

## CALDERDALE PASSENGER CONSULTATIVE COMMITTEE

DATE: 15 JANUARY 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

##### January Bus Service Changes

2.1. The first major bus timetable change of the year occurs on the weekend of the 26<sup>th</sup>/27<sup>th</sup> January 2008. Details of the changes are in Metro's Changing Times leaflet. The impact of the changes can be summarised as follows:

- **Bradford** – new service 629 Shipley – Bradford Royal Infirmary
- **Calderdale** – changes to First and Arriva services in the Brighouse area.
- **Kirklees** – changes to Arriva services in North Kirklees. Enhancement of early evening services at Dewsbury Hospital.
- **Leeds** – frequent service 16 extended from Farsley to Pudsey with the withdrawal of service 81/81A, changes to tendered services 67 and 80 in west Leeds. Service 78 extended to provide an off peak Colton – St James – Woodhouse – City service
- **Wakefield** - minor timetable changes

##### Boxing Day Bus Services

- 2.2. Metro funded the pilot operation of daytime services on Boxing Day on the core routes into Leeds and Huddersfield.
- 2.3. The Boxing Day special services ran half hourly between around 0900 and 1800. The focus of the services was to provide access to shops in the two busiest retail centres and also cover the White Rose and Birstall Shopping Parks. The networks also provided links to local hospitals in the areas served.
- 2.4. A flat fare of £2.00 (£1.00 half-fare) for all day travel was charged and every adult was able to take one child free.

- 2.5. A verbal report on the take up of these services will be provided to the meeting.

#### Community Transport

- 2.6. Community Transport is a wide term which covers the range of transport services provided by charitable bodies and social enterprises. These organisations provide a range of valuable services often supporting people with mobility difficulties and those isolated from mainstream public transport. Metro and Yorkshire Forward jointly commissioned a review of the current extent of Community Transport in West Yorkshire and how it could expand its contribution to the regional economic strategy and meet Local Transport Plan objectives. The outcome of this study will be presented to Community Transport groups in January together with an action plan to support the further growth of this sector of transport providers.

#### Local Transport Bill

- 2.7. An update on the draft Local Transport Bill was given at the previous meeting of this Committee. Since then, the Department for Transport (DfT) has published the revised Bill.
- 2.8. Metro has welcomed the provisions in the Bill that seek to improve the quality of local bus services through enhanced partnership working or, if necessary, through making Bus Quality contracts a more viable option.
- 2.9. The DfT has also announced that all PTAs are now to be renamed Integrated Transport Authorities to reflect their wider transport planning role.
- 2.10. The revised Bill retains the requirement for PTA/E's and local authorities to determine the governance arrangements that best suit their local circumstances. Metro and the other partner authorities in the Leeds City Region have now begun to review the current transport governance arrangements that are in place. The review will help determine if there are better governance models that can be adopted that will deliver better transport solutions for our area. A further update will be provided to the next meeting of this Committee.

#### Towards a Sustainable Transport System

- 2.11. In October 2007, the DfT published its new policy document – “Towards a Sustainable Transport System, Supporting Economic Growth in a Low Carbon World”. It sets out how the DfT sees transport contributing to combating climate change and delivering economic growth.

- 2.12. The new document summarises the current policies and investment plans to 2014 that have already been announced. But it also proposes a new approach to strategic transport planning for 2014 and beyond, based on the recommendations of earlier studies by Sir Rod Eddington and Professor Nick Stern last year. The Eddington study argued that a well functioning transport system is vital to the continued success of the country's economy and quality of life. The Stern Review went on to argue that transport can contribute to both economic growth and tackle carbon emissions at the same time.
- 2.13. To map out these new goals and challenges for 2014 and beyond, the Department for Transport will consult with users and stakeholders, commencing in January 2008 and leading to a White Paper at the end of the year. The new policy framework that will set the scene for 2014 is not expected to be published until 2012. Further updates will be provided to this Committee.

#### Concessionary Permit Issue

- 2.14. As previously reported, Metro has undertaken a major exercise to collect the data and images of eligible people to enable it to issue the new English National Concessionary Scheme (ENCS) pass, which will be an ITSO smartcard.
- 2.15. As part of the data collection exercise Metro is using post offices and bus station travel centres to check application forms for accuracy and also to validate eligibility. Verified forms are then sent to Service Point (Metro's data bureau) for processing.
- 2.16. Service Point has received over 250,000 application forms for the ENCS pass. The bureau is well advanced in populating the database of applicant details and electronic images in readiness for transfer to the card production supplier.

#### Yorcard Roll Out

- 2.17. Metro and SYPTTE are testing smartcard technology in a pilot scheme in Sheffield on 200 buses and local trains. From next April 350,000 concessionary passengers will receive smartcards as part of the National Concessionary fares scheme although these will only be used as "flash" (show the driver) passes on buses and trains.
- 2.18. Metro believes there is now a strong business case for rolling out smartcard, not only across South and West Yorkshire, but also throughout the Yorkshire and Humber region. Metro is working with other authorities and operators to develop the business case for rolling out smartcard ticketing.

### Real Time Information Update

- 2.19. The usage of the Younextbus real time system, introduced in September 2005, continues to grow with the two millionth text request being responded to on 13 November 2007. The system is now delivering over 4,500 text messages each day giving information about departures from West Yorkshire stops.
- 2.20. The performance of the system is closely monitored and problems with aerial damage are now being addressed by both tree cutting and the adoption of a newly developed, more resilient aerial. Tracking of vehicles is improving, with an increase of 6% over the last six months in the number of journeys for which predictions are being made.
- 2.21. The on-street display programme is rolling out two types of electronic display in bus shelters across West Yorkshire. Over 90 of the larger displays are now in place in City Centre locations. After a successful six month pilot the smaller display rollout commenced and 150 displays were installed. However vandalism to the displays was experienced after rollout began and the programme was suspended so that an enhanced protective cover could be developed. A suitable cover has now been tested successfully and rollout is expected to resume in January 2008.

### Network Rail's Strategic Business Plan

- 2.22. Network Rail has recently published its draft five-year Strategic Business Plan for the period 2009 -2014. This Plan sets out how Network Rail proposes to deliver the outputs from the recent White Paper 'Delivering a Sustainable Railway' and the High Level Output Specification.
- 2.23. The Plan includes proposals on how Network Rail will tackle the issues of providing additional capacity on the railway to cope with the significant levels of growth that have been experienced over the last five years and that are projected to continue during the life of the Plan. Measures considered include the lengthening of some local station platforms so that the majority of West Yorkshire stations will eventually be able to cope with 4-car trains.
- 2.24. Metro, together with other stakeholders in the rail industry, has commented on the draft and the feedback will be used to develop a final Plan, which in turn will be considered by the Office of Rail Regulation (ORR). The ORR will pay particular attention to how achievable the delivery of the proposed outputs will be and whether the Plan is affordable.
- 2.25. Following feedback from the ORR in February a revised business plan will be published in April 2008, with the ORR issuing its draft budgetary findings for Network Rail in the summer and a final budget for the period 2009 to 2014 being set in autumn 2008.

### MyBus

- 2.26. With the launch of the final 2 Mybuses in service at the beginning of the January 2008 school term, all 150 Mybuses are now operational. The Mybus team are currently preparing the project evaluation report.
- 2.27. To mark the completion of the project delivery element of the Mybus scheme, Metro is arranging an end of project conference in London to disseminate good practice. A local open afternoon/day is also being arranged for stakeholders such as schools, Local Education Authorities, Councillors and Local Authorities to disseminate and gain feedback on Mybus and Education Transport services.
- 2.28. The Mybus project was winner of the Accessibility category at the recent UK Bus Awards.

### Driver Training – Mobile Training Unit

- 2.29. Operators from across West Yorkshire attended a driver training workshop on Friday 9 November where they learned more about training available and saw Metro's newly refurbished Mobile Training Unit.
- 2.30. Metro has joined forces with Huddersfield College and Aberdeen Skills and Enterprise Training (ASET) to provide the NVQ Level 2 in PCV Driving (Bus and Coach). This qualification maps across directly to the syllabus for periodic training which sets out the requirements needed for drivers to obtain the Certificate of Professional Competence (CPC), which they will legally be required to do from 10 September 2008.
- 2.31. The Mobile Training Unit is a mobile classroom equipped with PCs, which has been created using the trailer that Metro use for public consultation displays and information on major transport schemes.
- 2.32. The operators at the workshop were among the first users to sign up to the fully flexible training package that is delivered in a supportive, attractive and dedicated environment. They were also encouraged to sign up to the Government's Skills Pledge.

### IIP Champion Status

- 2.33. Metro has been awarded IIP Champion status. Champion status is awarded to a select number of organisations that can demonstrate excellence in their people development practices. Metro is only the second organisation in the Yorkshire and Humber region to achieve this recognition. We will now be involved in sharing our experiences and encouraging best practice in people management and development through a series of workshops, site visits and conferences. We will also have the opportunity to learn from other Champion organisations.

### Brighouse Bus Station

- 2.34. Detailed design work on proposals for a new, drive-through bus station in Brighouse is very well advanced and planning consent has already been granted.
- 2.35. The current redevelopment programme assumes work will commence during spring 2008 with construction work taking around eight months to complete.
- 2.36. This programme is subject to the satisfactory resolution of three outstanding objections that have been lodged with Calderdale Council against the proposed new Traffic Regulation Orders for the new bus station. The Traffic Orders form an essential part of the new bus station and a number of meetings have been held with CMBC, local members and the objectors to discuss how their objections might be resolved. As a result of these meetings, Calderdale and Metro have agreed to include some minor scheme revisions.
- 2.37. It is estimated that the new facility will cost £2.4 million, which will be funded through the Local Transport Plan.

### Halifax Rail Station

- 2.38. Metro continues to work with Northern and Network Rail on proposals to improve the condition of Halifax Rail Station.
- 2.39. The draft Network Rail Strategic Business Plan includes the Department for Transport's National Station Improvement Programme (NSIP), which will invest over £150 million in improvements at 150 stations across England and Wales, between 2009 and 2014.
- 2.40. Metro and Northern have been lobbying Network Rail with a view to securing some of this investment for Halifax station. It is hoped that a partnership funding initiative can be developed so that the much needed repairs and improvements can be implemented as soon as possible within the national investment timescale.
- 2.41. In the meantime, Northern and Metro are considering whether, in view of the funding timescales, it would be appropriate to carry out some minor cosmetic improvements in the short term.

### Hebden Bridge Rural Bus Challenge

- 2.42. The Department for Transport funded Rural Bus Challenge project to enhance local bus services within the Hebden Bridge area has now been completed. The project has enabled the following improvements to local services:
  - A revised local minibus service secured under contract until 2011;
  - Low floor easy access minibuses used on the local network;

- Improved services to Hebden Bridge rail station where enhanced bus stop facilities have been provided;
- Improvements to bus stops, shelters and raised kerbs;
- Seasonal bus services to local tourist attractions;
- Extensive promotion of the local bus network in Hebden Bridge.

### 3. **RECOMMENDATIONS**

3.1. That the report be noted.

Director General  
West Yorkshire Passenger Transport Executive