

BRADFORD DISTRICT CONSULTATION SUB- COMMITTEE

**MEETING TO BE HELD AT 5.00 PM ON MONDAY, 16 APRIL 2018
IN COMMITTEE ROOM 1, CITY HALL, BRADFORD**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS**
Transport Committee members only.
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**
- 4. MINUTES OF THE LAST MEETING HELD ON 22 JANUARY
2018**
(Pages 1 - 6)
- 5. TRACKER SURVEY**
Presentation.
- 6. OPERATORS UPDATES**
- 7. INFORMATION REPORT**
(Pages 7 - 18)
- 8. OPEN FORUM - QUESTIONS AND SUGGESTIONS**
- 9. PROVISIONAL DATE OF THE NEXT MEETING - OCTOBER
2018, DATE TO BE CONFIRMED**

Signed:



**Director of Transport Services
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY 22 JANUARY 2018
IN COMMITTEE ROOM 1, CITY HALL, BRADFORD**

Present:

Councillor Taj Salam (Chair)	Transport Committee
Councillor Hassan Khan	Transport Committee
Councillor Nussrat Mohammed	Transport Committee
Councillor Rebecca Poulsen	Transport Committee
James Craig	Public Representative
Stephen Hetherington	Public Representative
David Hill	Public Representative
Andrew Jewsbury	Public Representative
Gareth Logan	Public Representative
Norah McWilliam	Public Representative
Andrew Noble	Public Representative
Graham Peacock	Public Representative
John Prestage	Public Representative
Keith Renshaw	Public Representative
Barrie Rigg	Public Representative

In attendance:

Mark Fenwick	Arriva Yorkshire
Oliver Howarth	First Group
Pete Myers	Northern
Tony Plumbe	Open Forum
Phil Jolly	Transdev
Lindsey McManus	Woodhouse Grove School
Andrew Atack	West Yorkshire Combined Authority
Neale Wallace	West Yorkshire Combined Authority

6. Apologies for Absence

Apologies for absence were received from Peter Ketley, Nazreen Khan, Colin Booth and Mohammed Raja.

7. Minutes of the meeting held on 23 October 2017

Matters Arising

Bradford Interchange - Access

It was reported that the funding is in place for the access improvements at Bradford Interchange. Work is scheduled to begin onsite in April 2018 with an anticipated completion date in June 2018.

In regards to the main pathway outside Bradford Interchange, it was reported that work is ongoing to establish who owns the land. Further updates regarding the ownership of the land will be presented at a future meeting.

Bradford Interchange - Road Surface

The issues with the road surface at Bradford Interchange that was reported at the last meeting have now been resolved. It was noted that more extensive improvements to the road surface will be included in the Bradford Interchange Masterplan.

It was reported that the Combined Authority are waiting for the outcome of a conditioning report that will highlight the underlining issues with the surface at the interchange. Further updates regarding the road surface will be presented at a future meeting.

Realtime System

Following comments from the committee, it was reported that the last line of the realtime information screens will now scroll between the next three departures from the bus stop.

Resolved - That the minutes of the meeting held on 23 October 2017 be approved.

8. Encouraging Young People to use buses

The committee was presented with feedback from young people who use public transport and was asked what operators could do to make travelling by bus and rail more appealing.

Following the comments from the young people that were surveyed, the bus operators have agreed that from 1 January 2018, young people that are in a school uniform will automatically qualify for a half fare tickets without having to show a concessionary pass.

It was reported that work is ongoing to make the range of tickets available to young people less complex. It is anticipated that a discounted 'go anywhere ticket' will be launched in late 2018, which will allow a young person to travel with multiple bus operators in West Yorkshire on one ticket.

The committee advised that focusing on young people that are due to make

the transition from primary school into secondary school would increase the uptake of bus and rail travel in West Yorkshire.

It was suggested that an increased engagement campaign around the time that young people are allocated their primary and secondary schools would be beneficial as that is when most parents and children make their decisions regarding transport.

Members also suggested that taking groups of young people on visits to bus and rails stations could help uptake in travel as the experience will be less daunting once they understand the process of buying a ticket and boarding the bus or train.

Councillor Salam acknowledged the budget constraints of bus and rail operators for activities of this nature and suggested approaching bus drivers that are recently retired who would be willing to pass on their knowledge and experience to young people.

It was agreed that the integration of bus and rail timetables would be beneficial for young people that are commuting to and from school. However, this would be difficult as the rail timetable is decided on a national level, rather than regional.

9. Operator Updates

Arriva

Arriva reported that there are no major service changes due in the current service change window. Minor changes to standardise timetables and improve reliability will take place on selected services in Bradford.

First

First reported that revised timetable and amended routes will be operational from the 18 February 2018.

It was noted that passengers are now able to purchase tickets on First buses using a contactless bank card, Apple Pay or Android Pay.

Northern

Northern reported that new trains are currently in the testing phase and are expected to be in operation by December 2017.

It was noted that the remaining fleet will be fully refurbished by 2020 and include realtime passenger information screens, improved plugs and USB ports and free Wi-Fi.

Transdev

Transdev reported that no major service changes are due in the coming months, with the exception of services that operate along Old Road in Ilkley.

It was noted that the Transdev services that operate in and around the Denholme area was subject to major delays at peak times due to the recent bad weather conditions.

It was suggested by operators that the reduction of gritting services by local authorities was causing issues on key commuting corridors in West Yorkshire as a whole.

It was reported that bus drivers that were operating on the school services was praised by parents and teachers for keeping the services running and reassuring the young people on board, despite the delays and bad weather.

The committee acknowledged that the operators did everything in their power to ensure the smooth running of bus services in the bad weather conditions. It was noted that the Combined Authority had a meeting with operators to discuss what improvements could be made in similar circumstances in the future.

10. Information Report

The committee was verbally updated on key information that was relevant to the Bradford district in the report.

11. Open Forum

Apperley Bridge Rail Station

Lindsey McManus attended the meeting on behalf of Woodhouse Grove School to ask Northern for an improved service at Apperley Bridge Station.

Lindsey reported that the vast majority of students use the direct train that operates on the Airedale Line from Keighley and Skipton on a morning, however there is no direct train on the return journey in the afternoon when school time ends and as a result are required to change trains at Shipley, which poses a safety risk at Shipley Station due to the footfall at the station at peak times.

Lindsey asked for consideration to be given for a direct train from Apperley Bridge that operates along the Airedale Line.

Pete Myers informed the committee that the matter would be looked into and the outcome will be reported at a future meeting.

Boxing Day Services

Members asked if any plans were in the pipeline to extend the range of bus services and operating hours that currently operate on Boxing Day in the future. It was noted that due to budget constraints, unless there is a public need for a service, the current service will be maintained in the future.

Rail Station Gritting

Members reported issues with the gritting regime at rail stations in the icy weather. The committee was informed that the issue is with the material that is used to grit the area and not with the frequency of the gritting.

Penalty Fares

Members asked that consideration for penalty fares not to be enforced at stations that do not have a ticket machine on each side of the platform, as it would not give passengers an appropriate opportunity to buy a ticket if they are traveling from the platform without a ticket machine. It was noted that most stations with a ticket machine on one platform, will have a second installed prior to the penalty fares being enforced.

Queensbury Tunnel

It was reported that a joint meeting will take place with Bradford Council and Calderdale Council to discuss the creation of a local cycle path network through the Queensbury tunnel, which would connect Bradford and Keighley to Holmfild, Ovenden and Halifax. The outcome of the meeting will be reported at a future meeting.

Rail Ticket Price Increase

Following a question from the public gallery, Pete Myers confirmed that the average increase in Yorkshire was 3.4% and the average increase nationally was 4.7%.

Bus Information

Members reported that the information on bus flags is often outdated and could cause confusion for passengers wanting to use the stop. The committee was informed that a review of information that is published is currently taking place and comments from the committee will be taken into consideration.

Future Agenda Items

The committee asked for further information regarding the Northern Powerhouse Rail at a future meeting.

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Report to: Bradford District Consultation Sub-Committee

Date: 16 April 2018

Subject: **Information Report**

Author(s): Dave Pearson, Director of Transport Services

1 Purpose of this report

1.1 Matters of information relating to the Bradford District.

2 Information

Transport for the North (TfN)

2.1 TfN is the pan-Northern Partnership Board of civic and business leaders working to develop the case for transformational investment in transport in the North. In April 2018 TfN will become the first Sub-National Transport Body in England tasked with making recommendations on transport investment on behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport.

2.2 TfN published a draft Strategic Transport Plan (STP) on 16 January 2018. The STP is TfN's flagship policy document setting out its plans for investment in strategic transport in the 30 year period up to 2050 to help drive economic growth. TfN's focus is on facilitating journeys with pan-northern significance for the movement of people and goods e.g. longer distance, inter-city movements. Parts of local networks that give access to national and international gateways such as ports and airports are also considered. Solutions are envisaged to cover building new transport infrastructure as well as getting the best, most consistent performance out of existing infrastructure.

2.3 The key components of STP strategy are investment in:

- Rail (including delivery of Northern Powerhouse Rail and a Long Term Rail Strategy);
- Road (proposed investment in a new Major Road Network for the North), and;
- Integrated and Smart Travel (to support seamless public transport journeys across the North with multi-modal contactless payments system and consistent, integrated travel information).

- 2.4 The STP provides a high level statement of strategy around these key components and introduces TfN's approach to the identification of Strategic Development Corridors which will be used to identify investment priorities. There are seven corridors in total. The Central and Southern Pennines corridors have the greatest geographic significance to West Yorkshire.
- 2.5 TfN have launched a public and stakeholder consultation to run for 13 weeks to 17 April 2018. The STP and details of the consultation are available from TfN's website at: <https://transportforthenorth.com/stp/>
- 2.6 TfN has supported the consultation with five launch events and 33 engagement events across the North, open to the public and stakeholders, with four held in West Yorkshire (in Halifax, Bradford, Leeds and Huddersfield).
- 2.7 The Combined Authority is responding to the consultation on behalf of all the West Yorkshire District Councils, with the response developed with the input of the Transport Committee and Combined Authority and West Yorkshire Districts.
- 2.8 TfN will finalise their STP following the consultation exercise, for publication in September 2018.

Transforming Cities Fund

- 2.9 The Transforming Cities Fund is a £1.7 billion fund which aims to support intra-city transport, target projects to drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. The Transforming Cities Fund aims to improve productivity and spread prosperity through investment in new local transport infrastructure and sustainable transport in some of the largest English city regions.
- 2.10 The fund includes £840 million available for competitive bidding over the four year period to 2021-22. The remaining funding has been devolved to Mayoral Combined Authorities. The £840 million of funding is entirely capital and the guidance invites bids from non-mayoral city regions. A submission will be made by the Combined Authority to the Transforming Cities Fund by the first stage deadline of 8 June 2018.

Clean Air Zone

- 2.11 The Department for Environment, Farming and Rural Affairs (DEFRA) published the 'UK plan for tackling roadside nitrogen dioxide concentrations' in July 2017. The plan requires five local authorities in England, including Leeds City Council (LCC), to deliver measures to reduce Nitrogen Dioxide (NO₂) emission levels to within European legal limits on key road sections in the shortest possible time and by 2020 at the latest.

- 2.12 LCC has been developing its proposals to improve emissions, including the potential introduction of a Clean Air Zone (CAZ). A CAZ requires that different vehicle types must meet minimum emission standards to enter a CAZ without financial penalty. Different 'classes' of CAZ dictate the types of vehicles impacted.
- 2.13 In January 2018 LCC launched a public consultation on its proposal for a 'Class B' CAZ which requires that Heavy Goods Vehicle, Buses, Coaches, Taxis and Private Hire vehicle entering the CAZ would be subject to minimum vehicle emission standards – Euro 6 for diesel and Euro 4 for petrol. Older and higher polluting vehicles would be subject to a daily or weekly charge for entering the CAZ. The geographic boundary of the proposed CAZ is within the Leeds Outer Ring Road. The consultation also sought views on the types of vehicles and services to be excluded from financial penalty.
- 2.14 The public consultation lasted from 2 January to 2 March 2018 and received 9,000 responses from individuals and businesses. The responses are currently being analysed and will be used to assist LCC in developing a final package of measures. A second round of public consultation is expected in summer 2018 on the final set of proposals.
- 2.15 On 21 February 2018 the UK High Court delivered its verdict on the latest challenge to the DEFRA NO2 Plan, brought by Client Earth. The outcome of the ruling is that the four remaining West Yorkshire local authorities not originally required to take action (due to achieving NO2 compliance by 2021) must now undertake a Feasibility Study to determine whether additional measures are required to reduce NO2 levels in the shortest possible timeframe. This work is due to be completed by districts in the summer of 2018.
- 2.16 The West Yorkshire Combined Authority is supporting local authorities to deliver air quality improvements and reduce transport emissions across all transport sectors as part of our strategic priorities for developing quality places and cleaner environments.

Clean Bus Technology Fund

- 2.17 On 13 February 2018 the Department for Environment, Farming and Rural Affairs (DEFRA) announced that the West Yorkshire Combined Authority and Leeds City Council have been successful with their applications to the £40 million Clean Bus Technology Fund. West Yorkshire bus operators will be provided with £4.2 million in capital grant funding to ensure 231 older, more polluting buses achieve a Euro VI emission standard (or better) from the fitment of emission control technology. This represents approximately one quarter of the West Yorkshire bus fleet.
- 2.18 It is anticipated the project will remove over 52 tonnes of Nitrogen Dioxide emissions from the bus fleet and achieve £23.9 million in environmental and health benefits over a five year period. This will deliver air quality improvements across West Yorkshire and help bus operators achieve

compliance with the proposed Class B Clean Air Zone emission standards for Leeds.

Access Bus Refurbishment

- 2.19 Following the installation of clean engine technology 26 AccessBuses last year, further refurbishment of AccessBus vehicles will be completed by July 2018. Improvements will include replacement of cctv systems, digital destination blinds and new livery.

Bradford Interchange Access Improvements

- 2.20 Work to improve the main entrance to Bradford Interchange is scheduled to start this spring, for eight weeks. When the project is complete, it will result in a dedicated taxi rank and a new pick-up and drop-off area for the public. There will be new and extended pedestrian crossings as well as guard railing to improve pedestrian safety.

Bus Service Changes

- 2.21 Service changes in May include:
- Transdev are changing services to provide new direct links from Keighley, Silsden, Addingham and Ilkley to the Airport.
 - First are withdrawing service 675 from the May service change.
 - The minibus network in Bradford will, in the main, be operated by Yorkshire Tiger
 - The minibus network in Keighley will be operated by Transdev Keighley and District. The buses in Keighley will be new Euro VI low emissions buses.
 - Departures from Bradford Interchange after 8pm will be focused on stands nearest the main entrance and the Customer Care Office. The change aims to make the bus station easier to use in the evenings; similar changes have been popular with customers at Halifax Bus Station.

Bus 18

- 2.22 The Combined Authority's Bus 18 initiative involves close working with bus companies to improve the experience for bus passengers, including better coordination in times of travel disruption. This closer cooperation enabled bus operators to accept each other's tickets during the days of heavy snowfall, helping people to get home safely. This is the latest in a number of initiatives aimed at providing customers with the customer service they would expect from the retail and hospitality sectors.

Service Disruption During Bad Weather

- 2.23 The heavy snow in early March resulted in very challenging conditions for the transport network across West Yorkshire. At these times, the Combined Authority's wymetro.com website is most people's first port of call for travel

advice. At 7am on Thursday 1 March, 12,000 people were checking the web site for advice on their morning commute; this is six times the usual number. The 'Metro Travel News' social media channels were also very busy on these days providing up to the minute advice collated from transport operators and agencies.

Real Time Information

- 2.24 The real time screen upgrade project includes:
- Replacing the current small units with clearer 4-line LED screens, improving the visibility and accessibility of the displays.
 - Fitting all units with the 'REACT talking sign' system which uses Bluetooth or a fob system to activate audio announcements of the real time information displayed in the screen.
- 2.25 The new displays are currently under test and will be rolled out from April 2018 onwards.

New Design Bus Stop Information Displays

- 2.26 Approximately 800 new style bus stop information displays were installed at stops on the following routes in Februarys:
- 33 - Leeds-Guiseley-Otley, (First – Leeds, Bradford)
 - 36 - Leeds-Harewood (only), (Harrogate Bus Company - Leeds)
 - 72 - Leeds-Bradford, (First – Leeds, Bradford)
 - 117 - Leeds-Ossett-Wakefield, (Arriva - Leeds, Kirklees, Wakefield)
 - 203 - Leeds-Dewsbury-Huddersfield, (Arriva - Leeds, Kirklees, Calderdale)
 - 508 - Leeds-Halifax, (First – Leeds, Bradford, Calderdale)
- 2.27 The new designs have been informed by best practice and were developed with input from DCSC members, stakeholders and customers during 2017. The designs incorporate operator branding to help customers identify services more easily, a schematic route map showing key stops and times showing top to bottom with a focus on frequency of service where appropriate.
- 2.28 The new design will be rolled out across all stops from the next planned service change in May.

MCard

- 2.29 Almost 10,000 people in West Yorkshire have downloaded the MCard app that enables them to buy and load travel tickets anytime, anywhere straight from any Android smartphone. The MCard app is being downloaded by 45 new customers every day from Google Play store. Launched in August 2017, the free android app enables customers to buy and load daily, weekly and monthly bus and rail tickets for travel throughout West Yorkshire.
- 2.30 Over 16,000 young people's tickets, which can be used on all West Yorkshire bus operators' services are being purchased every month with the app.

Tour de Yorkshire

- 2.31 The Tour De Yorkshire will travel through West Yorkshire on Friday 4th May and Sunday 6th May 2018.
- 2.32 On Friday 4th May the Women's Elite Race will start at 10.30 am and the Men's Elite Race will start at 12.15pm, taking cyclists from Barnsley to Ilkley Cow and Calf Rocks. For most of the route the cyclists will pass through each area under a rolling road closure, apart from the start at Barnsley and at the end in Ilkley.
- 2.33 The races will pass through or close to the following areas – South Elmsall, Pontefract, Castleford, Kippax, Garforth, Scholes, Thorne, Pool In Wharfedale and Otley.
- 2.34 A temporary terminus will be created in Ilkley near The Grove due to the all-day closure of Brook Street, Station Road (next to Ilkley Bus Station) and Cowpasture Road. This will result in Ilkley Bus Station being closed all day – rail station access for pedestrians will not be affected, but the area is expected to be very busy. For services including the X84 which operate through Ilkley to/from Skipton and Leeds, temporary stopping arrangements are being planned on the A65 so that through services can be maintained.
- 2.35 On Sunday 6th May the race starts at Halifax Piece Hall and finishes in Leeds City Centre at Victoria Square on The Headrow, where the Tour De France started in 2014.
- 2.36 Halifax Town Centre will be closed from 6am to 3pm, and this will affect all town centre bus stops. For the rest of the route the cyclists will pass through each area under a rolling road closure, apart from at Halifax Main Street and Goose Eye which will be closed for longer periods to manage crowd movements.
- 2.37 Closer to Leeds the A647 Stanningley Road between Cockshott Lane and Ledgard Way will be subjected to a longer road closure due to the race timings.
- 2.38 The race passes through or close to the following areas – King Cross, Mytholmroyd, Hebden Bridge, Oxenhope, Haworth, Oakworth, The Yorkshire Dales, Otley, Pool In Wharfedale and Kirkstall.
- 2.39 Leeds City Centre around The Headrow will be closed all day for preparation of the finish and for dismantling temporary structures at the end of the race. A bus disruption plan is being finalised for both days and will be available during April.

Transport Focus Bus Survey Results

- 2.40 Transport Focus is the national transport user watchdog conducting market research on passenger views and attitudes. The organisations' annual national Bus Passenger Survey is carried out each autumn, and is a useful measure of how bus passengers view their local services.
- 2.41 In autumn 2018, Transport Focus interviewed over 1,500 people in West Yorkshire. 83% of respondents were satisfied with the overall service they receive; an increase of 1% over the previous year, but still below the national average of 88%. There were small increases in satisfaction with punctuality (71%) and value for money (62%), however these remain the major issues for passengers in West Yorkshire.

Northern Powerhouse Rail

- 2.42 Northern Powerhouse Rail (NPR) promises transformational changes in journey times between cities across the North of England. NPR will transform the job market, allowing 1.3 million people access to four or more of the largest economic centres within an hour by rail. WYCA and its Leeds City Region partners have put forward a clear, convincing and evidence led position on its ambitions for NPR and how it should serve this area. This includes Leeds, York and Bradford city centres all having an NPR station.
- 2.43 Transport for the North (TfN) is working on a business case for NPR over the next six months. To further strengthen the evidence base and to assist TfN with developing a business case for a Bradford city centre NPR stop, both WYCA and Bradford Council have commissioned two specific pieces of work. The first is looking at the economic case for a station and how it could be a catalyst for wider city centre regeneration. Initial findings indicate that the North's economy would benefit by £15 billion by 2060 from a Bradford NPR station.
- 2.44 A second piece of work looking at the scale of potential rail demand and revenue generated from a Bradford NPR station is currently being undertaken. Both studies will be completed in late spring and the results will be shared at a future meeting.

East Coast Mainline

- 2.45 The East Coast Main Line (ECML) is one of two high-capacity north-south trunk routes that run between Scotland and London. The InterCity East Coast franchise provides long-distance inter-city services from London King's Cross on the ECML.
- 2.46 The current InterCity East Coast franchise was awarded to Stagecoach and Virgin in November 2014, and commenced on 1 March 2015. It was intended to run to 31 March 2023 (eight years), with the option for a one-year extension to 31 March 2024 at DfT's discretion.

- 2.47 The franchise included commitments to introduce new, direct weekday services from Dewsbury and Huddersfield to London, and a significant increase in direct services between Leeds, York, Shipley, Bradford Forster Square, Horsforth, Harrogate and the capital.
- 2.48 In November, the Department for Transport announced that Stagecoach and Virgin would withdraw from running the service three years early, in 2020, after running into difficulties. The Secretary of State for Transport made a further statement to Parliament on 5 February 2018 updating the position on rail franchising. This statement made clear the current franchisee had “overbid” for the franchise, and that the scale of losses to the operator would mean that the franchise will be terminated in ‘a short number of months’. The statement further clarified that an interim management arrangement will be put in place comprising either a zero-profit management contract with the current incumbent or taking the franchise back ‘in-house’ under the DfT’s statutory ‘operator of last resort’ powers, as happened following the collapse of the National Express East Coast operator.
- 2.49 In February, the Combined Authority wrote to the Transport Secretary seeking assurances that the service commitments, due for delivery in the May 2019 timetable change, are honoured, despite the franchise’s expected termination.
- 2.50 As part of its Long-Term Planning Process, Network Rail is currently consulting on its proposed ECML Route Study. The Combined Authority has prepared a response to the consultation which stresses the need for immediate and future investment to provide the capacity and network capability the City Region requires to achieve modal shift for passengers and freight.
- 2.51 The Combined Authority has also agreed contributions of £10,000 for the next two years to support the Consortium of East Coast Main Line Authorities. The Consortium works on behalf of its 41 members to secure investment, improve the passenger experience, improve capacity and reliability and shorten journey times on the East Coast Main Line.

May Rail Timetable Change

- 2.52 On 20 May 2018 significant changes are due to take place to rail services, including on many Arriva Rail North (ARN, i.e. Northern) routes and on the main Trans-Pennine Express (TPE) Liverpool – Manchester – Leeds – Hull / Scarborough / Newcastle / Middlesbrough lines. These were scheduled to include the major changes originally scheduled for December 2017, which bring in a number of improvements for Leeds City Region services.
- 2.53 Service improvements scheduled to be delivered in May 2018 include:
- Kirkstall Forge service increased from hourly to half hourly
 - Leeds – Harrogate: increase from 2 trains per hour to 4 trains per hour (daytimes)
 - Calder Valley: through trains to Manchester Airport and Chester

- Huddersfield: Trans-Pennine Express (TPE) fast trains to move to more regular timetable, and TPE to take over most stopping services
- Extra weekday hourly train Knottingley – Pontefract – Wakefield – Leeds
- Extra Sunday trains on several routes
- Various improvements to first and last services

2.54 However, further delays to Network Rail works (especially electrifying the Manchester – Preston line, which would free up diesel trains) have compounded an already severe shortage of diesel trains. This means that many of the May 2018 service improvements may not now happen until later – possibly not until the December 2018 timetable change.

2.55 At the time of writing this report, work is ongoing to finalise the May 2018 timetables. A verbal update will be given at the meeting.

New and Refurbished Trains

2.56 Northern have introduced 65 newly refurbished trains on their network. Refurbished trains have a new interior including new floor coverings, repainted carriages and new seating; they are fully accessible and have free Wi-Fi. New LED lighting has also been fitted, and refurbished toilets include improved baby changing facilities.

2.57 Northern will take delivery of additional new trains, 55 Class 195 and 43 Class 331 trains between late 2018 and 2020. They will be a mix of two and three car diesel multiple units and three and four car electric multiple units. The new units will have free WIFI, power sockets and digital information screens.

2.58 TransPennine Express (TPE) have introduced refurbished trains to their network with half of the class 185 trains in their fleet now refurbished and operating on the network. The upgrades include new seats throughout, leather seats in first class, standard plug and USB sockets at every pair of seats in standard and first class, as well as bigger tables to allow more space for laptops and other devices. Free high speed Wi-Fi will also be available.

2.59 TPE are shortly to commence with phase two of the refurbishment of the class 185s, which includes a new fixed catering area. This will avoid the need for a catering trolley to be moved on and off the trains and making availability more consistent.

2.60 Between 2018 and 2020, TPE will introduce three new train fleets, comprising 13 five carriage diesel trains, 12 five carriage electric trains, and 19 five carriage bio-mode trains. The first of the diesel trains will enter service this autumn on the routes between Scarborough and Liverpool and between Middlesbrough and Manchester Airport; this will enable existing class 185 trains to be increased from three to six carriages incrementally on other routes.

Rail Station Car Park Expansions

- 2.61 Work has started on a £32m programme of car park extensions at a number of rail stations throughout West Yorkshire, using land owned by Network Rail or local authorities. Increased car parking capacity will enhance accessibility to the rail network and support sustainable employment growth in the main urban centres. The car parks will provide: additional standard and blue badge parking bays, CCTV, lighting and drainage.
- 2.62 Rail Station car parks included in the programme are as follows:
- South Elmsall – completed, with 50 additional spaces taking the total number of spaces to over 100
 - Fitzwilliam – completed with more than 100 new, free car park and ride spaces available
 - Mirfield Site A (adjacent to the existing car park) - construction work due to commence April/May 2018
- 2.63 Work should start on the following station car parks within the next 12 to 18 months, subject to approvals:
- Hebden Bridge
 - Normanton
 - Mirfield (Site B)
 - Mytholmroyd
 - Shipley
 - Steeton & Silsden
- 2.64 The following station car parks are at initial feasibility stage:
- Apperley Bridge
 - Ben Rhydding
 - Guiseley
 - Morley
 - Moorthorpe
 - Outwood

CityConnect

- 2.65 CityConnect launched a second round of Community Grants in March, with grants of up to £10,000 to organisations who can encourage their local communities to walk or cycle to access work or training. The closing date for bids was 15 April 2018. In the first round of grants 12 organisations across West Yorkshire were awarded funding and those projects are now being delivered.
- 2.66 The CityConnect Bike Friendly Schools initiative has recently completed its first year of delivery, with over 2,000 school children receiving cycle training through 13 'Bike Friendly' schools.
- 2.67 The Cycle for Health initiative has also started its second year of delivery. These cycle training sessions are aimed at helping people who have had

physical or mental health illnesses to become more active, helping them to increase their confidence and aid in their recovery. The 12 week courses are run across West Yorkshire, through direct referrals from the health service.

3 Recommendations

3.1 That the information report be noted.

4 Background Documents

None.

5 Appendices

None.

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