

BRADFORD DISTRICT CONSULTATION SUB- COMMITTEE

**MEETING TO BE HELD AT 5.00 PM ON MONDAY, 29 OCTOBER 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 16 APRIL 2018**
(Pages 1 - 4)
- 5. PETITION FROM LISTER COMMUNITY ACTION GROUP -
CHANGES TO THE 680 BUS TIMETABLE**
- 6. SPENDING PRIORITIES FOR TRANSPORT SERVICES**
- 7. OPERATORS UPDATES**
- 8. INFORMATION REPORT**
(Pages 5 - 16)
- 9. OPEN FORUM - QUESTIONS AND SUGGESTIONS**
- 10. DATE OF THE NEXT MEETING - 11 FEBRUARY 2019**

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 16 APRIL 2018 IN COMMITTEE ROOM 1, CITY HALL, BRADFORD

Present:

Councillor Taj Salam (Chair)	Transport Committee
Councillor Hassan Khan	Transport Committee
Councillor Rebecca Poulsen	Transport Committee
Christopher Allan	Public Representative
James Craig	Public Representative
Stephen Hetherington	Public Representative
Andrew Jewsbury	Public Representative
Peter Ketley	Public Representative
Nasreen Khan	Public Representative
Gareth Logan	Public Representative
Norah McWilliam	Public Representative
Andrew Noble	Public Representative
Graham Peacock	Public Representative
John Prestage	Public Representative

In attendance:

Oliver Howarth	First Group
Pete Myers	Northern
Phil Jolly	Transdev
Neale Wallace	West Yorkshire Combined Authority
Khaled Berroum	West Yorkshire Combined Authority

1. Apologies for absence

Apologies for absence were received from Keith Renshaw and Councillor Nussrat Mohammed.

2. Declarations of Disclosable Pecuniary Interests

None were declared.

3. Exempt information – possible exclusion of the press and public

There were no exclusions of the press and public at the meeting.

4. Minutes of the meeting held on 22 January 2018

Matters arising from the last meeting included:

- A long term solution for the problems with the surface of the bus movement area at Bradford Interchange will be incorporated into the masterplan for the site; patching will continue to be applied in the short term .
- Bradford Interchange is managed by the Combined Authority and Northern Rail. The Council is responsible for access to the site.
- Funding is being sought for the pedestrian/ cycle scheme at Queensbury Tunnel.

Resolved - That the minutes of the last meeting be approved.

5. Tracker Survey

The subcommittee was provided with a presentation outlining the findings of the annual West Yorkshire Tracker Survey, followed by questions and a discussion covering the following:

- The Buses Act of 2017 requires operators to make data public enabling the creation of apps. Government guidance around this is expected within the year (2018).
- Officers would double check and report back to the committee about whether the survey and website were available in other languages.
- Transport for the North (TfN) is leading the development of an integrated smart ticketing system across the north of England – not the Combined Authority.
- Due to the greater take up of digital services , the use of printed timetable booklets and maps has decreased. The Combined Authority will print 5,000 or so copies of the bigger services when initially issued but will not be re-printed until the next major change. This reflects the general trend to go paperless across all aspects of customer service
- Park and Ride, and Rail, will be separate modes of transport on next year's survey.
- Only West Yorkshire residents are respondents to the survey.

Resolved: That the Tracker Survey and the subcommittee's feedback be noted.

6. Operator updates

Northern updated the subcommittee on service changes affecting Bradford due to the new timetable update scheduled for May 2018. Due to an unfortunate delay in the electrification of rail near Bolton, certain electric train reallocations which the new timetable relied upon could not be made and the timetable had to be redone. It was emphasised that no previous plans have been cancelled, only delayed until the new lines and trains are in operation – expected in Summer/Autumn 2018.

- There will be a new Leeds to Southport via Brighouse service.
- Due to delay of the rail electrification, the extension of service from Bradford beyond Manchester Victoria to Chester or the airport has been postponed
- The York – Bradford – Blackpool services will be split due to the electrification works. Passengers from Bradford to Blackpool will need

to change at Preston.

- The timetable for the Foster Square, Ilkley, Skipton services will change to accommodate additional stops at Kirkstall Forge.
- The security presence at Bradford Interchange has been increased by the Combined Authority and all Northern staff are now out from behind the glass and more directly accessible to customers and passengers.

The subcommittee discussed the changes, followed by questions and a discussion covering the following:

- New trains are expected to be in operation by January 2020 and are currently being tested – diesel first, and the electric ones will follow.
- Members felt there were not enough early morning services even though the Franchise commits Northern to more early/late services. Track access is limited in early/late time slots due to necessary works and other considerations taken by Network Rail for maintenance – without track access, early services cannot run. The Combined Authority and Northern are raising the issue with Network Rail.
- Network Rail were commended for the work they have put into mitigating the effects of bad weather and rain on landslides affecting rail lines and work was being done to improve prevention efforts in the future further.
- Concerns were raised about the new penalty fares regime and assurances were given that the policy will be reasonably applied, only at stations with working ticket machines which will be maintained well, the scheme will be advertised widely and there will be 'promise to pay' tickets issued to alleviate any issues that may arise. Prepaid tickets were advised for school children and lateness/queues would be a good excuse for not boarding with a ticket.

First reported no major bus service changes, that Bradford depot is now fully staffed with people and buses, and that contactless payment is now live – though there are no plans to eliminate cash on buses.

Transdev reported the following updates:

- New Keighley services, following new tender awards from the Combined Authority, and investment in five new vehicles (partly British made) for them.
- Introduced contactless payments, with 7% of income being generated from contactless payments in the first two weeks.
- A recruitment drive currently ongoing.
- A formal concern was raised that Bradford Highways seemingly did not grit primary route roads which affected bus services.
- A new hourly service to-and-from Leeds-Bradford airport is planned from May 2018.
- Concerns were raised that there were some services calling in at certain bus stops at 9.29am, where senior passes only activate from 9.30am. It was reported that all services should be even times (i.e. 9.30am) and the Combined Authority would speak to operators to ensure that all services are being ran in the customer's interest.
- Transdev drivers were praised for conduct and service during the bad weather, ensuring that passengers were not left stranded or in trouble.

Resolved: That the operator updates be noted and subcommittee's feedback be noted.

7. Information Report

An information report was presented updating the sub-committee on matters relating to the Bradford district and followed by questions and a discussion covering the following:

- Regarding Yorkshire Tiger minibuses, the Combined Authority does monitor the fulfilment of contracts to ensure that they are adhered to and maintained through regular contract compliance meetings.
- The changes to Bradford Interchange will be sufficiently publicised so passengers are aware and staff will be on site to assist people as needed.

Public representatives suggested that bus stop timetable designs should be colour-blind compliant, display bus operator company logos (not to take up too much space) and be accessible to smaller people and people with wheelchairs.

Resolved: That the information report be noted.

8. Open Forum - Questions and Suggestions

Questions asked and answered were:

- Mcard holders are not eligible for rail 'delay repayment' schemes– This is subject to ongoing discussions with rail companies.

Suggestions made included:

- Younger passengers should be better informed that they should not throw tickets away immediately upon getting on the bus and should keep them in case of inspection.
- There is too much focus on buses and rail without any focus on walking and cycling – particularly integrating rail and cycling.

9. Provisional date of the next meeting – 29 October 2018



Report to: Bradford District Consultation Sub Committee

Date: 29 October 2018

Subject: Information Report

Director(s): Dave Pearson Director Transport Services

Author(s): Various

1. Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Bradford District.

2. Information

Department for Transport Inclusive Transport Strategy

- 2.1 The Department for Transport (DfT) has published its Inclusive Transport Strategy (ITS), which aims to improve accessibility for disabled people across the UK's transport network. The strategy aims to make travel fully accessible and inclusive for disabled passengers by 2030. The strategy covers all modes of transport and has five main themes which encompass a wide range of measures to support people with disabilities:
- Staff training
 - Awareness and enforcement of passenger rights
 - Improving information
 - Improving physical infrastructure
 - The future of inclusive transport
- 2.2 The strategy includes investment in rail accessibility infrastructure, commitments to produce league tables which highlight operators that are delivering the best service for disabled people, and funding for Changing Places accessible toilets at motorway service stations.
- 2.3 Further details are available at:
www.gov.uk/government/publications/inclusive-transport-strategy

Changes to Blue Badge Eligibility

- 2.4 The Department for Transport (DfT) has announced an extension of Blue Badge eligibility criteria from early 2019. The new criteria will extend eligibility to people who cannot undertake a journey “without there being a risk of serious harm to their health or safety or that of any other person (such as young children with autism)”. They will also include those who cannot do so without it causing them “very considerable psychological distress and those who have very considerable difficulty when walking”
- 2.5 The Department for Transport is working with stakeholders to develop new guidance to help them administer their Blue Badge schemes when these changes come into force.

Audio Visual Information

- 2.6 The Department for Transport (DfT) recently sought views on ways to improve information for bus passengers through the Bus Services Act 2017 and Accessible Information Regulations. DfT proposes to introduce regulations requiring bus operators to provide audible and visual information on local bus services to help passengers identify the route and direction of services, each upcoming stop and points at which diversions start or end. They intend to specify when this information must be made available (i.e. at what point of the journey) and to what standard, allowing operators to select equipment or process that works for them. The consultation accepted that a smartphone only based solution was not acceptable.
- 2.7 The Combined Authority responded to consultation questions, providing a number of points for their consideration. This included a requirement to make sure that information is accessible to wheelchair users who are facing backwards when travelling on the bus and those who have hearing loops.
- 2.8 The DfT envisages the regulations commencing on 6 April 2019, though the compliance dates will be staggered depending on vehicle age and size of bus operator.
- 2.9 Further information is available at www.gov.uk/government/consultations/bus-services-act-2017-accessible-information

Open Data

- 2.10 The DfT recently sought views on ways to improve information for bus passengers through the Bus Services Act 2017 and open data legislation. The DfT are proposing to make Regulations requiring the provision of digital Open Data by all operators of local bus services across England (outside London). The aim is to make it easier for bus passengers to plan their journeys through access to routes and timetables data, fares and tickets data, and real time information.
- 2.11 It is proposed that transport operators will provide the data, it is imperative that high quality and reliable data is provided and kept up to date to make sure customers can make informed and reliable journey decisions.
- 2.12 Further details are available at www.gov.uk/government/consultations/bus-services-act-2017-bus-open-data

- 2.13 The Combined Authority responded to the consultation and provided a number of points for consideration.

Clean Bus Technology Fund

- 2.14 The Combined Authority and Leeds City Council successfully obtained a combined £4.2 million of Department for Environment Food and Rural Affairs (DEFRA) grant funding under its Clean Bus Technology Fund (CBTF) to enable the fitting of emission control equipment to 255 buses (approximately a quarter of the West Yorkshire bus fleet). A Combined Authority competition to distribute the grant to operators identified greater demand to improve bus emissions than grant available and the CBTF grant has now been bolstered through £850,000 of grant from the Leeds Public Transport Investment Programme to extend retrofitting to a total of 300 vehicles. The Combined Authority is delivering the project on behalf of Leeds Council and is currently allocating the grant funding to bus operators. Vehicle conversions will commence
- 2.15 Through improving mid-life buses to the latest Euro VI engine emission standard, the project is forecast to create an annual Nitrogen Oxides emission saving of 358 tonnes and reduced air quality related health costs of £9 million. Whilst 300 buses will be improved in total, many of them will operate across district boundaries, the approximate number of converted buses operating in each District is expected to be as follows;
- Bradford – 79 vehicles;
 - Calderdale – 39 vehicles;
 - Kirklees – 66 vehicles;
 - Leeds – 219 vehicles
 - Wakefield – 26 vehicles.

Transforming Cities Fund

- 2.16 The Combined Authority has secured further investment to improve transport, with confirmation it will receive a share of the £840m Transforming Cities Fund. The Department for Transport has announced the Combined Authority's bid to the Fund, on behalf of the Leeds City Region, has passed the first stage and money will now be made available to develop more detailed proposals.
- 2.17 The Combined Authority's submission set out plans to improve public transport along four key routes in the Leeds City Region and to upgrade connections to eight rail stations.
- 2.18 The amount of funding the Combined Authority is to receive has yet to be decided.

Performance of Northern / TransPennine Express rail services

- 2.19 The rail industry uses the Public Performance Measure (PPM) which combines figures for punctuality and reliability into a single performance figure. For TransPennine Express (TPE) it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival time. Rail performance in the North has deteriorated following the introduction of the May 2018 timetable. The following summarises performance over the period April to September:

- Northern averaged 81% PPM in the whole region compared to 91.5% in the previous year. Whilst there has been a small improvement since the end of July when, performance is still well average. Northern services in West and North Yorkshire over the same period averaged 87% PPM compared to 95.7% in the previous year. Since the new timetable an average of 2.6% of trains have been cancelled and 5% of trains have operated in our region with fewer carriages than planned. Whilst overall this performance is better than the average across the north, this masks the fact that some routes such as Calder Valley have experienced a high level of delay and cancellation whereas other routes less so.
- TransPennine Express (TPE) averaged 73% PPM on its North route (via York, Leeds and Huddersfield) compared to 91% in the previous year. Since the new timetable an average of 16% of trains have been cancelled. Performance in August/ early September showed some signs of improvement following actions taken by Network Rail with regard to signalling and train regulation at Leeds, Manchester on East Coast mainline. However performance is still well below average

2.20 Autumn will bring further risks to rail performance due to the effect of leaf-fall on rail conditions. Train Operators and Network Rail have given assurances that the necessary planning and resources are in place however weather conditions create a variability in this regard. The ongoing industrial action at Northern is currently reducing the level of service operated on Saturdays.

Compensation for Rail Passengers

2.21 Northern and TransPennine Express are operating a special compensation scheme for season ticket holders on routes which were badly affected by performance immediately before and in the weeks after the timetable change in May. This provides for between one and four weeks' value of travel, paid in cash, depending on the route. Eligibility for compensation scheme was subsequently extended to regular travellers (defined as those who travelled 3 or more days a week, but not on season tickets. The special compensation scheme is prescribed by the Department for Transport and administered by the respective Train Operating Companies.

2.22 The Department for Transport has also announced an enhanced Delay Repay scheme for all Northern passengers. From December, passengers whose journeys are disrupted by 15-29 minutes will also be able to claim compensation under the Northern Delay Repay scheme – currently only those delayed by 30 minutes or more can claim (Delay Repay does not apply to passengers delayed due to inability to board an overcrowded train). The Department has also clarified that multi modal tickets such as M Card are now eligible for Delay Repay. Previously the train operators considered multi modal tickets to be outside the scheme.

Rail Industry Reviews Following the Timetable Crisis

2.23 A review of the devolved arrangements for managing the Northern and TransPennine franchises has been commissioned and is being led by Councillor Judith Blake and Rail Minister Jo Johnson. This will seek to place the passenger at the heart of decision making and will look at how the devolved franchise management arrangements can be strengthened to

prevent a repeat of the difficulties experienced by passengers since the timetables changed in May. The review is now underway and the Combined Authority's comments have been submitted to it. The Review is expected to report its findings in December 2018. The Office of Rail and Road (ORR) is also looking at the national circumstances which gave rise to these problems and has submitted initial findings. The Secretary of State has announced a major review of the UK rail industry in the light of the failure of several franchises and the problems emerging nationally from the timetable changes.

Calder Valley Line Upgrade

- 2.24 Network Rail has been carrying out works to the Calder Valley line between Hebden Bridge and Leeds via Halifax and Bradford Interchange. This is part of a programme to increase the capacity and capability of this route, and follows completion of earlier works between Manchester Victoria and Hebden Bridge which increased line speeds as well as improving operational flexibility around Rochdale station.
- 2.25 Network Rail presented information on this project to Transport Committee on 12 January 2018. The works in West Yorkshire have included:
- improving rail boundaries, drainage and other assets to 'harden' the route and improve resilience of the line;
 - line speed improvements between Hebden Bridge and Bradford Interchange;
 - remodelling of the track layout at Bradford Interchange and the junctions south of the station providing much greater flexibility by allowing parallel moves of trains into and out of the station;
 - resignalling between Hebden Bridge and Bradford Interchange, with more signals to allow significantly reduced 'headways' (the minimum distance between trains), together with renewal of existing signals between Bradford Interchange and west of Leeds; and
 - transfer of the control of signalling between Hebden Bridge and New Pudsey to the York Rail Operating Centre (ROC).
- 2.26 At the time of writing, the works listed above are due to complete during a three-day closure of the railway on 20, 21, and 22 October 2018, when the new signalling is commissioned. This will mark the completion of the track and signalling works on this line, whilst platform extensions are expected to continue until Christmas.
- 2.27 There should be immediate benefits from completion of this project in terms of the reliability of the line, as there will be greater flexibility to recover from delays. This is important because the line is often one of the poorest for performance in West Yorkshire. Once timetables are recast in 2019, the line speed changes should enable a reduction in the journey time between Bradford Interchange and Manchester Victoria of 3 minutes, with potential further improvements once new trains are introduced with better acceleration. The works will also facilitate the planned increase in services on the Calder Valley line from December 2019, as well as the ability to better space out the mix of fast and stopping trains.

- 2.28 Improvements at Hebden Bridge station are also currently underway. This includes the installation of two 16-person lifts to provide step-free access to the existing subway, improvements to the station forecourt to improve access and an extension to the car park to provide an additional 46 spaces. The Combined Authority has facilitated funding for these works via the DfT Access for All Programme and the West Yorkshire Plus Transport Fund respectively.
- 2.29 Both platforms at Hebden Bridge were also extended in summer 2018. This is part of a wider programme of platform extensions are currently underway, as reported separately.

Platform extensions programme

- 2.30 Network Rail is committed to extending platforms at numerous locations around West Yorkshire in parallel with the franchise commitments from Northern and TransPennine Express to extend trains.
- 2.31 The work is phased according to when the extended platforms are expected to be required. Extensions at Marsden and Slaithwaite were completed earlier in the year to coincide with the commencement of TransPennine Express services at these stations.
- 2.32 Platform extensions are due to be complete by December 2018 at the stations in the table below. In most cases works have now commenced on site or is already complete.

Bradford Interchange	Brighouse	Cottingley
Deighton	Hebden Bridge	Mirfield
Morley	Mytholmroyd	Ravensthorpe
Sowerby Bridge	Todmorden	Walsden

Yourvoice: Digital Engagement Hub

- 2.33 The Combined Authority launched a digital engagement hub for consultation and engagement activities in June 2018: www.yourvoice.westyorks-ca.gov.uk.
- 2.34 The interactive hub will be used for consultation and engagement activity, as well as providing details about the outcome of consultation / engagement exercises and how feedback from respondents has influenced decision making. There is also the ability for people to register to be kept informed about upcoming consultation / engagement exercises.
- 2.35 The hub will not remove the need for face-to-face or paper based responses but it does provide an additional, and for many people, easier way to have their say.
- 2.36 Since launching the hub in June, the majority of the engagements have been transport related and many of them have been carried out in partnership with District Councils. Details of yourvoice engagement activities to date and those planned for the next six months or so are listed below:

- Bradford – Shipley Corridor - late 2018 / early 2019 engagement planned
- Bradford Corridor Improvement Programmes - January 2019 engagement planned

Shipley Bypass Feasibility Study

- 2.37 The Department for Transport has agreed to fund a feasibility study on a bypass around the east of Shipley.
- 2.38 The Shipley bypass feasibility study could uncover evidence of the wider benefits of a new bypass to the town; for example, by cutting congestion in the town centre by moving traffic onto an alternative road. It will also explore how a route around the east of the city could improve air quality and remove barriers to economic growth.
- 2.39 If found to be viable, a relief road would provide a second crossing of the River Aire at Shipley and potentially create access to future development opportunities, including new housing.

Bus Service Policy - Guidelines on the Provision of Local Bus Services

- 2.40 The Combined Authority has developed a revised policy for how it uses its powers to procure bus services. Through the revised policy the Combined Authority will aim to provide a transport service to link communities to the nearest transport hub (with regard to the availability of local shops and facilities) at which passengers can transfer onto regular public transport services for onward travel between 0700 and 1900 Monday to Sunday. The type and nature of the transport service provided will have regard to the size and nature of the community and the predominant journey purpose (services that provide communities with access to the public transport network and opportunities for employment will be given highest priority).
- 2.41 In determining access to a service, the Combined Authority will consider if a community has access to a service if the majority of households in a community are within a safe walking distance of 600m (10 minutes' walk) to a bus or rail service and will have regard to the local geography, topography and demographics.

Future of Bus 18

- 2.42 Bus 18 was planned to be a short term initiative to enable early progress in delivering the Bus Strategy in the period to 2018. This approach has had benefits in being action focussed, and discussions are now taking place with District Authorities, Transport Committee Members and bus operators to establish a further initiative and work programme over a three year timescale until the end of 2021.
- 2.43 At the time of setting up Bus 18, the formal provisions in the Bus Services Act formalising relationships between Local Transport Authorities and bus operators were not clear. It is intended to develop the successor arrangements to Bus 18 as a formal voluntary partnership.

MyDay Tickets

- 2.44 My Day, a new all-day, “go anywhere” bus ticket for West Yorkshire’s young people was launched on 9 July. The My Day ticket is available at an introductory price of £2.60 until 31 December.
- 2.45 MyDay has been used by thousands of young people to travel throughout West Yorkshire. Over 25,000 were sold over the summer and bus companies recorded a 25% increase on multi-operator child bus ticket sales over the previous August.
- 2.46 MCard and Bus18, which includes West Yorkshire Combined Authority and major bus operators Arriva, First and Transdev, worked with the Leeds Youth Council and other young people’s groups to develop and promote MyDay.

Real Time Displays

- 2.47 The final stage of testing is taking place on the new four line LED screens, which will be replacing the existing blue monitor screens at 750 shelters throughout West Yorkshire. The new screens offer a clearer display and the capacity to show more services and real time information than on current screens. Installation will commence in late 2018 into 2019.

Pickup and drop off – Bradford Interchange

- 2.48 Work to improve the main entrance of Bradford Interchange was completed in August. Among the improvements are new and extended pedestrian crossings, new guard railing to segregate pedestrians from vehicles, which will improve safety, a dedicated taxi rank, a new pick-up and drop-off area and a short-stay disabled parking space.

Bus station toilet refurbishment

- 2.49 The public toilets at Bradford Interchange were refurbished during August. To help ensure the new facilities can be maintained to the high standards of cleanliness and maintenance passengers expect, a 20p charge has been introduced for use of the toilets. The accessible toilet remains free of charge.

Bus Service Changes

- 2.50 First are making a number of commercial service changes from 28th October. The main changes are summarised below:
- Service 613,614 Buttershaw – Bradford – Thackley – Shipley
A revised timetable will be introduced. The frequency between Bradford and Buttershaw will be reduced to half-hourly with each service operating hourly in each direction around the Wibsey and Cooper Lane ‘loop’.
 - Service 623 Bradford – Shipley – Bingley – Bingley Kingsway
This commercial service will be withdrawn. There will be a loss of a direct service between Priestthorpe Lane, Mornington Road and Shipley.
 - Service 633 West Bowling – Bradford – Wrose - Shipley
The Mon-Sat daytime First commercial service will now operate every 30 minutes between Bradford and Shipley only. New First commercial service 671 will now operate hourly, covering the current section of 633 route between West Bowling and Bradford.

- Service 670 Bradford – Greengates – Kirkstall- Leeds
This service will be withdrawn and replaced between Bradford and Thorpe Edge by new First service 671 and between Greengates and Leeds by new First service 35.
- Service 671 West Bowling – Bradford – Thorpe Edge
This is a new Mon-Sat hourly daytime service, which will replace First service 633 between West Bowling and Bradford and service 670 between Bradford and Thorpe Edge.
- Service 680 Bradford – Heaton – BRI – Cottingley - Bingley
The daytime Mon-Sat First commercial service between Bradford and BRI will be reduced from every 30 minutes to every 60 minutes.

Christmas Bus and Rail Services

- 2.51 Bus Operators will adopt the usual operational pattern over the Christmas period.
- 2.52 Train services over the Christmas and New Year period will generally operate a largely normal service, with no services on Christmas Day or Boxing Day.
- 2.53 Full details will be provided at wymetro.com when they are available.

Date	Bus Service Pattern	Rail Service Pattern
Christmas Eve	Gradual reduction of services from 6pm, with no services after 8pm	Normal service during the day, winding down in the evening
Christmas Day	No service	No service
Boxing Day	Boxing Day services (see	No service
27th & 28 th	Saturday service	Normal service
29 th December	Normal Saturday service	Normal Sunday service
30 th December	Normal Sunday service	Normal Sunday service
New Year's Eve	Gradual reduction of services from 6pm, with no services after 8pm	Normal service during the day, winding down in the evening
New Year's Day	No service except limited 757 service	Some early cancellations, normal service from 9am
Tuesday 2nd	Normal services resume	Normal services resume

Boxing Day Services

- 2.54 On Boxing Day, the Combined Authority is supporting a network of services throughout West Yorkshire. Services will operate approximately every half-hour

between 0900 and 1800 on main routes in West Yorkshire. Further details will be available at www.wymetro.com

- 2.55 Normal operator fares will apply, MCard and ENCTS passes are all valid.

City Connect

- 2.56 Works continue to deliver the cycle way between Stanley Road and Bradford city centre along the Canal Road Corridor. The route will connect to the Canal Road greenway providing a segregated traffic free route from Shipley into Bradford. Details of the construction programme and plans are included on the City Connect website <https://cyclecityconnect.co.uk/projects/canal-road-bradford> and the project is due to be completed in late November 2018. In addition, some enhancement works will be taking place along the cycle superhighway between Leeds and Bradford.
- 2.57 The Airedale Greenway project, providing towpath upgrades on the Leeds-Liverpool Canal into Silsden was completed in August 2018.
- 2.58 A further proposed extension to the CityConnect programme includes additional cycle route improvements in Bradford on the Leeds-Liverpool Canal towpath in the Shipley area, upgrading those sections that have deteriorated since completion of the first phase of CityConnect works.
- 2.59 The CityConnect Communications and Engagement team are currently delivering a programme of supporting activity and initiatives, targeting schools, businesses, commuters and communities across West Yorkshire, as well a programme of free adult cycle training targeting people who want to access work and training as well as for health benefits. Since the start of the programme over 17,500 beneficiaries have been engaged in the project
- 2.60 Through the business engagement scheme, 198 businesses in West Yorkshire have benefitted from free consultancy advice on how to be more bike friendly as well as having access to up to £5k of grant funding to improve facilities. On average, businesses that have been through the process have seen a 25% increase in their employees cycling to work.
- 2.61 In Bradford, 34 businesses are currently engaged with the project, receiving grants to fund facilities such as improved bike parking, pool bikes, e-bike schemes and public bike maintenance stands. Organisations in Bradford currently engaged with the project include West Yorkshire Police, Shipley College, Shipley Town Hall and Saltaire Brewery.

3. Recommendations

- 3.1 That the information report be noted.

4. Background Documents

None.

5. Appendices

None.

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