

## **WAKEFIELD DISTRICT CONSULTATION SUB- COMMITTEE**

**MEETING TO BE HELD AT 5.00 PM ON THURSDAY, 1 NOVEMBER  
2018 IN OLD COURT ROOM, WAKEFIELD TOWN HALL**

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### **A G E N D A**

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS 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 26 APRIL 2018**  
(Pages 1 - 4)
- 5. PETITION - WITHDRAWAL OF THE ARRIVA 134 SERVICE**
- 6. SPENDING PRIORITIES FOR TRANSPORT SERVICES**
- 7. OPERATOR UPDATES**
- 8. INFORMATION REPORT**  
(Pages 5 - 14)
- 9. OPEN FORUM - QUESTIONS AND SUGGESTIONS**
- 10. DATE OF THE NEXT MEETING - 14 FEBRUARY 2019**

Signed:



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

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## MINUTES OF THE MEETING OF THE WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON THURSDAY 26 APRIL 2018 IN OLD COURT ROOM, TOWN HALL, WAKEFIELD

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### **Present:**

Usman Ali (Acting Chair)	Public Representative
Councillor Kevin Swift	Transport Committee
Nigel Ashton	Public Representative
Cliff Baker	Public Representative
John Churms	Public Representative
Peter Daniels	Public Representative
David Hogg	Public Representative
Thomas Randall	Public Representative
David Young	Public Representative

### **In attendance:**

Kim Purcell	Arriva Yorkshire
Pete Myers	Northern
Neal Wallace	West Yorkshire Combined Authority
Khaled Berroum	West Yorkshire Combined Authority

### **1. Apologies for absence**

Apologies for absence were received from Councillor David Dagger and Paul Howden.

### **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 18 January 2018**

**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:

- • Due to the greater take up of digital services budget pressures

requiring savings to be made, the use of printed literature 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.

- Buses used to use airdials to transmit real time location data, but that the more accurate GPS is used by the new ticket machines which are a requirement for future CA contract services.
- District specific data is not published as the sample size is too small to accurately draw Wakefield district-specific data and conclusions, though this will be considered in future, resources permitting.

Concerns were also raised about the increasing digitalisation of services and what security measures the Combined Authority was employing. It was reported that the Combined Authority was testing robust firewalls frequently, but that officers will double check what measures were currently employed to protect against phishing scams and other potential breaches.

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

## 6. Operator updates

Northern updated the subcommittee on service changes affecting Wakefield 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. The new changes will be distributed to the subcommittee after the meeting. Northern also reported a Combined Authority scheme to refurbish Castleford station including a renovation and expansion of the car park.

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

- Plans for an extra train on the York-Pontefract Baghill service has been postponed until December 2018.
- A typo was noted on the schedule of the 10:14 Pontefract-York service departing at 10:15 and will be corrected – there should be a minimum five-minute turnover.
- Further improvements to services in Pontefract will require extra investment, for which a business case and funding will be needed.
- Northern colleagues will double check the apparent reduction in the 7.40 Sandal-Leeds service, being reduced to two carriages, and report back.
- Concerns were raised about the Huddersfield service now terminating at Kirkgate losing connections to London trains and issues for schoolchildren and others who travel from into Wakefield.
- Suggestions were also given for alleviating the parking problems at Kirkgate and concerns were raised that it could get worse with service

changes.

- Thorpe Park, Elland, and White Rose new stations are planned – but not Horbury
- There is uncertainty around plans to have a direct service to Bradford – not going through Leeds – in 2019.
- 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.

Arriva reported the following updates:

- 10 Euro4 vehicles have been replaced with new Euro5 vehicles in Wakefield and work is being undertaken to upgrade the entire fleet.
- The Travel Office has been refurbished and now hosts an MCard machine outside.
- The company’s operations performance was rated as 99.5% of mileage operated in controllable conditions. Mileage lost for ‘uncontrollable’ reasons was 0.48% and 1.5% in February and March 2018 respectively – largely due to adverse weather.
- Punctuality increased 1.26% since last year.
- That the Combined Authority and operators cooperated well during the recent bad weather, establishing a scheme where operators accepted each other’s tickets to ensure everyone could get home – a scheme replicated across the country.
- An increase in female drivers due to a recruitment drive.
- Plans to introduce contactless payments in the future.
- Arriva colleagues are currently following up on a request to consider a new service to the industrial park.

**Resolved:**

- a) That the operator updates be noted and subcommittee’s feedback be noted.
- b) That the Combined Authority and operators be commended for their cooperative approach during the bad weather crisis and that greater cooperation, within current competition laws, be formally considered more often in the future.

## **7. Information Report**

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

- Combined Authority express its disappointment that TfN held no public engagement events in Wakefield, but did so in Leeds and Huddersfield
- The Combined Authority is trying to ensure that no services are lost, as are Transport for Greater Manchester and South Yorkshire Passenger Transport Executive.
- Car parking is becoming a problem as rail becomes more popular.

Fitzwilliam car park extension has delivered fewer than anticipated extra places due to the expense of the scheme and complications of the project regarding underground flood prevention.

The subcommittee suggested that empty land near Fitzwilliam (owned by Network Rail) and Normanton be incorporated into the car park extension projects if possible. Combined Authority officers will feed that back, but the project might be too far along to modify at this time.

**Resolved:** That the information report be noted.

**8. Open Forum - Questions and suggestions**

The subcommittee discussed the tendency of buses to use the car lane on the Black Road-Doncaster Road junction in Normanton, instead of the bus lane because it was faster and it was reported that this issue was being looked into by the Council's independent safety audit, after being raised by residents and Arriva.

**9. Provisional date of the next meeting – 1 November 2018**



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**Report to:** Wakefield District Consultation Sub Committee

**Date:** 1 November 2018

**Subject:** Information Report

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**Director(s):** Dave Pearson Director Transport Services

**Author(s):** Various

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## 1. Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Wakefield 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](http://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](http://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](http://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.

#### Yourvoice: Digital Engagement Hub

- 2.19 The Combined Authority launched a digital engagement hub for consultation and engagement activities in June 2018: [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk).
- 2.20 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.

- 2.21 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.
- 2.22 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. Engagement on Castleford rail station will be added to yourvoice early in 2019.

#### Performance of Northern / TransPennine Express rail services

- 2.23 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
- 2.24 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

- 2.25 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.

2.26 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

2.27 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.

Platform Extensions Programme

2.28 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.

2.29 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.

2.30 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 are already complete.

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

2.31 Platform extensions are planned for early in 2019 at the stations in the table below.

Castleford	Featherstone	Knottingley
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Normanton	Pontefract Monkhill	Pontefract Tanshelf
Streethouse	Woodlesford	

- 2.32 The stations on the Penistone Line in the table below are programmed for platform extensions before the end on 2019.

Berry Brow	Brockholes	Honley
Lockwood	Shepley	

- 2.33 Platform extensions on the Trans-Pennine route are being constructed as temporary structures pending confirmation of the scope of the TransPennine Route Upgrade (TRU) project. If TRU does not result in the alteration of these stations, then the platform extensions will be upgraded to a permanent fixture.

#### Rail Station Car Park Extensions

- 2.34 Work is progressing on car park extension schemes at Normanton, Outwood and Moorthorpe, with construction works due to commence over the next 18 months.

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

- 2.35 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).
- 2.36 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

- 2.37 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.
- 2.38 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

- 2.39 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.
- 2.40 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.
- 2.41 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

- 2.42 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.

### Christmas Bus and Rail Services

- 2.43 Bus Operators will adopt the usual operational pattern over the Christmas period.
- 2.44 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.
- 2.45 Full details will be provide at [wymetro.com](http://wymetro.com) when they are available.

<b>Date</b>	<b>Bus Service Pattern</b>	<b>Rail Service Pattern</b>
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 <sup>th</sup>	Saturday service	Normal service
29 <sup>th</sup> December	Normal Saturday service	Normal Sunday service
30 <sup>th</sup> 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
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### Boxing Day Services

2.46 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](http://www.wymetro.com)

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

### City Connect

2.48 Construction of the first phase of the CityConnect funded elements of the Castleford to Wakefield Greenway project between Fairies Hill Lock and Methley Bridge was completed in February 2017. Subsequent phases are approved for delivery; these include, extending the existing section of the greenway over the Hallam Line via a new bridge and on to the disused railway viaduct and a further phase following on from the Viaduct into Leeds district. These works are planned to be complete by early 2019.

2.49 A further proposed extension to the CityConnect programme includes an additional link from the Castleford-Wakefield Greenway to the Trans Pennine Trail in Leeds.

2.50 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.

2.51 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.

2.52 In Wakefield, 26 organisations have benefitted from being part of the bike friendly business programme, including Mid Yorkshire NHS Trust at both Pontefract and Pinderfields sites, who have recently been successful in being awarded grant funding for improved and more secure bike parking.

## **3. Recommendations**

3.1 That the information report be noted.

## **4. Background Documents**

None.

## **5. Appendices**

None.



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