

Report to: Transport Committee

Date: 5 July 2019

Subject: **Leeds City Region Transport Update**

Director: Dave Pearson, Director, Transport Services

Author(s): Various

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1. Purpose of this report

1.1 To provide the Transport Committee with an update on current issues.

2. Information

Bus issues

Bus Company Ownership

2.1 On 29 May, First Group PLC made an announcement to shareholders that it is “pursuing structural alternatives to separate our First Bus operations from the Group” as part of a process of re-structuring the company, A full transcript of the statement is included as **Appendix 1**. On 27 June, First announced the sale of its Bolton depot and operations to Rotala PLC. Members may also be aware that Deutsche Bahn has also indicated its intentions to dispose of its Arriva business in the UK.

2.2 The Chair has met with the Managing Director of First Group UK Bus Division seeking reassurance that the company remains committed to investing in growing bus patronage in the City Region. A dialogue is also opening with Arriva Yorkshire. A verbal update will be provided to the Committee.

Transport Select Committee Report –Health of the Bus Market

2.3 The House of Commons Transport Select Committee published the outcome of its review into the health of the bus market in May 2019. The full report can be found on the following link.

<https://publications.parliament.uk/pa/cm201719/cmselect/cmtrans/1425/report-overview.html>

2.4 The Committee calls on Government to bring forward a national bus strategy by the end of 2020 which, it recommends, should:

- Set out plans for making the full suite of operating models, including franchising and the ability to create new municipal bus companies, available equally to all local authorities with guidance on each;
- Describe a more stable multi-year funding model for local transport, including bus services, with clear strategy and details of bid-for funding;
- Assess the evidence for the effectiveness of bus priority measures and provide information on good practice;
- Set and track targets for modal shift and provide a framework to provide guidance for local authorities to encourage people to get out of their cars and onto buses.

Urban Transport Group –Factors Causing Patronage Decline

2.5 The Urban Transport Group has undertaken an appraisal of the existing evidence base on the range of factors that influence how people respond to the experience of bus travel, with a focus on the social-emotional experience of bus travel and on the experiences of different socio-demographic groups. • A number of international research studies have addressed bus users' attitudes, emotions, commitment and trust, but very little attempt has been made to understand these factors in relation to bus travel experiences in the UK.

2.6 Key findings of the review include:

- Different groups of people have different motivators, barriers and experiences of bus use with users generally being more positive and focussing on practical issues, and non-users generally more negative and focussing more on perceptions.
- Bus users experience a wide spectrum of emotional responses to bus use. These range from a sense of pride and trust in services which are reliable and good value for money, to anxiety and irritation whilst waiting for buses to arrive, or feeling unsafe whilst using a bus, travelling to and from bus stops, or waiting at bus stops.
- Women generally have more negative views (towards public transport) than men.

- The role of the driver emerges as a key factor with the potential to address some of the negative emotional responses to bus travel. Improved emotional satisfaction and connection with bus services could be achieved, for example, if drivers are constant on the same route at the same time; acknowledge passengers and provide eye contact; help with passenger queries; keep customers informed; and help customers onto buses, if needed.
- 2.7 The accompanying report detailing the work plans for the Bus Alliance demonstrate how these issues will be addressed in West Yorkshire

MCard Update

- 2.8 The MyDay ticket for under 19s was launched in summer 2018 and has been very popular with 35% year on year growth. Currently this ticket can only be bought from the bus driver however from July the product can be loaded onto a smart card either by using the MCard Android app or at a Travel Centre; sales at Payzone outlets will be available from September. Also in July the current range of paper DayRover tickets will be consolidated and rebranded into the DaySaver range. Work is now underway to provide a new MCard app available on Android and Apple devices later in 2019/20 using barcode technology which will enable these tickets to be purchased using mobile devices.

Strategic transport issues

West Yorkshire and York Car Club agreement extension

- 2.9 The West Yorkshire and York Car Club agreement, originally signed in February 2016 provides sets out a contract for car club vehicles to be provided across West Yorkshire and York in dedicated bays on street by Enterprise Car Club (formerly City Car Club). The agreement included provision for a two year extension at the end of the term, this option has now been exercised with the agreement of all parties. This extension to the contract covers the period May 2019-May 2011.

Rail Updates

West Yorkshire Rail Forum

- 2.10 The West Yorkshire Rail Forum met on 20 May 2019, with attendance from Northern, TransPennine Express, LNER, Network Rail and Passenger Focus. A number of issues were raised and discussed, including:
- Capacity – regularly deploying planned train strengthening as well as planning to demand, which remains a problem in West Yorkshire;
 - Infrastructure projects, such as, Leeds Station works;
 - Event Management;
 - Keeping the customer informed and mitigating passenger impacts from ongoing changes; and

- Raising public awareness of passenger compensation schemes.

2.11 The matter of introduction of new trains remains high on the agenda as a means of restoring lost peak-time capacity on TransPennine Express, and more reliably increasing the capacity of peak time trains on Northern, as well as allowing for the release of Pacer trains. LNER was able to note the successful introduction of its new Azuma trains on 15 May. Northern expects to start introducing new diesel and electric trains from 1 July 2019. TransPennine Express expects to launch new trains over the summer. Updates on new trains have been provided by Northern and TransPennine Express. These are included at **Appendix 2**.

Performance update

2.12 Rail timetables changed on Sunday, 19 May 2019. A handful of service changes occurred, as previously reported (see **Background Documents**). These changes have been accommodated without notable additional disruption.

2.13 A summary of performance is provided at **Appendix 3**. Whilst performance has recovered overall since last summer, it has still not returned to historic levels. This is, to a degree, a national problem as the network is becoming more congested. For a similar reason, the impact of specific events impacting on the railway are now less easy to recover from.

2.14 The matter of short formations in peak hours remains an issue on Northern, as discussed at the Rail Forum and as part of regular dialogue with the operator.

Rail reviews

2.15 The Combined Authority's response to the Williams Rail Review second call for evidence was submitted at the end of April 2019 following agreement of members of the Combined Authority and Transport Committee. This was due to be endorsed by Combined Authority on 27 June 2019, and is included at **Appendix 4**. Building on the first response, the second response focuses on what is required from a future model for the railway, including:

- **clarity of objectives** for the railway: social, economic, and environmental and permeating the railway from top to bottom;
- **network outputs** driven by these objectives (without conflicting incentives);
- **value for money** in day-to-day operation and in delivery of new infrastructure;
- a coordinated and integrated rail system with **a 'controlling mind'** with clear lines for influence and accountability;
- a railway **operationally independent of government** (but accountable to it nationally and regionally), with a focus on investing in skills and research; and
- **devolution** to ensure that objectives reflect local priorities and conditions, with accountability to those most affected by the railway.

- 2.16 The introduction of the May 2018 rail timetable changes in the North led to severe disruption for passengers and businesses. Cllr Blake on behalf of TfN and, the Minister for Rail at the Department for Transport (DfT) undertook a joint review into the issues, “The Rail North Partnership Review”, known as the Blake Jones Review.
- 2.17 The Blake Jones Review was due to be published shortly, and is anticipated to identify four key areas of change:
- A focus on passengers
 - Improved accountability
 - Better communications and greater transparency
 - Improved trust and responsiveness
- 2.18 The findings are already impacting on a different approach to the TfN Rail North arrangements, and are shaping TfN’s approach to rail devolution proposals for the north, including through the Williams Review process.
- 2.19 Richard George’s commission for DfT working with TfN and the rail industry in the north of England has now concluded (see **Background Documents**). Richard was due to meet with members of the Combined Authority at the end of June, and his final report is expected to be published imminently subject to sign-off from DfT.

HS2 Phase 2b design refinement consultation

- 2.20 The Secretary of State for Transport is consulting on 11 proposed design refinements to the HS2 Phase 2b route. This design refinement consultation (DRC) is a key milestone on the path leading up to hybrid bill deposit. The proposals were published on 6 June 2019, and the consultation runs until 6 September 2019. This consultation comes at a time when there is the prospect of a review of the HS2 programme following the selection of a new Prime Minister.
- 2.21 The proposed changes to the HS2 route are intended to make it more efficient, cost effective and to minimise disruption for residents and impacts on the environment. The consultation also includes proposals for infrastructure that would allow Northern Powerhouse Rail (NPR) trains to use the HS2 route into Manchester and this marks the first step towards fully integrating HS2 and NPR.
- 2.22 The element that is specific to this region is around the Leeds corridor between Woodlesford and Leeds. The Combined Authority is working closely with the relevant district partner and stakeholders to assess the implications of the proposed alteration. Also notable for its absence is the proposed new rail infrastructure at Stourton and Garforth to better integrate HS2 and NPR on the eastern leg of HS2.
- 2.23 The Combined Authority will develop a response to these design changes in consultation with members for submission by the deadline.

Programme Updates

Bus Hotspots 2017/19 programme

- 2.24 The Bus Hotspots programme, funded through the National Productivity Investment Fund and the Local Transport Plan, is aimed at easing congestion at known bus hotspots in the Leeds city region thereby improving punctuality and reliability, reducing customer complaints and improving customer perception of bus services, and increasing patronage thereby reducing the reliance on the car for many journeys.
- 2.25 Transport Committee is requested to endorse a change request for Bus Hotspots for an extension to the programme completion date from April 2019 to January 2020 to allow for resource constraints and ongoing Environment Agency work, and a reduction in scheme costs from £959,000 to £811,000 due to changes in scheme scope.

Smart Card and Information Programme (CHASE)

- 2.26 CHASE project, funded through the Local Transport Plan, sits under the umbrella of the Smartcard and Information (SCIP) programme, which aims to deliver improvements to the customer experience and organisational processes for ticketing, payments and information. The CHASE project focuses on the provision of a customer facing service for ordering passes and smartcards and its supporting database.
- 2.27 Transport Committee is requested to endorse a change request for the Smartcard and Information Programme and CHASE scheme within the Programme for a revision of the project completion date from September 2019 and August 2019 respectively, to January 2020 which takes it beyond the approved tolerance for project completion. The delay arises due to a temporary suspension of the final stage of software development to allow for works to stabilise and improve the system's performance.

Consultations

Aviation 2050 Green Paper consultation

- 2.28 The government has been consulting on their Aviation 2050 green paper 'The future of UK aviation'. The Green Paper sets out a long term aviation strategy with a particular focus on developing a globally connected Britain. The consultation had a closing date of 20 June 2019. The documentation can be found here: <https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>. Much of the Green Paper focussed on aviation industry interests and financial and regulatory issues and proposed policy responses, but it did include policy proposals pertinent to the Combined Authority and partner councils in respect of:
- Strengthening economic performance through improved aviation connectivity;
 - Balancing aviation growth with environmental considerations.

2.29 The Green Paper develops the government's discussion of Aviation Strategy that commenced with their publication of a Draft Airports National Policy Statement in 2017. Transport Committee developed and endorsed the response of the Combined Authority to the 2017 consultation, and was invited to comment on a draft response to this latest 2019 consultation. The Combined Authority took the opportunity with this latest consultation to restate interests in respect of establishing new global connections from Leeds Bradford Airport (LBA), improving surface access to LBA, Manchester and other airports particularly through short and long term improvements to rail services, and seeking to balance growth in air travel with environmental considerations that are consistent with the 'Climate Emergencies' recently declared by West Yorkshire partner councils.

3. Financial Implications

3.1 There are no financial implications directly arising from this report.

4. Legal Implications

4.1 There are no legal implications directly arising from this report.

5. Staffing Implications

5.1 There are no staffing implications directly arising from this report.

6. External Consultees

6.1 No external consultations have been undertaken.

7. Recommendations

7.1 That the updates provided in this report are noted.

7.2 That Transport Committee approves the amendments to the Bus Hotspots and Smartcard and Information Programmes as detailed in this report

8. Background Documents

8.1 Summary of May 2019 timetable changes, and summary of Richard George commission and main findings. Included in **Item 11** – West Yorkshire Transport Committee, 15 March 2019. Available via:
<http://westyorkshire.moderngov.co.uk>

9. Appendices

Appendix 1 First Group Strategy Statement

Appendix 2 New Train Updates

Appendix 3 Rail Performance Summary Graphs

Appendix 4 Williams Rail Review: Second Call for Evidence – Objectives and Assessment Criteria - Submission of the West Yorkshire Combined Authority