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

**Date:** 30 October 2018

**Subject:** **Information Report**

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**1. Purpose of this report**

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

#### 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.
- 2.28 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

- 2.24 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.
- 2.30 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.
- 2.31 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

#### Elland Station

- 2.32 A new rail station at Elland and a series of improvements to aid walking and cycling in the area have been identified as an investment that will improve the transport network in Calderdale, improve connectivity across the town, and support local business. Funding for Elland rail station and the wider access package has been identified through the West Yorkshire plus Transport Fund.
- 2.33 The outline design of the new station has been developed and it is envisaged that an Outline Business Case will be completed by the end of this year.
- 2.34 Over the summer, the Combined Authority held a series of public engagement events and sought initial feedback on the proposals via the new online engagement hub 'yourvoice'.
- 2.35 There were 1,911 visits to 'your voice', with 94% of respondents stating that they are happy or very happy with the proposed rail station at Elland. Detailed comments were also submitted by two campaign groups who both showed strong support for the development of a rail station. The Combined Authority

will analyse the received responses and refine the scheme as appropriate. Further details and future engagement will be available via the online digital engagement hub, yourvoice.

#### Yourvoice: Digital Engagement Hub

- 2.36 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).
- 2.37 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.
- 2.38 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.
- 2.39 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:
- Sowerby Bridge Masterplan – this is on yourvoice until 2 November
  - Calderdale Corridor Improvement Programmes – we are analysing responses
  - A629 Phase 1b – Calderdale Council is currently analysing responses
  - Mytholmroyd Hotspots –will be on yourvoice in November
  - Elland Rail Station June 2018 – the engagement report is currently being considered by decision makers

#### Halifax Town Centre Scheme

- 2.40 Calderdale Council are currently finalising a Full Business Case for the Halifax town centre improvements which will be submitted to West Yorkshire Combined Authority before the end of 2018. A planning application, which includes general initial designs for the scheme, was submitted in August 2018, and is available to view online on the Council's planning pages under the reference: 18/01095/LAA. This is subject to a planning determination which is expected to conclude in December 2018. Subject to the necessary approvals construction is expected to commence in 2019.
- 2.41 The Halifax town centre improvements will enhance pedestrian and cycle access into and links within the town centre area by addressing severance, re-routing of traffic (on the eastern side of the central area) and capitalising on place making opportunities through pedestrianisation, creation of public space and enhanced pedestrian and cycle links. Further improvements will be undertaken to improve Halifax bus station within its existing location as part of the later stages of the Halifax town centre improvements programme. Business case and design work on Halifax bus station is still underway, and is expected to continue over 2019.

2.42 Further information on the West Yorkshire-plus Transport Fund programme in Calderdale is available at [www.calderdalenextchapter.co.uk](http://www.calderdalenextchapter.co.uk)

A629 Salterhebble to Shaw Hill transport scheme (A629 Phase 1a)

2.43 As part of the West Yorkshire Plus Transport Fund programme, Calderdale Council commenced works on the widening of Salterhebble Hill in late August 2017 and are currently in the late stages of construction. The latest phase of work is focused on the installation of a sustainable and long lasting retaining 'green' wall on the western Halifax-bound embankment. This will feature plants and greenery to create a vertical garden which helps to improve the air quality by absorbing carbon and nitrogen dioxide emissions. Works are expected to conclude in November 2018.

2.44 Once completed, this project will reduce travel times, especially in the southbound direction, by:

- widening Salterhebble Hill to four lanes;
- remodelling the junctions at Dudwell Lane and Dryclough Lane;
- improving access to the hospital in Dryclough Lane;
- upgrading each Pelican crossing;
- installing new traffic light technology,
- introducing improved co-ordination between the signal installations, and
- improving facilities for pedestrians and cyclists and public transport.

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

2.45 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).

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

2.46 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.



- 2.47 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

- 2.48 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.
- 2.49 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.
- 2.50 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

- 2.51 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

- 2.52 Bus Operators will adopt the usual operational pattern over the Christmas period.
- 2.53 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.
- 2.54 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

### Boxing Day Services

2.55 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)

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

### City Connect

2.57 The works on the Calder Hebble Canal were completed in July 2018 and work continues on the first phase of the Rochdale Canal towpath improvements (between Sowerby Bridge and Hebden Bridge) with completion expected in late October 2018.

2.58 The second phase of the Rochdale Canal project between Hebden Bridge and Todmorden received additional funding from the Department for Transport and works are expected to start on this phase of the scheme in early 2019.

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 The team have recently supported Calderdale Council at events held for Clean Air Day as well as health and wellbeing days at Calderdale College. In Calderdale, 17 businesses are engaged with the programme, receiving grants for improved bike parking and facilities.

2.62 Through the CityConnect Community Grants programme, people are being supported back into work and training, through initiatives delivered by the Happy Days charity. The organisation are currently running events in Sowerby Bridge, targeting people to help them make every day journeys by bike.

## **3. Recommendations**

3.1 That the information report be noted.

## **4. Background Documents**

None.

**5. Appendices**

None.