

Table 6.1 Metro initiatives

Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
1	Providing timetable cases at more bus stops;	£800k	Agreement on revenue costs	Operators Group	Increased satisfaction with bus services. Modal shift towards the bus and away from the car. Increased patronage	✓	Phase 2 approved 2009/10	Yes
2	Installing and replacing bus shelters to ensure they meet modern standards and are DDA compatible;	£9,895k	Work not coordinated with District Corridor programmes Resources not available to deliver work Public objections	Bus Partnership Group External call-off consultancy arrangements District Bus Partnership Steering Group	Increased satisfaction with bus services. Modal shift towards the bus and away from the car. Increased patronage	✓	Programme approved annually	Yes
3	New and enhanced interchanges (e.g. Brighouse and Pudsey)	£8,515k	Project / Construction risks Highway Constraints (need for TROs etc)	External call-off consultancy arrangements Risk Workshops Metro Project Management Procedures Close partnership with Highway Authorities	Increased patronage modal shift towards the bus and away from the car Increased satisfaction with bus services. improved accessibility to bus services Improved confidence in bus services through improved perception/actual safety and security.	✓	Brighouse Bus Station completed. Pudsey Bus Station due to commence Oct 2009 complete June 2010.	Yes
4	Real Time Passenger Information - including installing Real Time	£1,402k	Overhanging trees damaging aerials	Real Time Steering	Increased patronage and mode share for	✓✓	Approved	Yes

## ENABLING ACTIONS AND DELIVERY LEVERS

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	Passenger information (RTPI) units at the most used bus stops on key routes and improving accessibility to this information and Linking the RTPI system in to UTMC systems to provide priority for buses at signalised junctions.		disrupting communications between buses and RTI system Resources for RTPI data extraction and analysis	Group County-wide tree cutting programme New low profile aerials being tested Additional resources proposed through Congestion Fund Further resource and system enhancements	buses resulting from: improved reliability and punctuality increased satisfaction with bus services improved confidence in bus services			
5	Encouraging developers to provide free MetroCards to residents of new developments during their first year of occupation;	n/a	Metro is not a statutory consultee for planning applications	Review of process for responding to planning applications and more systematic approach to Supplementary Planning Guidance documents	Modal shift towards bus and train and away from the car.	✓	Review of scheme completed Aug 2009 Scheme refresh launched Dec 2009.	Yes
6	Improving CCTV coverage in rail and bus stations and in some bus shelters to improve passenger safety and their perception of safety;	£2,220k	Systems compatibility Revenue cost of operation Issues with image exchange and radio links with District CCTV rooms	Schemes developed in consultation with Districts and West Yorkshire Police Metro and Leeds City Council working in partnership to develop a joint digital CCTV control room with operational costs being shared by the partners.	Increase in Public Transport Patronage as a result of improved confidence in bus services through improved perception/actual safety and security.	✓	CCTV control room estimated to be operational in July 2010	Yes
7	Increasing rail station platform length to accommodate longer trains and	£1,158k	Sufficient Government	Seek operational solutions	Longer trains allow for further growth in	✓✓	2010/11	Yes

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	thus enable increased rail capacity;		funding Physical Constraints on site Expensive infrastructure works required	Incorporate mitigation measures in new rolling stock designs Seek funding to extend as part of HLOS.	rail patronage  Encourage modal switch to public transport			
8	Adding park and ride capacity at rail stations; and	£200k	Unable to obtain land required Need for agreement on funding mechanisms Unable to reach agreement with Network Rail / Northern over increased revenue costs Local traffic problems due to increase numbers of vehicles accessing Availability of funding	Alternative design options – e.g. multi storey Revenue generation measures Car Park extensions as part of Leeds City Region Rail Growth Package Address with local authority through planning process Incorporate interchange facilities in to design (bus / walk / cycle) Seek third party funding e.g. Section 106, Regional Funding Allocation	Increased car parking will attract commuters, currently travelling to city centres by car, to use rail.	✓✓	2011/12 2012/13	Yes
9	Improving rail station facilities (i.e. accessibility improvements, further provision of electronic passenger information displays and enhanced waiting facilities)	£3,923k	Unable to reach agreement with Network Rail / TOC over increased revenue costs. Cost of providing	Develop forward programme to identify feasible schemes and possible partnership funding. Continue to seek	Encourage modal switch to public transport  Improved confidence in public transport through improved	✓	Match Funding through DfT 'Access for all' to be sought on an annual basis	Yes

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			level access improvement at stations Scheme costs increase significantly from initial estimates	funding through DfT's Access for All programme Agree fixed cost contributions with TOC / Network Rail Influence the National Programme funded through DfT's Access for all programme.	perception/actual safety and security Improved accessibility to rail services			
10	Marketing on Congestion Routes	£120k Breakdown £60k - marketing £60k - ticketing	Company interest / uptake	Go Greener campaign launched to public in July & August respectively and to TPN members end of August. Outdoor media advertising booked printing completed. Issued 450 free taster MetroCards to TPN member employees (350 paid for by Congestion budget, 100 from TfW budget. TPN side of campaign a big success in terms of applications for free tickets. Currently evaluating feedback.	Encourage modal shift to public transport	✓✓	June/July 2009 campaign started	Yes

**Table 6.2 Metro initiatives; Progress to date**

Interventions		Progress to date
1	Providing timetable cases at more bus stops;	3000 cases will have been installed by the end of March 2010. Evaluation will take place to determine whether a further 3,000 cases will be installed during 2010/11
2	Installing and replacing bus shelters to ensure they meet modern standards and are DDA compatible;	Metro is continuing with its programme to replace old stock and provide modern facilities at 95% of locations. 160 shelters have been installed so far in the financial period 2009/10.
3	New and enhanced interchanges (e.g. Brighouse and Pudsey)	Brighouse Bus Station became fully operational during May 2009. Work on Pudsey programmed to commence October 2009 and complete summer 2010. Proposals being developed for a new bus and rail Interchange in Castleford. Subject to DfT funding being made available scheme commence during 2010 and complete late 2011.
4	Real Time Passenger Information - including installing Real Time Passenger information (RTPI) units at the most used bus stops on key routes and improving accessibility to this information and Linking the RTPI system in to UTMC systems to provide priority for buses at signalised junctions.	921 on street displays in bus shelters installed across West Yorkshire and real time information displayed at all West Yorkshire bus stations. Traffic Light Priority has been installed at 102 local sites across West Yorkshire and is used centrally by Leeds UTMC. £3.5m has been allocated to the TLP task and finish group to expand delivery of TLP across all the West Yorkshire districts.
5	Encouraging developers to provide free MetroCards to residents of new developments during their first year of occupation;	Currently 8 new residential sites who have signed up to the scheme have had residents apply for a MetroCard. The total uptake for the first year across these 8 sites is 341 MetroCards. Metro are currently implementing a revised set of T&C along with making improvements to its marketing strategy to improve take up in the future.
6	Improving CCTV coverage in rail and bus stations and in some bus shelters to improve passenger safety and their perception of safety;	Metro CCTV room moving to new base in Middleton and switching to digital CCTV in July 2010. Installation of digital CCTV at 30 selected shelters to be completed in Jan/Feb 2010.

## ENABLING ACTIONS AND DELIVERY LEVERS

7	Increasing rail station platform length to accommodate longer trains and thus enable increased rail capacity;	<p>All relevant platforms on the Harrogate and Calderdale lines have been extended to accommodate 4 car trains.</p> <p>Locations for further platform extensions have been identified. Grip Stage 3 works are completed for these locations.</p> <p>Platforms at Crossgates and Garforth have been extended.</p>
8	Adding park and ride capacity at rail stations; and	Outline design (Grip stage 4 work) plans to extend car parks at five rail stations are complete.
9	Improving rail station facilities (i.e. accessibility improvements, further provision of electronic passenger information displays and enhanced waiting facilities)	<p>Further DfT small scheme funding bids have been submitted to seek further DfT match funding to provide CIS at 10 rail stations within West Yorkshire.</p> <p>A new centralised CIS/LLPA system is now in place.</p>
10	Marketing on Congestion Routes	<p>Go Greener Marketing campaign was carried out on all main routes in July 2009. Ticket issuance still being carried out as part of the campaign. Give your car a break TPN side of the campaign was launched in August 2009 with ticket issuance in September. Applications for tickets has been very good from employees. Now evaluating feedback from TPN side.</p>