

# YHTAR Focus

Newsletter of the  
Yorkshire and The Humber  
Transport Activists' Roundtable

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## Riots, Roads and Highwaymen

by YHTAR's chairman, Colin Speakman

The summer riots in Bradford had many causes, but one major factor was the long-term impact in the city centre of 1960s development and highway engineering. Rebuilding much of the centre of this once beautiful city to suit the convenience of motorists, with huge expressways carving their way through the heart of the city, has left a grim legacy of traffic pollution, noise, and very real danger.

In an ugly parody of the Buchanan Report (the 1960s *Traffic Report* which suggested separating people and their cars in cities) huge underground people-sewers were built to send people scurrying underground whilst cars enjoyed the sunlight – including the now closed, derelict and abandoned hole under Forster Square. Surface pedestrian points are controlled by metal railings and pelican crossings, timed to force walkers to wait their turn so that motorists and delivery vans can sweep across the city centre at a steady 40mph, without even having to change gear.

Come out of Forster Square station, which was moved in the 1980s 150 metres to a less convenient site for the benefit of developers, and you face racing traffic along Cheapside. Even the beautifully restored Alhambra Theatre suffers roaring traffic and long delays at a triple crossing that destroys the pleasure of an evening. The ultimate insult is the busy crossing at Hall Ings by St George's Hall, where until recently a victim-blaming poster showed how many people had been killed and injured at the crossing. Take heed pedestrians – if you get hit it's your fault, nothing to do with the villains racing towards you in metal boxes at up to 60mph along the Hall Ings dual carriageway!

Even in the era of Local Transport, Bradford City Centre remains an ugly, blighted environment, a monument to traffic engineers' folly. A few token pedestrianised/semi-pedestrianised streets within the expressway box, and a few metres of useless cycle way (who in their right minds would cycle across the centre of Bradford?.....) have made little difference.

Bradford's failure in transport terms is a major contributor to its overall decline. Even when good ideas are raised, such as the long suggested linking of Forster Square and Interchange Rail stations as a through railway line, they are frustrated by so-called planners who have permitted yet more unwanted, car-centred development on the rail corridor. Maybe the new Manchester Road guided bus corridor will change things but will it really remove any through traffic from the city centre?

An ugly, filthy, noisy environment means less visitors, less shoppers, less prosperity, less new business. Ironically, the very people causing the pollution are the first to use the

*continued overleaf*

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**ARRIVA**

## ***Riots, Roads and Highwaymen continued***

out of town, drive-in shopping warehouses that sprawl for mile after mile in what used to be open countryside, sucking the lifeblood away from our towns. As the local economy nose dives, so resentment breeds, fuelled of course by the racist taunts of the National Front, eventually producing the riots, anger and resentment of young people, whatever the hue of their skin, who believe they've had a raw deal.

## **Traffic-dominated environments**

Bradford is an extreme case, but its problems can be seen in towns and cities throughout our region. Leeds might have the fine old Victorian city and pedestrianised ways within the appalling motorway-linked Inner Loop to make shopping and leisure a good experience. But just go a few hundred metres away from the centre, along the York Road expressway or around what used to be Hunslet or Sheepscar, and see traffic dominated environments with their own problems of poverty and riot-inducing despair. Hull, Sheffield, Doncaster all have similar problems, as the affluent commuters from leafy suburbs drive in comfort along concrete expressways

leaving a ruined environment around them.

So what can we as transport activists do about it? In simple terms, let's raise the debate. Despite the Transport White Paper, Ten Year Transport Plan and rhetoric, road and highway planning is still in the hands of many unreconstructed highwaymen, fundamental believers in the priority of car and lorry traffic even in city centres, robbing the pedestrian and cyclist of their freedom as surely as the villains of old relieved stagecoach passengers of their purses. These new gentlemen of the road are happy for a few hundred metres of bike lane, useless and therefore unused, or bit of coloured tarmac, as a gesture to the new policies, otherwise it's business as usual.

It's our job not only to try and stop the big new road schemes, and encourage decent investment in rail, bus and LRT, but also to stop this tokenism. Does your town or city's Local Transport Plan have real, and that means properly funded, policies for encouraging walking and cycling, with real targets for achieving modal shift, or are there just a couple of paragraphs of generalised platitudes?

Why, as well as radial roads, are there not radial footpath and cycle routes, linked to public transport, to encourage people to take half an hour's brisk walk

or cycle ride rather than screwing up the environment – and incidentally their own personal health – in their cars? Why do we still tolerate using city centres as through routes for fast moving vehicular traffic that ought to use the plethora of hugely expensive Ring Road and by-passes allegedly built precisely for this purpose? Why not encourage this with a 20mph speed restriction in all city centres, which would make a huge difference to safety and comfort? Why not priority for pedestrian and cyclists, not for vehicles, at all crossings in the city centre? If such actions deterred the boy racers in their Escorts, and encouraged non-essential traffic to avoid crossing the city centre, isn't this exactly what city centre traffic management should be about?

## **Fundamental difference**

There doesn't have to be riots to achieve political and social change, but unless we can achieve a fundamental difference in the way many traffic planners still go about their business, what happened in Bradford this summer could become an all too frequent experience elsewhere. Not only would the quality of all our lives then be under threat, but the very nature of the town and cities, and the countryside they serve, would be equally blighted beyond recognition.

## ***New aviation campaign leaflet – 'Flying into trouble'***

The new campaign leaflet produced by the National Aviation TAR (a small group of determined campaigners, of which I am a member) is available at: <http://www.aef.org.uk/publications.htm>

I think the intention is still to try and arrange a parliamentary launch at the HoC in the autumn. If you want more info about the AvTAR, or the aviation campaign, please contact me. *Anthony Rae*, at: 21 Chapel Avenue, Hebden Bridge, West Yorkshire HX7 8DG Tel: 01422 845061, e-mail: [ar@anthonyrae.com](mailto:ar@anthonyrae.com)

## **BEECHING IN REVERSE**

A new report by Huddersfield-based TR&IN will be launched, jointly with PLATFORM, on September 14. The report argues for a co-ordinated programme of line and station re-openings. In Yorkshire and Humberside it highlights the potential of the Woodhead Route as a major east-west corridor for both freight and passenger services. It includes projects such as the Wensleydale Railway and Weardale Railway as examples of 'DIY' re-openings which should have Government support. The report will be showcased at a national conference in Nottingham on September 27. The night before a mock trial of Dr Beeching will be staged, in the city's Galleries of Justice.

Details of the report and conference from TR&IN on 01484 549737, Fax: 01484 544234, e-mail: [train@platform8.demon.co.uk](mailto:train@platform8.demon.co.uk)

There are a limited number of reduced rate places for voluntary groups.

# Vital Villages Grants



The Countryside Agency has launched a new initiative – Vital Villages – which provides advice and grants to help England's rural communities overcome the problems they face in accessing essential services, leisure opportunities and community facilities.

Three grant schemes are available to all local communities in the Yorkshire and Humber region.

## Parish Plans Grants

Grants of up to £5,000 are available to help communities produce comprehensive plans for their area. Costs covered can include undertaking the appraisal and publishing the plan. It is anticipated that plans will be kept simple and will vary according to the differing issues of concern in the community – covering social, economic and environmental issues.

## Parish Transport Grants

This scheme will enable local communities, through their parish councils, to implement small scale, local solutions to their transport needs. The focus will be on small-scale projects to meet specific needs, such as the purchase of cars/mopeds for community use, support for car clubs and vouchers for taxis for example. Grants of up to £10,000 will be available

to communities whose schemes complement existing services and activity.

## Community Services Grants

Funding of up to £25,000 is available to help local village shops, pubs and independent garages modernise or expand their vitality, competitiveness and profitability. Grants of up to 50% of project costs are available to commercial organisations which are the sole shop, pub or garage in their community. Voluntary organisations and community groups can also apply for funding and can receive up to 75% of total costs where the project wholly benefits the community.

Alison John at the Countryside Agency said: "The Vital Villages Grant schemes are good news for all local communities which need financial assistance to help them maintain and expand local services. There should be grant support available to meet the needs of most community projects so I would encourage parish councils and local community groups to register their interest as soon as possible."

*To register interest in applying for a grant scheme or to be sent an information pack please call 0870 333 0170.*

# A new International Airport for the Region?

Do we need one, and are we going to get one in any case? This is the question that is due to be decided at the public inquiry scheduled to open on 25 September into the proposed new international airport at Finningley near Doncaster. In favour of the idea are the developer (Peel Holdings, who already operate Liverpool airport, and who have recently bought near-by Sheffield airport), the local authority, the EU Objective 1 programme, the town's MPs and a substantial slice of the local population. Against are local community and environmental groups, Friends of the Earth... and the existing regional airports who are arguing that they can already meet all future demand.

The backdrop to this individual development is the government's forecast for future growth in air travel, which make the road traffic growth predictions that eventually derailed the government's road programme in the 1990s look like the proverbial vicarage tea party.

These indicate a growth of 150% for the 22-year period 1998-2020, to a new level of 401million passengers per annum (and then on up). To meet this demand would require the provision in the UK of the equivalent of an additional four new Heathrow, or 13 Manchester, or 19 Stansted or 105 Finningley airports! As the Royal Commission on Environmental Pollution pointed out to the government about road traffic, you simply cannot build the physical infrastructure fast enough to meet this demand, and will cause great environmental damage if you do attempt to; beyond this are the climate change arguments against aviation.

The significance of Finningley is that it is the next attempt – after Heathrow T5 and Manchester second runway – of the aviation industry to nevertheless go down this road, with the tacit support of the government. Will they win here?

# The Yellow School Bus Arrives

A major initiative to reduce traffic on the 'school run' – American-style yellow buses – is to be introduced in Calderdale, West Yorkshire, from the beginning of next year

The 'school run' accounts for 15-20% of all road traffic, and today only 7% of UK primary pupils travel to school by bus, compared with 54% in the US, according to First Group, which will operate the service: 9% of primary pupils travel to school unaccompanied, but the number of pupils driven to school has doubled in the past decade.

The single-decker vehicles are being imported from the United States (*why? - do we no longer make buses in the UK? - Ed*), and it is hoped that the door-to-door service will encourage more children to use public transport to get to school – and to cut down the numbers of 'school run' cars.

Two buses will serve local primary schools and will be seen winding through Hebden Bridge and Heptonstall.

Calderdale council, which has helped to set up the scheme, says that this is an attempt to reduce school run congestion. "Anyone driving will appreciate the difference in traffic between the holidays and term time – and schools in Hebden Bridge have real



parking problems," says road safety officer, Peter Shepherdson.

The service, he says, will aim to reassure parents who have fears about their children travelling to school unaccompanied. Every child will have a seat belt and a designated seat and the bus will only carry pupils to and from school, with no other passengers or routes. Research has shown the bus to be 70 times safer than a conventional bus, said Mr Shepherdson.

Yellow buses from the United States

are already taking children to school in Staffordshire. The local authority's fleet of 15 yellow buses had been a "roaring success" in cutting congestion and taking children to school safely.

In the United Kingdom, there has been a decline in pupils walking, cycling or getting buses to school – with a corresponding rise in parents driving children to the school gates. FirstGroup wants to have a 100 buses taking children to school next year in the UK.

## Traffic Reduction Book

For **European Car Free Day on 22 September**, why not ask your council or employer to buy books about how to drive less? Perhaps for staff with parking permits or libraries?

**Cutting Your Car Use**, by YHTAR member Anna Semlyen has been updated. It is Britain's first traffic reduction guide for individuals. In Yorkshire and the Humber Region bulk orders have been received from North Yorkshire County Council, Leeds City Council, South Yorkshire PTE and Harrogate Council. Could your Green Transport Officer make use of it to persuade and enable personal action?

"An extremely user-friendly book - a bargain you should not miss" – ETA (who give it free to new members)

"Packed with constructive, easy-to-follow practical advice" – CarBusters

"An excellent investment which will empower all those who wish to cut their car use. Local authorities should give a copy of this book to each

and every employee." – World Transport Policy and Practice.

"An uplifting, non-confrontational read." – CTC magazine

"It needs to be shoved through every letterbox in the land." – Centre for Transport Research in London (CILT)

Prices are £4.95 for one copy or as little as £1.20 per copy bulk order for the 160-page book with cartoons, success stories, directory and full car cost calculation worksheets.

**Cutting Your Car Use: save money, be healthy, be green!** by Anna Semlyen ISBN 1-870098-87-0 £4.95 + £1 p&p, bulk discounts at 10+, available from Greenbooks, Foxhole, Dartington, Totnes, Devon TQ9 6EB.

Tel: 01803 863260 or [www.greenbooks.co.uk](http://www.greenbooks.co.uk) or [www.cuttingyourcaruse.co.uk](http://www.cuttingyourcaruse.co.uk)

Free *Add Up Your Car Costs* worksheets with an A5 SAE to me: Anna Semlyen, 24 Grange St, York YO10 4BH.

# "Deckers" to the Dales...

Following six weeks of successful operation of the Manchester to Hawes Summer Sunday X43 bus service, which has seen full single deck buses and duplicates operating, Burnley & Pendle Travel (B&P) is using one of its newest 74-seater double deckers on the run to cater for demand. This is the first time that "Deckers" have operated from Manchester, Rawtenstall, Burnley, Nelson and Colne to the Yorkshire Dales.

The new £150,000 Volvo "President" buses are part of a brand new fleet introduced from 15 July exclusively on the B&P X43 trunk bus service to Manchester. The "Deckers" have become extremely popular with B&P drivers and customers alike and by popular acclaim are among the most comfortable buses in present use.

Andy Ryland, Transport & Visitor Management Officer at the Yorkshire Dales National Park Authority which awarded B&P the contract to operate service X43 to Skipton, Grassington and Hawes, said; "I am delighted that B&P will be using double deck buses as this will give more people the opportunity to enjoy the area without putting any extra vehicles on the road.

B&P Director George Scrymgeour said, "The passenger on the top deck of a modern bus gains a far better view of the landscape than does the car driver and the X43 not only makes the Yorkshire Dales accessible to those who rely on public transport, it also provides an easy and attractive alternative for car drivers to leave their vehicle at home and enjoy the fantastic Dales scenery from the top of a double decker! Our buses are cleaned internally and externally every day: a trip by B&P bus is almost certainly the safest and most environmentally sound way of visiting the Yorkshire Dales. We are also very aware that scores of small independent businesses such as pubs, restaurants, gift shops and attractions in the Dales are desperately anxious to welcome visitors."

The X43 operates every Sunday and Bank Holiday in August and September from Manchester, Rossen-

dale, Burnley and towns to Colne to Skipton, Grassington and Hawes. Bargain Adult Return Fares are available. £6 Day Return tickets give unlimited all-day rover travel on the whole network of Dales Bus services which interlink at Grassington.

The Yorkshire Dales Public Transport Users Group ([www.dalesbus.org](http://www.dalesbus.org)) welcomed the B&P initiative: publicity officer Ray Wilkes said, "YDPTUG has always argued that a well marketed, high quality bus service would be very popular and attract more visitors to the Dales, bringing benefits to the environment and the rural economy. Blazefield's Burnley & Pendle has demonstrated our case for us and we hope local authorities and the National Park will draw the conclusion that our case for better services is well founded. Quality is crucially important and the service would not have been such a success in the hands of a company less committed

to giving bus users the very best in bus travel."

"This success has been achieved in the most difficult and adverse circumstances when the main attraction of the Dales, the high quality walking, has been very limited due to the foot and mouth outbreak – more credit to Burnley & Pendle, it is a fantastic achievement."

"What we need now are more services of this type. The X43 needs to have an extended season starting at Easter and finishing in October. There is a demand for feeder services from Blackburn, earlier buses out to the Dales and later buses back to allow walks from Wharfedale over to the Settle Carlisle railway. We are grateful to the National Park for sponsoring this service, but it is vital that they now take inspiration from this success and give visitors the range of services that Moorsbus provides in the North York Moors National Park."



*Burnley & Pendle, bought earlier this year by Blazefield Holdings from Stagecoach, has introduced double decker buses on its X43 Manchester-Hawes summer service.*

## ...and high marks for Dales timetables

Your editor was delighted to find two high quality bus timetables in his local, (Bingley) information shop. "Transport Times for Craven District" and "Dales Explorer", both free. The latter includes a supplement detailing walks that might be taken (and includes the X43 referred to above), but, significantly, both include a page on "how to use a bus". Older readers will have always known how to use a bus, but many younger people, brought up on the school run and the company car, may never have used one, and one of the biggest hurdles operators face in enticing travellers is to show that using a bus is easy, as well as comfortable and cost-effective. High marks for both publications, although both lack a network map, which would greatly aid journey planning.

# Bikes on Trains (sometimes)

by Pam Ashton

A recent letter to the *London Evening Standard* questioned why cyclists have to bring their cycles onto trains. Why did they not simply undertake their journey by cycle? For anyone not “au fait” with the (rather sad) Integrated Transport Strategy, let me elaborate.

The combination of train and cycle, particularly for commuting, is an excellent one. Very few people will be fortunate enough to live within about ten minutes walking distance from their starting station on their journey from home to work, and also ten minutes walk from the train to their workplace. If they have longer distances to and from the train they might cycle at each end of the journey. This will enable them to travel greater distances as well without the need to drive or park. The total distance of the journey is also likely to be too great for them to cycle all the way.

One example of this is the journey I undertook each day for a year from home in Southampton to London. I cycled to the rail station, caught a fast train to London (78 miles in 70 minutes) and then cycled the three miles to work.

The Integrated Transport Strategy proposed that planning and policy development, at national and local level, should enable mixed mode journeys to be made. Sad that it is not implemented, but it enables the SRA to take cycle carriage on trains into consideration when franchising services. Therefore CTC and other organisations have issued guidelines on how, and how many, cycles should be carried. In reality TOCs take notice of these guidelines to a very variable extent and the SRA is hard pressed to find any operator that can offer a decent service on any route.

There have been many attempts to accommodate cycles on trains, some quite good. However there are limits to how accommodating anyone will be in giving cyclists what THEY consider to be their rights. These rights are simply to be able to put a cycle into a dedicated space on any train, and for thereto be at least four spaces on each train.

The old Northern Spirit 158s made quite good provision although it was only two spaces – but the well-known cubby hole was at least dedicated. The two spaces subsequently provided on an open section with two tip up seats behind them led to many a passenger thinking they had a greater right to sit than a cyclist had to accommodate their bike.

This view was reinforced by the West Yorkshire Rail Passenger Committee when I complained about the refusal of Arriva to accept my booking on any train from Northallerton. It claimed that as the trains were mostly going to Manchester Airport the space was needed for passengers’ luggage and that was far more important than I was with my bike! I never did make that journey (I cycled it) so they did not get my fare.

The new trains in use between Leeds/Bradford and Ilkely/Skipton provides one space for a cycle at each end of each carriage. Unfortunately the spaces themselves are badly designed. They consist of a hook and a strap to hold the cycle vertically. The hook is

rather high for a woman and the spaces are opposite the seats for elderly and disabled people. I could imagine struggling to download my bike and landing complete with bike in the lap of an old lady. Once again my letter of complaint, in which I also offered to help design the accommodation, more or less said that after all other requirements have been met there may be some cycle accommodation but never mind the quality.

Those who specify and design our trains should not be allowed to default in this way but there is clearly no mechanism for giving any organisation a DUTY to provide appropriate cycle accommodation on trains. I consider the lack of any duty put upon transport providers or planners to be one reason why things do not seem to improve. Government strategy is full of encouragement and enabling in many areas, but little in the way of requirement or duty. Other examples are the Walking Strategy (which has not got legs at all) and the Public Health Strategy.



*An Arriva/WYPTE 'class 333' electric train passes the centre of the known universe on an early test run last year. The 16 '333s' – now all in service – are the only brand new trains to appear on local services in our region this side of 2006 (on present plans), but at least they have built-in provision for the carriage of cycles! And, six years after rail privatisation, they are the first order for electric trains fully to enter service....*

# To Dual or not to Dual – the A66 Safety Study

by Anthony Rae

The Y&H TAR has one of the two environmental organisations' representatives on the steering group of the government roads study which is investigating ways to improve the safety record of the A66, a 70km route from Scotch Corner and Penrith. The client for the study is the Highways Agency, and the consultants are Maunsells.

After over a year's work, the study is nearing completion, and the consultant's report is now to be submitted to ministers before a final consideration by the Wider Reference Group in the autumn. There are different views as to what the study has shown would be the best way to improve safety on the road. From our perspective, we have noted that the starting assumption for the entire study – the concern of the *Trunk Road Review* about the "poor safety record" of the road – has turned out to be misleading. On examination, the study process has shown that the route does not show an exceptional accident rate. Indeed the A66 average accident rate is already below, often very significantly, the comparative national average in every single category, including severity, with one exception: fatalities on single carriageway sections. Our view is that it is this area in particular which should be the primary target for examination and response.

This is an important first conclusion, bearing in mind that the additional £65-70million that could be spent 'improving safety' on the A66 by dualling it end to end could be better spent on safety schemes where they are genuinely needed eg in urban areas where there is a huge queue for such schemes which cannot be funded.

Of course, even though the accident record of the A66 is below the national average, it still needs improving and we have been supporting the development of a low-cost measures option which would apply a comprehensive scheme of speed limit reduction, speed enforcement, traffic calming and junction improvement – which will achieve significant reductions in accidents, at a low cost and without significant environmental damage to the outstanding landscape it passes through, or new community severance.

So strong is the case for this option that it is agreed by all that it needs to be implemented in any case – even if the dualling option were to be approved – because the cost benefit of this sort of measures is so high, and they can start saving lives straight way. Consequently we think there are good grounds for supporting this low-cost measures option.

*If you would like more information on the study please contact Anthony Rae tel:01422 845061 or ar@anthonyrae.com*

## More Motorway Madness?

The other government study our TAR is represented on is SWYMMS – which stands for South and West Yorkshire Motorway box Multi-Modal study. This study, which is due to end around the end of the year, actually started with an initial 'scoping' study in 1999 – so complex are the issues it is investigating. Here at the client is the government office, and the consultants are MVA.

One of the problems identified in the initial study was the absence of any adequate data about motorway traffic in the study area – how can you study a problem when you have no accurate idea of its scale or direction? So a great deal of effort has initially gone into traffic measurement and surveys. At the same time two new models have been built, one for traffic and the other for the interaction between traffic and land use. (We shall need to know how future locational decisions will influence motorway traffic, or in turn will be changed by proposed solutions).

All this initial preparatory work is now paying off as the consultants are, for the first time, able to tell us about the scale of future motorway traffic growth and congestion through to 2020, and what on earth we can do in response! With the sophisticated modelling capability at their disposal they can now demonstrate, firstly, what will happen to basics such as economic growth, and traffic growth, not just according to national forecast trends but also in response to

proposed regional developments such as the new RPG and South Yorkshire Objective 1 programmes. Then they have tested a whole variety of different sorts of 'interventions' – more or wider roads, better public transport, or congestion charging for example – to see what impact they will have on these underlying trends.

So far, their results are only preliminary, but are interesting. They show, for example, that more road building in most circumstances tends to make the existing problem worse (as we might have expected!); that such as congestion charging can be genuinely effective in restraining road traffic growth, and that this can be undertaken without undermining economic performance. Indeed, it can actually enhance it, a conclusion which will surprise some people! Finally, that whatever measures are undertaken, carbon dioxide emissions from road traffic continue to rise, and yet Kyoto says they have to fall, so there are some fresh challenges to be faced in that area.

*There is an opportunity for TAR members to have a consultation meeting with the consultants at a date to be arranged probably in September. If you would like to participate – and we urge all interested in this area to do so, because of the great importance of the study – please contact our co-ordinator Steve Broadbent. For more information on the study itself, please contact Anthony Rae, details above.*

# Descending into chaos??

*Are the region's railways in unexpected and serious decline or can they be saved to meet their potential? Meanwhile, Transport 2000WY is campaigning for three vital routes to be restored. YHTAR co-ordinator Steve Broadbent looks at some issues besetting our region.*

**W**hen, in a hundred or more years' time, The Great Scribe comes to write *The Definitive History of Britain's Railways*, Monday, 16 July 2001 will be a landmark date in the chronology. Until that date all the rail franchises which were due to expire in 2003/4 (meaning about 18 of the 25) were to be either re-let on 20-year terms, or divided and reformed so as to produce brand new franchises such as TransPennine Express (TPE), Wales Rail and Wessex.

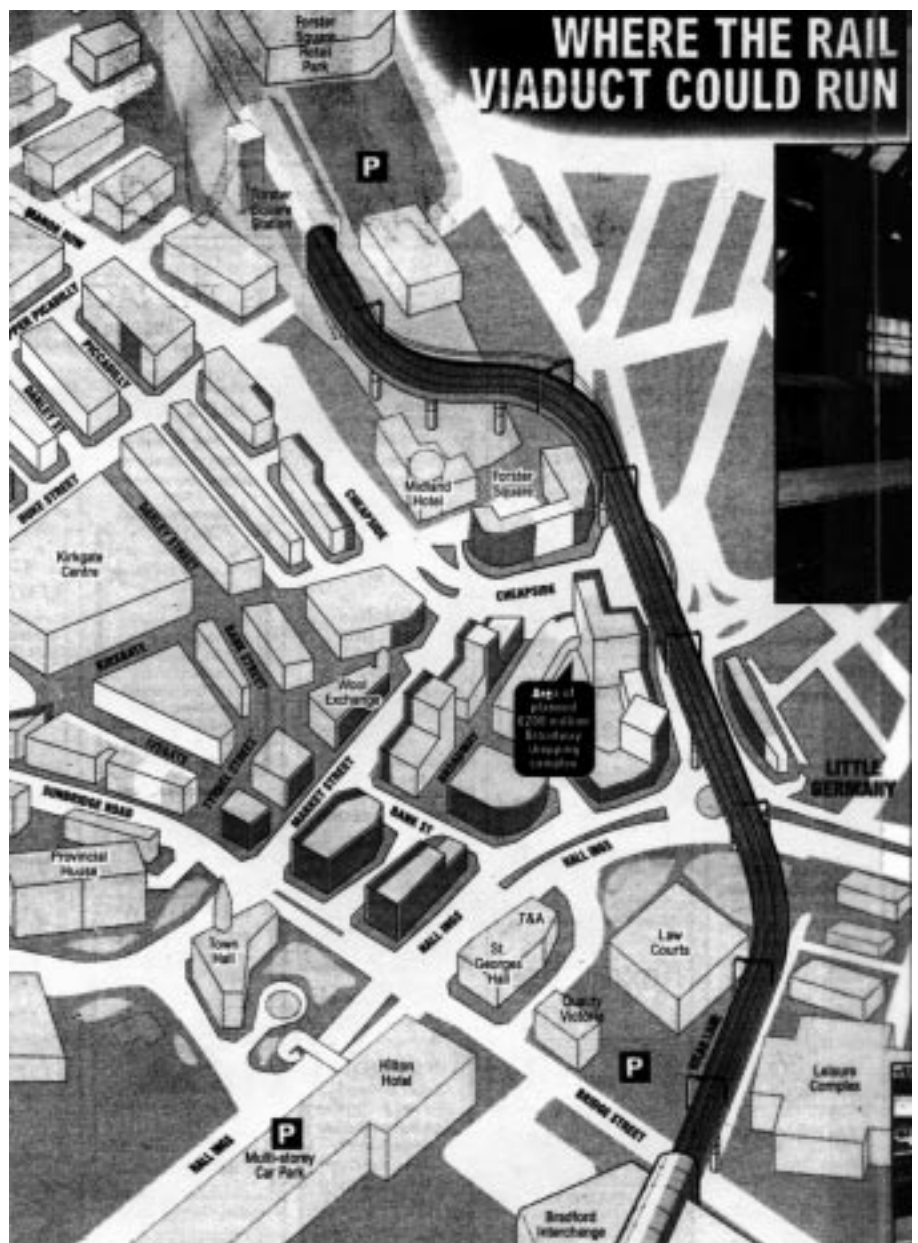
The Hatfield rail crash had thrown the railways into the public consciousness like never before, and its finances into the slough of despond, while the General Election in June was clearly going to herald some changes, if only because Railtrack was no longer in a position to take many investment proposals forward and the Treasury was not willing to meet the investment and subsidies needed to meet the operators', passengers' – and indeed the government's own – aspirations for a better railway.

So, on that fateful day, the new Secretary of State at the Department of Transport Local Government and the Regions, Stephen Byers, announced that all those franchises heading for a 20-year format would, instead, be re-let to the existing franchisee on a two-year extension basis, presumably while the government decided what best to do and the post-Hatfield chaos and uncertainty resolved itself. But, crucially for our region which needs rail investment more than any other, Mr Byers specifically excluded from this change just two franchises – the GNER east coast main line franchise which runs through our region from London to Scotland, and the proposed TPE franchise, to be carved largely out of Arriva Trains Northern, which operates most of the

local and intra-regional services in the Y+H region.

The following day, YHTAR issued a press statement calling for the TPE franchise to be scrapped and for the present ATN franchise to be rolled over for two years, in line with all the others (except GNER), so as to give a better

chance for investment in new trains and services. Mr Byers than changed his own rules just one day after that (18 July), by saying he would roll-over GNER for two years, but so far (1 September) he has made no statement as to the future of TPE. Space here precludes me relating the various



**Bradford Cross-Rail** – Transport 2000 West Yorkshire's exciting campaign to link Bradford's two separate stations could take this route – if politicians and business leaders back the vision! (Courtesy of the Telegraph & Argus)

arguments (but I will happily do so via e-mail!), but the outcome is that (unless the rules are changed yet again) there is no chance of much-needed investment in new trains to meet rising demand on the east coast franchise in the short and medium term (ie until a longer franchise is agreed), while the TPE franchise, and with it virtually all of the Y+H region's trains, is in total limbo.

Doubtless, or maybe I should say hopefully, this situation will be resolved soon after the Government's summer holidays are over, for, as I say, we need railway investment in our region like no other. Hundreds and hundreds of new trains are on order, but the vast majority of them are for services in the south, very few will ever taste Yorkshire air. Billions are being committed to rail development in London: the £245 million rebuilding of Leeds station apart (yes, that's the new price, up 50% on the previous figure), very little is programmed for Y+H.

In the meantime, our railways get ever worse, or, as the West Yorkshire PTA said: "not on one day since privatisation have we seen the rail service contracted for." Trains are cancelled due to a shortage of drivers, while others are cancelled or are shorter than they ought to be – leading to severe overcrowding – due to a shortage of carriages. And it's not all the operators' fault: last February the Strategic Rail Authority granted Arriva permission to acquire 18 additional rail vehicles for use in West and South Yorkshire, so that they could operate the full timetable and have all their trains of the length contracted for. Just 18 vehicles, and ordering new ones would not be permitted, only ones handed down from other operators can be acquired. Trouble is, no one is handing down suitable trains (another long and complicated story, but no, there are none "lying about", as one radio interviewee asserted, which could be brought into use), so six months later there is still no news of which 18 (old) vehicles we are going to be graciously allowed to have, let alone when they might arrive. And the "18" makes no allowance for the decrepitude of existing trains, or the increasing

## Rail re-franchising: what the government is doing

On 13 July, Stephen Byers issued two documents, which are available from the DTLR and can be viewed on the DTLR's web site, [www.dtlr.gov.uk](http://www.dtlr.gov.uk). They have been widely reported in the railway press, for example, and well worth a read!

The two documents are: *Draft Directions and Guidance to the Strategic Rail Authority*; and *Passenger Rail Franchising, Draft Policy Statement*. If implemented they will totally change the way the railway operates, and in particular invests and advances, but as I write we are in limbo until Parliament sits again after the summer break.

However, the way the world is turning can, perhaps, be judged by the fact that on 23 July the Transport Sub-committee of the House of Commons DTLR Select Committee, (Chairlady, Gwyneth Dunwoody) announced a new enquiry on "Passenger Rail Franchising".

*The press release issued states:* The Transport Sub-committee of the Transport, Local Government and the Regions Committee has decided to investigate the implications for rail services of the Government's recently issued draft policy statement on passenger rail franchising and the draft directions and guidance to the Strategic Rail Authority (SRA). The Committee will consider whether this new approach, which includes placing the emphasis on the negotiation of changes and short extensions to existing franchises, rather than on the awarding of new long-term contracts, will:

- \* Ensure that rapid improvements in the safety, punctuality, reliability, comfort and frequency of services are achieved;
- \* Secure investment in additional network capacity and other improvements to meet both the long- and short-term needs of the railways and whether the sums allocated to rail investment remain adequate in the light of events since the publication of the Government's ten-year plan for transport;
- \* Provide the framework for major infrastructure enhancement projects to be taken forward now that Railtrack is to focus on the maintenance and renewal of the existing network;
- \* Transform the SRA's leadership of the industry, its day-to-day management of franchises and the way in which it assesses and awards new and extended contracts for passenger services; and
- \* Improve the poor state of industrial relations in the railways.

Witnesses statements are required by Monday 17 September 2001, and doubtless this will make the national news once the committee starts to make progress. I leave it to readers to judge for themselves the impact this enquiry will have on the implementation of government policy and the implications for the Y+H region's two major train operators. See Terms of Reference at: [www.parliament.uk/commons/selcom/tlgrpnt03.htm](http://www.parliament.uk/commons/selcom/tlgrpnt03.htm)

number of passengers being carried region-wide by train, which, of course, means still more carriages are needed. It could be 2007 before any new trains are seen on the Y+H regional and commuter rail network, 2010 before the number of bums trying to sit is met by the number of seats awaiting filling!

That is unacceptable is, of course, an understatement. Can anyone out there imagine British Airways being constrained on the number of aircraft

it orders and operates, or the various airport operators refusing or being unable to cater for their customers' demands (other than by the planning process)? Why should the railways, if they have to be privatised, be any different? Why should some London-based "Sir Humphrey" decide what trains and how many and of what age, operate in our region? Grrrrr!!

However, undeterred, indeed spurred by this hiatus, for it can see the

potential for railways even if many politicians and civil servants cannot, the Transport 2000 branch in West Yorkshire, is pressing ahead championing three rail restorations in the county. (And yes, other bodies are championing other lines all over the region, this is just a selection!)

I chair a new group – the Skipton-East Lancashire Rail Action Partnership, which is seeking firstly to protect the railway trackbed from Skipton to Colne from being used for a new road. (Would any other country in Europe even consider destroying such an important resource?) The Ribblesdale MP, Nigel Evans, has tabled a Private Member's Bill seeking to prevent all such moves, but it has little chance of success. Nonetheless, Mr Evans's move raises the profile of such cases as Skipton-Colne. Re-opening this line would create – at well under £50 million – a new trans-pennine route serving both local and long distance travellers, and freight carriers as well, while opening up areas of the Yorkshire Dales to rail-borne visitors from Manchester and Lancashire.

T2000WY is also pursuing the re-opening of the line through Otley, thus bringing rail to a market town in need of revitalisation as well as opening up the through route from Harrogate to

Bradford once again. Several very successful meetings with the local council and the PTE have taken place.

But the third scheme, launched in August, is the most far-reaching, and thanks to publicity on Radio Leeds and in the Bradford *Telegraph & Argus*, the campaign got off to a flying start. Over 110 years ago an Act of Parliament was passed authorising a rail link between Bradford's two stations, but since then, despite promises to the contrary, re-development in the city has gone ahead which have made forging this regionally-vital and visionary link very much harder than would otherwise have been the case. Now T2000WY is pressing for a viaduct to be built between Interchange and Forster Square so that local and long distance trains can serve the city, bringing hugely-improved travel opportunities, to and from the area. Again, space precludes a detailed discussion, but at well under £50 million it would surely be a magnificent investment for Bradford.

It is to be hoped that Bradford, which was so far-sighted in bringing the WYPTE into being in the early 1970s (and few can doubt that the WYPTE has consistently been one of the UK's most ambitious and effective PTEs) can bring the same vision to bear on the Bradford Cross-Rail proposal, and take it forward,

along with the Chamber of Commerce and other local and regional bodies. It is far too easy to get bogged down with such myopic arguments as "where is the money to come from?" (answer, largely from EU funds) and "how can we afford it (as if the money was to come from the questioner's own pocket), in the wake of all the race problems we face?" Would the same questions be raised if a £50 million road was planned, not if the £75 million spent on the Bingley by-pass is anything to go by. Leeds gets £245 million for the station rebuilding and £500 million for Supertram. London is getting £1.5 billion to develop the existing Thameslink rail line and £5+ billion for its cross rail project. Under £50 million for a Bradford cross-rail would transform the city's fortunes...

Yorkshire and the Humber is getting a minute fraction of the money being spent on railways nationwide, (which figure is far lower than it ought to be in any case) and its railways are in serious decline as a result: if anywhere in the region needs money spending on railways it is Bradford, but other schemes are also worthy of taking forward to re-draw the region's transport map – above all the north-south investment imbalance needs addressing, and fast!!

## Rail campaign boosts tourism

A campaign by Arriva Trains Northern and Scarborough Borough Council, unveiled by Scarborough and Whitby MP Lawrie Quinn on 9 July is designed to boost tourism while cutting traffic congestion and has proved to be even more popular than Arriva expected.

In a ground-breaking public-private sector initiative, the train operator and the borough's Tourism & Leisure Department are working together to provide a range of money-saving offers to visitors who travel by train – such as up to half price entry to over 15 of the resort's most popular attractions and big savings on theatre tickets, childrens' activities and meals with vouchers available from principal stations or on arrival by train from the travel centre at Scarborough Station.

Arriva Trains Northern regional director, David Judson said: "This gives customers superb discounts and supports the development of tourism and the local economy in Scarborough, whilst helping to reduce traffic congestion in and around the resort.

"People can begin enjoying their trip from the

moment they get on the train rather than suffer being stuck in traffic and the vouchers mean that tourists can make considerable savings. It's a great example of how the public and private sectors can work together for the benefit of all."

Cllr David Jeffels, Cabinet Member for Tourism & Leisure at Scarborough Borough Council, added: "At the moment, around 12 per cent of our visitors travel by rail to Scarborough and we are keen to see that figure increase. This promotion will hopefully not only see more visitors using the train, but will give a great boost to local tourist attractions

And in under three weeks over 1000 customers took advantage of the 'See Scarborough and Save' promotional offer. Nigel Patterson, managing director for Arriva Trains Northern said: "The response to the offer has been amazing and we didn't expect to be celebrating our 1000th customer quite so soon."

*(Editor's note: just think what it will be like when they open up Malton-Pickering and give Malton station two platforms – it can be done!!)*

# Transport for a Sustainable Countryside

## View from the voluntary sector

Report of meeting 20 March 2001  
(organised by SW TAR) held in London

### Summary of Seminar Key Points

- 1 Traffic is set to grow on average by 65%. This is a cautious figure where some traffic could increase by 200% on some roads and by 10% on others. Services and facilities are increasingly centralised and transport choices are inadequate. The consequences are having unacceptable environmental, social and economic impacts.
- 2 Policies do not exist in a comprehensive way sufficient to tackle traffic growth in the countryside. Where policies do exist they are hampered by other traffic generating policies (such as education, health, centralising of services, diversification of farms). Essential policies to reverse the problems such as rural demand management and parking are being undermined by the prevailing attitude that car dependence and car reliance is an inevitable fact of rural life. It is also being undermined by the Government's desire not to be seen as anti-car.
- 3 TAIMS (Traffic Appraisal and Impact Monitoring System), the Countryside Agency's emerging participatory methodology is welcomed by the voluntary sector as a way of measuring traffic impacts with potential to resolve traffic and transport conflicts. TAIMS is seen as an important tool for decision makers. It could assist with building wide support for appropriate solutions that might otherwise be difficult to implement.
- 4 The funding and regulatory environment for transport planning disadvantages the countryside favouring large infrastructures (£5m or more) over small locally integrated schemes. The seminar's survey of successful rural transport projects shows that local authorities wish to expand and integrate these new services but cannot do so due to the lack of funding opportunities.
- 5 The survey for the Seminar of the voluntary sector in the North West and South West regions revealed that participation in the LTP process had been poor in

most cases. Where consultation had been efficient the efforts and outcomes had minimal impact. Only in a few cases had the voluntary sector's influence been considered positive, but not sufficiently far-reaching.

6 The funding opportunity that the LTP system offered is not readily understood by participants who had been encouraged to take a holistic approach. The voluntary sector is disappointed that Local Transport Plans (LTPs) are not delivering the myriad of small schemes which encourage a shift away from the car or lorry. Instead LTPs are favouring large show case schemes. In some cases the voluntary sector is discouraged and disillusioned, many organisations are poorly resourced to cope with the increasing workload generated by demands for community partnership. Where resources are adequate there is greater optimism that positive influence is achievable.

### SW TAR's recommendations include:

- A radical approach and willingness to change policies to manage demand for transport. A thinktank of NGOs, regional activists, academics and others to describe a vision for sustainable transport in the countryside, promoting 'transport and traffic proofing' at all levels across all policy areas and sectors.
- Develop TAIMS as a user-friendly tool assisted by voluntary sector. Encourage DETR, Highways Agency, local authorities and transport professionals to find ways of integrating TAIMS in transport planning including GOMMMS, NATA, LTPs, and Strategic Partnerships.
- The voluntary sector to influence the next generation of LTPs to deliver their vision through analysis, commentary, and research on rural transport.
- Develop Best Practice in stakeholder participation and its implementation in transport planning assisted by the voluntary sector.
- Government, local authorities and national NGOs to recognise that the voluntary sector will require resources to enable more efficient participation and community partnerships.

**Copies of the full report on this meeting are available from Kate Freeman (e-mail: [kt.freeman@virgin.net](mailto:kt.freeman@virgin.net))**

### **Please spread the word!!**

All YHTAR members – and thanks to Arriva a goodly number of key people in our region – receive a printed copy of this newsletter. YHTAR needs as many members as it can get, but more than that, we need to spread the word as to who we are and what we do, and to gather

support. So do please pass this copy around your group or pin it on a well-scanned noticeboard!!

If you need further printed copies for distribution, please let me know. (Payment for postage appreciated!!) Or the 'Focus' can be seen and downloaded from our website, [www.yhtar.org.uk](http://www.yhtar.org.uk) Steve Broadbent

# Membership – join now!!

**W**e are inviting everyone who supports our aims to join YHTAR: by so doing, you will be supporting the broad aims of all the pro-public transport pressure groups in the region, and you will be contributing to the growing debate about, and pressure for, better “sustainable transport”.

Paid-up members will receive four issues of this newsletter a year, regular updates from me (wherever possible by e-mail to keep our costs down) and will be able to attend and vote at General Meetings as appropriate.

For the year 2001/2, the AGM agreed that two classes of membership, Individual Member and Affiliated Group, would be available. The former is open to any individual who shares YHTAR’s aims, while the latter is open to those representing local branches of national bodies, or others, who are willing to pass on YHTAR-type information to/from a wider audience. For the present year all subscriptions have been set at just £5.00, which, we hope, will encourage those from larger organisations to offer a

## YHTAR Committee 2001/2

<b>Chairman:</b>	Colin Speakman (Ilkley; Transport 2000)
<b>Vice Chairlady:</b>	Pam Ashton (Bradford; Cyclists’ Touring Club)
<b>Treasurer:</b>	Graham Collett (York; Railfuture)
<b>Committee Members:</b>	Jim Burton (Ilkley; CPRE)
	Anthony Rae (Hebden Bridge; FoE)
	Brian Witty (Hull; CPRE, CTC and T2000)
	Peter Davies (Brighouse; Railfuture)

donation to YHTAR’s funds!!

YHTAR really does need your support – only by being a large and very active umbrella group will we taken seriously by councils, NGOs and government bodies and representatives.

The YHTAR e-mail forum –accessible via [majordomo@foe.co.uk](mailto:majordomo@foe.co.uk) – remains FREE and open to all.

...and the web site is  
[www.yhtar.org.uk](http://www.yhtar.org.uk)

**To join, simply complete the form below!!**

## Next meeting

Our next **General Meeting** will be held in the Railway Institute, York, at **2pm on Saturday, September 29**. This will be an opportunity to exchange information about campaigning and to find out what is going on!

Our second **Annual General Meeting** is provisionally scheduled for **Saturday, April 13, 2002**: full details nearer the time.

The next **YHTAR Focus** will be published immediately after the New Year, all contributions welcome!

## YHTAR MEMBERSHIP APPLICATION FOR 2001-2

**To: Steve Broadbent**, Co-ordinator YHTAR, 35 Bromley Road, Bingley, West Yorkshire BD16 4DA

**From:** Name.....

Address.....

e-mail address..... Contact tel no:.....

Signed.....Date.....

Representing .....(Group) (if applicable)

I am a member of the following related organisations (eg CTC, T2000, CPRE, FoE).....

I enclose £.....(min. £5) subscription to YHTAR for 2001-2  
(Please make cheques and postal orders payable to “YHTAR”, subscription is valid until the AGM in April 2002.)

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