

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 26 SEPTEMBER 2014
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS

Members are reminded of their responsibility, in accordance with the Members' Code of Conduct, to declare any disclosable pecuniary interests in any matter under consideration at this meeting. Should you have a disclosable pecuniary interest in an item on the agenda you should not participate in any discussion on the matter, vote on the matter or remain in the meeting during discussion and voting on the matter subject to Part 4 (paragraphs 19 and 20) of the Code of Conduct.

If a member is unsure of the correct course of action to take, they should seek advice from the Secretary and Solicitor **prior** to the meeting.

Members should complete the appropriate form, attached herewith, and hand it to the Clerk before leaving the meeting. A blank form can be obtained from the Clerk at the meeting.

3. EXCLUSION OF THE PRESS AND PUBLIC

To identify items where resolutions may be moved to exclude the press and public.

**4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON
11 JULY 2014
(pages 8 to 13)**

Copy attached.

5. MINUTES OF THE MEETING OF THE DISTRICT CONSULTATION SUB-COMMITTEES HELD ON:-

- (a) Leeds – 7 July 2014 (pages 14 to 19)
- (b) Calderdale – 8 July 2014 (pages 20 to 25)
- (c) Kirklees – 9 July 2014 (pages 26 to 31)
- (d) Bradford – 14 July 2014 (pages 32 to 38)
- (e) Wakefield – 17 July 2014 (pages 39 to 43)

Copies attached.

**6. WYCA FUNDED SOCIALLY NECESSARY BUS SERVICES
(pages 44 to 51)**

To consider the attached report.

**7. RAIL FRANCHISING
(pages 52 to 55)**

To consider the attached report.

**8. SMARTCARD AND INFORMATION PROGRAMME UPDATE
(pages 56 to 60)**

To consider the attached report.

**9. LOCAL TRANSPORT PLAN APPROVALS
(pages 61 to 65)**

To consider the attached report.

**10. WEST YORKSHIRE plus TRANSPORT FUND
(pages 66 to 69)**

To consider the attached report.

**11. NGT UPDATE
(pages 70 to 74)**

To consider the attached report.

***12. NGT – OBJECTION MANAGEMENT
(pages 75 to 83)**

To consider the attached report.

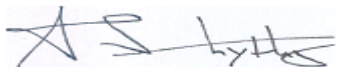
***13. CONCESSIONARY TRAVEL UPDATE
(pages 84 to 87)**

To consider the attached report.

***14. WAKEFIELD KIRKGATE STATION
(pages 88 to 90)**

To consider the attached report.

Signed:

A handwritten signature in blue ink, appearing to read 'AS Little', is written over a light blue rectangular background.

Head of Paid Service WYCA

WEST YORKSHIRE COMBINED AUTHORITY
DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS

NAME OF MEMBER:

COMMITTEE: **TRANSPORT COMMITTEE**

DATE: **26 SEPTEMBER 2014**

AGENDA ITEM NO	NATURE OF INTEREST

Signed

You should complete this form only if you have a disclosable pecuniary interest in any particular item on this agenda. (See attached appendix for schedule of disclosable pecuniary interests.) Completed forms should be handed in to the Secretary and Solicitor **before** leaving the meeting.

NOTE: Should you have a disclosable pecuniary interest in an item on the agenda you should not participate in any discussion on the matter, vote on the matter or remain in the meeting during discussion and voting on the matter subject to paragraph 24 of the Code of Conduct.

If you are unsure of the correct course of action to take, you should seek advice from the Secretary and Solicitor prior to the meeting.

**SCHEDULE OF DISCLOSABLE PECUNIARY INTERESTS UNDER THE LOCALISM ACT 2011 AND THE
CODE OF CONDUCT OF THE COMBINED AUTHORITY 2014**

Disclosable Interest	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the relevant Authority) made or provided within the relevant period in respect of any expenses incurred by a Member in carrying out duties as a member, or towards the election expenses of the Member.</p> <p>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.</p>
Contracts	<p>Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the Authority -</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land which is within the area of the Authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the Authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to the member's knowledge) -</p> <p>(a) the landlord is the Authority; and</p> <p>(b) the tenant is a body in which the relevant person has a beneficial interest.</p>

Securities

Any beneficial interest in securities of a body where -

- (a) that body (to the Member's knowledge) has a place of business or land in the area of the Authority; and
- (b) either -
 - (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If a Member has a disclosable pecuniary interest in a matter under discussion, the Member may not:-

- (a) participate, or participate further, in any discussion of the matter at the meeting;
- (b) participate in any vote, or further vote, taken on the matter at the meeting (unless the Member has requested and been granted a relevant dispensation by the Standards Committee), or
- (c) remain in the room during the discussion or vote on the matter.

Where Members have a disclosable pecuniary interest in a matter to be considered at a meeting, they may attend the meeting but only for the purposes of making representations, answering questions or giving evidence relating to the matter, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise. Once Members have finished, or the meeting decides they have finished, Members must leave the room and may not remain in the room during the discussion or vote on the matter.

Note: If a close family member has a Disclosable Pecuniary Interest, this is deemed to be a Disclosable Pecuniary Interest of the Member of the Authority.

PUBLIC INSPECTION OF DOCUMENTS AND ACCESS TO MEETINGS OF THE WEST YORKSHIRE COMBINED AUTHORITY

Inspection of Documents

- (a) Files containing correspondence etc, relating to items to be discussed at the meeting may be inspected by contacting the originating department - please see below. Certain information may be confidential and not open to inspection.

Exempt Information

- (b) Agenda Items 12 (NGT Objection Management), 13 (Concessionary Travel Update) and 14 (Wakefield Kirkgate Station) contain exempt information as defined in paragraph 3 of Schedule 12A, Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).

The Authority may exclude the press and public from the meeting during the consideration of these items if it is satisfied that the public interest in being present is outweighed by the public interest in maintaining the exemption.

It is recommended that because disclosure of Agenda Item 12 would reveal the commercial negotiations between WYCA and the other parties involved with the various property transactions this would be prejudicial to the negotiating position of the Authority and those parties.

It is recommended that because disclosure of Agenda Item 13 would reveal the commercial negotiations between WYCA and bus operator companies this would be prejudicial to the negotiating position of the Authority and those companies.

It is recommended that because disclosure of Agenda Item 14 would identify the maximum contribution WYCA would make towards the project this would be prejudicial to the negotiating position of the Authority.

For the reasons outlined above, the public interest will be better served by maintaining the exemption, and, therefore, the press and public will be excluded for Agenda Items 12, 13 & 14.

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	18 September 2014

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 11 JULY 2014 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor James Lewis (Chair)

Councillors R Billheimer, Y Crewe, E Firth, A Hussain, M Johnson, D Kirton, G Lowe, M Lyons, R Poulsen, L Smaje, D Sutherland, T Swift, E Taylor and M Ward

In attendance: Councillors V Slater (Bradford), B Collins (Calderdale), R Lewis (Leeds) and D Levene (York)

21. Welcome

The Chair welcomed Councillors Abid Hussain, Michael Johnson, Rebecca Poulsen, and Martyn Ward to their first meeting. He also welcomed back Councillors David Kirton and Eileen Taylor who had previously been members of the West Yorkshire Integrated Transport Authority (WYITA).

22. Opening Remarks

Tour de France

The Chair commented on the success of the previous weekend's Tour de France event held across Yorkshire. He thanked all those who had been involved in the preparation including those seconded to the TDFHub2014 and also members of staff who had worked over the weekend providing an invaluable information service at different locations throughout West Yorkshire.

The Committee endorsed the Chair's remarks.

Local Sustainable Transport Fund

The Chair advised the Committee of the successful LSTF bid in securing £2.8m which would be spent on the jobcentre plus partnership, further work on smart ticketing and extending the go:cycling and go:walking projects.

23. Apologies for Absence

Apologies for absence were received from Councillors A Carter, A Pinnock and P McBride (Kirklees).

24. Declarations of Disclosable Pecuniary Interests

There were no pecuniary interests declared by Members at the meeting.

25. Minutes of the Meeting of the Transport Committee held on 13 June 2014

Resolved: That the minutes of the Transport Committee held on 13 June 2014 be approved and signed by the Chair.

26. Rail Franchise Consultation

The Committee considered a report on a consultation document which had been produced by the Department for Transport and Rail North relating to the refranchising of the TransPennine (TP) and Northern rail franchises.

It was reported that the consultation exercise provided a major opportunity for the WYCA to shape the franchises and provide direct inputs into the process by highlighting the importance of rail operations for the future economic growth of the Leeds City Region and the North, as well as the prioritisation for the development of rail schemes provided through these franchises.

The Committee commented that the WYCA response should make it clear that any new franchises must support the economic and environmental ambitions and objectives of the Combined Authority and the wider City Region as set out in the Strategic Economic Plan (SEP). The Committee made the following comments that should be considered when preparing the consultation response:

- To address capacity issues, particularly overcrowding on peak services into the major towns and cities.
- Improved integration across all transport modes.
- Improved accessibility, social inclusion and modal integration.
- Fully integrated smart ticketing to address issues such as cross boundary journeys.
- Significant investment in rolling stock and infrastructure.
- Affordable fares.
- HS2.
- Calder Valley Line.
- Better means of collecting revenue fares to avoid fare evasion.

- Recognise the importance of East-West connectivity and not just North-South and the need to focus on local integration across the North of England and within West Yorkshire.

Resolved: That the comments made by the Transport Committee be considered as part of the WYCA's response to the rail franchise consultation.

27. Rail North Governance

The Committee considered a report which provided an update on plans for the devolution of rail services in the North of England and outlined the proposed governance arrangements to establish Rail North together with a new partnership with the Department for Transport (DfT).

It was reported that an outline governance structure for Rail North to manage the new franchise had now been developed. This was primarily aimed at promoting and improving rail services in the North, overseeing the long term Rail Strategy and campaigning for devolution of responsibility for the Northern and TransPennine franchises.

The key features of the new governance arrangements included:

- An Association of Local Transport Authorities known as the Association of Rail North Partner Authorities (ARNPA), with a member from each of the 30 LTAs in the North, and governed by a Leaders' committee.
- Rail North Limited a Special Purpose Vehicle being a company limited by guarantee, whose Directors were appointed by geographical sub-groups determined by ARNPA.
- A Joint Venture body or partnership established under arrangements between Department for Transport and Rail North Limited.

The proposed governance arrangements were attached at Appendix 1 of the submitted report.

Councillor Smaje emphasised that the proposed governance structure should be politically balanced.

Resolved: That the WYCA be recommended to enter into the proposed Rail North governance arrangements as outlined in the submitted report.

28. Petition – Pontefract Rail Services

The Committee considered a report on a petition received in relation to a campaign for improved rail services for Pontefract, Knottingley, Featherstone and Streethouse.

It was reported that the petition contained over 300 signatures supporting improved rail services to enable better access for work, education and leisure opportunities.

The petition focussed on the need for:

- Improved frequency of rail services between Knottingley, Pontefract and Leeds.
- Lack of direct services between Leeds and Featherstone/Streethouse.
- Improved quality of rolling stock and improvement in peak capacity.

The Committee commented that the petition highlighted a number of issues that affected many parts of the rail network across West Yorkshire and that the petitioners' key concerns should be incorporated into the WYCA's response to the Northern and TransPennine Express franchise consultation.

Resolved:

- (a) That the key messages of the petition be incorporated into the WYCA response to the Northern and TransPennine Express franchise consultation.
- (b) That the petitioners be thanked.

29. Local Transport Plan Approvals

The Committee considered a report which sought funding approval for previously approved programmes and schemes and new opportunities for utilising external funding as follows:

- Local Transport Plan Integrated Transport, Highway Maintenance, Cycle City Ambition Grant and West Yorkshire 'Plus' Transport Fund for Quarter 2.
- Huddersfield Rail Station Gates.

Integrated Transport Block and Highways Maintenance Block Quarter 1 2014/15 Allocations

It was noted that the proposed Integrated Transport Block and Highways Maintenance Block (Quarter 1) allocations for 2014/15 were outlined in Table 1 of the submitted report.

Comment was made that further work had been undertaken to provide a more detailed programme for the IP2 Delivery Plan which had resulted in the need to make a number of minor changes that would carry through to the quarterly payments. The proposed changes that were reflected in the revised quarterly payments were attached at Appendix 1 of the submitted report.

Highway Maintenance Block Funding

Details of the Highways Maintenance Block funding distributed between the District Councils was attached at Appendix 2 of the submitted report.

Cycle City Ambition Grant

It was reported that the funding allocated to partners in accordance with the forecast spend at the start of each quarter was detailed in Appendix 3 of the submitted report.

West Yorkshire Plus Transport Fund

It was reported that Table 1 in Appendix 4 of the submitted report detailed the proposed payments to progress the West Yorkshire plus Transport Fund early win schemes.

Members noted that a review of the Fund would be required following the funding announcement made by the DfT as part of the settlement of the Strategic Economic Plan (SEP) bid to the Local Growth Fund.

Huddersfield Rail Station Gates

It was reported that following discussions with the DfT and the train operators, approval was now being sought towards the ITSO smart enabling of Huddersfield Rail Station gates. Comment was made that following advice received from the DfT, the funding would be made up from a combination of Section 56 grant funding and through a revenue grant payment.

Members noted that discussions regarding smart enabling of the gates at Wakefield Westgate Rail Station were ongoing.

Transport Hubs Implementation Plan 2 Programme

Members were advised that the proposed expenditure on the IP2 Transport Hubs Programme had been deferred pending the review of the impact of the SEP announcement on the Local Transport Plan being undertaken.

Resolved:

- (a) That the quarterly payments as set out in Table 1 of the submitted report be approved.
- (b) That the expenditure of £189,135 to fund the works to Huddersfield Rail Station Gates, to be funded by DfT Grant (£153,135) and Better Bus Area Fund (£36,000), be approved.

30. Travel Choices – Accessibility and Equality Initiatives

The Committee considered a report which provided details of the approach taken in recent years to understand accessibility issues relating to public transport in West Yorkshire, and to establish improvements.

Members noted the report which outlined the WYCA's approach to equality and accountability in terms of engagement and understanding the needs of passengers.

In welcoming the report, members highlighted the success of the Safer Places Scheme at bus stations in Bradford, Calderdale, Kirklees and Leeds.

Resolved: That the value of the activities outlined in the submitted report and the proposed liaison with a wide range of representative groups be endorsed.

31. Petition – Service X15

The Committee considered a report in respect of a petition which had been received regarding service X15 and the response that had been made.

Members were advised that following the withdrawal of Service X15 a petition had been received from the residents of Daisyfield Grange, Rossefield Manor requesting the reinstatement of a direct service along Stanningley Road to Pudsey. Representations had now been received from First, who operate Service 15, had indicated that their decision to withdraw the service was due to low passenger numbers and the availability of alternative services.

Resolved: That no further action be taken and the petitioners be thanked.

32. Strategic Economic Plan – Transport Funding Announcements

The Committee considered a report which provided details of the funding announced on 7 July 2014 as part of the settlement of the Strategic Economic Plan (SEP) bid to the Local Growth Fund.

In welcoming the successful bid, the Transport Committee noted that the Leeds City Region had secured the largest settlement in the country of £573m for the Growth Deal period from 2015-21. This settlement included £180m for the West Yorkshire plus Transport Fund (WY+TF) and a further £420m to be provided between 2020/21 and 2034/35 for the Transport Fund (£30m per year). Therefore, together with the £183m Major Scheme Funding previously secured through the City Deal process and local contributions, this would produce a £1bn Transport Fund.

Resolved: That the report be noted.

**MINUTES OF THE MEETING OF THE
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY 7 JULY 2014 IN WELLINGTON HOUSE, LEEDS**

PRESENT: Councillor M Lyons (Chair)

**WYCA TRANSPORT
COMMITTEE**

J Lewis
E Taylor

LEEDS CC

A Khan
B Urry

Also in attendance:-

M Fenwick
B Dorr
Pete Myers
W Murchison

PUBLIC REPRESENTATIVES

David Brady
Paul Chadwick
Brian Cooper
David Hope
Catherine Keighley
Alan Oldroyd

Hazel Lee
Judith Rhodes
Eric Smith
Ann Stocks
Charles Stones
Bill Tymms
Peter Wood

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Carter and C Campbell.

8. MINUTES

RESOLVED – That the minutes of the meeting held on 7 April 2014 be noted.

9. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest and a time limited question and answer session was held. The following issues were raised:

Bus Service Numbers

Mr Tymms asked if the Combined Authority had any powers to persuade operators to use different service numbers when registering new services to avoid duplication and confusion for passengers. In response, it was noted that operators had to register any new services with the Traffic Commissioner and the Authority were only able to offer advice to the operators in respect of numbering.

Operators' Complaints Procedures

Mr Wood reported that following the problems previously raised in respect of being unable to contact First by telephone, he was now aware that their customer services number had changed. However there was no message or link advising callers about the change and Mr Dorr from First would bring this to the attention of First's customer services department.

Carriage of Wheelchairs on Buses

It was noted that the court case regarding the carriage of wheelchairs which was discussed at the previous meeting was still not resolved. Further information would be provided once the outcome was known.

Bus Quality Contracts

In response to a request for an update regarding bus quality contracts, the Committee was advised that the WYCA had been given a presentation by the Association of West Yorkshire Bus Operators setting out the components of a partnership alternative. Further consideration would be given to the proposals and discussions were ongoing.

Bus Service Diversions

Further to the concerns raised at the previous meeting in respect of bus diversions due to road closures, members were advised that a review of procedures would be undertaken.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

10. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 7 April 2014 and to report the action taken.

At the last meeting members had been given a presentation on the work of the MetroLine team and were consulted on public transport arrangements for the Tour de France and District Consultation Sub-Committees and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

11. INFORMATION REPORT

The Committee considered a report on information regarding current developments and issues affecting the Leeds District.

District Consultative Sub-Committees

At the last meeting of the WYCA Transport Committee it was agreed that the former Passenger Consultative Committees be renamed District Consultation Sub-Committees (DCSCs) to consider a wide range of transport issues.

Single Transport Plan

Members were advised that the WYCA had agreed to undertake a review of current transport plans with a view to developing a Single Transport Plan for West Yorkshire. The review would consider existing plans such as the Strategic Economic Plan, Local Transport Plans, West Yorkshire plus York Transport Fund, Leeds City Region Transport Strategy and High Speed 2. The District Consultation Sub-Committees would be involved in the review process.

Local Growth Fund

It was reported that the Leeds City Region Local Enterprise Partnership (LEP) had submitted a Strategic Economic Plan (SEP) to the Government as a bid to the Local Growth Fund. Details of the outcome of the bid had recently been announced and further information would be available for the next meeting.

Local Sustainable Transport Fund Extension Bid

The Committee was advised that Department for Transport had provided formal notification of additional funding for the WYCA's successful Travel Plan Network Jobseekers scheme and go:cycling projects for the period 2014/15. Further information was due in the near future.

Service 923

The Committee expressed their disappointment that because North Yorkshire County Council were to withdraw their contribution towards the funding of Service 923 from October 2014, the service would no longer serve Tadcaster. Comment was made that this would affect many people living in West Yorkshire who needed to travel cross boundary to North Yorkshire. A number of timetable options were being developed and would be tendered later in the month and members' concerns would be raised with North Yorkshire County Council.

Elland Road Park and Ride

Members were advised that the Elland Road Park and Ride scheme had now opened, providing 800 parking spaces with a 10 minute bus service into the city centre between 0700 and 1900 Monday to Saturday (except on Saturday match days). The site was the first in Leeds to provide public access to electric vehicle spaces with free charging points.

East Leeds

The Committee noted that the WYCA was working with partners to establish a preferred option for a Park & Ride site on the East Leeds Corridor. A new station at the Thorpe Park development and a relocated East Leeds Parkway station at Micklefield were still being considered.

Yellow Buses

Members were advised that that Selective Catalytic Reduction traps had been fitted to the exhaust systems of the Mybus yellow buses which brought them up to the higher Euro VI(6) standard. It was noted that WYCA had approved funding for Phase 2 of the 'Yellow Buses go Green' project which involved repainting of the yellow buses with a new livery.

MCard

It was reported that the new weekly or monthly MCard and 16-25 PhotoCard had been launched on 27 April 2014. A copy of the latest newsletter which provided an update on the Payzone retail network was attached at Appendix 1 to the submitted report.

RESOLVED - That the report be noted.

- 12. CONSULTATION ITEMS:**
- (a) Rail Franchise Consultation**
 - (b) Roadside Displays**
 - (c) Tour de France**

Rail Franchise Consultation

Members were given a presentation on the rail franchise consultation process. They were advised that the Department for Transport and Rail North had issued a stakeholder consultation document for the refranchising of the TransPennine Express and Northern Rail franchises. The closing date for responses was 18 August 2014 and the WYCA would be submitting a formal consultation response.

It was noted that this would be a major opportunity for West Yorkshire to influence the future of rail franchises and input from the District Consultation Sub-Committees would be taken into account. The following comments were made:

- Need to ensure that sufficient rolling stock is available and that the agreed strengthenings are provided.
- Could some mechanism be introduced to insist that excess profits are kept within the rail industry eg. for providing new raiing stock.
- Consider using the new turn back facility on the Harrogate line to enable trains to turn round at Horsforth. Concern that if this is not highlighted in the franchise document it could be overlooked.
- Sunday services are inadequate – need additional services and strengthenings on current services

It was noted that once the consultation had closed, the Department for Transport would publish a report summarising the views received.

Roadside Displays

Members had previously been consulted on roadside displays and it was reported that WYCA were currently trialling a new design and layout of the information contained within them at several locations in West Yorkshire. Members' views were sought on the new designs and the following comments were made:

- The display in Wetherby Bus Station is very good but could be improved by enlarging the font size for the timetable.
- Although challenging, consider including some fares information.
- Support for plan of route and journey times, but include all stops if possible.

Tour de France

It was noted that the first two stages of the Tour de France had taken place in Yorkshire on 5/6 July 2014 and members were asked for their impressions of the event and, in particular, the management of travel and transport arrangements.

All members considered the event to have been a huge success with excellent organisation. It was noted that the bus service provision had been extremely well managed and although the level of demand for rail travel had exceeded all

expectations, particularly for the Leeds-Harrogate stage, people had been very patient.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to: erica.ward@westyorks-ca.gov.uk.

RESOLVED – That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY 8 JULY 2014 AT THE TOWN HALL, HALIFAX**

PRESENT: John Sykes (Chair)

**WYCA TRANSPORT
COMMITTEE**

D Kirton

CALDERDALE MC

B Collins (Observer)

PUBLIC REPRESENTATIVES

Myra James

Peter Melling

John Myddelton

John Sheppard

Peter Stocks

John Whiteley

Also in attendance:-

C Powell

-

First

D Randle

-

First

P Myers

-

Northern Rail

N Walsh

-

T J Walsh

C Simpson

-

Yorkshire Tiger

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D Sutherland (WYCA Transport Committee) and J Lynn (Calderdale Council).

8. MINUTES

RESOLVED - That the minutes of the meeting held on 8 April 2014 be noted.

9. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest and a time limited question and answer session was held. The following issues were raised.

Discussions ensued regarding the realtime system and how on occasions real time service information changed to scheduled timetabled information causing confusion

to the travelling public. In response, it was explained that if a journey was running late then the system would recognise this and predict that the following journey could also be delayed. The reason it might then revert to scheduled may be that the driver of the previous service had logged off after dropping off their last passenger(s) instead of waiting until the end of the journey. Officers agreed to bring this matter to the attention of operators.

It was reported that the timetable of Service 257/258 operated differently in school holidays. However, the timetabled information to accompany these changes was inconsistent and did not always reflect the correct running schedule. Officers agreed to investigate this issue.

Discussions ensued regarding fare collections on rail services. Northern Rail representative, Mr Myers, explained that the company had undertaken a recruitment exercise and had employed a number of revenue collectors who were presently in training. These collectors would be utilised in West and North Yorkshire to combat the issue of fare evasion.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

10. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 8 April 2014 and to report the action taken.

At the last meeting members had been given a presentation on the work of the MetroLine team and were consulted on public transport arrangements for the Tour de France and District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

11. INFORMATION REPORT

The Committee considered a report on information regarding current developments and issues affecting the Calderdale District.

Single Transport Plan

Members were advised that the WYCA had agreed to undertake a review of current transport plans with a view to developing a Single Transport Plan for West Yorkshire. The review would consider existing plans such as the Strategic Economic Plan, Local Transport Plans, West Yorkshire plus York Transport Fund, Leeds City Region

Transport Strategy and High Speed 2. The District Consultation Committees would be involved in the review process.

Local Growth Fund

It was reported that the Leeds City Region Enterprise Partnership (LEP) had submitted a Strategic Economic Plan (SEP) to the Government as a bid to the Local Growth Fund. An announcement had just been made and the Leeds City Region (LCR) had been awarded £30m a year for 20 years. The funding agreement would allow the development of the West Yorkshire plus Transport Fund. Further information would be available at the next meeting.

Members queried whether the fund would allow for a station to be opened at Elland. In response, it was stated that it would allow the development of 1-2 new stations and that the Combined Authority and LCR were working with Calderdale Council to develop proposals for Elland. However, it was noted that this was subject to the evaluation of business case and economic impacts.

Halifax Bus Station

Members were advised of the revisions to stands A2 and A3 in Halifax bus station at the end of April that now allowed both alighting and boarding passengers. This had improved site safety, as it had reduced the number of bus movements around the station and reduced passenger footfall to the island stands.

Comment was made regarding timing conflicts between services arriving and departing at Stand B3. It was explained that all departures at the bus station had been scheduled to leave 5 minutes between service arrivals. It was noted, however, that a delayed or late departing/arriving service would impact on this and it was agreed to investigate this issue further.

It was queried whether all the brush safety barriers had been installed at the station. In response, officers confirmed that the work was complete.

It was suggested that consideration be given to installing a realtime departure screen at the far side of the bus station, as passengers would find this beneficial. This would be in addition to the display located at the bus station's entrance. It was agreed to investigate this issue further.

Yellow Buses

Members were advised that that Selective Catalytic Reduction traps had been fitted to the exhaust systems of 119 of the 165 Mybus yellow buses. This had brought them up to the higher Euro VI(6) standard. It was noted that officers were in the process of compiling a bid to have the traps installed to some of the remaining 46 buses. It was advised that the WYCA had approved funding for Phase 2 of the

'Yellow Buses go Green' project, which involved repainting of the yellow buses with a new livery.

MCard

It was reported that the new weekly or monthly MCard and 16-25 PhotoCard had been launched on 27 April 2014. A copy of the latest newsletter, which provided an update on the Payzone retail network, was attached at Appendix 1 to the submitted report.

AccessBus Retendering

It was reported that bids for the operation of AccessBus services had been put out to tender and were being evaluated with new contracts commencing in September. New Optare Solo vehicles would be introduced in the Calderdale and Kirklees districts, which would bring them in line with the rest of the fleet. In this respect, it was confirmed that Calderdale Council had been awarded the new contract.

Rail North Update

The Committee was updated on the work which was continuing with the Rail North partners to develop and finalise the governance arrangements for Rail North and the partnership with the Department for Transport.

RESOLVED - That the report be noted.

- 12. CONSULTATION ITEMS:**
- (a) Supported Bus Service Network Review**
 - (b) Rail Franchise Consultation**
 - (c) Roadside Displays**
 - (d) Tour de France**

Supported Bus Service Network Review

The Committee was given a presentation, which provided information relating to the bus network review to be undertaken in the Calderdale district. It was reported that proposed changes to services in the district had been published and consultation on the changes had now commenced. Members noted that the main impact on the Calderdale network involved the replacement/merging of certain services and some evening and Sunday withdrawals due to low demand. Details of the changes were outlined to members through the presentation. It was noted that the consultation would be undertaken via councillor/stakeholder briefings, press releases and advertisements in local magazines and also through flyers and posters on bus services, bus shelters and at key venues. Members of the public would also be given the opportunity to provide feedback at drop-in sessions, via the website [www.wymetro.com/bus review](http://www.wymetro.com/bus%20review) and by emailing busconsultation@wypte.gov.uk.

It was noted that the consultation would close on 21 July 2014 and the next steps would include commencement of the procurement process in September 2014, with final approval of the network changes in October 2014 and implementation in late January 2015.

Discussions ensued regarding the necessity of service links between Halifax and Rochdale provided by Service 528, as the proposed withdrawal of this service would leave areas, such as Lydgate, unserved. Officers assured the Committee that the Combined Authority would be looking to maintain as much of the service network as possible. Further information would be reported to the Committee regarding the proposed changes in the near future.

Rail Franchise Consultation

Members were given a presentation on the rail franchise consultation process. They were advised that the Department for Transport (DfT) and Rail North had issued a stakeholder consultation document for the refranchising of the TransPennine Express and Northern Rail franchises. The closing dated for responses was 18 August 2014 and the WYCA would be submitting a formal consultation response.

It was noted that this would be a major opportunity for West Yorkshire to influence the future of rail franchises and input from the District Consultation Sub-Committees would be taken into account. It was noted that once the consultation had closed, the Department for Transport would publish a report summarising the views received.

The Committee queried whether the provision of links from the district to Leeds Bradford International Airport would be considered as part of the franchise process. In response, it was stated that the Combined Authority was taking part in a study led by the DfT, which would look at a fixed rail link to the airport. The findings of the study would be published in the autumn and this would allow the Authority to determine the options available in delivering this type of transformational project.

Members commented on how the integration and inter-changeability of public transport was declining and asked that consideration be given to how the travelling public catching the rail services would impact on road congestion and car parking.

Roadside Displays

Members had previously been consulted on roadside displays and it was reported that the WYCA was currently trialling a new design and layout of the information contained within them at several bus station locations in West Yorkshire including Todmorden and Halifax.

Members commended the layout of the new timetable design and in particular found the journey time feature and route map very useful. It was noted that these features would assist passengers unfamiliar with the area. Members further

commented on the necessity for accurate information on the timetables. In this respect, officers asked that any timetable discrepancy be reported to the Combined Authority for rectification.

Tour de France

It was noted that the first two stages of the Tour de France had recently taken place in Yorkshire and members were asked for their impressions of the event and, in particular, the management of travel and transport arrangements.

The Committee commended the work undertaken by the District Councils, all stakeholders, rail and bus operators and the Tour de France team in delivering a successful Grand Départ.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to: erica.ward@westyorks-ca.gov.uk.

RESOLVED - That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
 KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
 HELD ON WEDNESDAY 9 JULY 2014 AT THE TOWN HALL, HUDDERSFIELD**

PRESENT: Councillor G Lowe (Chair)

**WYCA TRANSPORT
 COMMITTEE**

E Firth
 A Pinnock

PUBLIC REPRESENTATIVES

John Appleyard
 Mark Denton
 Shaun Jordan
 Chris Jones

William Kirby
 Keith Parry
 Kathleen O'Shea
 Chris Taylor

KIRKLEES MC

C Preest

Also in attendance:-

C Turner	-	First Huddersfield
M Knott	-	Yorkshire Tiger
P Myers	-	Northern
A Hunter	-	TransPennine Express

7. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Cooper and L Smaje, public representative David Hargreaves and Richard Hadfield (Kirklees Highways) and Joanne Waddington (Kirklees Highways).

8. MINUTES

Further to minute 3, TransPennine Express May Timetable, members were given an update on the service since the changes that took place in May 2014. Comment was made that whilst there had initially been some performance problems those issues had now been identified and would be taken into consideration in the December timetable.

Comment was also made that the issue regarding TPE's failure to display seat reservations on certain parts of the route would also be addressed.

Further to minute 5, Information Report, Safe Places, the Committee asked officers to contact Northern and Network Rail on whether the scheme could be extended to Dewsbury and Huddersfield Rail Stations.

RESOLVED – That the minutes of the meeting held on 9 April 2014 be noted.

9. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest and a time limited question and answer session was held. The following issues were raised:

Calderdale Bus Service Network Review

The Committee commented on whether any bus services in the Calderdale Bus Service Network Review would impact on services in Kirklees. In response comment was made that the only service affected were evening services on the 536 which served Quarmby village. Members were advised that local Ward Councillors and the residents from Quarmby who had previously responded to the Kirklees Bus Service Network Review on that particular service had been contacted for their comments.

Reference was also made that the next review of bus services in the South Huddersfield area was scheduled to take place in May 2015.

Outdoor Events

Mr Taylor advised that he had recently attended the Honley Show. He commented that he had travelled by public transport at a cost of £3.00 but people arriving by car were being offered reduced entrance fees. The organisers had not advertised or offered any incentive for visitors who travelled to the show by public transport. The Committee suggested that the Combined Authority should contact the organisers of all large outdoor events in West Yorkshire to work together to encourage public transport use eg. reduced entrance fees etc.

Implementation Plan

In response to a question raised by Mr Kirby, comment was made that as part of the LTP3 Implementation Plan 2011-14, a number of Traffic Light Priority schemes had been identified including 22 which had now been completed in the Kirklees area. The Committee was advised that monitoring of a sample of those sites had identified that bus journey times had benefitted significantly and at some sites were exceeding initial predictions.

In welcoming the success of the TLP scheme, members asked whether it would be continued in view of the fact that the 3 year Implementation Plan was to end in 2014. In response comment was made that any extension to the TLP scheme was

dependent on a review of all the Combined Authority's transport plans that was being undertaken with a view to developing a single plan for West Yorkshire that took into consideration plans such as the Local Transport Plan which included the Implementation Plan. It was proposed that the Committee would be involved in the consultation process.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

10. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 7 April 2014 and to report the action taken.

At the last meeting members had been given a presentation on the work of the MetroLine team and were consulted on public transport arrangements for the Tour de France and District Consultation Sub-Committees and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

11. INFORMATION REPORT

The Committee considered a report on information regarding current developments and issues affecting the Kirklees District. These included:

District Consultative Sub-Committees

At the last meeting of the WYCA Transport Committee it was agreed that the former Passenger Consultative Committees be renamed District Consultation Sub-Committees (DCSCs) to consider a wide range of transport issues. It was also considered desirable to broaden representation at the meetings.

Local Growth Fund

It was reported that the Leeds City Region Local Enterprise Partnership (LEP) had submitted a Strategic Economic Plan (SEP) to the Government as a bid to the Local Growth Fund. Details of the outcome of the bid had recently been announced and further information would be available for the next meeting.

Heckmondwike Transport Hub Scheme

It was reported that the LTP Implementation Plan highlighted the development of a small number of transport hubs including the provision of a new off-street hub facility in Heckmondwike centre. Work was due to commence in Autumn 2014 and

be completed by 2015. The following would be provided within the proposed new facility:

- Drive through island layout
- Bus stands with shelters and real time displays
- Hub totem
- Canopied cycle stands
- Signalled priority for buses into and out of the site

The Committee noted that it would not be possible to have a drive in reverse out design for the hub due to the constraints of the site.

Holmfirth Hub

It was reported that the scheme had now been completed except for the provision of the new bus station sign which would incorporate a digital clock and discussions on providing this facility were progressing.

NHS Hospital Shuttle Bus Service

Members welcomed the introduction of a hospital shuttle bus service which had been procured on behalf of the Mid Yorkshire Hospital Trust for a three year period. The new service would operate between Dewsbury, Pinderfields and Pontefract Hospitals from 21 July 2014 using fully accessible minibuses and would operate 7 days a week, Monday to Fridays from 8 am to 8 pm and Saturdays and Sundays from 1 pm to 8 pm.

Yellow Buses

Members were advised that that Selective Catalytic Reduction traps had been fitted to the exhaust systems of the Mybus yellow buses which brought them up to the higher Euro VI(6) standard. It was noted that WYCA had approved funding for Phase 2 of the 'Yellow Buses go Green' project which involved repainting and re-livery of the yellow buses.

AccessBus Retendering

It was reported that bids for the operation of AccessBus services had been put out to tender and were being evaluated with new contracts commencing in September. New Optare Solo vehicles would be introduced in the Calderdale and Kirklees districts which would bring them in line with the rest of the fleet.

The Committee asked for information regarding AccessBus usage in the Kirklees area to be provided for the next meeting.

Rail North Update

The Committee was updated on the work which was continuing with the Rail North partners to develop and finalise the governance arrangements for Rail North and the partnership with the Department for Transport for managing the rail franchise process.

Members were advised that Rail North would act on behalf of the 30 Local Transport Authorities from the Scottish borders to the Midlands during the franchising consultation process.

go:cycling

It was noted that the go:cycling project aimed to get more people cycling safely and more often. Details of the wide ranging activities that the project supported were outlined in the submitted report. Members noted the continuing popularity of cycling particularly after the successful Tour de France Grand Départ and cycling initiatives such as the Cycle City Ambition Grant and asked for further information to be provided for the next meeting.

RESOLVED - That the report be noted.

- 12. CONSULTATION ITEMS:**
- (a) Rail Franchise Consultation**
 - (b) Roadside Displays**
 - (c) Tour de France**

Rail Franchise Consultation

Members were given a presentation on the rail franchise consultation process. They were advised that the Department for Transport and Rail North had issued a stakeholder consultation document for the refranchising of the TransPennine Express and Northern Rail franchises. The closing date for responses was 18 August 2014 and the WYCA would be submitting a formal consultation response.

It was noted that this would be a major opportunity for West Yorkshire to influence the future of rail franchises and input from the District Consultation Sub-Committees would be taken into account. The following comments were made:

- Need to ensure that sufficient new rolling stock is available and that the agreed strengthenings are provided.
- All new units should be gangway connecting to ensure there is no fare evasion and eliminate the need for two crews.
- Could some mechanism be introduced to ensure that excess profits from rail fare increases are distributed more equally rather than across London and the South East.

- More frequent services – half hourly services on all lines and additional services during the evenings and Sundays.
- The increased fast services between cities were welcomed but these should not be at the expense of providing additional local services.
- The need for significant infrastructure improvements to support new services was stressed.

It was noted that once the consultation had closed, the Department for Transport would publish a report summarising the views received.

Roadside Displays

Members had previously been consulted on roadside displays and it was reported that WYCA were currently trialling a new design and layout of the information contained within them at several locations in West Yorkshire. Members' views were sought on the new designs and the following comments were made:

- Although challenging, consider including some fares information.
- Include plan of route and journey times.
- Bus stop plates should include service numbers and their destination but not display street names as passengers may not be familiar with the area.

Tour de France

It was noted that the first two stages of the Tour de France had taken place in Yorkshire on 5/6 July 2014 and members were asked for their impressions of the event and, in particular, the management of travel and transport arrangements.

All members considered the event to have been a huge success with excellent organisation. It was noted that both bus and rail service provision had been extremely well managed and the Committee thanked all those involved for their hard work.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to: erica.ward@westyorks-ca.gov.uk.

RESOLVED – That members' feedback be noted.

ITEM 5d

**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY 14 JULY 2014 AT CITY HALL, BRADFORD**

PRESENT: Councillor Ruth Billheimer (Chair)

**WYCA TRANSPORT
COMMITTEE**

J Lewis
R Poulsen

BRADFORD MDC

S Cooke
R Jamil
H Khan
M Swallow

PUBLIC REPRESENTATIVES

Jane Gibbon	Gordon Lakin
Fred Gilbert	Graham Peacock
Andrew Jewsbury	Keith Renshaw
Peter Ketley	Barrie Rigg

Also in attendance:-

P Milner	-	Arriva Yorkshire
P Myers	-	Northern Rail
C Booth	-	Transdev (Keighley & District)
A Lonie	-	Transdev (Keighley & District)
C Rickaby	-	Observer (Bradford Rail Users' Group)
J Saunders	-	Observer (Bradford Council Chief Executive's Office)
S Wood	-	Observer (Aire Valley Rail Users' Group)

7. THANKS TO PREVIOUS CHAIR / WELCOME TO NEW MEMBERS

The Chair gave thanks to the previous chair, Councillor Imran Khan, and former member, Keith Dredge, for their hard work and commitment to the Committee. She also welcomed Councillors Simon Cooke, Rizwana Jamil, Hassan Khan and Rebecca Poulsen to their first meeting of the Committee.

8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Hussain and M Johnson (WYCA Transport Committee) and J Prestage and A Wowk (public representatives).

9. MINUTES

With regard to paragraph 4 concerning the withdrawal of bus services from the Clayton Green estate, comment was made that it had been omitted from the minutes that the Oakes Lane estate would also be affected by these changes.

With regard to paragraph 7 concerning the utilisation of old bus stock to operate services, comment was made that it had been omitted from the minutes that wheelchair users and mobility impaired passengers would also be precluded from using such services. In response, it was explained that from January 2016 all single decked vehicles must be low floor and fully accessible, with double decked vehicles to follow from January 2017.

RESOLVED - That, subject to the above, the minutes of the meeting held on 14 April 2014 be noted.

10. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest and a time limited question and answer session was held. The following issues were raised.

Comment was made regarding the journey planning facility on the website www.wymetro.com and how it was easy to use. However, concern was expressed that travel data was not always accurate and services were missing. It was suggested that Google's interface be used as an example for improving the Combined Authority's journey planning tool. In response, it was reported that every stop within the planner had been geographically located using a Naptan code. However, further development of the journey planner was in progress as part of the SCIP Programme and the use of Google was under review. Further comment was made that it would be useful to those persons unfamiliar with an area if they could switch to street view when planning a journey.

It was queried that there appeared to be a lot of revenue protection staff at Forster Square. In response, Mr Myers from Northern explained that the company had undertaken a recruitment exercise and had employed a number of new revenue collectors who were presently in training. These collectors would be utilised in West and North Yorkshire in an attempt to improve fare collection.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

11. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 14 April 2014 and to report the action taken.

At the last meeting members had been given a presentation on the work of the MetroLine team and were consulted on public transport arrangements for the Tour de France and District Consultation Sub-Committees and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

12. INFORMATION REPORT

The Committee considered a report on information regarding current developments and issues affecting the Bradford District.

District Consultative Sub-Committees

At the last meeting of the WYCA Transport Committee it was agreed that the former Passenger Consultative Committees be renamed District Consultation Sub-Committees (DCSCs) to consider a wide range of transport issues. It was also considered desirable to broaden representation at the meetings.

Comment was made concerning the need to ensure a cross representation of public members on the Committee, particularly in respect of disability groups, to ensure that all areas within the Bradford area were appropriately represented. In response, it was stated that the Combined Authority was presently looking at ways to strengthen the consultation process with disability groups. However, it was agreed to provide the next meeting of the Committee with details concerning this issue and also outlining which areas of Bradford were presently represented on the Committee by public representatives.

Single Transport Plan

Members were advised that the WYCA had agreed to undertake a review of current transport plans with a view to developing a Single Transport Plan for West Yorkshire. The review would consider existing plans such as the Strategic Economic Plan, Local Transport Plans, West Yorkshire plus York Transport Fund, Leeds City Region Transport Strategy and High Speed 2. The District Consultation Sub-Committees would be involved in the review process.

Local Growth Fund

It was reported that the Leeds City Region Local Enterprise Partnership (LEP) had submitted a Strategic Economic Plan (SEP) to the Government as a bid to the Local Growth Fund. Details of the outcome of the bid had recently been announced and further information would be available for the next meeting.

Local Sustainable Transport Fund Extension Bid

The Committee was advised that the Department for Transport had provided formal notification of additional funding for the WYCA's successful Travel Plan Network Jobseekers scheme and go:cycling projects for the period 2014/15. Further information was due in the near future.

Shipley Hub

It was reported that work continued to develop the Shipley Hub. Works included the installation in the summer of totems at Market Square and new finger post signage in Shipley town centre. The installation of two additional Totems at Briggate and Station Road were presently being discussed with rail partners and Bradford Council. A street lighting upgrade on Charles Street was currently being developed and discussions were ongoing between Bradford Council and Network Rail regarding the Bradford Canal Greenway Project cycle route-link to Shipley station.

It was queried whether, as part of the scheme, consideration could be given to implementing a shuttle bus service between Shipley rail station and Shipley bus station. In response, it was explained that due to the geographic nature of Shipley rail station, the logistics of turning a bus around at the bottom of the station would prove extremely difficult. However, it was agreed to investigate this matter as part of the review of bus services in the Bradford district, which was due to commence in the autumn.

Access to Leeds Bradford International Airport

The Committee was advised that the Combined Authority was taking part in a feasibility study led by the DfT, which would look at improvements to surface connectivity to Leeds Bradford International Airport (LBIA). It was noted that consultants had been appointed and were undertaking an evidence review as well as generating options for testing and modelling. These options were likely to include road, bus and rail/light rail solutions.

AccessBus Retendering

The Committee was informed that bids for the operation of AccessBus services had been put out to tender and were being evaluated with new contracts commencing in September. New Optare Solo vehicles would be introduced in the Calderdale and

Kirklees districts, which would bring them in line with the rest of the fleet. Members commended the scheme, in particular how it was a lifeline to many people.

Bradford Interchange Britannia Street Car Park

Members noted that the car park was located to the rear of Bradford Interchange and contained 59 spaces. It was reported that the previous lease holder of the car park, First Group, had withdrawn from the contract leaving the facility available for alternative use. As a result of a tender process, members were informed that Bradford Council had been awarded the contract to manage the area as a car park for use by the general public.

Bradford Interchange and Forster Square Station Improvements

It was reported that in order to inform potential future investment from the West Yorkshire Plus Transport Fund and other funding sources, masterplans were being developed for the Bradford Interchange and Forster Square rail stations. The plans would set out key options for improvements at the stations along with detailed designs and costings to enable business cases to be developed. Initial stakeholder consultation works were being undertaken by Bradford Council in advance of a wider consultation if necessary.

Discussions ensued regarding the importance of accessibility to the airport from across West Yorkshire and not just from the Leeds district.

Low Moor Rail Station

The Committee was advised that full planning permission had been granted for the proposed new rail station at Low Moor, which would enable the construction of the new station, car park and associated highway improvements. It was noted that steps had been taken to purchase the land required and were currently being progressed. Future steps included entering into the relevant legal and implementation agreements with Bradford Council and Network Rail to allow detailed designs to progress. In this respect, it was anticipated that the station would remain on course to open for the December 2015 timetable.

Members queried the number of spaces to be provided in the car park and whether users would be charged for the facility. It was stated that at the present there was no plan to implement charging. With regard to the number of spaces available at the site, it was agreed to report this information to a future meeting.

Apperley Bridge and Kirkstall Forge Rail Stations

Members were informed that Network Rail continued to develop the detailed design for both Apperley Bridge and Kirkstall Forge rail stations. Kirkstall Forge was being tied closely with the design for the wider development of Commercial Estates Group (CEG). It was reported that highway works to the station would commence in

September 2014, followed by the station's construction. It was anticipated that it would open in August 2015 and would be serviced by 1 train per hour in each direction. The station would also include a new footbridge, lifts and a 127 space car park.

RESOLVED - That the report be noted.

- 13. CONSULTATION ITEMS:**
(a) Rail Franchise Consultation
(b) Roadside Displays
(c) Tour de France

Rail Franchise Consultation

Members were given a presentation on the rail franchise consultation process. They were advised that the Department for Transport and Rail North had issued a stakeholder consultation document for the refranchising of the TransPennine Express and Northern Rail franchises. The closing date for responses was 18 August 2014 and the WYCA would be submitting a formal consultation response.

It was noted that this would be a major opportunity for West Yorkshire to influence the future of rail franchises and input from the District Consultation Sub-Committees would be taken into account.

Concern was expressed regarding the lack of capacity and low quality of the current rolling stock across much of the local rail network and it was hoped that this issue would be addressed through the franchising process.

It was noted that once the consultation had closed, the Department for Transport would publish a report summarising the views received.

Roadside Displays

Members had previously been consulted on roadside displays and it was reported that WYCA were currently trialling a new design and layout of the information contained within them at several bus station locations in West Yorkshire.

The next stage consisted of rolling out the design to timetable cases across the county. However, it was appreciated that to replace cases at all 10,000 stops would take some time to complete. In response, members commented that it was important that stops in rural locations receive the new design, as in certain areas this was the only access to service information available.

It was suggested that, in order to assist the travelling public, information pertaining to other bus services operating near to 'that' particular stop also be placed on the timetable. Furthermore, it was suggested that information relating to tourist

attractions be placed on the timetable map to aid visitors to an area, for example, 'get off here for Brontë Parsonage' or 'Worth Valley Railway'.

Tour de France

It was noted that the first two stages of the Tour de France had recently taken place in Yorkshire and members were asked for their impressions of the event and, in particular, the management of travel and transport arrangements.

The Committee commended the work undertaken by the District Councils, all stakeholders, volunteers, rail and bus operators and the Tour de France team in delivering a successful Grand Départ. The Committee also gave thanks to the Worth Valley Railway, which had helped to transport considerable numbers of visitors to/from the Haworth and Keighley areas.

Disappointment was expressed at the lack of extra services on the Wharfedale Line, which had been advised would be provided at the last meeting. In response, Mr Myers of Northern Rail confirmed that it had been agreed to increase frequencies across the whole West Yorkshire rail network. He agreed to check passenger flows for the Wharfedale Line, but could confirm that 50% extra seats had been provided across the county during the weekend.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to: erica.ward@westyorks-ca.gov.uk.

RESOLVED - That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY 17 JULY 2014 AT COUNTY HALL, WAKEFIELD**

PRESENT: Dennis Pattinson (Chair)

WAKEFIELD MDC

R Bickerton
J Williams

PUBLIC REPRESENTATIVES

Nigel Ashton
Pauline Blackburn
John Churms

Michael Dalton
Barbara Darlison
Brenda Fruish

Also in attendance:-

S Anguige - Arriva Yorkshire
P Myers - Northern Rail

7. THANKS TO PREVIOUS MEMBERS / WELCOME TO NEW MEMBERS

The Chair gave thanks to the previous members Councillors Celia Loughran, David Hopkins and Sandra Pickin and former councillor Laurie Harrison for their hard work and commitment to the Committee. He also welcomed Councillors June Cliffe, Monica Graham, Martyn Ward and Jacqui Williams to the Committee.

8. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Yvonne Crewe (WYCA Transport Committee) and Monica Graham (Wakefield Council).

9. MINUTES

Question and Answer Session - Moorthorpe Rail Station - It was confirmed that the issues reported by Councillor Laurie Harrison at the last meeting concerning the safety of the station's car park had been brought to the attention of Northern.

RESOLVED - That the minutes of the meeting held on 11 April 2014 be noted.

10. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest and a time limited question and answer session was held. The following issues were raised.

Castleford Rail Station - Waiting Shelter

Comment was made regarding the inadequacy of the mesh 'windows' in the waiting shelter at the rail station and how they afforded no protection from the elements. In response, it was confirmed by Mr P Myers that it was Northern's practice to install the mesh in order to deter vandalism and stated that the small holes in the mesh did not usually affect the comfort of waiting passengers. Officers further reported that the mesh had been implemented at various other sites and that it had proven to be successful in combating vandalism following feedback through a number of customer surveys.

Castleford Rail Station - Subway between Welbeck Street and Beancroft Road

Members reported that the general cleanliness of the subway had deteriorated. It was requested that action be taken to improve the appearance of the subway, in particular the light fittings, the uneven flagstones and areas where the metal fixtures had corroded due to the problem of leaking water. In response, it was confirmed that the maintenance of the subway was the responsibility of Wakefield Council and would, therefore, be reported to the necessary department within the council. It was confirmed that the leak issue was the responsibility of Network Rail and that this issue would be brought to the company's attention.

Wakefield Kirkgate Rail Station

The Committee was advised that work to develop Wakefield Kirkgate rail station continued with the building now fully stripped and work to repair the roofs expected to be completed by September.

It was agreed to provide members with regular updates within the Information Report concerning the improvement/development works to the rail station.

Wakefield Rail Station - Lack of Bus Services

Comment was made regarding the lack of bus services travelling to/from the new Wakefield rail station. Although it was acknowledged that the free city bus provided high frequency links to/from the station, it was suggested that this stop also be added to the city centre's service network. In response, it was confirmed that the Combined Authority was presently in discussions with the operator, Arriva, to determine whether it was feasible to operate/divert services to/from the station.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

11. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 11 April 2014 and to report the action taken.

At the last meeting members had been given a presentation on the work of the MetroLine team and were consulted on public transport arrangements for the Tour de France and District Consultation Sub-Committees and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

12. INFORMATION REPORT

The Committee considered a report on information regarding current developments and issues affecting the Wakefield District.

Castleford Bus Station Redevelopment

Members were updated on progress with the redevelopment of Castleford Bus Station, which was progressing in accordance with the planned timetable of works. It was noted that there was now no passenger access allowed to any area of the bus station site due to the construction works and it was anticipated that the new bus station would open in early 2015.

NHS Hospital Shuttle Bus Service

Members commended the introduction of a free hospital shuttle bus service, which had been procured on behalf of the Mid Yorkshire Hospital Trust for a three year period. The new service would operate between Dewsbury, Pinderfield's and Pontefract hospitals from 21 July 2014 using fully accessible minibuses and would operate 7 days a week, Monday to Fridays from 8 am to 8 pm and Saturdays and Sundays from 2 pm to 8 pm.

New Buses in Wakefield and Castleford

Members noted that Arriva had introduced 31 new buses in Wakefield and Castleford which had leather seats, free Wi-Fi and new livery.

Members welcomed the new buses, but expressed concern regarding the stepped access to the interior of the vehicles to some seating. It was agreed to pass the Committee's comments to the bus manufacturer. However, it was reported that the

design of the new vehicles, both externally and internally, had been approved by design standards and met the necessary legal health and safety requirements.

RESOLVED - That the report be noted.

13. CONSULTATION ITEMS:

(a) Rail Franchise Consultation

(b) Roadside Displays

(c) Tour de France

Rail Franchise Consultation

Members were given a presentation on the rail franchise consultation process. They were advised that the Department for Transport and Rail North had issued a stakeholder consultation document for the refranchising of the TransPennine Express and Northern Rail franchises. The closing date for responses was 18 August 2014 and the WYCA would be submitting a formal consultation response.

It was noted that this would be a major opportunity for West Yorkshire to influence the future of rail franchises and input from the District Consultation Sub-Committees would be taken into account. The following comments were made.

- It was suggested that improvements be made to weekend timetables in order to accommodate the large numbers of late night travellers instead of them 'cramming' onto the last train.
- Improved connectivity between West Yorkshire and Manchester/Manchester airport in order to reduce journey times. It was further suggested that access from Wakefield to Leeds Bradford International Airport also be assessed.
- Extra capacity/rolling stock to alleviate overcrowding on services, especially at peak times.
- Improved connectivity between the five towns, Wakefield and Leeds, as areas such as Featherstone had no connection to Leeds at all.
- Concern was expressed about the possible implications of removing ticketing facilities at rail stations and the reliance on technology to replace these facilities, ie smartphones. It was felt that this could exclude certain user groups, such as the elderly, who did not necessarily have access to or the experience of using this type of technology.
- Raising the standard regarding the quality of rolling stock and equipment.

It was noted that once the consultation had closed, the Department for Transport would publish a report summarising the views received.

Roadside Displays

Members had previously been consulted on roadside displays and it was reported that WYCA were currently trialling a new design and layout of the information contained within them at several locations in West Yorkshire. Members' views were sought on the new designs and the following comments were made.

- It was imperative that any inconsistencies in the accuracy of timetabling information be resolved in order to avoid confusion to the travelling public. For example, the timetable for one service from Castleford to Pontefract via Featherstone stated it took 18 minutes travelling time. Members stated that this was incorrect and it, in fact, took longer.
- It was a necessity that the new style format was easy to read irrespective of the size of the timetable or whether it was located in a shelter or at a bus stop.
- It was also suggested that the valuable space on the timetables not be taken up by advertisements.

Tour de France

It was noted that the first two stages of the Tour de France had recently taken place in Yorkshire and members were asked for their impressions of the event and, in particular, the management of travel and transport arrangements.

The Committee commended the work undertaken by the District Councils, all stakeholders, volunteers, rail and bus operators and the Tour de France team in delivering a successful Grand Départ.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to **erica.ward@westyorks-ca.gov.uk**.

RESOLVED - That members' feedback be noted.

Originator: Dave Pearson
Assistant Director
Transport Services



ITEM 6

Report to: Transport Committee

Date: 26 September 2014

Subject: WYCA Funded Socially Necessary Bus Services

1. Purpose

- 1.1 The endorsement of guidelines for the provision of socially necessary bus services.
- 1.2 To confirm the basis under which Boxing Day, Dalesbus and free town/city bus services are provided.
- 1.3 To update the Committee on progress with upgrading MyBus vehicles under the Clean Bus Technology Fund, including the submission of a further bid to the Fund to complete the project.

2. Information

- 2.1 The Authority has, under the Transport Act 1968, a duty to consider the need of socially necessary bus services and a power to procure such services. Approximately 10% of all bus service mileage operating in West Yorkshire is procured by the Authority through contracts with bus operators.
- 2.2 The total annual cost to the Authority of providing bus services in this form is £19.05m comprising £15.05m relating to general services, £1.9m to provide the AccessBus service for people with mobility difficulties and a net cost (after LEA contributions) of £2.1m to provide services to schools.
- 2.3 The former Passenger Transport Authority initially adopted a criteria document for the discharge of these duties in 1997. In 2011, the WYITA reviewed this document and adopted a Guidelines document aimed to achieving savings required by the financial strategy whilst retaining, as far as practicable, accessibility to local facilities.
- 2.4 From 2011/12 until 2013/14 the Authority has undertaken a series of reviews of the socially necessary bus services, using the revised Guidelines. These reviews have enabled a £7m reduction in costs in 2013/14 compared to 2011/12. Each area by

area review of local bus service was undertaken in close consultation with local people, stakeholders and bus users. The savings were realised through a combination of increased competition for tenders, withdrawal of subsidy from journeys on the busier “core services”, operational efficiencies obtained through improved scheduling and the withdrawal of poorly used services.

- 2.5 The Guidelines adopted in 2011 have proven robust and are recommended to the Committee for continued use. The document, with updated metrics and a revision to the Authority name, is set out in Appendix 1.
- 2.6 In addition to regular bus services, the Authority also funds the provision of the following:-
- Boxing Day services – Boxing Day bus services were re-introduced to West Yorkshire in 2007 to support the retail economy and to improve accessibility on a day when rail services do not operate. They have been focussed on access to Leeds and Huddersfield centres where Boxing Day retail activity is strongest. In 2013 a limited service was successfully provided in the Keighley area. WYITA funded the net cost of these services after fares revenue. In 2013/14 the net cost of Boxing Day services was £58k. It is proposed to maintain this provision in 2014. It is also proposed to trial an additional service between Leeds and Wetherby to expand access to City Centre shops from north east Leeds and enable spectators to travel to the town to attend the Boxing Day race meeting.
 - Dalesbus services – since 2007, the former WYITA provided a grant contribution to the Dales & Bowland Community Interest Company, via the use of well-being powers, to support the operation of a network of Sunday services throughout the year. These services provide leisure access into the Dales from urban centres in West Yorkshire from where a large proportion of the Dalesbus patronage originates. They also promote active travel and assist in the economy of market town transport hubs including Ilkley, Otley and Skipton. The WYITA contribution to these services in 2013/14 was £7k. In addition to service provision, this contribution enables MCard holders to travel on Dalesbus outside of West Yorkshire at no additional charge. Support for these services has been reduced year on year from £25,000 in 2010/11. It is proposed that the Combined Authority continues to support Dalesbus in 2015/16 and that a sum of £7k be considered within the development process for the 2015/16 budget process.
- 2.7 The Authority also provides match funding (with the relevant Local Authority) for the operation of free town/city centre shuttle services in Bradford, Dewsbury, Huddersfield and Wakefield. In Leeds, the Authority does not pay directly for the city centre service (as Leeds City Council withdrew their funding) but has provided vehicles for its operation. It is recommended that the Transport Committee confirms this approach meaning that in the event that the Local Authority does not wish to continue its contribution, the Authority would withdraw its match funding.

- 2.8 In 2013/14 the former WYITA was awarded a £1m capital grant under the Department for Transport's Clean Bus Technology Fund to fit emission control systems to 119 Euro 3 yellow MyBus vehicles. The project, which involved match funding from the Local Transport Plan, also provided for refurbishment of the buses to extend their operational life. Work is now completed on these vehicles and Members may have observed the refurbished buses operating in their new "greener" livery.
- 2.9 A bid for £277,550 to equip a further 23 Euro 4 MyBus vehicles has been accepted by DfT in the second round of the Clean Vehicle Technology Fund. This project must be concluded within the current financial year. Approval is therefore sought in the Local Transport Plan Approvals report, sections 2.17 to 2.20 to include this scheme in the capital programme. A further proposal will be submitted to the Committee to allow consideration of the provision of match funding from the LTP programme to undertake complementary works to extend the operating life of the vehicle together with a strategy to address the remaining 23 vehicles not included in the current award.

3. Financial Implications

- 3.1 The reduction in the cost of supported bus services outlined in paragraph 2.4 was facilitated by the adoption of the attached guidelines in 2011. A further review of these guidelines will be required if significant additional savings from bus service provision are required in the Medium Term Financial Strategy.
- 3.2 The provision of Boxing Day bus services detailed in 2.6 can be met from the approved budget for supported bus services.
- 3.3 A proposal for continued financial support to the Dalesbus services will be considered in the forthcoming budget development process.

4. Legal Implications

- 4.1 The proposed guidelines are aimed at assisting the Authority to discharge its duties under the Transport Acts with regard to the provision of bus services.
- 4.2 The Bus Services Working Group has been established to oversee the process of implementing the Authority's policies and guidelines in respect of funded bus services. The Group will meet on 29 September to review the recent contract awards and the current position with the Area Bus Network Review.
- 4.3 The provision of a grant to Dalesbus involves the funding of some bus services which operate wholly outside of West Yorkshire. The Authority is able to use its well-being powers, under Section 99 of the Local Transport Act 2008 to make this Grant. If the Committee is minded to continue to support Dalesbus and if budget provision can be made available in 2015/16, the Authority would be recommended to make a grant award.

4.4 The former WYITA adopted a general policy of supporting Dalesbus grants, in principle, subject to an annual cap on the total amount of grant funding made. This enabled officers' flexibility to award grants that met the WYITA's criteria, without reporting to the WYITA each time the well-being power required to be used. It is recommended that a similar policy be adopted by the Transport Committee.

5. Staffing Implications

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

6. Consultees

6.1 Changes to the route or frequency of WYCA funded bus services are subject to prior consultation with local members, stakeholders and bus users.

7. Recommendations

7.1 That the Committee endorses the Guidelines for the Provision of WYCA Funded Socially Necessary Bus Services set out in **Appendix 1**.

7.2 That provision is made for Boxing Day bus services for 2014.

7.3 That the Committee endorses continued support for Dalesbus services, subject to the availability of funding, and the use of WYCA's well-being powers in relation to the cross-boundary element within the scheme.

7.4 That match funding grants be provided to the respective Councils in relation to free town/city bus services as set out in paragraph 2.7.

8. Background Documents

8.1 Report to 28 November 2011 WYITA Scrutiny Committee (Bus Services) "Guidelines for Metro Funded Bus Services".

GUIDELINES IN THE PROVISION OF WYCA FUNDED SOCIALLY NECESSARY BUS SERVICES

STATEMENT OF SERVICE COMMITMENT

GENERAL APPRAISAL CRITERIA

APPRAISAL OF SERVICES TO SCHOOLS

This document sets out guidelines which assist the Combined Authority in the discharge of its legal responsibilities under Section 9A of the Transport Act in accordance with its adopted policies.

Service Commitment

WYCA will provide a transport service to link communities to the nearest transport hub at which they can transfer onto frequent and regular public transport services for onward travel.

- In determining the type and nature of the transport service, WYCA will have regard to the size and nature of the community and the predominant journey purpose.
- In determining access to a service, WYCA will consider a transport service accessible if it is available within a safe walking distance of 600m (up to 10 minutes) of a majority of households in a community. WYCA will have regard to the prevalent local geography and demographics.
- In determining the location of the transport hub, WYCA will have regard to the availability of local shops and facilities.

General Appraisal Criteria

The following criteria will be used to assess an existing service:-

- **The Service Contributes To Local Transport Plan 3 objectives** – using passenger use data, mapping and demographic analysis determine how the service support the LTP3 objectives of:
 - **Economy** - the extent to which the service assists in getting people to employment and training.
 - **Low Carbon** - the extent to which the service provides an alternative to private car travel.
 - **Quality Of Life** - the extent to which the service supports people without access to private transport.
- **The Travel Needs Cannot Be Met On A Commercial Basis** – using passenger use data and mapping analysis assess whether:

- **Availability Of Core Network** - The area served is within 600m (7-10 minutes) walking distance of the core (high frequency) bus network, it is not appropriate to provide a publically funded bus service at any time of day in such cases.
 - **Availability Of Other Services** - The area served is within 400m (5-7 minutes) walking distance of an hourly or more frequent service to the nearest hub at the time of day at which travel needs are being assessed. It is generally not appropriate to provide a publically funded bus service in such cases.
 - **Sustainable Passenger Use** - The level of use of the current service is sufficient to generate sufficient fare revenue to support commercial operation. Commercial operation is likely where there are sufficient passengers to generate fare revenues (including concessionary fares) in excess of operating costs.
- **Are Enough People Are Using The Service To Justify The Current Provision?** - using passenger use data and surveys assess the current level of use against the cost of provision. The following criteria will be considered:
- **Passenger use** - how many people are using the service? Depending upon the nature of service this will be assessed:
 - **Passengers per trip** - assessing trips within otherwise commercial services and for end to end journeys.
 - **Passengers per hour** - used to appraise services involving very short or long trips give a comparable indicator to passengers per trip.
 - **Passengers per day** - used for mini networks and other complete services especially when usage fluctuates during peak and off peak times.
 - **Subsidy cost per passenger** - using annual cost and passenger estimates. In calculating this indicator, allowance should be made to exclude passengers boarding on sections of the route where alternatives are available.
 - **Action to be taken When Passenger Use Does Not Justify The Cost Of Provision**
 - **Alternative Provision** - cases where the subsidy cost exceeds £3 per passenger, alternative provision at a lower cost should be investigated.
 - **Withdrawal** - where subsidy cost exceeds £4 per passenger consideration will be given to withdrawal of the service.
- **Is The Service Cost Effective?** - assessment of the current contract price against industry norms and average costs for comparative services using the following metrics:
- **Operating cost per mile** - for individual journeys and part tendered trips, care is however needed as only fuel and consumable costs are distance related.
 - **Operating cost per bus per day** - for whole services and mini networks time is a more effective measurement of operating cost than distance.

- **Total Contractor Income Per Mile** - annual contract payment + estimated annual fares revenue (using an average fare) / annual miles.
- **Action to be taken When Service Is Not Cost Effective** - where the service does not demonstrate cost effectiveness, the following action will be considered:
 - **Review the resource requirements of the contract** - can the service be delivered using fewer buses/ bus hours?
 - **Re tender** – invite bids from other operators
 - **Investigate low cost alternatives** (eg community transport)

Cost Effectiveness Metrics

The following metrics will be used in an appraisal of cost effectiveness:-

- A. Industry average cost per operating hour - £30.29
- B. Operating cost per mile = $A/13\text{mph} = £2.33$
- C. Fare yield per passenger trip £1.26

The above figures will be updated periodically in line with industry costs and fare levels.

Rules Of Thumb

Using the above metrics the following will be used in initial appraisal leading to further action:-

Break even number of passengers for commercial operation
 $A/C = 24$ passengers per operating hour

Average passenger usage where subsidy exceeds £3/ head leading to need to reduce cost of service
 $A/£3 = 10$ passengers per operating hour

Average passenger usage where subsidy exceeds £4/ head leading to consideration to service withdrawal
 $A/£4 = 7$ passengers per operating hour

Services to Schools

Requests for New Services to Schools

WYCA will consider the following in appraising requests to WYCA to fund new services to schools for students not entitled to transport by statute.

- **A new service will not be provided to a secondary school if students can reasonably be expected to make the journey by walking or using regular public transport .**
- **A test of “reasonableness”** will be applied to the journey
 - Walking distance 1.5 miles by a safe walking route
 - Bus Journey 1hr 15 minutes in total, including interchange
 - Maximum of 1 interchange using a safe interchange point
 - Home and bus stop are within 600m (10 min walk)
 - Pupil arrives no earlier than 30 minutes before registration
 - Pupil departs no later than 20 minutes after school finish
 - Bus Journey does not begin before 0700
- WYCA will not fund a new service where the statutory responsibility to provide transport lies with the LEA of another body. WYCA will however assist in organising such services on behalf of the statutory body.
- WYCA will not fund a new service arising due to a reorganisation of school sites or opening times. WYCA will however assist in organising such services where funding is available from the LEA, school, parents or another body.

Guidelines for Appraisal of Existing School Services Funded by WYCA

Where WYCA is funding a school service carrying 75% or more students who are not entitled to transport by statute, the service will be appraised under the following tests:-

- **Students currently using the service cannot reasonably be expected to make the journey by walking or using regular public transport** - the above test of reasonableness will be applied.
- **There are enough students using the service to justify its continued provision** - alternative arrangements will be made where buses are usually operating at less than 25% occupancy during winter and spring terms.
- **The service is cost effective** - lower cost alternatives will be explored when the cost per mile exceeds £3.

Originator: James Nutter
Rail Manager



ITEM 7

Report to: Transport Committee

Date: 26 September 2014

Subject: Rail Franchising

1. Purpose

- 1.1. To update the Committee on progress being made in relation to the re-franchising of the Northern Rail and TransPennine Express rail franchises.

2. Information

- 2.1. The Committee has considered reports recently into the proposed Rail North governance arrangements and the implications for the West Yorkshire Combined Authority, as well as the recent rail franchise consultation and proposed West Yorkshire response.
- 2.2. The West Yorkshire Combined Authority has been and continues to be heavily involved in both the franchise specification and rail devolution work.
- 2.3. As previously reported, Partnership Principles agreed with the Secretary of State in January 2014 reflected a phased approach to devolution for the north. DfT is leading the procurement of the next Northern and TransPennine franchises from 2016, but working with Rail North. From 2016, a joint DfT/Rail North partnership is proposed to manage the franchises.
- 2.4. The procurement of the two franchises is underway and on Tuesday 19th August, DfT and Rail North announced a shortlist of three bidders for each of the Northern and TransPennine franchises:

Northern:

- Abellio Northern Ltd
- Arriva Rail North Limited
- Govia Northern Limited

TransPennine Express:

- First Trans Pennine Express Limited
- Keolis Go-Ahead Limited
- Stagecoach Trans Pennine Express Trains Limited.

2.5 The next key step in the procurement process is to develop and issue an Invitation to Tender (ITT) setting out the specification for the two franchises and this is planned to be issued at the end of December 2014.

2.6 In line with the partnership principles, Rail North and DfT have worked jointly on a public consultation, which closed on Monday 18 August. The consultation submissions are still being analysed and it is understood that there has been a strong response from across the north. DfT has made clear that the consultation responses will shape the decisions made on the franchises and it is planned to publish a report on the consultation responses alongside the ITT.

2.7 Rail North is working to influence the ITTs in line with the principles set out in the Long Term Rail Strategy (LTRS) which has been finalised and is available at www.railnorth.org. The LTRS took account of West Yorkshire's Railplan 7 in its development. The main objectives are to support economic growth, raise the quality of rail services and to improve the efficiency. Accordingly Rail North wants to see transformational franchises with a strong growth agenda that take full advantage of the substantial investment in infrastructure taking place over the next few years (including Northern Hub and electrification schemes).

2.8 Key priorities for Rail North include:

- A step-change in the quality of rolling stock, particularly on Northern;
- Sufficient extra carriages and capacity to accommodate growth forecasts and the ambition set out in the Long Term Rail Strategy;
- Enhancements to services as set out in the Long Term Rail Strategy (e.g. Northern Express services);
- Investment to bring all stations up to a minimum standard appropriate to the location and service level;
- Improved operational performance and resilience (particularly on routes where performance is poorer);
- Smart ticketing that offers value for money, simple fares and more ways to purchase tickets;
- Improvements to other aspects of service quality and better integration to deliver a step-change in customers' perceptions;

- 2.9 In parallel with the franchise specification, Rail North is putting in place formal governance structures. These comprise:
- An Association of Local Transport Authorities known as the Association of Rail North Partner Authorities (ARNPA), with a member from each of the of 30 LTAs in the North, and governed by a Leaders' committee;
 - Rail North Limited (RNL), a Special Purpose Vehicle (SPV) being a company limited by guarantee, whose Directors are appointed by geographical sub-groups determined by ARNPL; and
 - A formal partnership established under arrangements between Department for Transport (DfT) and Rail North Limited.
- 2.10 At the time of writing, two thirds of Local Transport Authorities had either signed up to the governance arrangements or were in the process of getting the necessary approvals.
- 2.11 Rail North and the DfT have developed a Heads of Terms for the proposed partnership agreement. The main features are:
- A partnership to oversee both the management of the franchises and planning/investment;
 - A formal legal partnership with its own board and management team;
 - A management team with staff drawn from both DfT and Rail North based in the north;
 - A phased approach (with appropriate checks) to future risk transfer and ultimately full devolution.
- 2.12 A draft partnership agreement is now being prepared to be ready for the time the ITT is issued.

3. Financial Implications

- 3.1. There are no new implications as a result of this report. Agenda Item 9 seeks approval for work on behalf of Rail North partners with a proportionate contribution from WYCA.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. None as a result of this report. Future staffing arrangements associated with Rail North and the proposed partnership with the Department will be the subject of a future report.

6. Consultees

- 6.1. The Head of Paid Service for WYCA has been consulted.

7. Recommendations

- 7.1. That the report is noted.

8. Background Documents

- Report to the WYCA in July 2014 'Rail North Governance'
- Report to the WYCA in September 2014 'Strategic Rail Update'
- Rail North Long Term Rail Strategy www.railnorth.org/strategy
- RailPlan 7 www.wymetro.com/wyltp/

Originator: J Henkel
Acting Director, Transport



ITEM 8

Report to: Transport Committee

Date: 26 September 2014

Subject: Smartcard and Information Programme Update

1. Purpose

1.1. To provide an update regarding the Smartcard and Information Programme.

2. Information

2.1. The former WYITA approved expenditure of £7,066k towards a smartcard and information programme of the following six component projects:

- Website development
- Smart Transactions
- Customer database development
- Transport Data Management
- Multimodal and disruption information
- Out of hours support

2.2 The programme also involves business change activities to ensure that the anticipated benefits are realised.

2.3 An update regarding the programme is set out below.

Website Development

2.4 A new website content management system has been successfully introduced, and is used for hosting the new WYCA website as well as wymetro.com and related websites (such as the GenerationM, NGT, go:cycling, Mcard and LTP website.

2.5 These new websites are designed for access by mobile devices, such as smart phones and tablets, as well as PCs and laptops. There has been a 33% increase in the usage of wymetro.com website, which is the WYCA's means of providing transport related information to customers. Other benefits include better content management functionality, support for interactive timetables and greater resilience to increased use, as was experienced during the period before the Tour de France Grand Départ.

Smart Transactions

2.6 West Yorkshire smart multi-operator smartcard products are branded as MCard. Mcard is currently the most comprehensive smartcard ticketing scheme outside London. Progress to date includes:

- Launch of a new retail network (with more extensive coverage and longer opening hours) and conversion of travel centres to be able to sell smartcard products. It is noticeable that over 20% of payzone sales take place when Post Offices are closed.
- Conversion of nearly all WYCA entitlement cards (English National Concessionary Travel, Young Persons, Scholars) to smart. Paper scholar cards are no longer being issued. Customers have been advised that old-style paper Young person's Photocards will not be valid after the end of September.
- Installation of equipment to read smartcards on over 95% of buses and at rail station gates in Leeds and Bradford, with installation at the gates at Huddersfield rail station programmed.
- The introduction of a new 16-25 card as a smartcard only, offering discounted travel.
- The introduction of a new transferable pink card for weekly and monthly multi-operator products. Customers benefit from this new card as no photograph is required to obtain the card and it is possible to pass the card on to friends and family who can use the weekly or monthly ticket.
- The introduction of a smartcard carnet (multi-journey) product for the Elland Road park and ride service and two new kiosks to purchase and reload the card.

2.7 There are now around 1 million bus and train journeys a week made using a smartcard, which is approximately 25% of all public transport journeys.

2.8 The next stages of the roll-out plan include the use of data for re-imburement and revenue allocation purposes, withdrawal of sales from Post Offices, the introduction of 'pay as you go', the conversion of the gates at Huddersfield railway station to 'read' smartcards and the installation of smart enabled gates as part of the Leeds Southern Entrance project.

Customer database

- 2.9 The customer database (CHASE) project will support the move to self-service by allowing customers to acquire passes and products (tickets or stored travel rights) on-line, with consequential efficiency savings. It will also provide WYCA with a 'single customer view', facilitating better customer service through travel centres and through the Metroline call centre.
- 2.10 The project is progressing well, with the core module being tested and additional features under development. The project will be deployed during 2015.

Transport Data Management

- 2.11 WYCA staff use a system called COSA (Combined Services and Assets) to provide data for journey planners and for the realtime information system as well managing the process associated with some £80 million of operator payments and for asset management of 14,000 bus stops and 4,500 bus shelters.
- 2.12 The Transport Data Management project will update the current COSA system to reflect the use of smartcard data, rather than survey data, for re-imburement and revenue apportionment purposes. It also has the potential for efficiency benefits and cost savings through enhanced data import and export procedures.
- 2.13 It was necessary to 'pause' the project as a result of staff secondments associated with the Tour de France Grand Depart. Work has now re-commenced with procurement programmed for later in 2014/15.

Multi-modal, hubs and disruption

- 2.14 The multi-modal, hubs and disruption project is designed to build upon a new Transport Data Management system and provide enhanced in-journey information to customers.
- 2.15 The main work programme would be funded through the Local Transport Plan Implementation Plan 2 and has yet to commence. An opportunity has been taken to develop a bid for Innovate UK (previously called the Technology Strategy Board) funding, with bid submission due by the end of the year.

Other related initiatives

- 2.16 The contract with Acis, now Vix, for the yournextbus realtime information included the provision of equipment (such as on-bus location devices and bus stop and bus station displays) as well as services. The contract is approaching its end date and WYCA is working with SYPTTE and City of York Council in procuring a replacement system (through the yournextbus evolution project).

- 2.17 Technology and the supplier market have evolved since the current contract was let. The procurement of the replacement system will be based upon a number of lots, in order to increase competition between suppliers.
- 2.18 Views on user requirements were sought from Passenger Consultative Committees (now District Engagement Sub-Committees). Bus operators are also involved in the specification of the replacement system.
- 2.19 The next steps involve seeking Expressions of Interests and short-listing potential suppliers.
- 2.20 WYCA is a founder member of the Leeds City Region Open Data Institute Node and is contributing to the development of the sharing and exploitation of open data. WYCA has, for some time, supplied bus information of a national data set, which is used by app developers as well as providers of journey planners, such as google transit.
- 2.21 The Department for Transport has recently announced that, in view of these developments, the Transport Direct journey planning website will close at the end of September.
- 2.22 The initiatives set out in this report mean even greater reliance on adequate data management, storage and retrieval systems. A proposal to enhance current arrangements, and facilitate a property disposal, are set out in the report on the Local Transport Plan programme.
- 2.23 Further funding for 2015/16 has been secured through a successful bid to the Local Sustainable Transport Fund.

3. Financial Implications

- 3.1. The web development, smart transactions and customer projects are being funded through the expenditure approved by WYITA.
- 3.2 The Transport Committee will be requested to approve further expenditure for further developments of the smart transactions project, the transport data management, multi-modal, hubs and disruption and yournextbus evolution projects when the business cases have been developed and costs have been refined.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. Project resources are kept under review as the overall programme is being implemented.

6. Consultees

- 6.1. The Director Development, Director of Resources and Assistant Director Legal have contributed to this report.

7. Recommendations

- 7.1. That the report be noted.

8. Background Documents

- 8.1. Better Bus Area Bid 2012
- 8.2. LSTF Bid 2014

ITEM 9

Report to: Transport Committee
Date: 26 September 2014
Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek funding approval for the following projects forming part of the approved 2014/15 approved Capital Programme:

- Leeds Bus Station Carriageway
- Local Transport Plan Feasibility and Monitoring/Evaluation Evidence
- Rail Devolution
- High Speed/One North Work
- ICT Data Centres

1.2. To advise of the successful bid to the Clean Vehicle Technology Fund and to seek approval for its expenditure.

2. Information

Expenditure Approvals

Leeds Bus Station Carriageway

2.1. The Leeds Bus Station carriageway surfacing is original to the bus station which was opened in 1996. The surfacing has lasted longer than its 10 year design life span, but is now deteriorating.

2.2. Over the last 3 years the level and frequency of repairs required to the surfacing to keep the bus station fully operational has increased. The areas that are constantly being repaired are the drive in reverse out bays and the 110m long drainage channel

which drains bus station carriageway surface water to the mains sewer. The entrance and exit areas and layover bays are also showing signs of failure and will need major work within the next 6 to 12 months.

- 2.3. Ensuring the carriageways are in good condition is essential for the safe and efficient operation of the bus station and reduces the risk of accidents and damage to vehicles and passengers using the facility. Resurfacing/re-construction is more cost effective than 'patch and mend'. Furthermore, consistent repair works, which include stand closures, inconvenience passengers and operators and do not portray a positive image of public transport infrastructure in Leeds.
- 2.4. The completed works will meet the LTP Transport Assets Strategic Proposals P2 (maintain to a suitable and sufficient standard) and P3 (be resilient to weather effects).
- 2.5. Due to the specialist nature of the design and construction work and to promote partnership working Leeds City Council Highways have agreed to undertake the detailed design and procure and manage the works on site with input from WYCA staff. The arrangements that will be put in place with the Council will be similar to those already agreed with them for the design and contract administration of the Cycle Super Highway Western Leg.
- 2.6. Approval is sought for expenditure of £825,000 funded through the West Yorkshire LTP. The current programme is to complete work during the 2015/16 financial year.

Local Transport Plan (LTP) Feasibility and Monitoring/Evaluation Evidence

- 2.7. The Second Implementation Plan IP2 2014-2017 includes provision of £167,000 per year (£500,000 for 3 years 2014/15-2016/17) to support the LTP for feasibility and monitoring and evaluation work. The programme supports WYCA activities and the Strategic Economic Plan programme, including projects overseen by the Investment Committee.
- 2.8. Provisionally £67,000 per year is allocated for District/WYCA partners to undertake initial feasibility and study work, to determine whether a proposition is technically or economically viable and worthy of future development within the LTP. Examples of work in previous years include development work for Castleford Bus Station and Heckmondwike Hub.
- 2.9. Provisionally £100,000 is allocated per year for District/WYCA partners to maintain the transport evidence data sets across West Yorkshire. This work is essential to provide necessary evidence to justify the case for investment and to inform the selection of future schemes/programmes within the SEP and LTP.
- 2.10. This includes undertaking 'before and after' scheme monitoring to benchmark the scheme's performance against the agreed SEP and LTP objectives.

- 2.11. Approval is sought for expenditure of £500,000 funded through the LTP to support the work on LTP Feasibility Studies and LTP Monitoring and Evaluation Evidence data for 2014/15 – 2016/17.

Rail Devolution

- 2.12. Previous reports to the Authority have outlined the work being undertaken with partners across the North on the devolution of rail services. An update on progress being made in relation to the re-franchising of the Northern Rail and TransPennine Express rail franchises is provided as a separate agenda item to the Committee.
- 2.13. The Authority has previously approved expenditure of £500,000 for the Rail Devolution work programme. The majority of work on the programme has been procured through WYCA, with contributions re-covered from other PTEs and Transport for Greater Manchester.
- 2.14. In order to continue the planned work programme, further expenditure across partners of £500,000 is required in 2014/15. Approval is therefore sought for expenditure of £500,000 on the Rail Devolution Programme. WYCA will contribute up to £150,000 to be funded through the LTP. Contributions towards the overall programme cost will continue to be apportioned among the partners.

High Speed/One North

- 2.15. Following the launch of the 'One North' proposals for improving cross-Pennine connectivity works has commenced on phase 2. Following previous arrangements it is proposed that WYCA will make a contribution of around £20,000. This would be funded from the previously approved Rail Development budget.

ICT Data Centres

- 2.16. WYCA's three year ICT Strategy identified the need to procure an external data centre to host the Authority's computer systems and electronic data. Appropriate arrangements for a robust secondary data centre would also be addressed through this procurement. This would ensure that WYCA has both a primary and secondary environment that meet the required standards of security, reliance and availability and that can be supported outside of normal office hours.
- 2.17. There has been a steady increase in the volume of transport related data that WYCA needs to hold to provide the services required by the travelling public. This trend will increase as more new systems, such as the customer database to support smartcards and facilitate efficiencies through self-service, are implemented.
- 2.18. Opportunities for collaboration with District Councils and other public sector bodies have been explored, but no satisfactory solution could be achieved. An OJEU procurement has therefore been completed and a successful tender has been selected to provide a 5 year contract. The nature of this project is such that data centre services can be provided via a mix of capital and revenue and an appropriate solution has been sought to minimise the impact on the medium term financial

strategy. Approval is therefore sought for expenditure of £505k funded through the LTP to deliver the capital element of a 5 year contract for the revised data centre provision.

Clean Vehicle Technology Fund

- 2.19. In 2013/14 the former WYITA was awarded a £1m capital grant under the Department for Transport's (DfT) Clean Bus Technology Fund to fit emission control systems to 119 Euro 3 yellow MyBus vehicles. The project, which involved match funding from the Local Transport Plan, also provided for a refurbishment of the buses to extend their operational life. Work is now completed on these vehicles and Members may have observed the refurbished buses operating in their new "greener" livery.
- 2.20. The DfT subsequently held a second bidding round for the Clean Vehicle Technology Fund. WYCA submitted a successful bid for £277,550 to equip a further 23 Euro 4 MyBus vehicles. The project must be concluded within the current financial year.
- 2.21. Approval is therefore sought for expenditure of £277,550 funded through the Clean Vehicle Technology Fund to equip 23 Euro 4 MyBus vehicles.
- 2.22. A further proposal will be submitted to enable the Committee to consider the provision of match funding from the LTP programme to undertake complementary works to extend the operating life of the vehicle together with a strategy to address the remaining 23 vehicles for which the DfT did not provide funding in the current award.

3. Financial implications

- 3.1. The financial implications are set out in Section 2 of the report.

4. Legal Implications

- 4.1. Works will be procured in accordance with the Authority's procedures and, where relevant, EU Procurement Rules.
- 4.2. Leeds City Council will use their Highway Term Contractor, who has been appointed in accordance with EU Procurement Rule, for the work at Leeds City Bus Station.

5. Staffing Implications

- 5.1. None as a direct result of this report.

6. Consultees

- 6.1. The Acting Director Transport, Director Development, Director of Resources and Assistant Director Legal have contributed to this report.

7. Recommendations

- 7.1. That the Transport Committee approves expenditure of £825,000 to fund the resurfacing of carriageways at Leeds Bus Station, to be funded through the Local Transport Plan.
- 7.2. That the Transport Committee approves expenditure of £505,000 in relation to the 5 year contract for the external data centre, funded through the LTP.
- 7.3. That the Transport Committee approves expenditure of £500,000 on the Rail Devolution Programme. WYCA will contribute up to £150,000 to be funded through the LTP. Contributions towards the overall programme cost will continue to be apportioned among the partners.
- 7.4. That the Transport Committee approves expenditure of £500,000 to fund LTP Feasibility Studies and LTP Monitoring and Evaluation Evidence data during IP2, to be funded through the Local Transport Plan.
- 7.5. That the Transport Committee approves expenditure of £277,550 to equip 23 Euro 4 MyBus vehicles, to be funded through the Clean Vehicle Technology Fund.
- 7.6. That the Transport Committee note the contribution to work associated with One North.

8. Background Documents

- LTP Feasibility and Monitoring/Evaluation Evidence, West Yorkshire and York Investment Committee, 16 July 2014, Item 9.

Originator: Paul Roberts
Transport Fund Portfolio Manager



ITEM 10

Report to: Transport Committee

Date: 26 September 2014

Subject: West Yorkshire plus Transport Fund

1. Purpose

- 1.1. To update the Committee on the process for re-profiling a development and delivery schedule for the transport investments included in the West Yorkshire plus Transport Fund.

2. Information

- 2.1. A proposition to deliver a £1.6bn West Yorkshire plus Transport Fund (WY+TF) was submitted to Government earlier this year. This developed the aspirations set out in the City Deal agreed in 2012. The bid submitted by the Leeds City Enterprise Partnership to the Local Growth Fund (LGF) in March 2014 reflected this proposition. The Transport Committee was updated on the successful outcome from that bidding process at its meeting in July.
- 2.2. Subsequent feedback from Government has provided clarity on future funding profiles to be made available to the West Yorkshire Combined Authority (WYCA) and York. A commitment has been made over the 20 year life of the settlement to provide £183m from the Department for Transport devolved local major scheme fund and £180m from the Local Growth Fund. Subject to satisfying a gateway review process at five yearly intervals a further £420m will be available over the 20 years of the settlement. In combination with local contributions from the Combined Authority Partners and York (£217m) this gives a total available funding pot of £1bn.
- 2.3. The funding award is the largest made through the Local Growth Deals and whilst it provides a significant proportion of the funding requested it is not in itself sufficient to deliver in full the aspirations of the agreed £1.6bn fund.

- 2.4. Funding beyond 2021 would be subject to 5 yearly reviews starting in 2019. These reviews are required to be undertaken by an independent panel that will assess the economic impacts of the schemes delivered as well as considering the success of delivering on time and on budget.
- 2.5. There is therefore a requirement to review the indicative development and delivery schedule against the available funding profile and to assess whether other funding including borrowing is required to be identified. Such a review must also be mindful of the likely scope and nature of the 5 yearly reviews to ensure that there is a high likelihood of passing these gateways to unlock further funding.
- 2.6. The WYCA has therefore commenced four parallel workstreams to support the above requirements:
- Task 1 - Establishing the financial arrangements for the Fund
 - Task 2 - Establishing the gateway review process
 - Task 3 - Revising the development and delivery schedule
 - Task 4 - Updating the Local Assurance Framework
- 2.7. Task 1 would consider the financial arrangements including the options for increasing local contributions and the use of borrowing to allow early delivery and maximising developer contributions. The review of options will engage with Finance Directors from all District partners.
- 2.8. Task 2 would engage with Cabinet Office to explore the scope of what will be monitored (potentially a mix of outputs such as schemes delivered, increased traffic speeds or congestion relief, and impacts such as additional employment unlocked). While outputs and outcomes are easier to measure, employment impacts are more difficult and can have a time-lag from when a project is delivered. This is likely to be reflected in the metrics required to measure success at the gateways; the initial review in 2019 is likely to be primarily focussed on delivering to time and to budget but from 2025 measures of economic achievement will also be required.
- 2.9. Task 3 would include an assessment of the following aspects of the Transport Fund development and delivery profile, for a set of defined 'early win' projects
- Deliverability;
 - Affordability and a review of the projected budgets for development and delivery;
 - Review of key project risks and timescales; and
 - Opportunities to focus on 'essential' early phases to which could release employment sooner. This will be most relevant for larger projects or programmes, which are not affordable in the short term but which have elements which can deliver impacts sooner.

- 2.10. The review would also consider the opportunities to accelerate other (not currently defined as 'early win') projects based on updated District priorities, opportunities to support development sites that are being progressed (and so bring forward developer contributions) and alignment with other regeneration.
- 2.11. Task 4 would update the Local Assurance Framework. The Local Assurance Framework is a written process setting out how the WYCA will ensure that major investment in transport will be assessed to demonstrate that it is good value for money and has been effectively appraised. A draft Local Assurance Framework was endorsed by the Department for Transport in 2013. It now needs finalising to reflect the change to a Combined Authority and its governance and decision making processes, the use of the developing Single Appraisal Framework (SAF) and the use of proportionate appraisal to tailor the level of assessment to the cost and complexity of a project.
- 2.12. Timescales for delivering the above work are tight with a requirement to present a proposed pipeline of schemes by December, along with a proposition on how the independent commission will operate. Work is underway on all workstreams, with the initial emphasis on reviewing the costs and deliverability of the early win schemes. A detailed programme has been prepared which enables engagement with partners at District Councils, the Transport Committee and the West Yorkshire and York Investment Committee. A full report will be required to be presented to the WYCA at its December meeting.
- 2.13. The review will also consider the staffing requirements which would be required to support the revised development and delivery schedule.

3. Financial Implications

- 3.1. None as a result of this report.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. None as a result of this report.

6. Consultees

- 6.1. Adrian Lythgo (Head of Paid Service and Chief Executive with lead responsibility for transport) and John Henkel (WYCA Acting Director of Transport) have provided advice in the preparation of this report.

7. Recommendations

- 7.1. That the report is noted.

7.2 That a further report is brought to a future meeting of this Committee to provide an update on progress.

8. Background Documents

- Strategic Economic Plan March 2014
- Combined Authority Item 5 - 29 May 2014 - Adoption of the SEP
- Transport Committee Item 11 - 11 July 2014 – SEP Funding Announcements

ITEM 11

Report to: Transport Committee

Date: 26 September 2014

Subject: NGT Update

1. Purpose

- 1.1 The purpose of this report is to update the Transport Committee with the current status of the NGT Project including the Public Inquiry.

2. Background

- 2.1. Work is continuing on the development of the NGT trolleybus project which is being jointly promoted by WYCA and Leeds City Council. NGT will see the creation of a 14.3km rapid transport network running from South Leeds to North Leeds via the city centre.
- 2.2. The total cost of the NGT scheme is £250m, with a maximum Government funding contribution of £173.5m. As such, it would be one of the largest investments in transport infrastructure in the UK outside London.
- 2.3. The anticipated benefits of NGT are set out in **Appendix 1**.
- 2.4. In February 2014, prior to the commencement of the Public Inquiry, the former West Yorkshire Integrated Transport Authority (WYITA) re-affirmed its support for NGT and requested future updates on progress.

Transport and Works Act Order

- 2.5. In September 2013, Leeds City Council and the former WYITA submitted an application to the Secretary of State for Transport, for an Order, under the Transport and Works Act 1992. The order would provide the necessary powers for the construction and operation of the trolleybus system.
- 2.6. The submission of this application was followed by a 42-day formal objection period during which any individual or group was able to make a formal representation in writing to the Secretary of State for Transport. This period closed on 31st October 2013. In total approximately 1,800 objections were received, of which 158 were related to property impacts as a result of the scheme. This level of objection is of a

similar order to both the Cambridge guided busway and Nottingham Tram, both of which are now widely regarded as highly successful transport schemes.

- 2.7. There are three broad categories of objectors:
- Owners of affected properties;
 - Individuals/Local Groups; and
 - First West Yorkshire (FWY).
- 2.8. Previous consultations have shown support for NGT. As part of the Inquiry Process, a number of letters of support for NGT have also been received from organisations such as the University of Leeds, Leeds Civic Trust, Leeds Teaching Hospitals NHS Trust, Jones Lang Lasalle, Leeds Rugby, Yorkshire County Cricket Club, Downtown in Business, Bruntwood and Muse Developments.

Public Inquiry

- 2.9. The Transport and Works Act Order process includes a Public Inquiry to provide an opportunity for objectors to the scheme to put forward their arguments in front of an independent Inspector who has been appointed by the Government to oversee the Inquiry.
- 2.10. The Public Inquiry commenced on 29th April 2014 and is now expected to finish at the end of October 2014. Documentation associated with the Inquiry is available on the Programme Officer's website: <http://www.persona.uk.com/LTVS/>.
- 2.11. The Public Inquiry was originally estimated to last 8 weeks until the end of June. This has now extended to 18 weeks due to the extended time periods being taken for cross-examination of the Promoters' witnesses. Although the costs of the Inquiry currently remain within the budget (which included contingency), the length of the Inquiry is likely to have an impact on the overall programme for the project. The detailed future programme will therefore need to be reviewed post Inquiry.
- 2.12. In total, 16 expert witnesses have appeared at the Inquiry to give evidence for the Promoters on areas including the need for the scheme, engineering, bus operations, modelling, business case, environmental matters and property. The detailed and extensive cross-examination of the Expert Witnesses has enabled the Inspector to test the strength of the business case and rationale for the scheme. The technical work which underpins the case has also been examined in detail. Now that the Promoters have finished making their case, objectors to the scheme are now putting forward their own views, which will be subject to cross-examination by the Promoter's QC where appropriate.
- 2.13. Through the process of cross-examination, a number of key messages have been put forward by the Promoters:
- That there is a need for public transport improvements in the NGT corridors;
 - NGT, as a high capacity segregated, zero emission, rapid transit mode would meet the Promoters objectives;

- That there is a strong policy fit;
- The consultation that has been undertaken meets requirements for major scheme development;
- Alternatives to the NGT proposals have been kept under review;
- That a strong business case has been made, which has over time been reviewed and accepted by the DfT; and
- That an appropriate level of mitigation has been proposed to offset any impacts that may arise.

New Bus for West Yorkshire (NBfWY)

- 2.14. First West Yorkshire have submitted a formal objection to the scheme which includes their alternative proposition 'New Bus for West Yorkshire' (NBfWY). The alternative proposition involves the provision of hybrid buses.
- 2.15. Hybrid buses (both plug-in hybrid articulated vehicles and traditional hybrid diesel-electric buses) have been considered by the NGT Promoters in both the Next Best Alternative (NBA) and the Low Cost Alternative (LCA) scenarios. Analysis has shown that the LCA and NBA performed less well than NGT. In addition, the required infrastructure measures, and the means by which these would be funded, are currently unclear.
- 2.16. FWY are currently consulting on NBfWY. WYCA have informally indicated to FWY that it may be able to play an effective role on other West Yorkshire corridors.

Next Steps

- 2.17. In parallel to the Public Inquiry, the Promoters are continuing to hold discussions with individuals and organisations who have submitted objections to the scheme. Where possible the Promoters are seeking to address concerns raised by objectors and reach agreements through negotiation in order to enable the withdrawal of objections. Further detail is provided in a separate report, on objection management, which contains confidential information.
- 2.18. On completion of the Public Inquiry, the Inspector will spend a number of months writing up his findings, and will then make a recommendation to the Secretary of State for Transport who will then consider the Inspector's report and decide if the powers to construct and operate the trolleybus system should be granted. Based on experience elsewhere, it is anticipated that the Secretary of State's decision, and report publication, is likely to be late 2015 - early 2016.
- 2.19. Whilst the Inspector deliberates work will be underway to refine and further develop the procurement strategy and to produce the tender documentation for future award of contract. Some work may also be necessary to update the Business Case prior to seeking Conditional Approval status from DfT.

3. Financial Implications

3.1. None as a result of this report.

4. Legal Implications

4.1. None as a result of this report.

5. Staffing Implications

5.1. None as a result of this report.

6. Consultees

6.1. The Acting Director, Transport, Director Resources, Director Development, Assistant Director Legal and Leeds City Council staff have contributed to this report.

7. Recommendations

7.1. To note the contents of this report

8. Background Documents

8.1. The Suite of Inquiry Documentation associated with the Inquiry is available on the Programme Officer's website: <http://www.persona.uk.com/LTVS/>

Appendix 1 - Key Benefits of NGT

NGT will bring a range of benefits

To commuters:

- NGT will bring major benefits to commuters, resulting in significantly reduced journey times, particularly at peak travel times.
- Typical journey times by NGT will be up to a third faster travelling in-bound from the north and the south into the city centre, with similar reductions on outbound journeys.
- High frequency service, with up to 10 prioritised services an hour, offering a more reliable journey, linked to park and ride services at either end of the network.
- Modern passenger vehicles offering improved ride comfort whether travelling into the city centre or across Leeds to get to work, to go shopping or to travel to the university.

To business:

- A modern rapid transport system will bring significant benefits to businesses, making it easier for people to travel to work and improve access to the city's retail, leisure and visitor attractions including the First Direct Arena, Trinity Leeds, the Royal Armouries and Headingley Stadium.
- Travelling around rather than through the centre of Headingley, NGT will bypass congestion along the A660, one of the most congested transport corridors in the country.
- It is forecast that NGT will result in a significant increase in property and land values, attracting inward investment and investment in development.

To the city and city region:

- A modern, rapid transport system will bring significant benefits to the city of Leeds, by enhancing its competitive position and attractiveness as an investment location
- NGT has the potential to create up to 4,000 new jobs in construction, ancillary services and by linking people to employment opportunities
- NGT is forecast to produce a 3% increase in output, equivalent to £176 million boost to the economy , per annum
- NGT will result in significantly reduced journey times for public transport users, particularly at peak travel times.

PRIVATE & CONFIDENTIAL
NOT FOR PUBLICATION
IN WHOLE OR IN PART

ITEM 12

Report to: Transport Committee

Date: 26 September 2014

Subject: NGT – Objection Management

CONFIDENTIAL - COMMERCIAL SENSITIVE INFORMATION

1. Exclusion Of The Press And Public

- 1.1. This agenda item contains exempt information as defined in paragraph 3 of schedule 12A to the Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).
- 1.2. The Authority may exclude the press and public from the meeting during the consideration of this item if it is satisfied that the public interest in the public being present is outweighed by the public interest in maintaining the exemption.
- 1.3. It is recommended that because disclosure of this item would reveal the commercial negotiations between WYCA and the other parties involved with the various property transactions this would be prejudicial to the negotiating position of the Authority and those parties. Therefore, the public interest will be better served by maintaining the exemption, and, therefore, the press and public should be excluded.

2. Purpose

The purpose of this report is to:

- 2.1. Seek the authority of the Transport Committee to consent to the granting of an easement by Leeds City Council (LCC) to Northern Gas Networks for the installation of a gas main within land at Grimes Dyke;
- 2.2. Seek the authority of the Transport Committee to the disposal of land owned by WYCA at Otley Road, Weetwood Leeds to West Yorkshire Police and Crime Commissioner (WYP);

- 2.3. Seek the authority of the Transport Committee to consent to the disposal of land at Orville Gardens; and
- 2.4. Provide an update on the objection from the Leeds College of Art.

3. Information

Grimes Dyke Easement

- 3.1. WYCA have a beneficial interest in land at Grimes Dyke, York Road, Leeds (as shown shaded blue on Plan 1 attached) pursuant to a contract to acquire the land from LCC dated 31st March 2003. The land was to be acquired to provide a park & ride terminus for the proposed Leeds Supertram East line.
- 3.2. A 16" gas main currently runs under the land close to the boundary with A64 (York Road) and Northern Gas Networks wish to construct a 90mm gas main from the existing main to service a new housing development on the opposite side of York Road. The existing and proposed gas mains are shown on Plan 2 attached.
- 3.3. An easement from LCC is required by Northern Gas Networks to permit the installation and subsequent operation and maintenance of the gas main. As WYCA has a beneficial interest in the land, WYCA will be required to formally consent to the granting of the easement.
- 3.4. The new gas main will not affect the use of the land for the proposed park & ride terminus which remains an aspiration of the LCC and WYCA.

Disposal of land at Otley Road, Weetwood

- 3.5. WYCA is the owner of various parcels of land at Otley Road, Weetwood (as shown edged red and hatched blue on Plan 3 attached) which land was compulsorily acquired by general vesting declaration from West Yorkshire Police (WYP) pursuant to the Leeds Supertram scheme.
- 3.6. As part of the NGT Leeds Trolley Vehicle System Order, further land is required from WYP (as shown edged and cross-hatched red on the plan).
- 3.7. Following negotiation with WYP, terms have been reached for a land swap as follows:
 - WYCA will transfer back to WYP the land previously acquired for Supertram but which is not needed for NGT;
 - WYP will transfer to WYCA the additional land needed for NGT; and

- WYP (including successors in title) will not pursue any compensation claim pursuant to the NGT Transport and Work Act Order other than disturbance from construction valued above the threshold of £100,000.
- 3.8. The compensation limitation has been included to offset the greater value of WYCA's land (£40,000) compared to WYP's land (£10,000) as valued by WYCA's land surveyor.
- 3.9. Within the settlement agreement with WYP, WYCA will agree, during construction of NGT, to maintain access/egress to the WYP police station at all times through at least one out of three existing access/egress points and one of the access/egress points on Otley Road will always be available for use. This will limit disruption to the operation of the police station and accordingly the WYCA land surveyor does not believe a compensation claim for disturbance in excess of £100,000 could be substantiated.
- 3.10. The land swap is conditional upon the NGT scheme proceeding. WYP may only call for the land to be transferred to them following completion of the NGT construction works.

Disposal of land at Orville Gardens

- 3.11. WYCA is the owner of land at Orville Gardens (as shown shaded yellow on Plan 4 attached) which land was compulsorily acquired by general vesting declaration pursuant to the Leeds Supertram scheme. The land now forms part of a private road.
- 3.12. Adjoining property owners have raised issues with blocked water gulleys on the private road. NGT's land surveyor has met with the adjoining owners and inspected the road and has confirmed that the blocked gulleys are not on WYCA land.
- 3.13. The inspection has highlighted the poor condition of the road and as it provides access to a number of houses on Orville Road there is the potential for a claim to be made against WYCA in the event of damage or injury to vehicles or persons using the land.
- 3.14. The land owned by WYCA is outside of the NGT limits of deviation as it is not required for the trolley vehicle scheme. It is recommended that, as the land is not required for NGT, the land is offered back to the original owners who live at Orville Gardens.

Leeds College of Art

- 3.15. One of the key property objections to the scheme is from the Leeds College of Art, who are concerned about the increases in traffic noise and the impact on learning within the College. The Promoters have agreed with the College that it would be helpful to defer both the College's cross-examination of the Promoters' witnesses, and also their own appearance, as negotiations are on-going. Agreement has been

reached on the type of mitigation that would be required and both parties recognise that an agreement would be mutually beneficial.

4. Financial Implications

- 4.1. LCC will receive a nominal fee of £250 for the granting of the easement at Grimes Dyke. Northern Gas Networks have agreed to meet the reasonable costs incurred by both LCC and WYCA in respect of the granting of the easement.
- 4.2. The land at Otley Road, Weetwood will be swapped for equal value. This will save the payment of compensation for the land acquisition. As both sides are benefitting from the agreed settlement, each side will bear their own legal costs.
- 4.3. The proposed agreement with Leeds College of Art would be within the approved budget for objection management and the funding approved by LCC and WYITA.

5. Legal Implications

- 5.1. By consenting to the easement at Grimes Dyke, WYCA will be authorising disposal of rights within land in which it has a beneficial interest. The land will thereafter be encumbered and if WYCA proceed with the acquisition of the land from LCC, the acquisition will be subject to the easement.
- 5.2. Power to authorise the disposal of land or the disposal of rights in land is within the delegated powers of the Transport Committee having previously required the authority of the ITA pursuant to paragraph 10(xxiii) of Transport Act 1968.
- 5.3. Due to the confidential nature of the negotiations and the values included in this report, it is not for publication and it is recommended that the matter should be considered with the exclusion of press.

6. Staffing Implications

- 6.1. None

7. Consultees

- 7.1. The Acting Director Transport, Director Development, Director of Resources and Assistant Director Legal have contributed to this report.

8. Recommendations

- 8.1. That the Transport Committee authorise:
 - (a) WYCA's consent to the granting of an easement by Leeds City Council to Northern Gas Networks for the installation of a gas main within land at Grimes Dyke;

- (b) the disposal of land owned by WYCA at Otley Road, Weetwood Leeds to West Yorkshire Police and Crime Commissioner; and
- (c) disposal of land at Orville Gardens.

8.2. That the Transport Committee note the position regarding the Leeds College of Art.

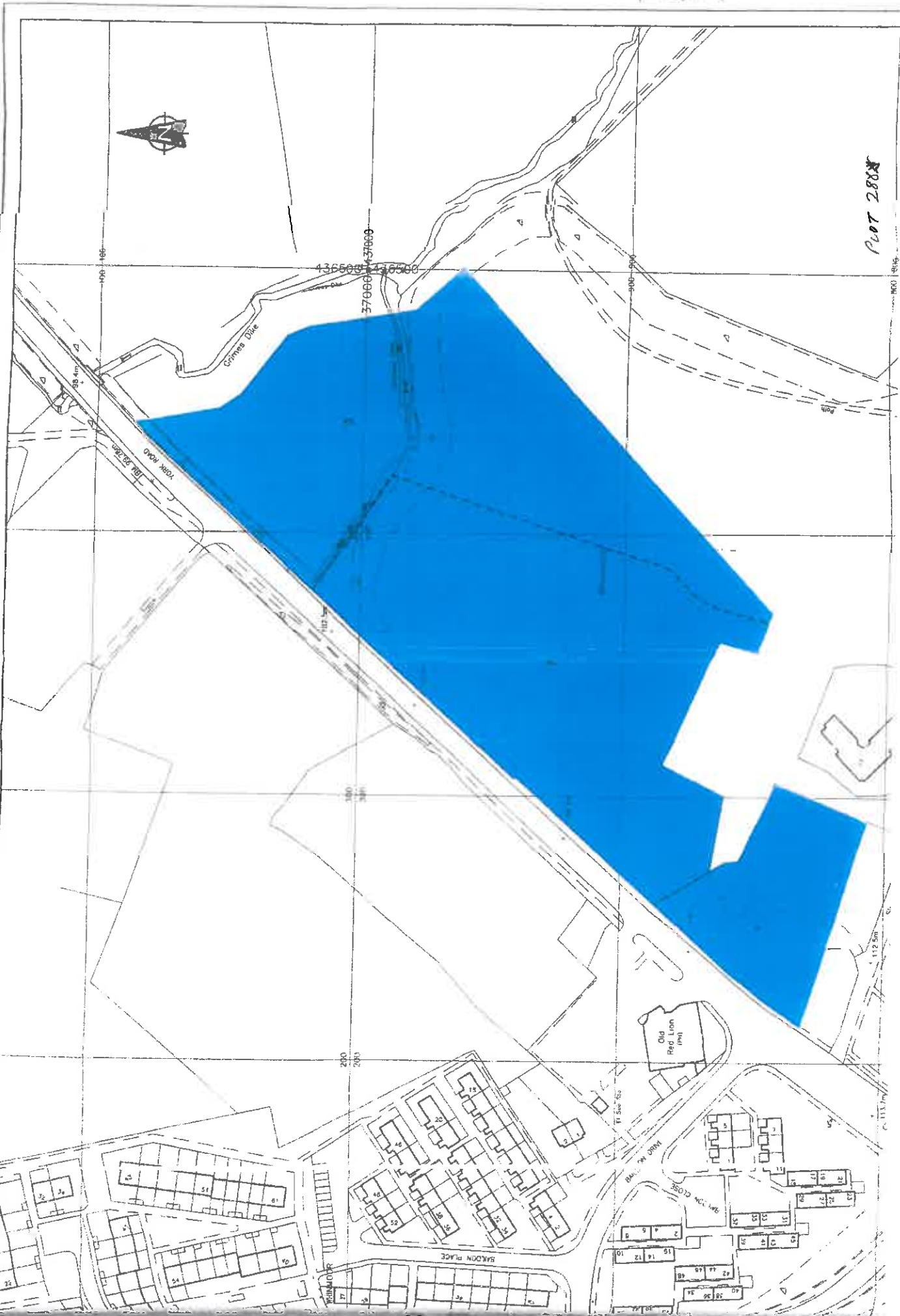
9. Background Documents

9.1. Plans 1 to 4 attached as referred to in section 2 of this report.

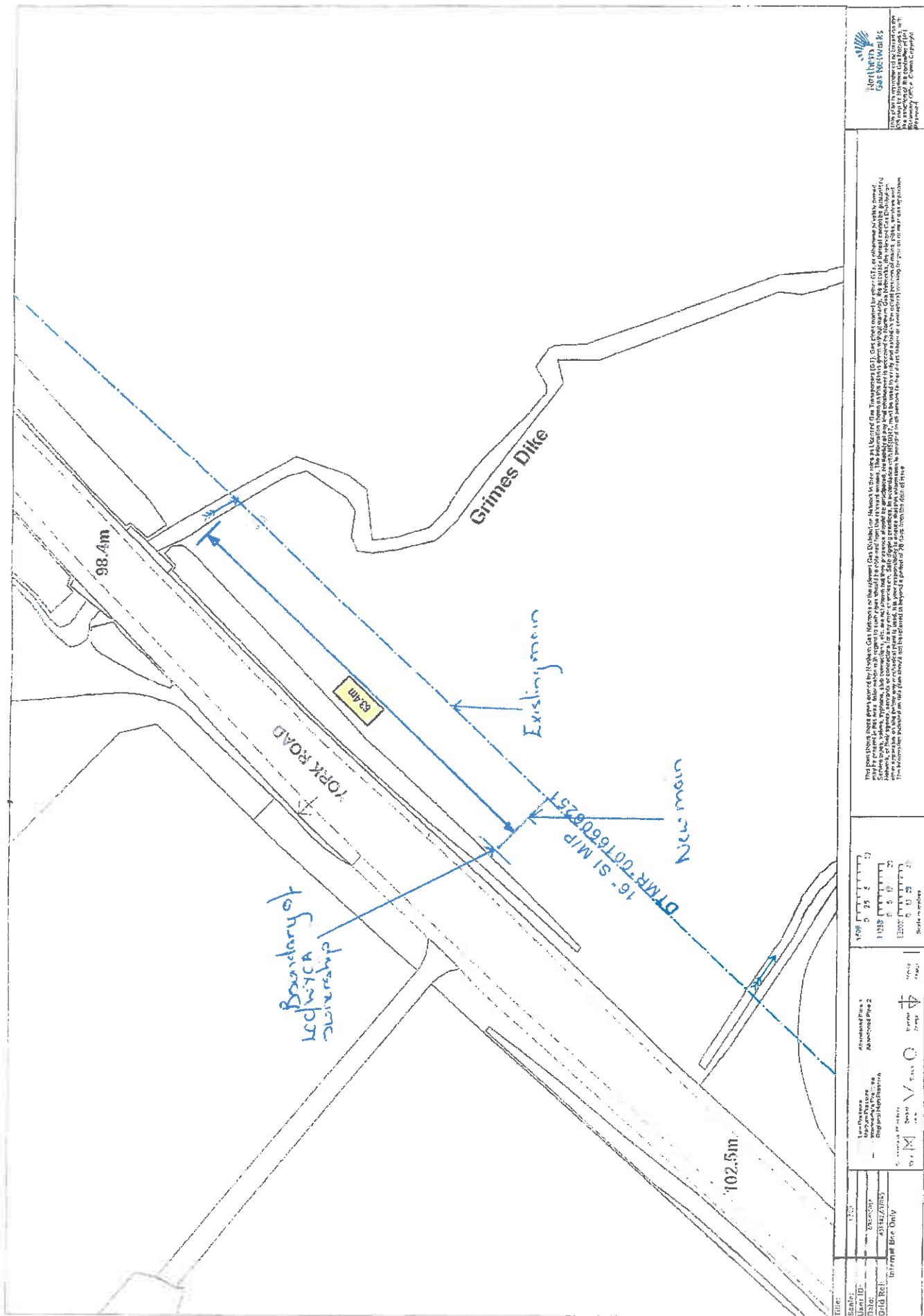
Plan 1

Plan 1

Plot 288X

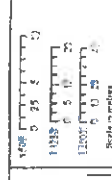


Plan 2



<p>Hartmann Gas Meters</p>
This plan shows the proposed installation of Hartmann Gas Meters on the subject Gas Meters (G.M.). The following notes apply to this plan. It is intended to show the location of the Gas Meters and the proposed Gas Meters. The information shown on this plan is for informational purposes only. It does not constitute a contract. It is intended to show the location of the Gas Meters and the proposed Gas Meters. The information shown on this plan is for informational purposes only. It does not constitute a contract. It is intended to show the location of the Gas Meters and the proposed Gas Meters.

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Plan No. 16-01 M/P DTMR-07T6508251 16-01 M/P DTMR-07T6508251	
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DATE:	12/11/2013
SCALE:	AS SHOWN
DRAWN BY:	AD3342/Z/0055
CHECKED BY:	
DESIGNED BY:	
PROJECT NO.:	16-01 M/P DTMR-07T6508251
CONTRACTOR:	



Notes:
 This drawing is to be read in conjunction with settlement agreement between West Yorkshire Combined Authority and Police and Crime Commissioner for West Yorkshire.

This map is based in part on a Topographical Survey undertaken by Anderson, Hargreaves, 2011, a copyright of the Ordnance Survey, which is reproduced by permission of the Ordnance Survey and is used in accordance with the provisions of the Ordnance Survey Act 2003. The Ordnance Survey is a Crown Copyright and is used in accordance with the provisions of the Ordnance Survey Act 2003. The Ordnance Survey is a Crown Copyright and is used in accordance with the provisions of the Ordnance Survey Act 2003. The Ordnance Survey is a Crown Copyright and is used in accordance with the provisions of the Ordnance Survey Act 2003.

Key

01035 Typical land parcel and reference number (shown within land parcel)

01036 Typical land parcel number (shown outside land parcel)

Land to be acquired from West Yorkshire Police

WYCA land which may be transferred to West Yorkshire Police if not required (subject to change)



1:1000

0m 50m 100m



Mott MacDonald
 2nd Floor
 2 Brewery Wharf, Kendall Street
 Leeds, LS10 1JR
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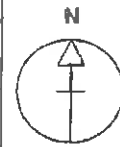
New Generation Transport

Police and Crime Commissioner for West Yorkshire Land Transfer Plan

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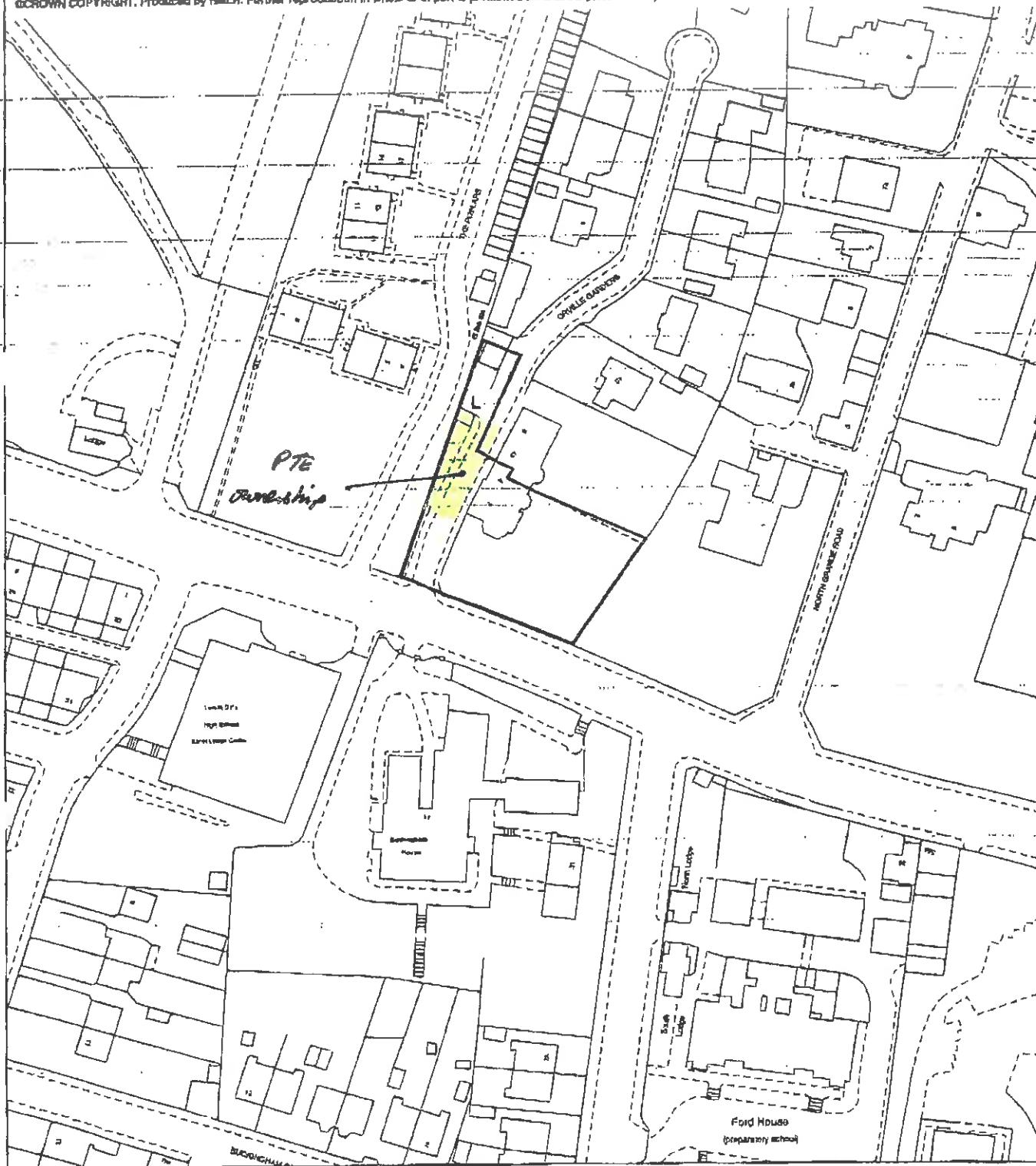
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Originator: John Henkel
Acting Transport Director



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ITEM 13

Report to: Transport Committee

Date: 26 September 2014

Subject: Concessionary Travel Update

CONFIDENTIAL - COMMERCIALY SENSITIVE INFORMATION

1. Exclusion Of The Press And Public

- 1.1. This agenda item contains exempt information as defined in paragraph 3 of schedule 12A to the Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).
- 1.2. The Authority may exclude the press and public from the meeting during the consideration of this item if it is satisfied that the public interest in the public being present is outweighed by the public interest in maintaining the exemption.
- 1.3. It is recommended that because disclosure of this item would reveal the commercial negotiations between WYCA and bus operator companies this would be prejudicial to the negotiating position of the Authority and those companies. Therefore, the public interest will be better served by maintaining the exemption, and, therefore, the press and public should be excluded.

2. Purpose

- 2.1. The report provides an update on negotiations with larger bus operators regarding re-imbursement in relation to the 2008 English National Concessionary Travel Scheme (ENCTS) for the period 2014/15 to 2016/17.
- 2.2. The report also seeks approval to negotiate payments in respect of ENCTS reimbursement to Yorkshire Tiger and Stagecoach.

- 2.3. The Committee is also requested to approve a correction to the Transport Act 1985 Scheme to ensure that reimbursement rates include for young persons' weekly tickets and avoid unintended consequences arising from the inadvertent omission of these tickets from the current scheme.

3. **Background**

English National Concessionary Travel Scheme

- 3.1. There is a legal requirement on the Authority to seek to ensure that operators are no better or worse off financially as a result of participating in the English National Concessionary Travel Scheme, which was introduced on 1 April 2008. The calculation of 'no better, no worse' is not straightforward as it involves comparison of the scheme impacts with how customers would travel in the absence of a scheme (the counterfactual).
- 3.2. Operators have a right to appeal the reimbursement arrangements if they believe that they do not meet the 'no better no worse' outcome. If an appeal were to be submitted, the DfT would appoint an adjudicator to consider the appeal. As part of the process the adjudicator would request data from both parties and decide whose data would be used to populate the calculator tool established by the DfT as a common means of determining reimbursement.
- 3.3. There is a risk that an adjudicator may determine that operators should be reimbursed at a higher rate than the Authority planned. Calculations based upon West Yorkshire passenger volumes and other relevant data suggest that a worst case scenario in this regard could increase costs by up to 12%.
- 3.4. It is accepted practice, endorsed by the Department for Transport, for Authorities to enter into agreements to set the value of reimbursements made to local bus operators under the ENCTS scheme to mitigate the risks to either party of an adverse outcome to any appeal and to provide some certainty which assists financial planning. The previous West Yorkshire three year agreements expired in March 2014 and new agreements for the period 2014/15 to 2016/17 have been sought.
- 3.5. The ITA Executive Board meeting of 28 March considered the value and terms of reimbursements provisionally agreed with First, Arriva and Transdev and approved progress with the agreements on this basis. These agreements are currently being concluded and signed. The values of these agreements are set out in paragraph 4.1.
- 3.6. Members were also advised that discussions were in progress to finalise the terms of an agreement with Yorkshire Tiger. Subsequent to that meeting, Stagecoach Yorkshire also requested a three year agreement.
- 3.7. Provisional agreement, subject to the approval of the Committee, has now been reached with Yorkshire Tiger (formally Centrebus) on a total of £8.305m covering the period 1 April 2014 to 31 March 2017. Agreement has been reached with Stagecoach on a settlement of £1.195m for the same period.

- 3.8. The remaining bus operators are much smaller and, in many cases, are dependent upon services operated under contract to WYCA. Reimbursement payment to these operators will be calculated quarterly using smartcard transaction data, supplemented as necessary by survey data.
- 3.9. Smartcard transaction and survey data is used to monitor actual patronage against the assumptions made in the respective agreements, which include provisions for amendment to reflect any change in demand outside the margins (initially, +/- 5%) accepted for the agreement.

1985 Transport Act Concessionary Travel Scheme for Young Persons

- 3.10. The ITA Executive Board also approved the publication of an updated Transport Act 1985 Travel Concession Scheme. It has subsequently been discovered that the reimbursement rates for young persons' operator only weekly tickets were inadvertently omitted from the Scheme. The reason for this omission was that when such tickets were introduced payments were being made through the relevant agreements, and as such no request to amend the scheme was made.
- 3.11. In order to correct this inadvertent omission, the Transport Committee are requested to approve the re-advertising of an amended scheme including all young persons' period tickets. The Transport Committee is also requested to endorse retrospective payments in order to avoid unintended consequences of fare increases for young persons, including home-to-school travel, and adverse impact on the price of school cards which are jointly funded by WYCA and District Councils (as LEAs).
- 3.12. It is also proposed to consult on extending the end date on Young Persons/Scholars cards to 30 September (from 15 September). In order to mitigate the pressure on processing Scholar Card applications when schools and colleges return from the summer holidays.

4. Financial Implications

- 4.1. The total estimated costs of the ENCTS Concessionary Travel Scheme from 1 April 2014 to 31 March 2017 (£133.709m) based on these agreements is as set out below:

Operator	Proposed 14/15 - £m	Proposed 14/16 - £m	Proposed 14/17 - £m	Total 3 Years- £m
Arriva	11.130	11.408	11.694	34.232
First	22.500	22.950	23.520	68.970
Transdev	3.340	3.407	3.475	10.222
Yorkshire Tiger	2.700	2.768	2.837	8.305
Stagecoach	0.389	0.398	0.408	1.195
Others	3.506	3.594	3.685	10.785
TOTAL	43.565	44.525	45.619	133.709

- 4.2. The estimated cost in 2014/15 is £43.565 million, which can be accommodated within the approved budget. The estimated costs in future years will be included in the medium term financial strategy.

4.3. The approved budget for young people's concessionary travel includes provision to reimburse bus operators issuing weekly tickets. There is therefore no financial implication to the amendment of the Concessionary Fare Scheme proposed in this report.

4.4. Options to enhance the concessionary travel offer for young people are being explored as it would support the ambition for a 'NEET free' city region, as well providing other benefits.

5. **Legal Implications**

5.1. WYCA has a legal duty to issue ENCTS entitlement passes to eligible persons and to re-imburse bus operators for participating in the scheme.

5.2. WYCA has powers to provide concessionary travel for young people between 5 and 16 and to those between 16 and 18 who are in full time education.

6. **Staffing Implications**

6.1. None as a result of this report.

7. **Consultees**

7.1. The Acting Director Transport, Director Development, Director of Resources and Assistant Director Legal have contributed to this report.

8. **Recommendations**

8.1. That the Committee notes the position on ENCTS Agreements.

8.2. That the sums set out in paragraph 3.7 of this report be approved as the basis for concluding agreements with Yorkshire Tiger and Stagecoach Yorkshire.

8.3. That the Committee approves the amendments to the Transport Act 1985 Concessionary Travel arrangements, as set out in this report.

9. **Background Documents**

- Concessionary Travel Update report to WYITA Executive Board on 28 March 2014.
- Publication of reimbursement arrangements for the discretionary (Transport Act 1985) Concessionary Travel Scheme report to WYITA Executive Board on 28 March 2014.

Originator: David Hoggarth
Director of Development



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ITEM 14

Report to: Transport Committee

Date: 26 September 2014

Subject: Wakefield Kirkgate Station

CONFIDENTIAL AND COMMERCIALY SENSITIVE

1. EXCLUSION OF THE PRESS AND PUBLIC

- 1.1. This agenda item contains exempt information as defined in paragraph 3 of schedule 12A to the Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).
- 1.2. The Authority may exclude the press and public from the meeting during the consideration of this item if it is satisfied that the public interest in the public being present is outweighed by the public interest in maintaining the exemption.
- 1.3. It is recommended that because disclosure of this item would identify the maximum contribution WYCA would make towards the project this would be prejudicial to the negotiating position of the Authority. Therefore, the public interest will be better served by maintaining the exemption, and, therefore, the press and public should be excluded.

2. Purpose

- 2.1. To seek funding approval for expenditure on Wakefield Kirkgate station.

3. Information

- 3.1. The Wakefield Kirkgate station building project is a major scheme to restore the Grade II listed building at Kirkgate rail station. It is part of the overall masterplan for the station developed by WYCA working with Wakefield Council and the rail industry. The project will transform the station building to provide an important gateway to

the city by providing facilities for rail passengers, local communities and enterprises. The project includes units for new businesses, a retail outlet with rail ticket sales, exhibition spaces, meeting rooms for community and local business and accommodation for Groundwork Wakefield. The former ITA agreed a financial contribution of £500k to the project on the basis of the significant benefit to rail passengers using the facility as well as the wider economic benefits to the area.

- 3.2. Groundwork is responsible for all aspects of the project delivery and for managing within the overall project budget. However, Groundwork has reported to the partners that the cost of the project will exceed the funding available. They are reporting that this is largely due to the very poor condition and listed status of the building and the result of discoveries following the opening up of the building. Extensive dry rot has been uncovered requiring comprehensive repairs and replacement with long lead-in times. Further asbestos discovery and inappropriate materials embedded within the building façade have also contributed to the overspending.
- 3.3. Following consultation with the Chairs of the Combined Authority and the Transport Committee, WYCA has intervened to provide support to Groundwork and assemble a 'rescue package' of additional funding and other contributions. This approach is supported by Wakefield Council. This initiative has levered in substantial additional third party funding to facilitate the completion of the scheme.
- 3.4. The original cost of the project was £4.7million. The current estimated scheme cost is £5.9million, equating to a potential funding gap of £1.2 million. Funding partners such as Network Rail, Railway Heritage Trust, WMDC, DfT, Groundwork, Northern and Grand Central have increased their funding contribution by an additional £800,000 in total in terms of additional funding and contributions in kind. Groundwork will also seek funding from other sources including Garfield Weston, Trusthouse Charitable Foundation and Headley Trust. It is considered that the funding gap can be closed with a contribution of up to £400,000 from WYCA. This additional contribution still represents value for money for WYCA based on the passenger benefits.
- 3.5. The intervention is supported by Wakefield Council as it supports the wider regeneration of the Kirkgate area. Investment in this project also supports the strategy set out in the Strategic Economic Plan.
- 3.6. WYCA has also appointed a project manager from consultants WSP to deliver the remaining programme of works and to ensure that the on-site issues are resolved and the revised cost and programme is realistic. The cost of the additional project management resource is £65,000 (which is included within the proposed £400,000 additional contribution).
- 3.7. It is proposed that the Transport Committee approve an additional funding contribution of £400,000 through the West Yorkshire LTP IP2 earmarked for general station improvements to fund the project management resource and the

construction of the project. This funding will be subject to contributions from all funding partners being confirmed, that the scheme will be completed with the necessary outputs and a revised governance structure being in place.

4. Financial implications

- 4.1. The proposed funding is in addition to the £500,000 already committed by the former West Yorkshire ITA bringing the total WYCA contribution to £900,000. An assessment has shown that when compared to other, similar, investments there is still a strong value for money case for the investment by WYCA.

5. Legal Implications

- 5.1. The additional Grant towards the Wakefield Kirkgate development would be paid to Groundwork through a Grant Agreement which will be pursuant to Section 56 of the Transport Act 1968.

6. Staffing Implications

- 6.1. None as a direct result of this report.

7. Consultees

- 7.1. The Chairs of the WYCA and the Transport Committee have been consulted in the preparation of this report.

8. Recommendations

- 8.1. That the Transport Committee approves the additional contribution towards the Wakefield Kirkgate redevelopment, to be funded through the Local Transport Plan, as set out in this report.

9. Background Documents

- Capital Programme Approvals, ITA Executive Board, 15 June 2012, Item 12