

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 5 DECEMBER 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
31 OCTOBER 2014
(pages 8 to 13)**

Copy attached.

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

- (a) Leeds – 6 October 2014 (pages 14 to 18)
- (b) Kirklees – 8 October 2014 (pages 19 to 25)
- (c) Bradford – 10 October 2014 (pages 26 to 30)
- (d) Calderdale – 14 October 2014 (pages 31 to 35)
- (e) Wakefield – 16 October 2014 (pages 36 to 41)

Copies attached.

**6. MINUTES OF THE MEETING OF THE LOCAL BUS SERVICES WORKING GROUP HELD ON 27 OCTOBER 2014
(pages 42 to 44)**

Copy attached.

**7. WEST YORKSHIRE PLUS TRANSPORT FUND – PROGRAMME AND COST REVIEW
(pages 45 to 52)**

To consider the attached report.

**8. GATEWAY AND LOCAL TRANSPORT PLAN APPROVALS
(pages 53 to 67)**

To consider the attached report.

**9. NGT UPDATE
(pages 68 to 71)**

To consider the attached report.

**10. BUS STRATEGY
(pages 72 to 74)**

To consider the attached report.

11. RAIL UPDATE
(pages 75 to 78)

To consider the attached report.

**12. MEDIUM TERM FINANCIAL STRATEGY AND 2015/16 BUDGET FOR
TRANSPORT**
(pages 79 to 84)

To consider the attached report.

Signed:

A handwritten signature in black ink, appearing to be 'AS Lytle', written over a light blue horizontal line.

Head of Paid Service WYCA

WEST YORKSHIRE COMBINED AUTHORITY
DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS

NAME OF MEMBER:

COMMITTEE: **TRANSPORT COMMITTEE**

DATE: **5 DECEMBER 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.

ITEM 3

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

Inspection of Documents

- (a) Files containing documentation relating to items to be discussed at the meeting may be inspected by contacting the named officer as detailed below. Certain information may be confidential and not open to inspection.

Exempt Information

- (b) The attached agenda items do not contain any exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	27 November 2014

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 31 OCTOBER 2014 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor J Lewis (Chair)

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

In attendance: Councillors V Slater (Bradford), P McBride (Kirklees),
R Lewis (Leeds) and D Levene (York)

Observer: Councillor B Collins (Calderdale)

47. Apologies for Absence

Apologies for absence were received from Councillors A Carter, Y Crewe and
D Kirton.

48. Declarations of Disclosable Pecuniary Interests

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

49. Minutes of the Meeting of the Transport Committee held on 26 September 2014

Resolved: That the minutes of the Transport Committee held on 26 September 2014
be approved and signed by the Chair.

**50. Minutes of the Meetings of the Local Bus Services Working Group held on
29 September 2014**

Resolved: That the minutes of the Local Bus Services Working Group held on
29 September 2014 be approved.

51. Transport Business Plan 2014/15 Progress

The Committee considered a report which provided an update on progress with
delivery of the Transport Business Plan 2014/15 and also sought members' input to
the 2015/16 plan.

Members noted progress in the delivery of the Business Plan in order to ensure that the agreed actions were progressing and to identify any further actions that should be included in future business plans.

The 2014/15 Transport Function Business Plan was attached at Appendix 1 to the submitted report and set out actions and deliverables under Local Transport Plan headings of Enhancements, Travel Choices, Connectivity, Asset Management, Supporting Activities and Engagement with Customers.

The Committee was advised that the Business Plan would be updated for 2015/16 to reflect the WYCA's priorities. An initial draft of the key transport actions was attached at Appendix 2 to the submitted report. Members suggested that key transport actions with regard to the Authority's Bus Strategy, Rail Devolution, early win schemes within the West Yorkshire plus Transport Fund and freight be incorporated within the plan.

Members expressed the need to maximise media opportunities to highlight the Combined Authority's achievements with regard to the successful delivery of high profile schemes.

Resolved: That progress on delivery of the 2014/15 Transport Business Plan be noted.

52. Transport Update

The Committee considered a report on the development of a Single Transport Plan for the Combined Authority together with a progress update on a number of strategic rail issues.

Single Transport Plan

It was reported that good progress had been made in the development of a Single Transport Plan and vision for West Yorkshire and York that reflected the ambitions of the Combined Authority, the evolution of the West Yorkshire plus Transport Fund within the Growth Deal, Bus Strategy, HS2/HS3 and rail devolution.

Members were advised that a further workshop for members of the Committee and the Transport Portfolio Advisory Group would be held in December to discuss the emerging Plan and how HS2/HS3 connectivity was at the core of the vision for the Single Plan.

Rail North Update

It was reported that the majority of the Northern Local Transport Authorities had or were in the process of joining Rail North Ltd. In working closely with the Department for Transport, Rail North officers were continuing to make the case for growth

franchises, in line with the West Yorkshire RailPlan 7 and the Rail North Long Term Strategy to support the economic aspirations set out in the Strategic Economic Plan.

The Chairman also made reference that, following correspondence received from RMT, he had met with representatives regarding their concerns on some of the proposals set out in the franchise consultation document, particularly on staffing levels and the role of on train staff.

HS2, One North and HS3

It was reported that the WYCA continued to lead on the HS2 Connectivity Study which formed part of the City Region's HS2 Growth Strategy work.

Reference was made to the workshop which had been held involving members of the Transport Committee and the Transport Portfolio Holders to discuss the vision in relation to maximising and spreading the benefits of HS2 across the City Region and the North of England. It was confirmed that a further workshop would be held, at the conclusion of the Transport Committee on 5 December 2014, to consider the One North report and its significance for West Yorkshire and York. This workshop would reflect the implications of the Higgins Report and the ongoing HS2 connectivity work.

Members also commented on the launch of the Sir David Higgins report 'Rebalancing Britain: From HS2 Towards a National Transport Strategy' which was held in Leeds on 27 October 2014. A supplementary note was circulated at the meeting. A key conclusion of the report was the need to improve connectivity across the North of England and for the Government and the Local Authorities to build upon the work of the One North report in developing an implementation plan.

The Committee commented that whilst the investment in a new high speed link between London and the North was welcomed, the impact on the region would be limited if connecting journeys to other towns and cities in the region were not improved.

Reference was made to the ongoing work being carried out by the WYCA and other City Region Local Authorities to understand the interventions required to help deliver the vision, as well as the strategic economic business case for the investment that was required. A progress report would be brought to a future meeting of the Transport Committee.

Resolved: That the report be noted.

53. Local Transport Plan Approvals

The Committee considered a report which sought approval to the revised Local Transport Plan (LTP) Implementation Plan 2 (IP2) Integrated Transport Block

programme. Approval was also sought for LTP Quarter 3 2014/15 payments for the following programmes:

- LTP IP2 Integrated Transport and Highway Maintenance Blocks
- Cycle City Ambition Grant for CityConnect programme
- West Yorkshire 'plus' Transport Fund.

The Committee also considered the approval for expenditure on the following IP2 schemes:

- Transport Hubs
- Bus Hot-Spots
- Cycling and walking schemes.

2014/15 Integrated and Highways Maintenance Block – Quarter 3 Allocations

It was noted that the proposed Integrated Transport Block and Highways Maintenance Block Quarter 3 allocations for 2014/15 were outlined in Table 1 of the submitted report.

Integrated Transport Block Fund

It was reported that following the Local Growth Fund Bid announcement and future LTP allocations by the Department for Transport (DfT), a review of the IP2 Programme and the overall capital plans had been undertaken with the District Council partners with a view to identifying an affordable programme. Members were advised that there would be a further opportunity for review as part of the emerging Single Transport Plan.

DfT Cycling Delivery Plan

It was reported that the DfT had launched a 10 year Cycling Delivery Plan for consultation on 16 October 2014. The plan sought a step change in the numbers of people cycling by outlining plans to double cycling by 2025. The Delivery Plan identified the first stage in the partnership process as local authorities providing an Expression of Interest. This would then be followed by dialogue between the DfT and local authority and its partners about the scale of ambition and how the partnership would work to realise this ambition.

In welcoming the plan, members stressed the need for a coherent cycling strategy with a long term, sustainable funding stream.

Resolved:

- (a) That the revised LTP IP2 programme set out in Appendix 1 to the submitted report be approved.

- (b) That the quarterly payments as set out in Table 1 of the submitted report be approved.
- (c) That the expenditure of £2.711m in 2014/15 from the Combined Authority reserves to progress the West Yorkshire 'plus' Transport Fund be approved.
- (d) That the expenditure of £435,000 to fund the delivery of the IP2 Transport Hubs Programme, to be funded through the Local Transport Plan be approved.
- (e) That the expenditure of £326,000 to fund the delivery of the IP2 Bus Hotspots Programme and £115,000 to fund the development of future Hotspots schemes, to be funded through the Local Transport Plan be approved.
- (f) That the expenditure of £295,000 on the delivery and development of additional cycling and walking schemes in Calderdale, Kirklees and Wakefield, to be funded through the Local Transport Plan be approved.
- (g) That the expenditure of £15,000 in 2014/15 to prepare for a potential bid to government to encourage take up of Ultra Low Emission Vehicles in West Yorkshire, to be funded through the Local Transport Plan be approved.
- (h) That A response to the Department for Transport confirming interest in forming a partnership to increase cycling be approved.

54. Bus Strategy

The Committee considered a report and the Bus Strategy and also discussed a report which had been considered by the Combined Authority at its meeting on 18 September 2014, a copy of which was attached at Appendix A to the submitted report.

The Transport Committee considered that it was important that the operators were clear about the WYCA requirements for a bus system which contributed to a high quality cohesive, comprehensive network that met the needs of the public and businesses of West Yorkshire. In this respect members highlighted that any partnership offer must address integrated ticketing, clarity regarding the timetable for 'greener' fleet improvements, partnership governance arrangements and contributions to the infrastructure costs of the West Yorkshire plus Transport Fund Highways Efficiency and Bus Package.

Resolved:

- (a) That the Chair of the Transport Committee arrange a meeting with bus operators to ascertain how the requirements set out above would be met.

- (b)** That a progress report be brought to the next meeting of the Transport Committee.

**MINUTES OF THE MEETING OF THE
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY 6 OCTOBER 2014 IN WELLINGTON HOUSE, LEEDS**

PRESENT: Councillor M Lyons (Chair)

**WYCA TRANSPORT
COMMITTEE**

J Lewis
E Taylor

PUBLIC REPRESENTATIVES

David Brady
Paul Chadwick
Brian Cooper
Catherine Keighley
Judith Rhodes

Eric Smith
Ann Stocks
Charles Stones
Bill Tymms
Peter Wood

LEEDS CC

C Campbell
B Urry

Also in attendance:-

A Wood	-	Arriva
B Dorr	-	First
Pete Myers	-	Northern Rail
G Owen	-	Leeds City Council

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representatives, David Hope, Hazel Lee and Alan Oldroyd.

14. MINUTES

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

15. QUESTION AND ANSWER SESSION

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

Real Time Information

Members discussed the real time information system and highlighted areas where problems were being experienced. This included where journey matching and cancellations were not being correctly displayed and also some bus stops which were regularly only showing timetabled rather than real time information. An update would be provided at the next meeting and would include performance against the target to ensure buses are 'live in the system' and the reasons why some cancelled services were not being displayed.

The Committee also discussed the proposals to re-procure the system and further information regarding progress would be provided at the next meeting.

Annual MetroCards

Members were advised that efforts were being made to rectify the problem of print fading on some paper Annual MetroCards but affected tickets would be replaced. The problem would be alleviated as customers moved to smartcards.

Metro Weekender Tickets

Mr Wood reported a lack of driver awareness on some First and Yorkshire Tiger services in respect of the Weekender ticket. In response First advised that they were producing a ticket manual for their drivers but asked that any particular incidents be reported to them.

Services 444/446

Mr Brady reported the poor performance of Services 444/446 and Arriva noted his concerns.

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.

16. MEMBER FEEDBACK

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

At the last meeting members were consulted on new style roadside displays, rail franchise consultation and feedback on the Tour de France and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

17. INFORMATION REPORT

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

Boxing Day Services

It was reported that the WYCA Transport Committee had approved Boxing Day services for 2014 on the same basis as last year, as well as trialling an additional service between Leeds and Wetherby.

Bus Service Changes

It was noted that a number of changes to services would take place on 26 October 2014 and details of the most significant changes, particularly in respect of services 923, 965, 757 and 62/62A were outlined in the submitted report.

In respect of Service 965, concern was expressed that the off peak service had been revised and no longer served Wharfedale Hospital. First advised that options to reinstate the service were being considered but it may not be possible to offer a clockface timetable.

Members had previously expressed their concern at the potential loss of service 923 to Tadcaster. North Yorkshire County Council had now agreed to continue to provide a smaller amount of financial support and Harrogate Coach Travel would operate the service on the existing route and timetable.

Smartcard Update

The Committee was given an update on progress with the Smartcard project. It was noted that all new Young Person's PhotoCard applicants were being issued with smartcards and Scholar's Photocards for 16 – 18 year olds would be issued on smartcards this year.

It was noted that Payzone outlets were being used to process smart ticket sales and members were asked to feed back experiences by email or via the MetroLine service.

Leeds Visitor Centre

Members were disappointed that the Leeds Visitor Centre was to be relocated from the railway station to a unit underneath the Art Gallery. They considered this a retrograde step and considered the facility should be located at points where people arrived in a city. It was reported that WYCA was investigating other ways of providing bus information, smartcards and related services within the railway station and that the relocation had been delayed until February 2015.

December 2014 Timetable Changes – Additional Sunday Services between Horsforth and Leeds

It was reported that Northern Rail were seeking additional train path rights to operate a shuttle service between Leeds and Horsforth on Sundays only from December 2014. This would utilise the Horsforth turn back that had recently been built and the shuttle service would provide extra capacity to meet Sunday demand. Members asked for further information to be provided at the next meeting.

Changes to Off Peak Rail Tickets

Members expressed their disappointment that Northern Rail had introduced changes to the times that off peak rail tickets could be used. It was noted that the changes also applied to services operated by CrossCountry, East Coast, East Midland Trains, First TransPennine Express and Grand Central.

Rail North

It was noted that from 2016 it was proposed that a joint DfT/Rail North partnership manage the new franchises and details of the proposed partnership agreement were outlined in the submitted report.

Rail Franchise Renewal

The Committee discussed the work being undertaken on the specification of the new TransPennine and Northern rail franchises due to start in February 2016 and members stressed the need for a robust process to ensure that issues such as rolling stock provision to meet current and future passenger demands were met. It was noted that Invitations to Tender would be issued at the end of December 2014 to the shortlisted bidders of the two franchises and updates would be provided to future meetings.

RESOLVED - That the report be noted.

- 18. CONSULTATION ITEMS:**
(a) The Bus of the Future
(b) MCard of the Future

The Bus of the Future

Members were given a presentation on the various concepts for future bus design including vehicle design, environmental performance, faster boarding/alighting, passenger comfort and on-board information provision.

The Committee discussed the features they considered important in bus design and considered that all of the above-mentioned features were important including the cost of fares. Comment was made that it would not be possible/desirable to use the same type of vehicle on all routes in West Yorkshire. They discussed the benefits of prepaid ticketing and contactless debit cards to reduce boarding times but recognised that there would be some passengers who did not use bank cards and would still prefer to pay by cash.

MCard of the Future

Members were given a presentation outlining various ideas for the future development of the MCard.

The Committee discussed the current MCard range and the gaps which had been identified in both the types of ticket available and the retail network. They considered it important to be able to purchase tickets by using different technologies including mobile phones, on-line sales and contactless debit cards although a mechanism should remain for cash payments. The need for integrated ticketing between bus and rail was stressed and also prepaid tickets which were valid for all cross boundary travel.

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 8 OCTOBER 2014 AT THE TOWN HALL, DEWSBURY**

PRESENT: Councillor G Lowe (Chair)

**WYCA TRANSPORT
COMMITTEE**

E Firth

KIRKLEES MC

C Preest

PUBLIC REPRESENTATIVES

John Appleyard

Mark Denton

David Hargreaves

Chris Jones

Kathleen O'Shea

Chris Taylor

Also in attendance:-

J Dixon	-	Arriva Yorkshire
G Birmingham	-	First Huddersfield
P Turner	-	First Huddersfield
M Knott	-	Yorkshire Tiger
P Myers	-	Northern
L Ebbs	-	First TransPennine Express

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Pinnock and E Smaje and public representatives Brian Kenyon, William Kirby and Keith Parry.

14. MINUTES

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

15. QUESTION AND ANSWER SESSION

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

NHS Hospital Shuttle Service

In welcoming the introduction of the hospital shuttle bus service which operated between Dewsbury, Pinderfields and Pontefract Hospitals, the Committee asked for the consideration of the provision of a stop at the bottom of Halifax Road, Dewsbury.

Passenger Safety

A question was raised regarding the importance of passenger safety on buses and trains, particularly in the light of a couple of recent high profile incidents. In response the bus and rail operators who attended the meeting commented that the industry was very committed to passenger safety and security.

It was reported that many of the West Yorkshire bus and rail operators worked in close partnership with the WYCA and other agencies including the Police, local authorities and other stakeholders on initiatives that both reduced crime and anti-social behaviour. Examples of successful initiatives including on-board CCTV, Safer Places Schemes, customer hosts and bus driver safety were given.

Batley Rail Station

The Committee commented on the possibility of investigating any funding streams to refurbish Batley Rail Station which in their opinion was in need of repair. In response, Mr Myers from Northern welcomed the opportunity to arrange a meeting with the Chair and Deputy Chair of the Committee to discuss the matter further and also to look into the possibility of working in partnership with community groups in the Batley area.

Timetables - Dewsbury Bus Station

It was reported that there was a lack of printed timetables on display at Dewsbury Bus Station. On subsequent inspection it was found that the timetables had been adjusted to face the seating area rather than the concourse. They have now been adjusted back to face the concourse and double sided displays were under consideration.

First TransPennine and Northern Rail Performance

Members were given an explanation outlining the reasons for the recent deterioration in First TransPennine and Northern's rail service performance and the actions taken to address the issues and restore punctuality and reliability to the levels expected from its customers and stakeholders.

In this respect it was reported that the service performance recovery plan which had been introduced recently was having a positive impact to the extent that train punctuality performance in period 6 (17 August – 13 September) had risen to 91% of trains arriving at destination on time.

In conclusion, Louise Ebbs, the TransPennine representative, commented that despite the recent improvements they would continue to have a clear focus to improve reliability and punctuality and were confident that the enhanced timetable was capable of delivering the benefits including extra capacity, improved frequency and journey times without compromising performance.

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.

16. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 9 July 2014 and to report the action taken.

At the last meeting members were consulted on new style roadside displays, rail franchise consultation and feedback on the Tour de France and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

17. INFORMATION REPORT

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

Christmas and New Year Bus Services

The Committee noted that bus services over the Christmas and New Year holiday period would generally operate a reduced service with no services operating on Christmas Day and only Service 757 (the airport service) on New Year's Day.

Members were advised that full details of both bus and rail services would be available on www.wymetro.com once confirmation from the operators had been received.

Boxing Day Services

It was reported that the WYCA Transport Committee had approved Boxing Day services for 2014 on the same basis as last year, as well as trialling an additional service between Leeds and Wetherby.

It was reported that the proposed services in the past had primarily been focussed on Leeds and Huddersfield shopping centres where retail activity was stronger on Boxing Day. The Committee also asked that consideration be given to provide

services not only to football fixtures but also to rugby league and other sporting events.

Bus Service 435/436

It was reported that services 435/436 Wakefield-Holmfirth were due for renewal in Summer 2015. Consultation had taken place in September with particular focus on the current low patronage on evenings and Sundays. Members were advised that once the proposals were finalised further consultation would be organised.

Cleckheaton Bus Station

It was reported that following the recent increase in anti-social behaviour a meeting had been arranged with West Yorkshire Police and Kirklees Council to discuss the issue and produce an Action Plan. The outcome of the discussions would be reported to the next meeting.

Heckmondwike Transport Hub Scheme

It was reported that construction works had now commenced and was expected to be completed by March 2015. The Committee was informed that works included a four stand facility with new illuminated bus shelters with realtime displays and the provision of signalled traffic light priority to assist buses accessing/exiting the site.

FreeTownBus Update

It was reported that Kirklees were consulting on a package of cost saving measures which included proposals to withdraw funding from both Dewsbury and Huddersfield FreeTownBuses from April 2016.

Edgerton Tram Shelter Refurbishment

It was reported that work to refurbish the former Victorian tram shelter had now been completed and was back in use.

Defibrillators at Bus Stations

It was reported that defibrillators would be provided at all staffed West Yorkshire bus station sites and training given in the use of the units which included Dewsbury and Huddersfield. In welcoming the initiative, members suggested consideration be given to installing them at retail outlets in unmanned stations including Batley and Cleckheaton and also providing training.

Smartcard Update

The Committee was given an update on progress with the Smartcard project. It was noted that all new Young Person's PhotoCard applicants were being issued with

smartcards and Scholar's Photocards for 16 – 18 year olds would be issued on smartcards this year.

It was noted that Payzone outlets were being used to process smart ticket sales and members were asked to feedback any experiences via the MetroLine service. In this respect Mr Denton raised problems he had encountered on his inability to purchase smartcard products at a number of Payzone outlets. He was advised that this would be raised with Payzone.

Changes to Off Peak Rail Tickets

It was reported that from 8 September 2014, Northern Rail had introduced changes to the times that off peak rail tickets could be used.

In expressing their dissatisfaction to the changes made and highlighting the serious disadvantages for passengers, members questioned the WYCA's involvement in the matter and asked if they had opposed the decision. It was the Committee's strong view that it was the WYCA's responsibility as the public body to represent the views and needs of the travelling public of West Yorkshire.

In response it was reported that the decision was taken by Northern as part of the Department for Transport's specification in the new interim franchise agreement to consider various revenue options to generate income to address the real affordability challenges faced by the rail industry.

Members were advised that in signing up to the Northern Direct Award, which would bring various enhancements to the rail network during the interim franchising period, the former ITA had at the time expressed concern at the imposition of peak fares restrictions and the impact that it would have on passengers.

The Committee was also advised that a letter had been sent by the Chair of the former ITA to the Secretary of State for Transport. The letter advised that the Authority's local knowledge could have helped devise a more appropriate and deliverable package that addressed affordability requirements and provided passenger benefits. Comment was also made aware that despite the very real concerns with aspects of the deal, the decision was taken to sign up to the franchise agreement. The Committee was advised that a refusal to sign the agreement would not have changed the outcome and would have meant less influence over the remainder of the franchise, its progressing investment schemes and the future work on rail devolution.

HS2 and HS3

Members noted that consultants had been commissioned, on behalf of the Leeds City Region HS2 Programme Regional Board, to develop a HS2 connectivity package so that all parts of the city region would benefit from the arrival of HS2.

The Committee also noted the work being carried out by the One North partnership which was outlined in the submitted report. One North was the name given to the joint work being undertaken by the 5 northern core cities and associated city regions, to respond to the Sir David Higgins and Chancellor of the Exchequer's challenge to maximise the benefits of HS2.

Rail North

It was noted that from 2016 it was proposed that a joint DfT/Rail North partnership manage the new franchises and details of the proposed partnership agreement were outlined in the submitted report.

National Customer Service Week

It was noted that National Customer Service Week was being held 6-12 October 2014. In previous years senior managers had gone 'back to the floor' and 'spent a day in customers' shoes'. This year there would be opportunities for staff to see what other departments do and take part in a customer focussed survey.

Single Transport Plan

The Committee was advised of the development of a Single Transport Plan to reflect the ambition of the Combined Authority, the evolution of the Transport Fund with the Local Growth Deal, the need to prepare for HS2 and further East-West connectivity and work streams on bus strategy and rail devolution. The District Consultation Sub-Committees would be asked to consider a draft version and investment priorities at their meeting in January 2015.

RESOLVED - That the report be noted.

18. CONSULTATION ITEMS:
(a) The Bus of the Future
(b) MCard of the Future

Members were given a presentation on the various concepts for future bus design including environmental performance, faster boarding/alighting, passenger comfort and on-board information provision. Members discussed they considered important in bus design and the following comments and suggestions were made:

- frequent bus services with comfortable seating
- utilisation of smaller type vehicles in more rural parts of West Yorkshire
- priority should continue to be given to having reliable punctuality and frequent bus services
- comfortable seating including adequate leg room
- additional capacity for the disabled and people with pushchairs
- provide more visual displays and audio announcements

MCard of the Future

Members were given a presentation outlining various ideas for the future development of the MCard.

The Committee discussed the current MCard range and the gaps which had been identified in both the types of ticket available and the retail network and the following comments were made:

- retention of a facility to pay for tickets by cash as well as encouraging other methods of payments
- provision of cross-boundary ticketing
- the need for a comprehensive integrated ticketing system
- risks relating to fraud
- issues relating to technology failure

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
 BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
 HELD ON FRIDAY 10 OCTOBER 2014 AT CITY HALL, BRADFORD**

PRESENT: Councillor Michael Johnson (Chair)

WYCA TRANSPORT COMMITTEE

R Billheimer
 A Hussain
 R Poulsen

BRADFORD MDC

R Jamil
 H Khan
 M Swallow

PUBLIC REPRESENTATIVES

Fred Gilbert	Keith Renshaw
Andrew Jewsbury	Barrie Rigg
Peter Ketley	Rosie Watson
Gordon Lakin	
John Prestage	
Graham Peacock	

Also in attendance:-

P Turner	-	First
P Myers	-	Northern Rail
C Booth	-	Transdev (Keighley & District)
A Lonie	-	Transdev (Keighley & District)
C Rickaby	-	Observer (Bradford Rail Users' Group)
J Jackson	-	Observer (Bradford MDC Highways Department)

14. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Simon Cooke (Bradford MDC) and Andrew Wowk (public representative).

15. MINUTES

Item 10 - Question and Answer Session - Further to the point regarding the Combined Authority's journey planner, it was suggested that Google maps be utilised as a basis for developing the journey planning tool.

RESOLVED - That the minutes of the meeting held on 14 July 2014 be noted.

16. QUESTION AND ANSWER SESSION

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

The Committee queried whether there was any plan to implement free Wi-Fi at West Yorkshire bus stations. In response, it was confirmed that there was and that the initiative was currently being considered by the Combined Authority.

Comment was made regarding the paper based MetroCard currently in circulation and queried how long it would remain accessible to the travelling public, particularly in view of the launch of Smartcard technology. It was confirmed that certain outlets, such as the ticket office in Leeds rail station, still provided the paper version of the prepaid ticket. Although use of Smartcard was continually increasing, it was acknowledged that the initiative was still in a transitional stage. In this respect, the Combined Authority expected the paper version of the MetroCard to disappear gradually within the next 6 to 12 months.

In respect of the corporate MetroCard scheme, it was reported that some businesses within the Bradford district found the administration of the initiative too complicated to take up within their organisations. Members queried how this initiative could be made more appealing to businesses within the district. It was agreed to provide an explanation of the scheme and its administration to a future meeting of the Committee, together with ideas for streamlining the process.

Members expressed their concern at the higher pricing structure on short bus journeys as opposed to the longer journeys and how this could be a disincentive for the travelling public to use bus services. It was further commented that improved ticketing integration was necessary between bus operators, particularly with respect to cross-boundary journeys. In response, it was confirmed that the Combined Authority was presently investigating the possibility of a partnership approach with bus operators in West Yorkshire, which could help to alleviate these issues.

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.

17. MEMBER FEEDBACK

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

At the last meeting members were consulted on new style roadside displays, rail franchise consultation and feedback on the Tour de France and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

18. INFORMATION REPORT

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

Defibrillators at Bus Stations

It was reported that defibrillators would be provided at all staffed West Yorkshire bus station site and all staff trained in the use of the units.

Members commended the initiative, but suggested that appropriate signage be installed in the bus stations in order to alert the public, as well as station staff, to where the units were located. It was confirmed that appropriate signage would be placed in bus stations.

Changes to Off Peak Rail Tickets

It was reported that from 8 September 2014, Northern Rail had introduced changes to the times that off peak rail tickets could be used. It was noted that the changes also applied to services operated by CrossCountry, East Coast, East Midland Trains, First TransPennine Express and Grand Central.

Members stated that most of the longer rail journeys within West Yorkshire necessitated a change of train at the major hubs, such as Leeds and Bradford. In this respect, members expressed their concern at the fact that the off peak restrictions applied to through tickets and how this would cause confusion and additional costs to the travelling public.

Tour de France Feedback/Survey

Members were advised that following the successful Tour de France weekend, WYCA and Leeds University had undertaken a survey which explored how people had travelled over the weekend and how influenced they had been by the travel information and advice available. Details of the responses received were outlined in the submitted report.

Members commended Transdev (Keighley & District) on its operation of vehicles during the Tour weekend and, in particular, how the operator ensured sufficient vehicles to accommodate the visitors to the Keighley area.

RESOLVED - That the report be noted.

19. CONSULTATION ITEMS:
(a) The Bus of the Future
(b) MCard of the Future

Members were given a presentation on the various concepts for future bus design, including environmental performance, faster boarding/alighting, passenger comfort and on-board information provision.

The Committee discussed the features they considered important in bus design and the following comments and suggestions were made.

- Accessibility and safety was very important. Future bus designs must take into consideration all users, such as passengers with young children / pushchairs and people who were wheelchair dependent and mobility impaired.
- Utilisation of smaller type buses, but on a more frequent and reliable service pattern.
- Comments were made regarding driver-less buses and how safety could be compromised as a result. The reaction time of a driver/person was significantly faster in certain situations, for example, in bad weather.
- Environmental performance was important. It was suggested that units which operated via overhead lines would reduce emissions and pollution.
- Comment was made that improved infrastructure was just as important as the vehicles.

MCard of the Future

Members were given a presentation outlining various ideas for the future development of the MCard.

The Committee discussed the current MCard range and the gaps, which had been identified in both the types of ticket available and the retail network.

- In terms of downloadable apps, comment was made that not everyone had access to this type of technology. It was important to ensure accessibility and ease of use for all members of the public, such as the elderly, tourists and visitors to the county.
- Members suggested intelligent technology that could ensure a passenger never paid more for his/her journey than he/she needed to; such as technology that would determine the most cost effective ticket purchase, particularly on bus services.

- Cross boundary travel was discussed and it was suggested that the present MCard zones be extended to include 'Zones 8 and 9' to cover South Yorkshire just as Zones 6 and 7 presently covered North Yorkshire.
- A "Swipe on - swipe off" process on bus services in order to facilitate speedier boarding and alighting for passengers.
- Members suggested a range of facilities whereby MCard could easily be topped up without customers having to go into retail outlets, for example, placing the card on the reader of a bus service in order to top up.

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 14 OCTOBER 2014 AT THE TOWN HALL, HALIFAX**

PRESENT: Councillor D Sutherland (Chair)

**WYCA TRANSPORT
COMMITTEE**

D Kirton

CALDERDALE MC

D Foster
R Holden
J Lynn

PUBLIC REPRESENTATIVES

Myra James
Peter Melling
John Myddelton

John Sheppard
Peter Stocks
John Sykes
John Whiteley

Also in attendance:-

O Howarth	-	First
I Taylor	-	First
P Myers	-	Northern Rail
N Walsh	-	T J Walsh
S Simpson	-	Yorkshire Tiger

13. APOLOGIES FOR ABSENCE

There were no apologies for absence.

14. MINUTES

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

15. QUESTION AND ANSWER SESSION

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

MyBus Services

In response to concerns raised regarding the operation and patronage levels of school transport, members were advised that a dedicated team monitored MyBus services at the start of each school year during September and October. Any necessary adjustments were then made to service levels to ensure that both capacity and resource levels across the districts were correct.

Northern Rail's New Fare Policies

Mr Myddelton distributed a list of questions in respect of the recent changes to Northern's off peak rail tickets.

It was noted that Northern Rail had introduced the changes as part of its franchise agreement with the Department for Transport (DfT) after they had been asked to look at options to generate additional revenue.

Mr Myddelton highlighted problems encountered when attempting to buy concessionary tickets from ticket vending machines on rail platforms or from the revenue protection staff. He also asked that Northern address the anomalies in respect of the high fares being charged from Sowerby Bridge and other Calder Valley stations to Huddersfield compared to the cost of the much longer journeys to Leeds and Mr Myers agreed to pass his comments for consideration by Northern Rail management.

Revenue Protection Staff

Councillor Holden commented that on several occasions fares had not been collected on rail services between Sowerby Bridge and Manchester even though the train was only two carriages and not full. This caused delays for passengers on arrival at Manchester as they then had to queue to purchase a ticket. Councillor Holden had reported the incidents to Northern but he had not received any substantive replies.

King Cross

The Committee discussed the continuing problems bus services were experiencing due to parked cars in King Cross and also expressed their concerns in respect of pedestrian safety. Councillor Lynn advised the Committee that work was due to commence on a traffic management scheme in the area which would include traffic lights, bus lane, pedestrian crossing at King Cross, staggered parking spaces and resiting of a bus stop.

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.

16. MEMBER FEEDBACK

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

At the last meeting members were consulted on new style roadside displays, rail franchise consultation and feedback on the Tour de France and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

17. INFORMATION REPORT

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

Christmas and New Year Bus Services

The Committee noted that bus services over the Christmas and New Year holiday period would generally operate a reduced service with no services operating on Christmas Day and only Service 757 (the airport service) on New Year's Day. A Saturday service would operate on Friday 2 January 2015.

Full details of both bus and rail services would be available on www.wymetro.com once confirmation from the operators had been received.

Calderdale Bus Services Network Review

Members were updated on the review of supported bus services in Calderdale. It was reported that the tender bids were currently being evaluated and local ward members would be advised of the outcome shortly.

Clean Bus Technology Fund

It was noted that the project, funded through the Clean Bus Technology Fund, to bring 119 Euro 3 MyBuses up to the latest low emission standards was complete. The WYCA had now been awarded funding to convert a further 23 MyBus vehicles.

New AccessBus Vehicles

It was reported that three AccessBuses in the Calderdale fleet had recently been replaced with new vehicles.

Calder Valley Line/Station Gateway Scheme

The Committee noted progress in respect of the Calder Valley line which included the outline design work for the Northern Hub journey time improvements and signalling scheme and Milner Royd Junction.

It was reported that Calderdale Council and the WYCA were pursuing an option to open a third platform at Halifax as part of the Station Gateway scheme. It was noted that bus operators would be included in discussions and comment was made that consideration should also be given to the pedestrian route from the railway station to the bus station.

Rail Franchise Renewal

The Committee noted the work being undertaken on the specification of the new TransPennine and Northern rail franchises due to start in February 2016. Invitations to tender would be issued at the end of December 2014 to the shortlisted bidders of the two franchises.

RESOLVED - That the report be noted.

18. CONSULTATION ITEMS:
(a) The Bus of the Future
(b) MCard of the Future

Members were given a presentation on the various concepts for future bus design including environmental performance, faster boarding/alighting, passenger comfort and on-board information provision.

The Committee discussed the features they considered important in bus design and the following comments and suggestions were made:

- Better design for disabled passengers. It was reported that the new Routemaster bus which was being trialled in London had recently visited Halifax. Comment was made that the aisles were too narrow for wheelchairs and it had only 2 seats which guide dogs could get under.
- Safety for passengers and road users should be taken into consideration including the use of mirrors/cameras/safety features to alert drivers of nearby cyclists.
- Provide visual displays and on-board announcements
- Environmental performance important – recognise that battery technology is still being developed but a hybrid arrangement with small diesel engines that charge the batteries was available.
- Punctuality, reliability and cost are very important to passengers.

MCard of the Future

Members were given a presentation outlining various ideas for the future development of the MCard.

The Committee discussed the current MCard range and the gaps which had been identified in both the types of ticket available and the retail network. The following comments were made:

- It would be helpful if the Scholar's PhotoCard applications (age 16 to 18) could also be available on-line.
- Consider how Concessionary Travel could be facilitated in the future if the current ENCS was changed.
- Provide cross-boundary ticketing.
- Need to be mindful that not everyone has access to, or understands, technology – needs to be accessible for all.

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 16 OCTOBER 2014 AT COUNTY HALL, WAKEFIELD**

PRESENT: Councillor Martyn Ward (Chair)

WAKEFIELD MDC

R Bickerton
J Cliffe
M Graham
J Williams

PUBLIC REPRESENTATIVES

Nigel Ashton	Michael Dalton
Pauline Blackburn	Brenda Fruish
John Churms	

Also in attendance:-

S Anguige	-	Arriva Yorkshire
P Myers	-	Northern Rail

14. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Yvonne Crewe (WYCA Transport Committee) and public representatives Barbara Darlison and Dennis Pattinson.

15. MINUTES

Minute 13 – Consultation Items

In order to accurately reflect comments made at the last meeting, the minutes be amended to read as follows:-

Roadside Displays

- It was important 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 bus services from Castleford to Pontefract via Featherstone stated that it took 18 minutes travelling time whereas some

services took over 40 minutes. The Committee were advised that this should be correct on new timetable formats.

RESOLVED –

- (i) That, subject to the amendment detailed above, the minutes of the meeting held on 17 July 2014 be noted.

16. QUESTION AND ANSWER SESSION

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

Service 188 (Wakefield-Knottingley)

Members reported reliability issues with the hourly Service 188 between Wakefield and Knottingley. It was reported that the 1622 journey from Townville, Castleford regularly failed to operate. Additionally, instances of inaccuracies in information provided by YourNextBus were reported.

It was agreed that the problems highlighted would be reported to the Arriva Depot at Castleford and furthermore that WYCA would arrange for the service to be monitored.

Bus Service - Sharlston/New Sharlston/Streethouse

Members expressed concern that the weight restrictions placed on the use of the railway bridge at Cow Lane, Sharlston by buses and HGVs continued to cause disruption and inconvenience to residents in the New Sharlston area who were unable to access the Doctor's Surgery, Pharmacy, Post Office and shops in Sharlston.

The Committee were reminded that weight restrictions had been imposed as structural work was required to strengthen the bridge. The bridge was in the ownership of Network Rail but responsibility for strengthening it was split between Network Rail and Wakefield Council.

Members were advised that when the bridge was initially closed to buses, a demand responsive bus service was introduced to enable residents of New Sharlston to access facilities in Sharlston and Streethouse. The service was, however, withdrawn due to low passenger usage. It was agreed that further investigations would be undertaken into the demand, feasibility and cost of providing such a link and that an update would be sought on when work on the bridge was likely to commence.

Bus Service to Mountbatten Estate, Sandal

Members welcomed the news of a proposal for introducing a new bus service (Tates Travel) to serve the Mountbatten Estate, Sandal on a trial 'use it or lose it' basis.

Castleford Rail Station – Subway between Welbeck Street and Beacroft Road

It was reported that, although the cleanliness of the subway continued to be a concern, the main problem was the general state of repair of the subway including:-

- Leaking roof (resulting in sludge on the walls caused by rain water/dirt leaking from the track above);
- Broken tiles;
- Corroded and broken light fittings.

It was agreed that the cleanliness of the subway would again be raised with Wakefield Council's Street Scene Department and the leaking roof and other maintenance issues would be reported to Network Rail.

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

17. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 17 July 2014 and to report the action taken.

At the last meeting members were consulted on new style roadside displays, rail franchise consultation and feedback on the Tour de France and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

18. INFORMATION REPORT

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

Christmas and New Year Bus Services

The Committee noted that bus services over the Christmas and New Year holiday period would generally operate a reduced service with no services operating on Christmas Day and only Service 757 (the airport service) on New Year's Day. A Saturday service would operate on 2 January.

Full details of both bus and rail services would be available on www.wymetro.com once confirmation from the operators had been received.

Boxing Day Services

It was reported that the WYCA Transport Committee had approved Boxing Day services for 2014 on the same basis as last year, as well as trialling an additional service between Leeds and Wetherby. Consideration was also being given to trialling services to Xscape at Glasshoughton and the Westfield retail development in Bradford in 2015.

Bus Service 435/436 (Wakefield-Holmfirth) Consultation

It was reported that the contract for Services 435/436 was due for renewal in summer 2015 and consultation had recently been carried out to ascertain from users what improvements they felt could be made to the service, particularly as patronage was relatively low in the evening and on Sundays. Response to the consultation was good and feedback was now being evaluated. Proposals for the service would be drawn up and further consultation would be undertaken on those proposals.

Castleford Bus Station Redevelopment

It was reported that work on the redevelopment of Castleford bus station was on target and progressing well with the structure of the building starting to take shape. Once building work is completed, the building will be fitted out internally. The bus station is expected to be operational by Spring 2015.

With reference to the temporary bus stop (A1) on Albion Street, members asked whether it would be possible to install a shelter when the stop is reinstated to its original location. The Committee were informed that it may not be possible to do so for a number of reasons, including incidents of anti-social behaviour.

AccessBus

Members were informed that with effect from 29 September, the number of AccessBuses in the Wakefield area had increased from three to four. Consequently, there was now some spare capacity on the network, details of which were available on the website (www.wymetro.com).

Changes to Off Peak Rail Tickets

It was reported that from 8 September 2014, Northern Rail had introduced changes to the times that off peak rail tickets could be used. Off-peak tickets could no longer be used at peak times during weekday evenings (1601-1829) for journeys within West Yorkshire, South Yorkshire and Greater Manchester. The changes had been made after the DfT had asked Northern Rail to look at several options to generate additional revenue as part of its new franchise agreement.

It was noted that the changes also applied to services operated by CrossCountry, East Coast, East Midland Trains, First TransPennine Express and Grand Central.

Members discussed problems which they felt may arise as a result of the changes, including the anomaly of charging a fare for a return journey where one leg of that journey fell in the off-peak and one in the peak. It was also queried whether provision had been made for disabled customers travelling with an off-peak concessionary ticket. Northern's representative undertook to look into the latter scenario and provide an answer for the next meeting of the Committee.

Rail Franchise Renewal

The Committee was updated on the work being undertaken on the specification of the new TransPennine and Northern rail franchises due to start in February 2016. Invitations to Tender would be issued at the end of December 2014 to the shortlisted bidders of the two franchises.

Wakefield Kirkgate

The Committee were informed that significant improvements had been made to Wakefield Kirkgate station, however the project had been subject to delay due to the very poor condition and listed status of the building. It was, however, envisaged that the project would be completed by the end of March 2015.

Members asked when the FreeCityBus would be returning to Wakefield Kirkgate. It was reported that the matter was subject to continuous review and the bus would return to the station when it was safe to do so.

19. CONSULTATION ITEMS: (a) The Bus of the Future (b) MCard of the Future

Members were given a presentation on the various concepts for future bus design including environmental performance, faster boarding/alighting, passenger comfort and on-board information provision.

The Committee discussed the features they considered important in bus design and the following comments and suggestions were made:-

- Members felt that most of the features discussed were important, although punctuality, reliability and cost were considered to be of priority.
- Comments were made about the unreliability of smartcard reading technology on board vehicles and it was felt that there was room for improvement in this area.

- Members commented that there were essentially two categories of traveller; those using buses for short journeys and those undertaking longer trips. Each would have different priorities, for example a passenger undertaking a longer trip would probably want to see more comfortable seating with access to wifi, whereas someone undertaking a short bus ride would probably prefer to forego these things for cheaper fares.

MCard of the Future

Members were given a presentation outlining various ideas for the future development of the MCard.

The Committee discussed the current MCard range and the gaps which had been identified in both the types of ticket available and the retail network. The following comments were made:

- What were the risks of fraud associated with smart ticketing?
- Would there be an impact on staffing levels, and would there be job losses as a result of the increased use of smart enabled tickets?
- As students now have to remain in education until the age of 18, would this be acknowledged in the type of ticket products available?
- How would drivers deal with issues surrounding invalid cards?
- Would contingency plans be in place in the event that technology failed and drivers were unable to check the validity of cards?
- It is important to retain a facility to pay by cash for tickets as well as encouraging other methods of payment such as on-line, mobile phones, and contactless debit cards.

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 6

**MINUTES OF THE MEETING OF THE
LOCAL BUS SERVICES WORKING GROUP HELD ON
MONDAY 27 OCTOBER 2014 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor Eric Firth (Chair)

Councillors R Billheimer, D Kirton, L Smaje and M Ward

10. Election of Chair

Councillor Eric Firth was elected Chair of this meeting of the Local Bus Services Working Group.

11. Apologies for Absence

Apologies for absence were received from Councillors Y Crewe, J Lewis and A Pinnock.

12. Declarations of Disclosable Pecuniary Interests

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

13. Exclusion of the Press and Public

There were no items on the agenda requiring exclusion of the press and public.

14. Minutes of the Meeting held on 29 September 2014

Resolved - That the minutes of the meeting held on 29 September 2014 be noted.

15. Calderdale Bus Network Review

The Working Group considered a report on the outcome of the Calderdale Bus Network Review.

It was reported that the Calderdale Area was the last major element of the Bus Area Network Review Programme which sought to review WYCA specified bus services to meet the required 25% savings. In this respect, following the consultation exercise which had resulted in 600 responses, tenders were invited and structured to encourage maximum competition and flexibility to address the issues raised during consultation. A list of the tenders received in Batch 592 was attached at Appendix B to the submitted report.

Members were advised that the group bid submitted by Yorkshire Tiger achieved virtually all the tender specifications together with additional enhancement options at a considerably cheaper cost than the current contracts.

It was noted that, following discussion with Yorkshire Tiger and First, a number of de minimis contracts had been awarded to secure the extension or amendment of commercial services to resolve concerns raised during the consultation exercise. These included the retention of links to Rochdale and reduced frequencies on Northowram and Washer Lane services.

Members noted that a number of evening and Sunday services would be withdrawn as they did not represent value for money. Service 505 would be withdrawn and the frequency to Norland would be reduced to two hourly.

In welcoming the savings which had been achieved as a result of the review, the Group asked that their thanks be passed on to all officers who had been involved in the review.

Resolved - That the outcome of the Calderdale Bus Network Review be noted.

16. Local Bus Services Update

The Working Group considered a report which provided an update on recent developments on local bus services.

New AccessBus Services

It was reported that new AccessBus contracts which commenced at the end of September had gone very smoothly.

Members were also advised that new AccessBus vehicles had been introduced in Calderdale and Kirklees and that a launch was being planned in the near future.

New Bus Service – Wakefield

Members noted that following requests received a new bus service linking Fyffes and the West Yorkshire Police HQ at Normanton had been introduced on a 'use it or lose

it' basis for a 12 month period. In order to make the service more viable, it was suggested to extend the service to Wakefield, Castleford and Glasshoughton.

Boxing Day Services

It was reported that the WYCA's Transport Committee had approved Boxing Day services for 2014 on the same basis as last year, as well as trialling an additional service between Leeds and Wetherby.

It was reported that in previous years the services had been focussed on the Leeds and Huddersfield shopping centres where retail activity was stronger on Boxing Day. The Working Group suggested that in view of the further development of the Glasshoughton retail park and completion of the Westfield site in Bradford, consideration be given to provide services to those areas in 2015.

Leeds Bradford Airport Bus Service Changes

Members were advised of changes to services between Bradford, Leeds Bradford Airport and Harrogate aimed at improving service performance.

Resolved – That the report be noted.

ITEM 7

Report to: Transport Committee

Date: 5 December 2014

Subject: West Yorkshire plus Transport Fund - Programme and Cost Review

1. Purpose

- 1.1. To update the Transport Committee on progress with balancing the projected expenditure for developing and delivering the West Yorkshire plus Transport Fund (WY+TF) against the projected funding available.

2. Information

- 2.1. The information set out in this report was considered by the Combined Authority Investment Committee at their meeting on 28 November 2014. Following that meeting a subsequent report will be considered by the Combined Authority at their meeting on 12 December 2014.

Summary

- 2.2. The Leeds City Region achieved a very positive outcome from the Local Growth Fund settlement. Over the 6 year period (2015/16 – 2020/21) of the Deal, the Leeds City Region secured £572.9 million, which is the largest settlement in the country. The settlement also included the previously accepted Department for Transport 'legacy' schemes, such as Leeds Station Southern Entrance and NGT.
- 2.3. For the West Yorkshire plus Transport Fund, the Growth Deal allows the WYCA to establish a £1 billion Transport Fund for West Yorkshire and York as shown below:

Period	Funding Available	£m
2015/16 – 2020/21	LGF - 6 years @ £30m per year	180
2015/16 - 2024/25	Devolved DfT Major Scheme Funding	183
2021/22 – 2034/35	LGF - 14 years @ £30m per year (subject to independent assessment of satisfactory delivery and economic impact)	420
2015/16 – 2034/35	Public Sector match funding including committed levy	217
Total		1,000

- 2.4. The estimated cost of delivering the Transport Fund portfolio in full was £1.7 billion in outturn prices based on the original 10 year delivery schedule, and taking into account inflation. A review has been undertaken to develop a revised portfolio that matches the funding.
- 2.5. By following the steps below, the review has identified a balanced portfolio that continues deliver the funds objectives over a similar timescale to that originally envisaged. This has been achieved by taking opportunities to accelerate delivery, re-profiling schemes where there is more risk associated with delivery and phasing the delivery of larger schemes. The key elements are:
- A revised programme that maximises delivery as soon as is realistically feasible, thereby reducing the impacts of inflation on costs;
 - A reduction in the cost of the portfolio – this would be achievable through a new approach to procurement, value engineering and working closely with partners to align work with their programmes and funding streams;
 - Increasing the funding available – increasing the local contribution from the West Yorkshire Districts and York above what has already been agreed to support additional borrowing.

Background

- 2.6. The WT+TF projects were prioritised using the Urban Dynamic Model (UDM) against the forecast contribution they would make to unlocking economic benefits in terms of GVA created, employment and housing growth across West Yorkshire and York. They were also developed to ensure benefits were equitably distributed across the individual districts and, despite additional commuting associated with more employment, would not increase carbon emissions.
- 2.7. The original package of schemes, agreed in 2012/13 was prioritised based on the amount of GVA forecast by the UDM generated per £1 of public investment. The agreed programme of £1.7 billion (at outturn cost based on circa 80% locally generated funding with the remainder from national resources) over 10 years would deliver the following:
- Generate significant additional economic investment to deliver jobs and growth - 20,000 new jobs in West Yorkshire and York and £2.4bn GVA per annum by the mid-2030s;
 - Bring specific local benefits to residents, businesses and communities by improvements in the West Yorkshire and York transport networks;
 - Unlock key employment and housing growth sites in West Yorkshire and York in the city/town centres and Local Plan growth points; and
 - Unlock growth of around 10,000 new homes by around 2030.

2.8. There is £1 billion of funding available in 2015 prices spread over a 20 year period up to 2035 (see Table above). This is made up of around 80% government grant and 20% raised locally through the previously agreed levy increase which ramps up to £11.4m per year over 10 years. This is then assumed to rise to £13.2m over the following years.

2.9. In order to balance the programme, a review has been undertaken underpinned by the following principles:

- No projects should be removed since this reduces the integrity of the package, and may affect achieving the pre-defined objectives related to the distribution of benefits among partners;
- A programme of around 10 years should be maintained to ensure all projects are delivered in a 'medium' term time-horizon in line with the original City Deal agreement;
- The revised programme should seek to phase elements of larger projects to deliver the most effective and feasible components early to maximise the delivery of impacts.

2.10. The review has been undertaken in three stages:

Stage 1 - Revised Programme

2.11. A revised programme has been developed that seeks to maximise delivery as soon as is realistically feasible, thereby reducing the impacts of inflation on costs. This also has the benefit of achieving positive impacts on employment growth, productivity and GVA sooner. Moreover it sends a positive signal to Government, business and the public that the Combined Authority is committed to supporting economic growth through investment in vital transport improvements.

2.12. The proposed revised WY+TF would be one that is deliverable over 11 years 2015 to 2025, breaks up larger projects into phases, and maintains the integrity of the whole package by not removing projects. **Appendix A** shows the schemes in the portfolio that would be underway before the end of 2020/21, those that will be underway by that time and those that will be delivered by 2025.

2.13. It is proposed, through discussions between the partners, that two elements of the programme could be reduced in scale and cost whilst delivering the majority of the outputs.

- Transformational projects – reduce funding required from £25m to £12.5m for development work to influence government and other partners to justify future transformational investments such as rail electrification, airport access, rolling out of mass transit (tram-train and/or NGT for example) and preparing for HS2 and HS3;
- Highways Efficiency and Bus Package - reduce funding required from £250m to £125m for the package of highway improvements across the strategic road network bringing benefits for road users and buses. The review identified

that there is a case for reducing the scale of the funding required because of overlaps with other corridor projects.

- 2.14. As the growth deal provides flexibility at a programme level there is scope to amend the list of projects in future and update the pipeline being developed. This could be as a result of new projects being considered, existing projects not passing appraisal gateways or as a result of new opportunities and priorities emerging. Any changes would be made in accordance with the principles set out in the Single Appraisal Framework (SAF).

Stage 2 – Reducing Funding Required

- 2.15. There are a number of opportunities to reduce the overall cost of delivering the portfolio:
- The scale of the WT+TF justifies a new approach to procurement with significant potential to reduce costs through economies of scale and longer time scale certainty. HM Treasury reports suggest that cost savings of 12% can be gained in highway infrastructure delivery through improved collaboration.
 - As projects develop opportunities will be taken to undertake value engineering to reduce costs.
 - Working with other major infrastructure providers (such as the Highways Agency and Network Rail) to align programmes and seek full or partial contributions towards the development and delivery of Transport Fund projects.

Stage 3 – Increasing Funding Available

- 2.16. The outcome of stage 1 is a revised programme of £1.46 billion and stage 2 suggests that further reductions of up to 20% are achievable but this still leaves a funding gap.
- 2.17. The most achievable way of closing this funding gap would be to borrow this sum with the debt costs supported by additional local contributions through the levy. It is recognised that the requirement to increase further local funding is, in the current financial climate, an extremely difficult one to commit to at this stage. The initial focus is on delivery in the first six years to the first 'performance gateway' in 2019 and as such there needs to be a commitment to funding the projects over that period. Opportunities to provide local contribution through the use of the business rates pool are being explored.
- 2.18. The financial modelling has assumed prudent interest rates and 'capex' inflation in order to provide costs that contain an amount of risk and contingency. There are also options that can be further developed with regard to the timing and length of loans that are taken out. The modelling suggests that the most cost effective way to raise the extra financing would require increased levy contributions from 2016/17 onwards, starting at £1m over and above that already agreed and rising to £8-10m by 2020.

- 2.19. The actual contributions required would be highly dependent on movements in interest rates and any changes in the timing and size of the schemes in the programme and would be regularly revised to reflect the delivery of the programme. More significant funding increases would be required after the first 6 years to reach a maximum of £29m per annum but then decrease over the following years back down to less than £10m.
- 2.20. It should also be noted that unlocking the further LGF from Government beyond 2021 of £420m is dependent upon successful delivery and achieving an agreed set of outputs, outcomes, and impacts, which will be subject to independent assessment at five yearly intervals (covered elsewhere on the Agenda). Because the Growth Deal is based on a payment by results mechanism, any projects which rely in whole or in part on LGF beyond 2020/21 are therefore subject to risk.

Impacts of the revised programme investments

- 2.21. The primary objective for the WY+TF is to achieve:
- An increase in employment and productivity growth by the completion of transport schemes across West Yorkshire and York, irrespective of boundaries.
- 2.21. In West Yorkshire further objectives were put into place to ensure an equitable distribution across the area. Against the primary objective of supporting the maximum possible impact on GVA and employment, two accessibility minima have been agreed:
- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities and;
 - Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across West Yorkshire.
- 2.22. In terms of environmental impacts, a further objective was established as follows:
- The overall impact of the Fund's interventions would be carbon neutral at the package level.
- 2.23. The original proposed package was tested in the Urban Dynamic Model (UDM) outputs and was successful in meeting all these agreed objectives. The revised programme has been re-assessed to ensure that these objectives would still be delivered.
- 2.24. The outputs suggest that by the mid-2030s the revised transport fund package would deliver at least an additional 18,500 new jobs, 10,500 new homes and £2.45 billion of GVA (per annum) across West Yorkshire and York. These forecasts do not include the additional uplift arising from the network wide benefits of delivering the package as a whole. Previous experience suggests these employment forecasts would exceed 20,500 new jobs by the mid-2030s after these network impacts are included.
- 2.25. The new analysis for the revised and re-profiled package also forecasts a 30% increase in employment accessibility for West Yorkshire residents and that all Districts show an increase greater than half the West Yorkshire average.

Furthermore residents living in 'deprived' areas within West Yorkshire would experience an increase in the number of accessible jobs of 8.5% above the average.

- 2.26. Until the full package is tested collectively it is not possible to assess the impact on carbon. However at this stage the cumulative effects of each individual project suggest a reduction in around 18,500 car commuting trips per day would lead to an overall reduction in carbon emissions compared to the modelled baseline.
- 2.27. In summary, the revised package delivered over a re-profiled timescale is forecast to be more effective than the original at delivering the objectives of the transport fund as a result of accelerating more effective projects (in full or in part) and benefiting from improved connectivity sooner, so that by the mid-2030s these improvements have had a longer period to have a positive contribution on the economy.

3. Financial Implications

- 3.1. As set out in paragraphs 2.15 – 2.19 above, in order to deliver the full programme as agreed further local contributions will be required from 2016/17 onwards. The extent of borrowing required will be kept under review as scheme delivery progresses in order to minimise the costs to the WYCA and District Councils.
- 3.2. It should be noted that these financial implications will be refined before they are presented to the Combined Authority at their December meeting. While the financial implications set out above are still work in progress, no significant changes are anticipated from the refinement work but more detailed projections will be presented.
- 3.3. For the purpose of financial modelling prudent assumptions have been made about inflation and interest rates however given the timescale for the programme there is a risk associated with future fluctuations around these assumptions.
- 3.4. The revised programme includes expenditure on developing projects which would be delivered after 2021. Funding from Government for delivery beyond 2021 is dependent upon the independent assessment at 2019. Therefore expenditure in preparing for delivery post 2021 would be at risk.
- 3.5. Because the LGF funding is based on a 'payments by result' mechanism, any projects or potential borrowing which rely in whole or in part on that funding beyond 2021 are subject to risk.
- 3.6. The West Yorkshire and York Financial Officers have been involved in the review of the WY+TF portfolio and the financial implications for increased local contributions.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. The availability of staffing resources (along with the level of funding available) is a major risk to the development and delivery at the scale required to implement the

revised programme, particularly as it seeks to accelerate and maximise delivery by 2021.

- 5.2. Additional resources were provided at risk to commence work on the development of early win projects before the Local Growth Fund announcement, and this has been critical in making good progress with preparing for the delivery of projects in 2015/16 and 2016/17.
- 5.3. In the short term, the Combined Authority has identified options which could reallocate internal staffing resources to support the development of transport fund projects as a matter of urgency. This would also expand the central resource available to support projects being developed across the partners.
- 5.4. The costs of these additional short term resources would be met through capital allocations for the fund and are included within the current budget.
- 5.5. However a significant step change in the scale, capacity and capability of resources will be required to manage, develop and deliver the programme as proposed. Officers are undertaking a review of existing resource capacity and capability and how it will need to be expanded to successfully deliver the revised transport fund programme. In order to reduce this risk, these resources would need to be in place as early as possible in 2015/16.
- 5.6. A costed proposal to expand the resources required to deliver the transport fund programme is being developed which will be presented to a future meeting. The costs for these resources would be met from the Transport Fund budget as cost estimates include overheads for programme and project management, feasibility, design, procurement and delivery.

6. Consultees

- 6.1. The Transport Portfolio Advisory Group, CA Head of Paid Service and West Yorkshire and York Chief Executives have been consulted in the preparation this report. The Investment Committee will have considered the approach and the proposals before a report is submitted to the Combined Authority.

7. Recommendations

- 7.1. That the report is noted.

8. Background Documents

- Local Growth Fund Delivery, West Yorkshire and York Investment Committee, Item 5, 1 October 2014
- Leeds City Region Growth Deal Delivery, West Yorkshire Combined Authority, Item 6, 18 September 2014

PROJECTS TO BE DELIVERED IN FULL BY 2021

Rail station gateways – Phase 1
Highways network efficiency (UTMC) across West Yorkshire strategic highway network
Wakefield Eastern Relief Road
A650 Tong Street Corridor Improvements, Bradford
Wakefield City Centre Package (Kirkgate and Denby Dale junctions)
East Leeds Orbital Road and northern outer ring road junctions
Aire Valley - Leeds Integrated Transport Package (phase 1 park and ride only)
Halifax- Huddersfield A629 Corridor Improvements and Halifax town centre (Phases 1-4 only)
Glasshoughton Southern Link Road
A650 Hard Ings Road and Keighley town centre improvements
West Yorkshire package of highways efficiency (all vehicles) and bus improvements (Phase 1 - focusing on priority corridors)
Rail Station parking expansion programme across West Yorkshire
Pontefract Northern Bypass (now on site and completed early in 2015 using 30% advance funding from the Fund)
Calder Valley Line rail enhancements (to enhance Network Rail commitments)
A65 to the Airport Link Road, Leeds
A62 Cooper Bridge Junction, Kirklees
Harrogate Road/New Line Junction Bradford
Leeds city centre network improvements – Phase 1 orbital capacity on the Inner Ring Road
York Central Access including rail station gateway improvements and access to the development site
Public Transport Improvements in York city centre
York Northern Outer Ring Road Improvements

OTHER PROJECTS ON SITE BY 2021

Rail station gateways – Phase 2
Aire Valley - Leeds Integrated Transport Package (Phase 2 highway Access)
A62 to Huddersfield and A644 works (excluding later delivery of Ravensthorpe Relief Road)
Halifax- Huddersfield A629 Corridor Improvements and Halifax town centre (Phase 5)
West Yorkshire package of highways efficiency (all vehicles) and bus improvements (Phase 2)
A653 Dewsbury to Leeds corridor
M62 Junction 24a on A641 Bradford Road south of Brighouse (this project is dependent on the Highways Agency)
Bradford to Huddersfield A641 Corridor (partially completed)
Bradford - Shipley Corridor Improvements along Canal Road and Manningham Lane
East Leeds Parkway
South East Bradford Access Route, Bradford
Clifton Moor Park and Ride, York

FURTHER PROJECTS TO BE DELIVERED BY 2025

Rail station gateways - Phase 3
Castleford Highways Improvements
A644 Ravensthorpe Relief Road, Kirklees
West Yorkshire package of highways efficiency (all vehicles) and bus improvements (Phase 3)
NGT to Aire Valley, Leeds
A6110 Leeds Outer Ring Road Route Improvement (Stanningley Bypass to M621), Leeds

Originator: Jeff English
Integrated Transport



ITEM 8

Report to: Transport Committee

Date: 5 December 2014

Subject: Gateway and Local Transport Plan Approvals

1. Purpose

1.1. To approve the progression of WY+TF through the Gateway process of the following schemes:

- Harrogate Road New Line (Gateway 1);
- York Outer Ring Road (Gateway 1); and
- Wakefield Eastern Relief Road (Gateway 3).

1.2. To seek funding approval for the following IP2 schemes:

- ICT Desktop Virtualisation; and
- CarPlus Demonstration Project.

2. Information

WY+TF Gateway Approvals

2.1. In line with the West Yorkshire and York Local Assurance Framework and the emerging Single Appraisal Framework (SAF), the WYCA is responsible for approving the progression of Transport Fund projects through the following Gateways:

- Development Approval (Gateway 1) - scheme sponsors undertake modelling, appropriate feasibility work and the preparation of a high level business case;
- Procurement Approval (Gateway 2) - scheme sponsors continue to develop more robust cost estimates, undertake high level WebTAG appraisal appropriate to the nature and complexity of the scheme, progress detailed

design work, refine risk levels, prepares to seek a price from the market to implement the scheme and updates the business case;

- Implementation Approval (Gateway 3) – before implementation is approved, the WYCA needs to be satisfied that the final cost estimates are robust, risk exposure is acceptable, and that forecast outcomes remain comparable with those agreed in earlier gateways.

2.2. To pass Gateway 1, the submitted documentation needs to show that the scheme will provide an acceptable level of value for money, has a clear set of objectives and a realistic chance of successful implementation.

Harrogate Road New Line

2.3. The **Harrogate Road New Line** is an agreed 'early win' scheme. The A658 Harrogate Road / A657 New Line junction is situated on the corridors between Bradford and Leeds Bradford International Airport and between Airedale/Shipley and Leeds. The crossroads junction is currently a significant congestion pinch point with delays on all four legs having a detrimental impact on journey times both in the peak and inter-peak.

2.4. Improvements to this junction will improve traffic flows and reduce congestion both on the A658 and A657, improve access to Leeds Bradford International Airport and to the new rail station at Apperley Bridge. It will also facilitate housing development in the immediate area and improve safety and reduce severance for pedestrians and cyclists.

2.5. The Business Case demonstrates that the improvements to this junction will support the key objectives of the Transport Fund to maximise growth in GVA (gross value added - a measure of the local economy), increase business productivity and to improve accessibility to employment within West Yorkshire.

2.6. A Gateway Peer Review Panel concluded that, based on the Gateway 1 submission, the project remains deliverable, represents value for money, risks and costs are well understood and being well managed.

2.7. A summary business case is attached as **Appendix 1**.

2.8. The Gateway 1 submission is seeking £198,000 to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2.

2.9. Whilst provision to commence this work has been made in 2014/15 Interim budget, Approval of Gateway 1 is a commitment to fund the cost of detailed design in 2014/15 and 2015/16.

York Outer Ring Road

- 2.10. The **York Outer Ring Road (YORR)** is also an 'early win' scheme. It addresses a current transport problem in terms of congestion by increasing capacity at 7 roundabout junctions, but also allows for investment to be brought forward and further schemes to be considered by improving access to key regeneration sites within the city.
- 2.11. The project is part of a wider strategic plan to improve economic attractiveness of the city by enhancing the city centre environment and improving traffic flow within and around the city. The city centre suffers from congestion, exacerbated by the historic layout and narrow streets. By reducing congestion, improving the traffic flow and journey times on the outer ring road to the north of the city, traffic can be encouraged out of the city centre and onto the strategic highways where the traffic flows can be managed effectively. This will be supported by the other York WY+TF projects to improve public transport in the city centre to 'lock in' the benefits that the YORR will deliver.
- 2.12. The review of the **YORR** Gateway 1 submission concluded that the project remains deliverable, represents value for money and risks and costs are well understood and being well managed.
- 2.13. The Gateway 1 submission is seeking £208,000 to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2. To date all work undertaken on York projects has been funded from York's own budget. Funding of York schemes through the centrally held Fund will require an agreement with York. A proposal is currently being developed for consideration.
- 2.14. The Gateway Peer Review Panel concluded the submission was sufficient to recommend progressing to detailed design subject to the provision of additional information to be included in a revised submission before seeking final approval from the Combined Authority in December.
- 2.15. A summary business case is attached as **Appendix 2**.

Wakefield Eastern Relief Road

- 2.16. The **Wakefield Eastern Relief Road (WERR)** is an 'early win scheme and has a high GVA/£ ratio. It is also one of the most developed projects in the Fund and is programmed to commence on site during 2015/16. The scheme passed through Gateway 1 in May 2014 and Gateway 2 in September 2014.
- 2.17. A summary business case is attached as **Appendix 3**.

2.18. The Gateway review process identified the following:

- As a result of an increased cost estimate for utility diversions, the overall estimated cost of the project has increased by £0.9m. However Wakefield are confident that the actual cost utilities work will be significantly lower than the latest estimate and have therefore suggested that any additional costs are underwritten from other funding sources outside the Transport Fund. This means the overall cost of delivering the scheme to the fund remains as quoted at Gateway 2.
- The gateway review process highlighted the application of design standards used to develop the WERR. Wakefield have subsequently provided their justification for the approach they have taken to applying design standards and have provided assurance that these have been appropriately considered and applied throughout the design process.

2.19. It has been concluded that, subject to the following conditions, it is appropriate for the project to pass through Gateway 3:

- Confirmation that Planning Approval has been granted (decision expected 18 December 2014);
- Tender price selected and confirmation that whole scheme to be delivered within the £33.053m total cost to the Fund (outturn prices) as reported in the Gateway 3 submission including an appropriate allowance for risk;
- Final land agreements in place to allow the entire scheme to be delivered.

2.20. Once the above conditions are met and subject to the approval of Gateway 3 by the WYCA, funding would be released to allow the delivery of the scheme commencing in 2015/16. The contribution from the Transport Fund over and above that previously approved to progress the scheme to this point is programmed to be £0.2m in 2014/15, £17.3m in 2015/16 and £14.7m in 2016/17.

2.21. Given the need to achieve a critical deadline for a railway line possession (Christmas 2015) to allow the construction of a bridge over the railway line, Gateway 3 will be sought from WYCA, subject to the above conditions.

ICT Desktop Virtualisation

2.22. WYCA's three year ICT Strategy includes the deployment of technology which will enable staff to access electronic documents and systems from virtually any WYCA computer. Currently staff have access from designated PCs and it is a time consuming overhead to change access arrangements when staff work from a different location/workstation. This initiative enables staff to work productively from any location, thereby enhancing productivity and avoiding the need for ICT staff to re-configure PCs (this requirement reduces the effectiveness of the small WYCA ICT

team). An additional benefit is the released capacity for the ICT team to serve increasing organisation requirements, including the TUPE transfer of Leeds City Region staff.

- 2.23. This initiative will also enable the organisation to make better use of its office space by introducing hot desking and the option of more homeworking. It is estimated that this 'invest to save' initiative has a payback period of less than three years.
- 2.24. An OJEU procurement has been completed and a successful tender has been selected.
- 2.25. Approval is therefore sought for expenditure of £293,500 funded through the LTP to deliver desktop virtualisation.

CarPlus Demonstration Project

- 2.26. In September 2014 the national car club organisation 'CarPlus' launched a nationwide funding competition for proposals to expand, enhance and create new car clubs. WYCA submitted a West Yorkshire and York Expression of Interest (Eoi) for car club funding relating to the theme of 'Developing Integration between shared transport modes and public transport'.
- 2.27. The DfT announced on 25 November 2014, that West Yorkshire was one of 4 areas that had been successful in bidding for this funding. Grant funding of £37,500 matched by a £62,500 LTP capital contribution will allow the expansion of car club operation into Calderdale, Bradford and Wakefield at designated locations and the integration of smartcard technology for access to car club vehicles including trial of payment using the MCard.
- 2.28. Approval is therefore sought for total expenditure of £100,000 funded through the CarPlus grant and LTP to deliver the CarPlus Demonstration Project.

3. Financial implications

- 3.1. The financial implications are set out in Section 2 of the 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. John Henkel (Acting Director Transport), Angela Taylor (Director of Resources) and David Hoggarth (Director of Development) have provided advice in the preparation of this report.

7. Recommendations

- 7.1. That the Committee endorse the progression of the Harrogate Road New Line project through Gateway 1.
- 7.2. That the Committee endorse the progression of the York Outer Ring Road project through Gateway 1.
- 7.3. That the Committee endorse the progression of the Wakefield Eastern Relief Road through Gateway 3 (subject to confirmation of Planning approval, Tender Price and Land Acquisition).
- 7.4. That approval is sought from the Combined Authority for progression through the Gateway approvals as set out above.
- 7.5. That the Transport Committee approves the expenditure of £293,500 on ICT Desktop Virtualisation, to be funded through the Local Transport Plan.
- 7.6. That the Transport Committee approves total expenditure of £100,000 on the CarPlus Demonstration Project, to be funded through £37,500 CarPlus Grant and £62,500 through the Local Transport Plan.

8. Background Documents

None.

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: 55 **Project Name:** Harrogate Road / New Line Junction Improvement

Summary

Promoting Authority	City of Bradford Metropolitan District Council (CBMDC)
Project Executive	Richard Gelder
Project Manager	Richard Day
Gateway Stage for which approval is sought	Gateway 1 - Development Approval
Approval for expenditure being sought	£90k to progress to Gateway 2

Project description

The A658 Harrogate Road / A657 New Line junction is situated on the corridors between Bradford and Leeds Bradford Airport and between Airedale/ShIPLEY & Leeds. The crossroads junction is currently a significant congestion pinch point with delays on all four legs having a detrimental impact on journey times both in the peak and inter-peak.

Improvements to this junction will improve traffic flows and reduce congestion both on the A658 and A657, improve access to Leeds Bradford Airport and to the new rail station at Apperley Bridge. It will also facilitate housing development in the immediate area and improve safety and reduce severance for pedestrians and cyclists.

The Business Case demonstrates that the improvements to this junction will support the key objectives of the Transport Fund to maximise a growth in local GVA (gross value added - a measure of the local economy), increase business productivity and to improve accessibility to employment within West Yorkshire.

The scheme specific objectives are:

- Reduced congestion leading to reductions in vehicle delays on all approaches
- Increased safety provision for cyclists and pedestrians
- Improved air quality for local residents
- Supports the creation of new housing developments by releasing transport constraints
- Improves access to Leeds Bradford Airport and the new railway station at Apperley Bridge
- Incorporates Added Value in line with the Green Infrastructure Task Group where appropriate
- The project should be complete by December 2017 in order to accommodate development traffic from the Simpsons Green development
- The project should be designed to meet the requirements of the DMRB, any applicable locally determined standards and any relevant legislation

Total Cost and Funding Profile (all figures in £000s)

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF	16	416	3,087	916	465							4,900
3rd Party Contributions		300	200	426	1,000							1,926
Total	16	716	3,287	1,342	1,465							6,826

Key Outcomes	Quantified Impact	Comments
WY GVA / £	3.1	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	150	Net WY jobs compared to Do Minimum at 2026.
WY Housing	0	Net WY households compared to Do Minimum at 2026.

Summary of current scheme against baseline

Summary

The original prioritisation of this project, relative to other projects being considered in the Transport Fund prioritisation and definition stage, was based on high level estimates of scheme costs and traffic impacts. Subsequent work set out in this Gateway 1 submission (based on more robust and up to date information) is predicting slight cost reductions and more significant traffic benefits compared to the original assumptions. This demonstrates that the project would enhance the delivery of the overall objectives of the WY+TF and the original assumed level of economic benefits would be exceeded.

Costs

The total cost to the fund is £4.9m in out turn prices. The project also relies on the use of 3rd party funding of £1,926m maximum secured via a S106 Agreement (based on a 30% developer contribution/70% WY+TF split). The developer contribution would be reduced to suit the scheme costs accordingly to ensure a 30% contribution rate was maintained.

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: 55 **Project Name:** Harrogate Road / New Line Junction Improvement

Benefits

The scheme has been retested following microsimulation modelling of the preferred option which now demonstrates journey time savings on all arms of the junction rather than only two arms of the junction as used in the initial assumptions. Additionally, the journey time savings are greater than those used to generate the initial GVA/£ that was used to prioritise this scheme within the WY+TF.

-GVA/£ at 2026 has increased from 0.6 to 3.1 (this is a value for money measure (value of the scheme to the WY economy) including the value of new employment and enhanced business productivity) while the '£' reflects the net cost to the Transport Fund excluding 3rd party contributions and discounted to a consistent basis.

- Net WY jobs at 2026 have increased from 31 to 150.

- There is no change in the number of WY households at 2026 from the baseline of 0. The initial tests did not include land for housing.

Key risks	Description
Risk 1	Land Assembly and CPO Proceedings - delay to delivery
Risk 2	CPO Proceedings - lack of resource/recent exposure to CPO process
Risk 3	Reliance on 3rd party funding - payments agreed, planning approval granted subject to signing of S106.

Land Acquisition

Land acquisition will be required to deliver the preferred option outlined above. Once the scheme has received Gateway 1 approval from the Combined Authority and CBMDC Executive Board approval the council will open discussions with landowners in an effort to assemble the required land by agreement. However, it is the intention to run CPO proceedings alongside any negotiations should CPO powers be required and this has been factored into the delivery programme.

Key Stakeholders

Internal (City of Bradford Metropolitan Council)	External bodies
Highway Authority	Leeds City Council - Highway Authority (Co-ordination of works)
Planning Authority	DfT - CPO Powers
Local Ward Members - Bradford and Leeds	DfT - LBIA Connectivity Study
MPs	WYCA - Liaison Apperley Bridge Station Works
Planning & Highways Access Forum	WYCA - WY+TF Portfolio
	WYCA - Bus Services
	Bus Operators
	English Heritage
	Friends of War Memorial
	Local Residents
	National & Local Businesses
	LBIA
	Network Rail - Apperley Bridge Station Works
	Miller Homes - 3rd Party Contributions
	Statutory Undertakers
	Greengates Primary School
	B-SPOKE Cycle Forum

Consultation

In the absence of a Gateway 1 Approval for a preferred option and subsequent CBMDC Executive Board approval public consultation has not yet been carried out. This will be carried out as part of the detailed design process prior to Gateway 2 approval.

Associated Documents

West Yorkshire Plus Transport Fund, 26th March 2013, CBMDC Council
 West Yorkshire Plus Transport Fund, Item 9, 29th May 2014, WYCA

Value for Money Statement

Scheme Name	Harrogate Road / New Line Junction Improvement
Scheme Promoter	City of Bradford Metropolitan District Council
Gateway Stage	Gateway 1 - Development Approval

Quantified Benefits			
Present Value of Benefits	Time Savings	£57m	Source - WebTAG Appraisal
	Vehicle Operating costs	£m	
	Greenhouse Gases	£m	
	Indirect Tax	£m	
	Other	£m	
	Total	£m	
Cost			
Optimism Bias	44%	Optimism Bias is an economic tool used to uplift costs for the purpose of estimating a robust BCR. It is not included however in the Outturn Cost.	
Base year	2010	Base year used for appraisal	
Total Present Value of Costs	£4.9m	The sum of total capital and operating costs for the scheme including any revenue implications, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year	
BCR (Benefit to cost ratio)			
Initial	11.6	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention	
Adjusted	-	No adjusted BCR	
Qualitative Benefits			
Qualitative Benefits	Largely Major Beneficial or Slightly Beneficial	Itemised in Appraisal summary table	
VfM (value for money)			
Value for Money Category	Very High	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <div style="text-align: right;"> <1.0 = poor 1.0 – 1.5 = low 1.5 – 2.0 = medium 2.0 – 4.0 = high >4.0 = very high </div>	

Name	Angela Taylor
Title	Director Resources
Organisation	WYCA
Signature	

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: **Project Name:** **York Northern Outer Ring Road**

Summary

Promoting Authority	City of York Council
Project Executive	Tony Clarke
Project Manager	Ruth Stephenson
Gateway Stage for which approval is sought	Gateway 1
Approval for expenditure being sought	£208,000 (from 2015/16 budget - CYC covering other costs)

Project description

The YORR project is a strategic, targeted and focused project which not only addresses a current transport problem in terms of congestion by increasing capacity at 7 roundabout junctions, but it allows for investment to be brought forward and further schemes to be considered by alleviating and improving access to key regeneration sites within the City.

The project is part of a wider strategic plan to improve economic attractiveness of the city by enhancing the city centre environment and improving traffic flow within and around the city. The city centre suffers from congestion, exacerbated by the historic layout and narrow streets. By reducing congestion, improving the traffic flow and journey times on the outer ring road to the north of the city, traffic can be encouraged out of the city centre and onto the strategic highways where the traffic flows can be managed effectively. This will be supported by the other York WY+TF projects to improve public transport in the city centre to 'lock in' the benefits that the YORR will deliver.

There is a clear Business Case for the YORR as it will deliver targeted GVA/£ priorities but will also realise wider benefits by future proofing locations for long term further investment and growth. Other key objectives are:

- Enhance connectivity to the A1(M) and other strategic destinations
- Reduced end to end journey times around the northern section of the YORR by approximately 20% by 2021. The impact of the upgrades at some congested junctions, such as Haxby roundabout, will be more significant.
- Enhanced journey time reliability for cross-country movements (estimated to be 15-20% of traffic) between origins and destinations in North Yorkshire.
- Reduced localised congestion and delays on approach and exit from the junctions.
- Removal of through traffic from York City centre due to decongestion of the Outer Ring Road route.
- Improved safety through the reduction in road accidents.
- Enable better access to employment, retail, health and leisure sites in York which serve the surrounding population.

Total Cost and Funding Profile (all figures in £000s)

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF		700	4,200	8,000	9,200	8,700	6,800					37,600

Key Outcomes

Quantified Impact

Comments

WY GVA / £	0.2	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	100	Net WY jobs compared to Do Minimum at 2026.
WY Housing		Net WY households compared to Do Minimum at 2026.

Summary of current scheme against baseline

Summary The original prioritisation of this project, relative to other projects being considered with the WY+TF was based on CYC's key priorities for transport improvements in the region. In direct comparison to other projects both within York and the remainder of the WY+TF list of projects, the YORR has a relatively low GVA/£ output, however, the YORR is addressing an existing traffic constraint on a key route into and across York that is critical to the traffic movement around the City as a whole and will set the foundations for longer term improvements through dualling.

In addition, the YORR is the first project in York's portfolio of projects within the WY+TF that starts to realise and deliver on real economic growth and job creation in the City. The improvements to these key junctions of the Outer Ring Road will enhance and address traffic constraints into the City reducing the traffic limitations on larger longer term projects such as British Sugar and York Central.

Costs The total cost to the fund is £37.6m, however this incorporates an Optimism Bias of 44% which will significantly reduce as the designs are developed and certainty as the impact on structures and land is confirmed. The economic assessment and benefits analysis of the scheme does show a PVC of £27.8m but this will be further clarified and confirmed through GW2.

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: **Project Name:** **York Northern Outer Ring Road**

Benefits - An economic assessment has been carried out utilising the output from the PARAMICS model. At this stage the assessment only considers the journey time benefits and vehical operating costs, it does not include accident assessment or the impact of construction maintenance. The PARAMICS matrix based economic assessment program PEARS has been utilised to carry out the assessment, this program calculates the economic benefits of the scheme utilising the latest standard economic parameters published in WebTAG. A number of the outputs from this analysis is shown in the Value for Money assessment but it confirms the growth benefits that could be delivered and journey time savings that could be realised. A revised UDM assessment of the baseline outputs is being undertaken however, in light of the significant OB level orginally applied to the costs of the project the delivered GVA/£ outputs are likely to be enhanced. Currently the modelling is demonstrating that construction of the York Outer Ring Road scheme will result in a reduction in journey times of between 18% and 20% in the peak hours between the two extremities of the overall scheme. In addition as this project is addressing an existing traffic constraint and whilst not directly unlocking development land, will allow for better traffic movement along the A1237. The jobs created and housing growth potential following the delivery of the improvements to all 7 roundabout junctions could be significant. This is particularly highlighted in the emerging local plan.

Key risks	Description
Risk 1	Scope of junction improvement requires the need to extend railway or river bridges along the A1237
Risk 2	Required land is unattainable via negotiation resulting in the need to follow a CPO route
Risk 3	Funding required to deliver all 7 roundabouts is not realised resulting in the overall benefits and GVA/£ outputs not being delivered.

Land Acquisition

Pell Frischmann are working with the Land Registry to ascertain land ownership of the adjacent and surrounding land to the 4 roundabouts identified to take through to GW2. the development of the detailed designs are looking to find engineering solutions for the upgrades as far as possible within the highway boundary. Due to train and river bridges and the need to introduce or maintain public underpasses this will not be possible at all locations. At the time where a deliverable design and the land required has been confirmed the Council will commence with negotiations to acquire the land. However, as the land will be required for the development of highway improvements, the Council are prepared to utilise CPO powers if no amicable agreement can be reached.

Key Stakeholders

Internal (City of York Council)	External bodies
Project Management	WYCA /WY+TF
Highway/Development Control	Network Rail
Flood Management and Drainage	Environment Agency
Structures	Drainage Board
Traffic Modelling	Highways Agency
Asset Maintenance	Statutory utility providers
Property	User groups
Planning	Canal and River Trust

Consultation

The project has just moved out of feasibility design phase into detailed design phase. A detailed project programme has been developed by Pell Frischmann and is constantly being evaluated to ensure delivery of the project is managed. Both consultation with the public and key stakeholders are key tasks within this programme and will be undertaken at a point when the extent of the scope and scale of the designed junction improvements have been finalised.

Associated Documents

Value for Money Statement

Scheme Name	York Northern Outer Ring Road
Scheme Promoter	City of York Council
Gateway Stage	Gateway 1

Criteria	Assessment	Comments
Quantified Benefits		
Present Value of Benefits	Time Savings	£227,920m
	Vehicle Operating costs	£m
	Greenhouse Gases	£2,420m
	Indirect Tax	£-5,130m
	Other	£-5,130m
	Total	£225,220m
Cost		
Optimism Bias	44%	Optimism Bias is an economic tool used to uplift costs for the purpose of estimating a robust BCR. It is not included however in the Outturn Cost 44% used in BCR calculations, higher than the 15% estimate. This results in a more conservative BCR being estimated
Base year	2010	Base year used for appraisal
Total Present Value of Costs	£27,870m	The sum of total capital and operating costs for the scheme including any revenue implications, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year
BCR (Benefit to cost ratio)		
Initial	8.08	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention
Adjusted	Potentially 13.69	The Adjusted BCR considers further qualitative and quantitative information on some impacts and how these contribute to the Value for Money of the scheme. At GW1 alternative low and high growth scenarios for the YORR have been assessed utilising PEARS this figure is the High growth BCR.
Qualitative Benefits		
Qualitative Benefits		Itemised in Appraisal summary table
VfM (value for money)		
Value for Money Category	Very High	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <div style="text-align: right;"> <1.0 = poor 1.0 – 1.5 = low 1.5 – 2.0 = medium 2.0 – 4.0 = high >4.0 = very high </div>

Sign-off	
Name	Angela Taylor
Title	Director Resources
Organisation	WYCA
Signature	

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: 9 **Project Name:** Wakefield Eastern Relief Road

Summary

Promoting Authority	Wakefield MDC
Project Executive	Neil Rodgers
Project Manager	Tracey Brewer
Gateway Stage for which approval is sought	Gateway 3 - Implementation Approval
Approval for expenditure being sought	£32.355m (£33.954m including approved funding to date)

Project description

The Wakefield Eastern Relief Road (WERR) will be a single carriageway highway between the A638 Doncaster Road to the south east and the A642 Aberford Road to the north east of the city centre. The Road crosses the River Calder and the Wakefield – Normanton – Castleford railway line.

The WERR will open up substantial job creation opportunities by providing direct access into the East Wakefield (City Fields) employment growth area for residents across Wakefield and beyond. The road also provides an alternative route around the City Centre and will therefore reduce congestion and increase accessibility to/from Wakefield city centre. Providing this additional highway capacity will improve conditions for bus services, pedestrians and cyclists and will enable further opportunities to provide complementary sustainable transport measures within and to the city centre and the Lower Kirkgate area in particular. It will also help to accommodate future development traffic in the east of the district.

The Business Case for the WERR demonstrates how the new road will support the key objectives of the Transport Fund to maximise a growth in local GVA (gross value added - a measure of the value of the local economy), increase business productivity and to improve accessibility to employment within West Yorkshire. The specific scheme objectives are as follows:

- To reduce inbound congestion issues which are the major cause of air quality issues, slow journey times during peak travel times and inefficient highway network operation
- Improve the safety of the A638 and A642 radial highway routes Wakefield, and enhance local environmental conditions
- Increase the accessibility of future housing and employment growth allocated in the Local Development Framework (LDF)
- Support the new City Centre Developments in Wakefield through accommodating growth sustainably through a growth in the use of non-car travel modes
- Support the Emerald Ring "green vision" through a shift to more sustainable and environmentally acceptable travel in the city centre
- Reduce the number of accidents caused by the high levels of car usage for trips into the city centre

Total Cost and Funding Profile (all figures in £000s)

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF	349	1,559	17,340	13,805								33,053
Other (to be underwritten by WMDC)				901								901
Total	349	1,559	17,340	14,706	0	0	0	0	0	0	0	33,954

Key Outcomes	Quantified Impact	Comments
WY GVA / £	5.6	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	2728	Net WY jobs compared to Do Minimum at 2026.
WY Housing	173	Net WY households compared to Do Minimum at 2026.

Summary of current scheme against baseline

Summary

The original prioritisation of this project, relative to other projects being considered in the Transport Fund prioritisation and definition stage was based on high level estimates of scheme costs and traffic impacts. Subsequent work set out in this Gateway submission (based on more robust and up to date information) is predicting marginal cost changes but more significant traffic benefits compared to the original assumptions. This demonstrates that the project would enhance the delivery of the overall Transport Objectives and the originally assumed level of economic benefits predicted can be realised (and indeed exceeded).

Costs

The total cost to the fund is £33.053m in out-turn prices. (£29.342m in 2012 prices compared to £29.4m which was assumed when the project was initially prioritised)

This estimate includes a quantified risk allowance of £2.866m

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: 9 **Project Name:** Wakefield Eastern Relief Road

Benefits

The scheme has been retested to account for revised highway modelling results and changes to scheme components. The revised highway model results demonstrate greater journey time improvements compared to the baseline.

- GVA / £ at 2026 has increased from 4.7 to 5.6 (this is a value for money measure using GVA (value of the scheme to the WY economy, including the value of new employment and enhanced business productivity) while '£' reflects the net cost to the Transport Fund excluding third party contributions and discounted to a consistent basis. 5.6 represents a very high value for money score (by comparison the overall GVA/£ for the full WY package is 1.5)
- Net WY jobs at 2026 has increased from around 1,800 to around 2,700. This increase is based on updated economic forecasts as a result of updated traffic journey time predications provided by more up to date modelling of journey time benefits. The effect of these improved traffic speeds and decongestion, is to increase the scale of the accessible work force, reduce business costs and improve business connectivity which is forecast to make the location more developable and enable employment growth.
- The new increase in WY households at 2026 has reduced from around +300 to around +170. Total household growth (including areas outside WY) has increased compared to baseline, but with higher growth is now forecast in South Yorkshire. The site is more attractive to a wider work force including locations in West Yorkshire, South Yorkshire and other areas of the Leeds City Region (such as Barnsley and Selby)

Key risks	Description
Risk 1	Development Partners Withdraw
Risk 2	Specific construction risks - bridge design
Risk 3	Land to be dedicated for the scheme

Land Acquisition

The WERR goes through land owned by a Consortium, which has agreed to dedicate/offer land on licence for the construction of the road. A CPO would be used as a last resort, and this has been prepared by the WMDC Legal team in that eventuality. Deeds of Dedication / Licences are currently being prepared and expected to be signed by early November, although letters / emails from the consortium have been received with an agreement in principle.

Key Stakeholders

Internal (Wakefield Council)	External bodies
Highways	Police & Emergency Services
Councillors	Department for Transport
UTC & Traffic	Highways Agency and Environment Agency
Regeneration	Statutory undertakers
Drainage	Local MPs
Finance	Local Businesses (within an agreed area)
Communications	Community / environmental groups / bodies
Town & parish councils	WYCA / bus operators
	Local forums
	Cycle / Walking groups Local Residents (within an agreed area)
	Freight operators
	Local Councils and planning authorities
	Local media
	Equality groups

Consultation

As part of the LDF consultation and Examination in Public, a number of consultations / exhibitions were held, both by the Council and the Consortium. The LDF was approved at Full Council in 2012. As part of the Phase 1 planning application, a consultation exercise was undertaken by the developers. A consultation event was held on 15 & 16 July 2014, to inform residents of the proposed planning application. At the same time, a comprehensive consultation letter was sent to relevant / interested bodies as part of the Statement of Community Involvement.

Associated Documents

<http://www.wakefieldeast.co.uk/applications>
 West Yorkshire Plus Transport Fund, Item 9, 29 May 2014, WYCA
 Leeds City Region Growth Deal Delivery, Item 6, 18 September, WYCA

Value for Money Statement

Scheme Name	Wakefield Eastern Relief Road
Scheme Promoter	Wakefield MDC
Gateway Stage	Gateway 2

Criteria	Assessment	Comments
Quantified Benefits		
Present Value of Benefits	Time Savings	£298.6m
	Vehicle Operating costs	£38.7m
	Greenhouse Gases	£2.4m
	Indirect Tax	-£6.1m
	Other	£0.8m
	Total	£334.4m
Cost		
Optimism Bias	44%	Optimism Bias is an economic tool used to uplift costs for the purpose of estimating a robust BCR. It is not included however in the Outturn Cost 44% used in BCR calculations, higher than the 15% estimate. This results in a more conservative BCR being estimated
Base year	2010	Base year used for appraisal
Total Present Value of Costs	£32.1m	The sum of total capital and operating costs for the scheme including any revenue implications, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year
BCR (Benefit to cost ratio)		
Initial	10.4	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention
Adjusted	Potentially 16.7	The Adjusted BCR considers further qualitative and quantitative information on some impacts and how these contribute to the Value for Money of the scheme. For the Wakefield Eastern Relief Road this could include additional benefits for Accidents (£10m) and GVA (£192m). These are referred to in Major Scheme Business Case but additional benefits not calculated
Qualitative Benefits		
Qualitative Benefits	slight to moderate on most indicators	Itemised in Appraisal summary table
VfM (value for money)		
Value for Money Category	Very high	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <div style="text-align: center;"> <p><1.0 = poor</p> <p>1.0 – 1.5 = low</p> <p>1.5 – 2.0 = medium</p> <p>2.0 – 4.0 = high</p> <p>>4.0 = very high</p> </div>

Sign-off	
Name	Angela Taylor
Title	Director Resources
Organisation	WYCA
Signature	

ITEM 9

Report to: Transport Committee

Date: 5 December 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 following conclusion of the Public Inquiry, including forward activity and project resourcing.

2. Background

Transport and Works Act Order

- 2.1. 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 (TWA) 1992. The order would provide the necessary powers for the construction and operation of the trolleybus system.
- 2.2. As part of the TWA process, it is standard practice for the Secretary of State to call a Public Inquiry so that the views of the promoters and objectors can be put presented, in public, to an independent Inspector who has been appointed by the Government. The promoter(s), in this case WYCA and Leeds City Council, are required to fund the costs of the Inquiry. The Inspector presides over the Inquiry and, after considering written and oral evidence, submits a report to the appropriate Secretaries of State who subsequently make a decision on the award of powers and associated conditions.
- 2.3. The Public Inquiry into the Transport and Works Act applications (the Leeds Trolley Vehicle System) ran from late April 2014 and concluded on 31st October. The Inquiry considered written and oral evidence from the promoters (WYCA and Leeds City Council) as well as from objectors.
- 2.4. There were 1,880 formal objections, which is of a similar order to other comparable UK transport schemes. The objections received included general objections to some aspects of the scheme, objections from local residents/action groups and objections relating to a specific impact on land or property along the proposed route. In addition

a detailed objection was also submitted by First West Yorkshire (FWY) who as part of this objection also set out their alternative proposition 'New Bus for West Yorkshire' (NBfWY).

- 2.5. There were 135 Objectors who were categorised as 'Statutory Objectors'. Agreements were reached with 25 statutory objectors after negotiations, resulting in the withdrawal of the objections. English Heritage and Environment Agency also withdrew their objections to the scheme. Negotiations are still on-going with a number of other organisations. 22 Statutory Objectors appeared at the Public Inquiry
- 2.6. The role of the Promoter through the TWA process was to set out the rationale for the project, including why a trolleybus scheme is believed to be the best solution for the transport corridors in Leeds. The Promoter's evidence also included substantial technical detail around the scheme design and proposed mitigation measures to deal with any anticipated impacts.
- 2.7. At the end of the Public Inquiry comprehensive closing statements were made by the Promoters QC Mr Cameron, as well as by First Group and a number of local groups/individuals. These statements are available on the Inquiry website at the following location: <http://www.persona.uk.com/LTVS/index.htm>
- 2.8. Mr Cameron's closing remarks, setting out the case presented by WYCA and Leeds City Council as scheme promoters, are summarised as **Appendix 1**.

Next Steps

- 2.9. The Inquiry Inspector has indicated that he expected to take until late May 2015 to deliberate and prepare his report to the Secretary of State for Transport and Secretary of State for Communities and Local Government, who will assess the Inspector's recommendations and subsequently announce a decision on the award of powers and associated conditions.
- 2.10. It is therefore expected that a decision on the award of powers will be made in Autumn 2015.
- 2.11. The next step, assuming powers are awarded, will be to submit an updated business case to the Department for Transport in order to gain Conditional Approval in Spring 2016. Procurement would be undertaken after the milestone of Conditional Approval.
- 2.12. Whilst further work would be undertaken 'at risk', some activity is necessary in order to avoid an extended timescale and increased costs as a result of inflation.
- 2.13. The necessary work over the period until the Secretary of State decision in 2015 relates to:
 - finalising the procurement strategy;

- further data collection to inform further modelling and updating the business case. This work would be undertaken in conjunction with similar work required for the West Yorkshire Transport Fund;
- developing tender documentation, including some limited survey work that would provide bidders with greater cost certainty on, for example, utility diversions and highway condition;
- further liaison with affected properties and business, and general communications.

3. Financial Implications

- 3.1. The further project development activity would be undertaken within the approved budget project development.

4. Legal Implications

- 4.1. None.

5. Staffing Implications

- 5.1. It is proposed to undertake necessary work in the lead up to the decision. A reduced NGT team will continue with on-going discussions with stakeholders and to ensure that the scheme is in an appropriate state of readiness at the point at which a decision is announced. The team will function with a much reduced level of input to ensure that there is effective use of resources on the project. Resource input will be closely monitored to seek efficient alignment with anticipated decision timescales.

6. Consultees

- 6.1. The Acting Director Transport has contributed to this report.

7. Recommendations

- 7.1. To note the contents of this report.

8. Background Documents

- 8.1. None.

Neil Cameron QC Summary of Closing Remarks

In closing the case for the NGT promoters, Mr Cameron referred to evidence heard at the Inquiry demonstrating almost universal agreement that there is a need for improved public transport on the NGT corridors. As a result, doing nothing is not considered to be an acceptable option.

There was also widespread agreement that NGT will bring about improvements in public transport, in particular in its reliability and punctuality.

The Inquiry heard that any action, in the form of a public transport intervention, should be consistent with the relevant policies, funded and deliverable. NGT has such consistency with the development plan, emerging, and national planning policy, local transport policies, and local economic policies.

NGT is funded and deliverable. There is no other funded, realistic and deliverable alternative means of addressing the acknowledged need and meeting the scheme objectives.

Although during the Inquiry, references were made to electric buses, emerging technologies, platooning and other suggestions, no coherent case was presented by objectors to establish how the acknowledged need could be met by any alternative scheme which is consistent with policy, funded and deliverable. The proposals for NBfWY put forward by First West Yorkshire were not clear or supported by any detail.

To reject the order in the hope that something better might come along would be wholly inconsistent with the policy framework and would deprive Leeds of a much awaited rapid transit system.

The business case for the NGT scheme was debated in detail during the Public Inquiry. The business case was originally developed in 2009 and subsequently updated in March 2012 and was subject to rigorous examination by DfT and HM Treasury officers. In awarding Programme Entry Approval to the NGT scheme in July 2012, the DfT have accepted that the business case is robust. More recently a comprehensive review of the business case has been undertaken and this was published in January 2014.

Originator: John Henkel,
Acting Director, Transport



ITEM 10

Report to: Transport Committee

Date: 5 December 2014

Subject: Bus Strategy

1. Purpose

1.1. To provide an update on bus strategy.

2. Information

Update

2.1. The last meeting of the Transport Committee considered an update on bus strategy and:

- re-affirmed work on a Bus Quality Contract Scheme;
- endorsed seeking enhancement to a bus partnership approach with regard to integrated ticketing, investment in 'greener' buses, certainty and governance and a financial contribution to the West Yorkshire Plus Transport Fund Highways and Bus Efficiency Package.

2.2. There have been difficulties with availability and a meeting between bus operators and members of the Transport Committee, representing all parties, will now take place in January 2015

2.3. A team to progress work on a bus strategy, including Bus Quality Contract scheme, is being assembled from existing resources, including re-assigned resource from the NGT team (as reduced input is required post Public Inquiry). An update of the model used for forecasting purposes has been commissioned. A work programme is being finalised and will be presented to the next meeting of the Committee.

Nexus Bus Quality Contract Scheme

- 2.4 The North East Combined Authority have approved the submission of the Nexus Bus Quality Contract Scheme to the Quality Contract Scheme Board, which will be chaired by Mr Kevin Rooney (Senior Traffic Commissioner, North East). A meeting has been held to determine how the Scheme Board will conduct its consideration of the submitted scheme.

Other Developments

- 2.5 Other developments since the last meeting of the Transport Committee include significant policy announcements from the Chancellor of the Exchequer, the leader of the Labour Party and the large bus operators.
- 2.6 The Chancellor of the Exchequer has announced a 'devolution' agreement for Greater Manchester that involved, amongst other issues, bus franchising subject to the result of consultation.
- 2.7 The details of the announcement are to be clarified but are understood to include a Private Bill in November, in November 2015, to provide the necessary powers for bus franchising.
- 2.8 The Leader of the Labour Party has announced an intention to facilitate making a Bus Quality Contract Scheme.
- 2.9 The inability of the de-regulated bus market to provide simple, integrated ticketing using modern technology was a key feature of the announcements.
- 2.10 The 'big five' bus operators (Arriva, First, Go Ahead, National Express, Stagecoach) announced plans for the roll-out of smartcard ticketing across the major conurbations, starting with Greater Manchester. The announcement contained little detail and contained no recognition of the significant progress in implementing smart ticketing across West Yorkshire. It is understood that Stagecoach have been promoting the inter-operable scheme in place in Oxford, which is unlikely to be relevant to a major conurbation such as West Yorkshire.

Ticketing Scheme

- 2.11 WYCA has invested over £5 million in a smartcard ticketing scheme. Good progress has been made, with over 1 million smartcard transactions each week. Multi operator tickets, with the exception of day tickets, will only be available on smart media from 1 January. Work is progressing to base operator payments on smart data from 1 April 2015. Further developments include stored travel rights (pay as you go), capping, auto top-up, purchase via mobile phones and home computers and hot-listing (blocking lost or stolen cards).

- 2.12 Franchises for rail services in West Yorkshire require the acceptance of multi-operator bus and rail pre-paid tickets. Current acceptance by bus operators of multi-operator bus only and multi-modal tickets is voluntary. There is a risk that the value of WYCA's investment would be jeopardised if operators no longer participated in the West Yorkshire multi-operator, multi-modal pre-paid ticketing scheme
- 2.13 The Transport Act 2000 includes powers for a Local Transport Authority to mandate participation in a ticketing scheme, although not to set prices. Merseytravel have used these powers. These powers have not been delegated to the Transport Committee and would therefore require a decision of WYCA
- 2.14 The process of making a Ticketing Scheme involves consultation. It is therefore proposed that the Transport Committee approves consultation on a Transport Act 2000 Ticketing Scheme. The Transport Act 200 sets out requirements for giving notice in a local newspaper and for consultation with operators, user representatives and the Traffic Commissioners. It is also proposed that, subject to consideration of consultation responses consultation, WYCA be subsequently recommended to approve a Ticketing Scheme.

3. Financial Implications

- 3.1. The work proposed in this report can be funded from the approved budget for Bus Strategy development in 2014/15.

4. Legal Implications

- 4.1. The Transport Act 2000, and Local Transport Act 2008, set out the powers by which WYCA could make Bus Quality Contract, Bus Quality Partnership and Ticketing Schemes.

5. Staffing Implications

- 5.1. Staffing implications are set out in the report.

6. Consultees

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

7. Recommendations

- 7.1. That the report be noted.
- 7.2. That the development of a Ticketing Scheme, for subsequent consideration by WYCA, be approved.

8. Background Documents

- 8.1. Transport Act 2000.

Originator: David Hoggarth,
Director Development



ITEM 11

Report to: Transport Committee

Date: 5 December 2014

Subject: Rail Update

1. Purpose

1.1. To provide an update on rail issues.

2. Information

Rebalancing Britain Report

2.1. A further report by Sir David Higgins, Chairman of HS2 Ltd, was launched in Leeds on 27 October 2014. The key points of his report are:

- The strategic proposal for Phase Two is right and there is a need to take forward both legs of the proposed HS2 Y-network.
- The proposed hubs in the East Midlands and in South Yorkshire are, on balance, the best solutions to deliver the benefits of HS2 to their regions as a whole, and to achieve the best fit with the existing network.
- By the time Phase Two is complete, the existing station at Leeds will need to be remodelled, so there is a clear need for a fundamental review of the best solution for the city considering growth in existing rail services, and the introduction of HS2 and potential new East-West services.
- There is a clear market for improved services to York, Newcastle, and the rest of the North East.
- Substantially improved services East-West across the North are not only desirable, but possible. Network Rail has undertaken an initial study that demonstrates a much improved service is possible, delivering a journey time of somewhere between 26 to 34 minutes for Leeds to Manchester. This, plus

further electrification and upgrades will further improve journey time from Liverpool to Leeds and from Manchester to Hull and Newcastle.

- Northern cities should speak with one voice. Higgins suggests that the major local authorities across the North (from the five city regions of Liverpool, Manchester, Leeds, Sheffield and Newcastle) formed a joint body so that they speak with one voice. This group could be called “Transport for the North”.
- Phase Two is three years behind Phase One. There is a need to use that time and space to learn the lessons from elsewhere in the world.

2.2 The West Yorkshire Combined Authority Leaders and Chief Executives met with Sir David on 18 November. A key point from the discussion was the need for a single strategy linking HS2, HS3/One North and local connectivity. The meeting was seen as the start of a new relationship between the WYCA and HS2, not only on the location of the Leeds' HS2 station, but also on the wider city region connectivity.

2.3 West Yorkshire Combined Authority is currently working closely with HS2, Network Rail, Leeds City Council and Department for Transport on developing the proposition for the future Leeds station(s) to ensure that the city region is provided with a transport hub with best possible transport connectivity spanning high-speed, classic rail, local transport and optimised access. The proposed station should also be integrated into the fabric of its built environment in a way that will enable and attract new development and act as a catalyst for wider development and regeneration.

2.4 WYCA is leading on the development of an HS2 ‘connectivity package’. By the end of this year, the connectivity work should identify a high level vision for the Leeds City Region with a high level intervention programme and the economic impact of addressing the connectivity gaps which seeks to maximise and spread the benefits of HS2 around the city region.

One North

2.5 As previously reported, the northern City Regions (Leeds, Liverpool, Manchester, Newcastle and Sheffield) responded to the challenge set by Sir David Higgins by setting out the transformational change needed in east – west connectivity across the North. In August, the first One North report – ‘the Proposition’, was published. The proposed East –West connectivity improvement referred to in the recent Higgins announcement is in line with the strategic approach set out by the One North partners.

2.6 One North partners are due to publish its second report by the end of the year. The 25-year ‘implementation programme’ will define the high level interventions and costs to maximise the benefits of the One North programme, covering strategic highways, rail and international connectivity through ports and airports.

2.7 The WYCA will work closely with other authorities in the North, Department for Transport and the national transport agencies including Network Rail, HS2 Ltd and Highway Agency to create a Transport for the North (TfN) Partnership Board. TfN will help achieve a united and long term view of the transport needs for the north, considering not just HS2, but also the east/west strategy and other transport priorities, and using One North's multi-modal integrated programme as the platform for the work. The proposed TfN work streams to March 2015 are: -

- Rail Infrastructure
- Highway Network Development
- City Connectivity
- Integrated Transport Services
- Strategic Economic Case
- Communications and Stakeholder Engagement

2.8 It is proposed that the Combined Authority will provide technical input to all the work streams of TfN as well providing the leadership role on one of the work streams. WYCA may also need to contribute financially to the cost of the work.

Closer working relationship with Network Rail

2.9 WYCA working with the Leeds City Region has been awarded the single largest Local Growth Fund package in the country. This award includes funding for the West Yorkshire Plus Transport Fund (WY+TF) of £1 billion to be invested over the next 20 years across West Yorkshire and York on transport projects. As there is potentially more joint working with Network Rail across the north and within the Leeds City Region on the One North programme and HS2 connectivity package, WYCA is developing a framework to enable a new, more effective and efficient working relationship with Network Rail.

Rail North/ Rail franchising

2.10 An update was previously provided to the Committee regarding the key priorities of Rail North and the proposed governance structure. At the time of writing, all but one of the Local Transport Authorities across the Rail North area had either signed up to the governance arrangement or were in the process of getting the necessary approvals. The Long Term Rail Strategy was also formally approved by the Rail North Local Transport Authority Leaders on 10th November 2014.

2.11 The next step in the franchising procurement process is to finalise and issue the Invitations to Tender (ITT) setting out the specification for the Northern and Trans-Pennine franchises and this is planned to be issued by the Department for Transport shortly.

East Coast Franchise

- 2.12 As reported previously, the three bidders for the East Coast re-franchising process are Stagecoach/Virgin, First Group and Eurostar/Keolis. The announcement of the award to InterCity Rail (Stagecoach/Virgin) was made on 27 November 2014. The implications for West Yorkshire are being assessed and an update will be provided at the meeting.

3. Financial Implications

- 3.1 Further reports will be brought to the Transport Committee and Combined Authority in relation to the HS2 station location work and Transport for the North.
- 3.2 In June 2014, the Transport Committee approved expenditure of £230k for the Rail Development Programme in 2014/15. Some of the work originally identified in the programme is being progressed in other ways, so it is proposed to allocate more of the existing budget to support HS2 and HS3 work.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1 In the short term, existing staff resources will continue to be used on Rail North and Transport for the North, including providing a leadership role for one of the TfN work streams.
- 5.2 Future staffing arrangements associated with Rail North and Transport for the North will be the subject of future reports.

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 the Combined Authority endorses the approach to progressing the Transport for the North work streams.

8. Background Documents

- Transport Committee - September 2014 - Rail Franchising
- Combined Authority - September 2014 -Strategic Rail Update
- Rail North Long Term Rail Strategy www.railnorth.org/strategy
- RailPlan 7 www.wymetro.com/wyltp/

ITEM 12

Report to: Transport Committee

Date: 5 December 2014

Subject: Medium term financial strategy and 2015/16 budget for transport

1. Purpose

- 1.1. To consider the work underway to establish a medium term financial strategy for the West Yorkshire Combined Authority (WYCA) and the implications of this for the transport budget and levy for 2015/16.

2. Information

- 2.1. The WYCA has previously considered and re-endorsed the revenue and capital budgets for 2014/15 that were set by the West Yorkshire Integrated Transport Authority (WYITA) at its meeting in February. These addressed the transport requirements of the organisation. It was recognised that a revised and refreshed medium term financial strategy (MTFS) and budget that reflect the wider breadth of activity of the WYCA would be required. This therefore needs to include the economic strategy dimension as embodied by the LEP and any other wider plans and aspirations of the WYCA, including delivering on devolution of powers, the West Yorkshire plus Transport Fund (WY+TF) and the Strategic Economic Plan.
- 2.2. An initial draft of an MTFS was considered by the WYCA in September and further work was identified in order to be able to present a budget for approval to the meeting in January 2015. The WYCA has established a Budget Working Group to enable it to consider more fully the underlying detail of the 2014/15 budget and understand the pressures and assumptions behind the individual lines.
- 2.3. The transport element of the first draft medium term financial strategy (MTFS) as presented to the WYCA is set out below. It is assumed that the cost of the economic activities taken on by the WYCA from 1 April 2015 will be met by budgets already established for this work.
- 2.4. For the purposes of establishing an initial position for transport responsibilities it was assumed that all current activities and services continue to be provided and this is done within a levy freeze.

Medium term financial strategy	Original budget 2014/15	Revised forecast 2014/15		Forecast 2015/16	Forecast 2016/17	Forecast 2017/18
Transport costs:	£000	£000		£000	£000	£000
Concessionary Fares	53,242	54,122		55,222	56,286	57,480
- ENCS	43,380	43,571		44,644	45,627	46,768
- rail	673	654		671	733	770
- young people	9,189	9,897		9,907	9,926	9,942
Subsidised Services	19,490	19,005		19,900	20,467	21,030
Passenger Services	8,172	8,135		7,946	7,946	7,946
Rail - franchise costs	64,209	64,209		64,209	0	0
Rail - additional services	182					
Pensions	1,431	1,431		1,425	1,425	1,425
Financing charges	7,356	7,270		6,910	6,291	5,719
Strategic priorities - rail dev/QCS	317	167				
Development				520	520	520
Corporate resources	6,045	5,984		5,427	5,427	5,427
	160,444	160,323		161,559	98,362	99,547
Funded by:						
Special Rail Grant	64,209	64,209		64,209	0	0
Net Transport levy applied	96,198	96,198		96,198	96,198	96,198
Net use of/(addition to) reserves	37	-84		1,152	2,164	3,349
	160,444	160,323		161,559	98,362	99,547
Reserves						
Revenue reserves b/f	6,571	6,571		6,655	5,503	3,339
(Utilised)/ added to	-37	84		-1,152	-2,164	-3,349
Revenue reserves c/f	6,534	6,655		5,503	3,339	-10

- 2.5. The MTFs above has been further considered by the Budget Working Group whilst in parallel the detailed budget process has commenced, whereby each budget line is scrutinised in order to establish a robust revised outturn for 2014/15 and a budget for 2015/16. The following paragraphs provide the current position with each of the budget blocks but it should be noted that these are draft positions with work still continuing to check and refine the underlying figures.
- 2.6. **Concessions:** 14/15 budget £53.2m, revised to £54m, 15/16 budget £55m
Almost £44m of this budget relates to the English National Concessionary Travel Scheme and as such is a statutory cost that cannot be reduced. The reimbursement rate in West Yorkshire is towards the lower end of those paid in metropolitan areas. The majority of these costs are managed by entering into three year agreements with the major bus operators but they are still subject to changes in usage and a small element of inflation that was built into the agreements. There is a continuing challenge to manage these increases when there is no matching increase in funding.
- 2.7. There is an aspiration to improve the concessionary offer for young persons which would align with the City Region aim of reducing the number of young people not in employment, education or training. Further work is underway to consider the options available and the costs of implementing them.

- 2.8. **Subsidised bus services;** 14/15 budget £19.5m, revised to £19.4m, 15/16 £19.7m
This block covers the net direct costs paid to bus operators for schools, non schools and Accessbus services, of which the largest element is the non schools at £15.4m. This meets the costs of some 10% of bus mileage in West Yorkshire where there are too few passengers for services to be operated commercially but sufficient passengers to justify operating the services. AccessBus services are provided at a cost of £1.6m and provide a dial a ride service for people unable to use local bus services. There are 10,500 registered users who make 500,000 journeys per annum using a fleet of specially adapted vehicles.
- 2.9. The tendered services costs have been reduced by 25% over the last three years, following a series of network reviews and there is little opportunity for further savings in the resultant network without taking out services. An effective procurement strategy in renewing recent tenders has assisted in keeping this budget reasonably constant but an increase in 2015/16 is inevitable given that inflation applies to all contracts. There will be a challenge to ensure any contract renewals remain at a competitive rate in the light of the removal of Bus Services Operator Grant. Changes to the eligibility criteria and re-evaluation of the funding arrangements in agency agreements may have an impact on future schools' transport budgets.
- 2.10. **Passenger services:** 14/15 budget £8.2m, revised to £8.3m, 15/16 £7.9m
This block covers the direct costs of provision of bus stations, bus shelters and all passenger information across West Yorkshire. This includes the provision of 8 major bus stations with security staff, travel centres, toilets, CCTV, retail and electronic information. Over 30% of bus users visit a major bus station each month and on average 20,000 customers use a bus station each day. In addition WYCA operates a number of unstaffed bus stations such as Batley, Cleckheaton, South Elmsall, Hemsworth and Ossett. Opportunities to generate further income at bus stations continue to be explored and there is currently a high level of occupancy of the retail units. There are however increased costs in the 2015/16 budget for the increased costs of running the new bus station at Castleford, as well as the inflationary pressures on contracts such as security and waste disposal.
- 2.11. WYCA has 14,000 bus stops and 4,000 bus shelters. An advertising contract allows for a number of these shelters to be maintained by a third party and income of £800k pa is generated through this contract. This contract is due for renewal in February 2016.
- 2.12. This block also covers all the direct costs of passenger information. This includes the MetroLine call centre which is open 7 days a week from 7am to 10pm. Printed timetables are available for all bus and train services in West Yorkshire as well as printed bus stop timetable displays at 9,000 stops. Bus real time information is available through the internet based journey planner, on screens at bus stops and via text messages. Marketing campaigns to get key messages to public transport users take place periodically and support work to encourage commuters to use public transport through the Travel Plan Network. Funding is also provided to assist job seekers into employment. Automated messages and updates on changes to travel are provided through MetroMessenger. A cost-sharing arrangement for the

provision of public information is in place with the bus operators and a proportion of costs are recovered.

- 2.13. This budget also includes the costs of service monitoring (surveys to establish bus usage and adherence to conditions), travel planning, management and planning of bus networks and tenders and the provision of schools transport liaison.
- 2.14. **Rail costs:** 14/15 budget £64.23m, revised to £42.3m, 15/16 £42.3m
The costs of meeting the rail franchise in West Yorkshire are paid out via the WYCA but fully funded from the Department for Transport. In addition an administration grant is received which meets the costs of managing the franchise, including the rail monitoring team and producing rail timetables. The cost of providing rail services is shown for the current franchise extension period where it continues to be met by the Department for Transport. The future of this grant is unclear in the light of the move to Rail North and a shared franchising agenda with the Department for Transport. It is assumed that any cost sharing/ investment arrangements to support Rail North will be considered separately by the WYCA.
- 2.15. The additional costs of £182k in the budget were the costs of providing some further rail units to the network; these have been incorporated into the current franchise extension. There is likely to be pressure in future years to enhance the level of service provided.
- 2.16. **Pensions** 14/15 budget £1.4m, revised to £1.4m, 15/16 £1.4m
This block represents the fixed pension costs payable to the West Yorkshire Pension Fund in relation to former bus employees prior to 1986; whilst this figure will reduce over time it is a commitment that must be met. The ongoing pension costs of current employees are included in the Passenger Services and Development/ Corporate budget lines.
- 2.17. **Financing charges** 14/15 £7.4m, revised to £7.1m, 15/16 £6.9m
These relate to the interest and minimum revenue provision for the WYCA's loan book of £70m. The loans in place are part of the capital financing undertaken in the years prior to receiving capital funding as grant and are all at low rates of interest.
- 2.18. At this stage the financing costs of delivering the West Yorkshire plus Transport Fund have not been included. The Committee will recall that the City Deal envisages the WYCA contributing £217m over the life of the Fund which will need to be included within the levy.
- 2.19. **Strategic projects** 14/15 £317k, revised to £140k, 15/16 £nil
The strategic projects block was approved in order to allow progress with key priorities such as bus strategy and the development of rail partnership. It also included a sum for some of the residual costs of establishing the WYCA. These costs have not been required in full in 2014/15 and no allowance has yet been made in 2015/16 for any similar costs. Work is still underway on Rail North and Travel for the North which may require revenue support. Similarly further support may be required to progress plans on bus partnership or quality contracts.

- 2.20. **Corporate and development** 14/15 £6.0m, revised to £6.1m, 15/16 £5.9m
The corporate and development budget block covers all central costs including accommodation and all the costs of ICT, HR, finance, PR, planning/development and legal and democratic services, including staffing, insurance and Members allowances. Savings and efficiencies have continually been sought in these areas through staffing reviews and renewals of contracts. A vacancy target is set each year and a process to challenge all vacancies before proceeding to recruitment is in place.
- 2.21. The MTFS above is not viable as it stands; whilst the 2015/16 position is affordable through the use of reserves, leaving reserves within acceptable parameters the 2016/17 position is less so, and the 2017/18 position is untenable. At the same time the continuing and increasing pressure on funding for local authorities is recognised. Significant savings have been achieved over the last five years, through staffing reductions, general efficiencies and through reviews of the bus networks (resulting in £5m savings) and concessionary travel reimbursement. Opportunities to reduce costs or increase income continue to be explored but a significant proportion of the transport budget is in effect fixed and non-discretionary, leaving little room to bring costs down without reducing the services provided.
- 2.22. On the assumption that there is to be no increase in the 2015/16 transport levy (other than that previously agreed to support the WY+TF) it will be necessary to make a contribution from reserves for 2015/16. Reserves were originally forecast to be at £6.6m by the year end with the current reserves strategy requiring reserves of £4m-£5m. This would therefore be possible for 2015/16 but it is not a sustainable medium term position.
- 2.23. The proposal therefore is that options for cost reductions or service cuts are considered during 2015/16 with the objective of achieving a balanced budget from 2016/17 onwards. The challenge is to achieve this whilst supporting WYCA's ambition for transport to support the Strategic Economic Plan and drive economic growth. As part of this work the opportunity will also be taken to consider areas of collaboration or joint working with District Council partners, both from the perspective of identifying work which could be undertaken by the WYCA on behalf of the Districts or where WYCA work could be transferred to one or more District Councils.
- 2.24. Opportunities to generate income will continue to be explored along with continuing to bid for grant funding which aligns with WYCA objectives. A recent success in this regard was the successful bid for further Local Sustainable Transport Fund money; the award of £2.844m will be used to provide a continuation of the travelplan network, go:cycling and go:walking schemes and further development of smartcard. Income generating opportunities could include toilet charging at bus stations (following the introduction of charging at the new facility at Castleford). The Authority has also identified a property that is no longer required; and some market interest in it has been expressed. Sale of this property would require the Authority to find alternative storage and timetable printing facilities but would deliver a capital receipt and savings on building costs.
- 2.25. There are a number of possible areas for further consideration for service reductions. This could include discretionary concessionary travel, frequency of

cleaning shelters, provision of paper bus timetables and leaflets and levels of insurance. A detailed plan to review these areas, along with any others proposed by this Committee or the WYCA, will be developed and reported to a future meeting.

3. Financial implications

3.1. As set out in the report.

4. Legal Implications

4.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. Consultees

6.1. The Acting Director, Transport has been consulted in preparing this report.

7. Recommendations

7.1. That the Committee note the position on the medium term financial strategy and 2015/16 budget with regard to transport and provide any further input to its development.