

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 16 JANUARY 2015
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
5 DECEMBER 2014
(pages 7 to 13)**

Copy attached.

5. TRANSPORT UPDATE
(pages 14 to 17)

To consider the attached report.

6. TRANSPORT FUND DASHBOARD
(pages 18 to 23)

To consider the attached report.

7. BIDDING OPPORTUNITIES
(pages 24 to 26)

To consider the attached report.

8. BUSINESS PLAN – TRANSPORT CAPITAL PROGRAMME & REVENUE
BUDGET 2015/16
(pages 27 to 38)

To consider the attached report.

9. SINGLE TRANSPORT PLAN
(pages 39 to 47)

To consider the attached report.

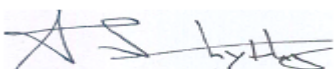
10. NEW STATIONS STUDY
(pages 48 to 56)

To consider the attached report.

***11. LEEDS STATION SOUTHERN ENTRANCE FUNDING**
(pages 57 to 60)

To consider the attached report.

Signed:

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

Head of Paid Service WYCA

WEST YORKSHIRE COMBINED AUTHORITY
DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS

NAME OF MEMBER:

COMMITTEE: **TRANSPORT COMMITTEE**

DATE: **16 JANUARY 2015**

AGENDA ITEM NO	NATURE OF INTEREST

Signed

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

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

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

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

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

Securities

Any beneficial interest in securities of a body where -

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

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

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

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

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

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

Inspection of Documents

- (a) Files containing 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) Agenda Item 11 contains exempt information as defined in paragraph 3 of Schedule 12A, Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).

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

It is recommended that because disclosure of Item 11 (Leeds Station Southern Entrance Funding) would prejudice future negotiations, the public interest would be better served by maintaining the exemption and, therefore, the press and public should be excluded from the meeting.

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	8 January 2015

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 5 DECEMBER 2014 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor J Lewis (Chair)

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

In attendance: Councillor P McBride (Kirklees)

55. Apologies for Absence

Apologies for absence were received from Councillors R Billheimer, Y Crewe, E Taylor and M Ward.

56. Declarations of Disclosable Pecuniary Interests

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

57. Minutes of the Meeting of the Transport Committee held on 31 October 2014

Resolved: That the minutes of the Transport Committee held on 31 October 2014 be approved and signed by the Chair.

58. Minutes of the Meetings of the District Consultation Sub-Committees

Resolved:

- (a) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 6 October 2014 be approved.
- (b) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 8 October 2014 be approved.
- (c) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 10 October 2014 be approved.
- (d) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 14 October 2014 be approved.

- (e) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 16 October 2014 be approved.

59. Minutes of the Meetings of the Local Bus Services Working Group held on 27 October 2014

Resolved: That the minutes of the Local Bus Services Working Group held on 27 October 2014 be approved.

60. West Yorkshire plus Transport Fund - Programme and Cost Review

The Committee considered a report on the approach to balancing the projected expenditure for developing and delivering the West Yorkshire plus Transport Fund (WY+TF) against the projected funding available.

It was recognised that the Leeds City Region had achieved a very positive outcome from the Local Growth Fund settlement which allowed the WYCA to establish a Transport Fund for West Yorkshire and York. Members were advised that the estimated cost of delivering the Transport Fund portfolio in full was £1.7 billion based on the original 10 year delivery schedule and taking inflation into account. A review had now been undertaken to develop a revised portfolio to match the funding and a balanced portfolio that continued to deliver the Fund's objectives had been identified.

Members noted the 3 stages of the review which were outlined in the submitted report. It was reported that the outcome of Stage 1 was a revised programme of £1.46 billion. Stage 2 suggested that further reductions of up to 20% were achievable but that would still leave a funding gap. Members were advised that it may be possible to close the gap through borrowing with the debt costs supported by additional local contributions through the levy and the Committee considered that it would be a sensible approach. A report would be prepared for consideration by the WYCA at its meeting to be held on 12 December 2014.

In respect of staffing, it was noted that a requirement for additional staff had been identified and the Head of Paid Service was authorised to approve a resourcing plan including options for the reallocation of internal staffing resources and secondments and utilisation of staff from District Councils.

Resolved: That the approach to re-profiling the development and delivery of the WY+TF be noted.

61. Gateway and Local Transport Plan Approvals

The Committee considered a report on the progression of the following schemes:

- Harrogate Road New Line (Gateway 1)

- York Outer Ring Road (Gateway 1)
- Wakefield Eastern Relief Road (Gateway 3)

Approval was also being sought for the following Implementation Plan 2 (IP2) Schemes:

- ICT Desktop Virtualisation
- Car Plus Demonstration Project

It was noted that the Wakefield Eastern Relief Road Scheme had passed through Gateways 1 and 2. Members considered it would be appropriate for the scheme to pass through Gateway 3 subject to approval by the WYCA and the following conditions being met:

- Confirmation of planning approval being granted.
- Post tender confirmation that whole scheme to be delivered within the £33.053m total cost to the Fund (outturn prices) as reported in the Gateway 3 submissions including an appropriate allowance for risk.
- Final land agreements to allow entire scheme to be delivered.

It was noted that, subject to the above caveats, work would commence early in the New Year on the Wakefield Eastern Relief Road and in 2016/17 for the Harrogate Road New Line.

ICT Desktop Virtualisation

It was reported that the WYCA's 3 year strategy included the deployment of technology which would enable staff to access electronic documents and systems from a WYCA computer at any location, thereby enhancing productivity and avoiding the need for ICT staff to re-configure PCs.

Car Plus Demonstration Project

It was reported that the national car club organisation 'Car Plus' had launched a nationwide funding competition in September 2014 which was aimed at expanding, enhancing and creating new car clubs. Members were advised that the Department for Transport (DfT) had announced that West Yorkshire was one of 4 areas in the country that had been successful. It was proposed that grant funding of £37,500 be matched by a £62,000 LTP capital contribution which would allow the expansion of Car Club provision to Bradford, Calderdale and Wakefield.

Resolved:

- (a) That the progression of the Harrogate Road New Line project through Gateway 1 be endorsed.

- (b) That the progression of the York Outer Ring Road project through Gateway 1 be endorsed.
- (c) That the progression of the Wakefield Eastern Relief Road through Gateway 3, subject to confirmation of planning approval, tender price and land acquisition be endorsed.
- (d) That a report on the West Yorkshire plus Transport Fund dashboard list of schemes and their timescales be prepared for the next meeting.
- (e) That approval be sought from the WYCA for progression through the gateway approvals as set out in resolutions (a) - (c) above.
- (f) That expenditure of £293,500 on ICT Desktop Virtualisation, to be funded through the Local Transport Plan, be approved.
- (g) That 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 be approved.

62. NGT Update

The Committee considered a report updating members on the current status of the NGT project following the conclusion of the Public Inquiry, including forward activity and project resourcing.

It was reported that the Public Inquiry which had been held in order that the views of the promoters and objectors could be heard, had concluded in October 2014. The Inspector had indicated that it would take until late May 2015 to prepare a final report to the Secretary of State for Transport and the Secretary of State for Communities and Local Government that would then be assessed and a decision announced in Autumn 2015 on the award of powers and associated conditions. A copy of the summary of the Inspector's closing remarks was attached at Appendix 1 to the submitted report.

Members were advised that subject to granting of the award of powers, an updated business case would be submitted to the DfT in order to gain conditional approval in Spring 2016. Procurement would then be undertaken after the milestone of Conditional Approval.

It was also reported that in order to undertake the necessary work prior to the decision being made, a smaller NGT team would be required to undertake the necessary work so that the scheme could proceed when the powers were granted.

Members were informed that whilst the Public Inquiry had finished, discussions were still ongoing with the objectors who were directly affected by the proposal in order to try resolving outstanding objections.

In this respect, members commented that some objections focussed on the potential loss of bus services in the area. In response, the Acting Director of Transport commented that as part of his evidence at the Inquiry, he had indicated that it was proposed at the appropriate time to consult with Local Communities regarding a network of bus services to complement the NGT scheme.

Resolved: That the report be noted.

63. Bus Strategy

The Committee considered a report which provided an update on the Bus Strategy.

It was noted that a meeting had been held to determine how consideration of the Bus Quality Contract Scheme would be conducted. Members were advised of a number of developments which had taken place which included assigning a team to progress work on the WYCA's bus strategy, including a Bus Quality Contract Scheme if required. A work programme was being finalised and would be presented to a future meeting of the Committee.

With regard to the Nexus Bus Quality Contract Scheme, it was reported that the North East Combined Authority had approved its submission to the Quality Contract Scheme Board which would be considered in Spring 2015.

It was reported that the 'big five' bus operators had announced plans for the roll out of smartcard ticketing across the major conurbations. The details, including the relationship to the Mcard scheme, were still awaited from the operators. Members discussed the risk implications and the WYCA's investment in the event of the operators electing to no longer participate in the voluntary West Yorkshire multi-operator bus only and multi-modal ticket prepaid ticketing scheme. In this respect it was commented that the Transport Act 2000 included powers to mandate participation in a ticketing scheme. Members were advised that the process of making a ticketing scheme would involve a consultation exercise involving the operators, user representatives, District Consultation Sub-Committees and the Traffic Commissioners prior to approval being sought from the WYCA.

Resolved:

- (a) That the report be noted.
- (b) That the development of a Ticketing Scheme for subsequent consideration by the WYCA be approved.

64. Rail Update

The Committee considered a report which provided an update on rail issues.

Rebalancing Britain Report

The Committee considered the key positive messages for West Yorkshire/Leeds City Region arising from the report by Sir David Higgins, Chairman of HS2 Ltd and the main recommendations were outlined in paragraph 2.1 of the submitted report.

Members also referred to the recent meeting with WYCA Members and Sir David Higgins where the key point from the discussions was the need for a single strategy linking HS2, HS3/One North and local connectivity. In this respect it was reported that the WYCA was currently working closely with HS2 on a number of projects including the location of the new Leeds HS2 station and also proposals on the wider connectivity of the City Region.

In welcoming the 'Rebalancing Britain from HS2 towards a National Transport Strategy' report, members stressed that whilst HS2 was key to transforming the future economy, it was fundamental to the overall success of HS2 that connecting journeys to the other regions, towns and cities were improved. They also commented that although HS2 would reduce journey times, more crucially it would release much needed capacity on existing overcrowded lines, create the opportunity for more frequent commuter services, including new service patterns and greater opportunities to utilise freight more extensively on the network.

One North – Transport for the North

It was reported that the One North proposition report which was published in August 2014, was being further developed through the emerging Transport for the North (TfN) partnership between the Northern City Regions, DfT, Network Rail, HS2 and the Highways Agency including the creation of a Partnership Board. Members were advised that TfN would help to achieve a united and long term perspective for the transport needs of the North, considering not just HS2 but also the east/west strategy and other transport priorities for the region.

In noting the work streams proposed by TfN, it was proposed that WYCA would provide technical input as well as providing the leadership role on some of the work streams.

Rail North and Northern/Trans-Pennine Refranchising

The Committee was given an update on the progress in respect of the Local Transport Authorities' signing up to the Rail North governance arrangements. Comment was made that the next step in the franchise procurement process was the finalisation and issue of the Invitations to Tender by the DfT in early 2015, setting out the specifications for the Northern and TransPennine franchises.

East Coast Franchise

It was reported that on 27 November 2014, the Government had announced that InterCity Rail (Stagecoach/Virgin) had been awarded the East Coast franchise. The Committee was advised that the implications for West Yorkshire were currently being assessed and an update would be provided at a future meeting.

Resolved:

- (a) That the report be noted.
- (b) That the approach to progress the Transport for the North work streams be endorsed.

65. Medium Term Financial Strategy and 2015/16 Budget for Transport

The Committee considered a report which provided an update on the work underway to establish a medium term financial strategy for the West Yorkshire Combined Authority.

It was reported that an initial draft of the medium term financial strategy including the transport element was considered by the WYCA at its September meeting. Since that time the WYCA had established a Budget Working Group to consider in more detail the content of the current budget and to review areas for further cost reductions including internal support and shared services with the District Councils.

It was recognised that the budget for 2015/16 should reflect the increased activities of the Combined Authority and be coherent and aligned, bringing together the transport and investment elements including the work required to deliver the SEP, West Yorkshire Transport Fund, Rail North and Bus Strategy.

Members were advised that a report would be presented to the Combined Authority where it was proposed that the transport levy would be frozen for 2015/16 other than the West Yorkshire plus Transport Fund agreed escalator.

Resolved:

- (a) That the position on the medium term financial strategy and 2015/16 budget with regard to transport be noted.
- (b) That individual Group briefings be arranged on the 2015/16 budget.

Originator: David Hoggarth
Director Development



ITEM 5

Report to: Transport Committee

Date: 16 January 2015

Subject: Transport Update

1. Purpose

- 1.1. To provide the Transport Committee with an update regarding the newly established Transport for the North programme, Rail North and HS2.

2. Information

Transport for the North

- 2.1. On 27 October 2014, Sir David Higgins published his second report, 'Rebalancing Britain: From HS2 towards a national transport strategy', setting out his views on the HS2 project and the One North proposition. The report proposed the formation of a new body – Transport for the North (TfN). In their response, the Prime Minister and Chancellor of Exchequer announced that Government, working with TfN, would produce a high level transport strategy for the north, including city regions (under the umbrella term) options, costs and a delivery timetable for a 'HS3' TransNorth east west railway. An interim report will be produced in March 2015.
- 2.2. The TfN work will focus on city-city journeys across the north, building on local strategies (such as that being developed through the single transport plan), but not replacing them. It will take on board schemes and projects already agreed/planned, as well as setting out the broader economic case for more investment in the north.
- 2.3. At an operational level, senior officers from the city regions, DfT, HS2 Ltd, Network Rail and the Highways Agency have progressed discussions on the working arrangements required to prepare the interim report and are drafting a work plan. The outputs from this initial work have informed the development of the work plan (to March 2015), to be considered by the TfN Partnership Board meeting on the 12 January. WYCA's members of the Partnership Board are Cllr Keith Wakefield (Leeds City Region representative) and Roger Marsh (LEP representative).

- 2.4. The Interim Report will be a collaborative report between One North City Regions, DfT and national agencies. It will set out the compelling economic analysis that supports the case for transport investment driving economic growth in the North. This analysis will be tied back into the work undertaken by One North, DfT, Network Rail and HS2 Ltd. Collectively with DfT, the city regions and national agencies will explore this combined analysis over the coming weeks, seeking to plug the gaps with additional evidence where this can be progressed in the time available.
- 2.5. The interim report will inform Network Rail's future planning with a view to inputting into the High Level Output Statement (part of the industry planning process) in mid-2016. It therefore follows that there are two key milestones - broad options for March and strategic business cases for agreed options by mid-2016 in anticipation of building in the 2020s. The March report will also inform the development of the next Road Investment Strategy covering the period beyond 2019/20.
- 2.6. Developing an agreed appraisal framework and approach that can be applied when determining a comprehensive transport programme is also important. It is intended that the approach to be taken and an outline of this will be set out in the March report.
- 2.7. The workstreams being progressed are:
- Strategic Economic Case (setting out the prioritised challenges and opportunities, baseline case and the economic case for the pan-northern priorities);
 - Rail (further development of the HS3 proposition set out in the One North report covering Liverpool to Manchester to Leeds and Sheffield and to Hull and Humber and to Newcastle);
 - Highways (the recent Road Investment Strategy (RIS) and northern feasibility studies identified within, together with the One North report would be the starting point for scoping out the highways work);
 - Freight (examining the needs of ports and other freight users, providing input to the highways and rail workstreams);
 - City Region Connectivity (multi-modal connectivity plans to spread the benefits derived from city to city transformational interventions. The March report will endeavour to articulate the types of interventions envisioned for each city region and the scale of investment required);
 - Integrated Transport Services (the focus will be on integrated ticketing / smart payment mechanisms , information services and digital connectivity);
 - Stakeholder Engagement and Communications; and
 - Devolution and Governance.

- 2.8. WYCA is leading the City Region Connectivity workstream in view of the importance to West Yorkshire and the Leeds City Region of ensuring that benefits of city-city connectivity are spread to other main centres,. The Acting Director Transport is also leading (jointly with Manchester) the Integrated Transport Services workstream. West Yorkshire also has representatives in each of the other workstreams. WYCA's Director, Development sits on the Executive group advising the Partnership Board.
- 2.9. The long term role of airports, both from a regional and national perspective, will also be an important consideration in the work to prepare the March report. A number of workstreams including freight, rail, roads and strategic economic case will consider the role of airports within a northern transport strategy. The programme board will co-ordinate the key messages arising from the workstreams and ensure these feed into the report drafting.
- 2.10. Similarly, the roles of multi-modal integrated ticketing and digital connectivity, as contributors to economic growth and the creation of a Northern Powerhouse, will be considered and subsequently inform the March report.

Rail North

- 2.11. The Chancellor's Autumn Statement speech contained a number of positive commitments as part of the development of the Northern Powerhouse, including 'replacing the ancient and unpopular pacer carriages with new and modern trains'. The written statement contained the following commitments:
- at least a 20% increase in capacity to reduce overcrowding;
 - new rolling stock fit for the 21st century ;
 - encouraging bidders to replace the outdated pacer trains with modern, better quality trains;
 - bringing all the trains that remain up to modern standards;
 - providing additional services across the network; and
 - delivering substantial upgrades of station facilities across the network.
- 2.12. These commitments are in line with the transformational aspirations advocated by Rail North. Whilst the commitments are subject to the development of a business case, the statements do represent a major step forward (compared to the previous 'no growth' franchises) and demonstrate the influence of 30 Local Transport Authorities working together through Rail North.
- 2.13. Government has confirmed that the Invitations to Tender for the two franchises will be issued in early 2015 (likely to be February), which will allow time for the commitments to be fully articulated and developed (particularly in terms of the rolling stock requirements). There will be a further meeting of Rail North Leaders on 20 January (WYCA's representative is Councillor James Lewis) to discuss the final specification for the two franchises.

- 2.14. It is also planned to hold the first meeting of the Association of Rail North Authorities on 6 February 2015 and present a draft Partnership Agreement for the proposed joint management of the two franchises with the Department for Transport.

HS2 Station

- 2.15. Following Sir David Higgins' 'Re-balancing Britain' report, work is underway to re-examine the location of the proposed Leeds HS2 terminus. The work is being undertaken jointly between WYCA, Leeds City Council, HS2, the Department for Transport and Network Rail. Work is underway looking at future demand for the existing station with and without HS2 and how to ensure strong connectivity across the City Region rail network.
- 2.16. This work is also taking into account the proposal being through TfN for an 'HS3' East-West link. An interim report is proposed for spring, with a final report later in 2015.

3. Financial Implications

- 3.1. None

4. Legal Implications

- 4.1. None

5. Staffing Implications

- 5.1. Work is being undertaken within existing staff resources.

6. Consultees

- 6.1. The Acting Director, Transport has been consulted in the preparation of this report.

7. Recommendations

- 7.1. That the report is noted.

8. Background Documents

- 8.1. Rail Update - report to the Combined Authority - 12 December 2014.
- 8.2. Rebalancing Britain: From HS2 towards a national transport strategy' - David Higgins - October 2014.
- 8.3. One North The Programme - November 2014 and One North The Proposition - July 2014.
- 8.4. Autumn Statement Chancellor of the Exchequer - December 2014.

Originator: David Hoggarth
Director Development



ITEM 6

Report to: Transport Committee

Date: 16 January 2015

Subject: Transport Fund Dashboard

1. Purpose

- 1.1. To provide the Committee with the West Yorkshire Plus Transport Fund dashboard, setting out progress on each of the schemes in the approved programme.

2. Information

Background

- 2.1. At the last meeting of the Transport Committee, a revised programme (and programme strategy) for the West Yorkshire Plus Transport Fund was endorsed. This was subsequently approved by the Combined Authority at their meeting on the 12 December 2014.
- 2.2. The agreed programme contains 21 schemes to be delivered in full by 2021. In addition, there are another 12 schemes (or phases of schemes) to be on site by 2021 and a further 6 schemes to be delivered by 2025.
- 2.3. At the last meeting of the Transport Committee, a request was made for regular progress updates on delivery of schemes within the Transport Fund.

Dashboard

- 2.4. Progress on the Transport Fund (and other schemes in the Growth Deal) is monitored through a regularly updated dashboard. Progress is monitored through a traffic light system reflecting the position of each project with respect to resources, risk and deliverability using a 'RAG (red, amber, green) rating'.
- 2.5. A copy of the current Transport Fund dashboard is included as Appendix 1.
- 2.6. The status of each scheme indicates where it is in the Gateway process as part of the agreed assurance framework. Schemes initially require a mandate setting out the

rationale, scope of the project and resources needed to develop the scheme. There are then three defined gateways to pass through, reflecting the agreed assurance framework and the 'portfolio' management process which aims to ensure that the desired outcomes, as well as outputs, are achieved. The gateway stages are as follows:

- **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 appraisal appropriate to the nature and complexity of the scheme, progress detailed design work, refine risk levels, and updates the business case in preparation to seek a price from the market to implement the scheme;
- **Implementation Approval (Gateway 3)** – demonstrating the final cost estimates are robust, risk exposure is acceptable, and that forecast outcomes remain comparable with those agreed in earlier gateways.

2.7 The dashboard indicates that two schemes are at Gateway 3 (one of which is on-site), two are at Gateway one and 21 have mandates for development work. There are currently just 5 schemes awaiting a mandate.

2.8 The dashboard is regularly monitored by the Transport Portfolio Advisory Group (Portfolio Holders from each district and the Chair of the Transport Committee) and it is proposed to provide updates to future meetings of the Transport Committee on a 'by exception' basis.

3. Financial Implications

3.1. None as a result of this report. The financial implications of the Transport Fund were set out for and agreed by the Combined Authority at their meeting on the 12 December 2014.

4. Legal Implications

4.1. None as a result of this report.

5. Staffing Implications

5.1. None as a result of this report. The Combined Authority, at their meeting on 12 December 2014, approved, in principle, the creation of up to 30 FTE posts for the initial delivery phase of the fund.

6. Consultees

6.1. The Acting Director, Transport has been consulted in the preparation of this report.

7. Recommendations

- 7.1. That the Committee notes the Transport Fund dashboard.
- 7.2. That progress updates are provided to the Transport Committee on a 'by exception' basis.

8. Background Documents

- 8.1. Report to the Combined Authority on the 12 December 2014 '*West Yorkshire plus Transport Fund - Programme and Cost Review*'.

WEST YORKSHIRE 'PLUS' TRANSPORT FUND PORTFOLIO DASHBOARD

ID	Scheme Name	Stage gate	Ownership		Management and Control					Delivery							
			Project Exec / SRO	Total Project Cost to Fund (£000s)	Approved Budget (£000s)*	Project / Programme Board in place	Resources in place for current stage	Current stage Milestones on track	Start date on track	Completion date on track							
Bradford																	
55	Harrogate Road/New Line Junction	Mandated	Julian Jackson	4,900		106		Proj Board in Place		Support for development of project brief provided. Limited modelling support available, but external resource now acquired		GW2 Q3 2015/16		Q4 2016/17		Q3 2017/18	
06	Bradford - Keighley A650 Hard Ings Road and town centre improvements	Mandated	Julian Jackson	10,300		118		Proj. Board in place		Support for development of project brief provided. Limited modelling support available. Engineering support to be identified		GW1 Q1 2015/16		Q3 2016		Dec-17	
00	Bradford Gateways	Mandated	Julian Jackson	95		95		Proj. Board in place		Consultants appointed Jan 14		Delivery Plan Jun 14				Jul-14	
14	A650 Tong Street Improvements	Mandated	Julian Jackson	7,100		50		Proj. Board in place		Modelling underway		GW1 Apr 15		2015		2021	
Calderdale																	
20.1	Halifax- Huddersfield A629 Corridor Improvements - Phase 1 -Elland Wood Bootom - Free School Lane	Mandated	Ian Gray	16,230		255		Prog Board		Programme Manager now in post		GW1 Jul 15		2016		2018/19	
20.4	Phase 4a - Halifax town centre , eastern relief road - Define Town Centre Masterplan	Mandated	Ian Gray	57,100		340		Prog Board		Programme Manager now in post		Jun-15		2018		2021/22	
20.4	Halifax Station Gateway	Mandated	Ian Gray	21		5		Prog Board		Resource issues at Network Rail		GW1 Dec15		2015/16		2019/20	
	Calderdale Strategic Modelling	Mandated	Ian Gray	159		159											
Kirklees																	
18.a	Cooper Bridge Junction	Mandated	Richard Hadfield	69,300		100		Proj. Board in place		Atkins Appointed		GW1 January 2015		2017		2018/19	
18.a	A62 and A644 excluding Cooper Bridge	Mandated	Richard Hadfield			275		Proj. Board in place		Atkins Appointed		Develop fully validated combined existing situation Vissum model for A62 and A644 Corridors - July 2014		2017		2024	
17	A653 Dewsbury to Leeds Corridor	Mandated	Richard Hadfield	12,500		80		Proj. Board in place				GW1 Sept 15		2019		2021	

WEST YORKSHIRE 'PLUS' TRANSPORT FUND PORTFOLIO DASHBOARD

ID	Scheme Name	Stage gate	Ownership		Management and Control					Delivery							
			Project Exec / SRO	Total Project Cost to Fund (£000s)	Approved Budget (£000s)*	Project / Programme Board in place	Resources in place for current stage	Current stage Milestones on track	Start date on track	Completion date on track							
00	Huddersfield Station Gateway	Pre - Mandate		5,000		0		Project Board to be established		Project Manager now deployed		Mandate and Demand Study		2017		2018	
	Kirklees Strategic Modelling	Mandated	Richard Hadfield	135		0		Project Board						2014		Mar-15	
Leeds																	
07	East Leeds Orbital Road	Mandated	Martin Farrington	73,300		885		Major Proj.Board		In House		GW1 Dec 14		2019		2021	
34	Leeds city centre network improvements – Phase 1 and City Centre Transport Strategy modelling	Updated Mandate Provided	Gary Bartlett	36,500		238		Major Proj.Board		LCC/Mouchel		GW1 Feb 2015		Apr-14		Feb-15	
04	A65 - LBIA Link Road	Mandated	Gary Bartlett	35,700		195		Major Proj.Board		Mouchel/LCC		GW1 Aug 2016		2019		2021	
08	Aire Valley - Leeds Integrated Transport Package – Phase 1	Mandated	Gary Bartlett	£11,490		510		Major Proj.Board		Bus service element to be addressed		GW2 March 2015		2015/16		2017	
Wakefield																	
09	Wakefield Eastern Relief Road	Mandated	Neil Rogers	29,400		1539						Start on site Feb 2015		2015		Mar-17	
10	Pontefract Northern	On Site	Neil Rogers	1,654		1654						Start on site 2 June 14		Jun-14		Dec-14	
WY Combined Authority																	
33	East Leeds Parkway	Mandated	David Hoggarth	10,100		50		Awaiting clarity on scope		Project Manager now in place		Awaiting clarity on Project scope		2017		Dec-18	
28	Calder Valley (Caldervale Line)	Mandated	David Hoggarth	20,000		280		Project Board in place		Project Manager now in place		GW1 June 2015		2016		2017	
45	Rail Package (Parking only) – Phase 1	Mandated	David Hoggarth	176		177		Board now established		PM from central pool appointed		GW1 July 2015		2015		2015-18	
00	Castleford Gateway	Pre-mandate	David Hoggarth											2015		2016	
26	NGT to Aire Valley	Pre-mandate	Dave Haskins	98,300		TBC						TBC		2019		2022	

WEST YORKSHIRE 'PLUS' TRANSPORT FUND PORTFOLIO DASHBOARD

ID	Scheme Name	Stage gate	Ownership		Management and Control					Delivery							
			Project Exec / SRO	Total Project Cost to Fund (£000s)	Approved Budget (£000s)*		Project / Programme Board in place	Resources in place for current stage		Current stage Milestones on track	Start date on track		Completion date on track				
00	Leeds Station Masterplan	Pre-mandate		20,000	A	0	A		G	PM resource identified	A	Subject to internal approvals	G	2015	G	2018	A
44	Highway Network Efficiency (UTMC)	Pre-mandate	Richard Hadfield	7,300	A	0	A		G	PM resource identified	G	Mandate Jan 2015	A	2015	R	2018	A
York																	
57ei	Public Transport Improvements	Mandated	TBC	9,100	G	50	G	Yes	G	Dedicated PM resource from CYC and CA in place	G	Influenced by impact of Lendal Bridge and Traffic commission	R	2015	R	2018	R
57a	York Outer Ring Road Improvements Phases 1 and 2	Mandated	TBC	37,600	G	452	G	Board In Place	G	Dedicated PM resource from CYC and CA in place	G	GW1 Oct 2014	G	2015	G	2020	G
57g	York Central Access	Mandated	TBC	27,000	G	50	G	Yes	G	Dedicated PM resource from CYC and CA in place	G	GW1 March 2015	G	2016	G	2019	G

ITEM 7

Report to: Transport Committee

Date: 16 January 2015

Subject: Bidding Opportunities

1. Purpose

1.1. To note Expressions of Interest for:

- Ultra Low Emission Vehicle Fund;
- Cycle Delivery Plan.

1.2. To delegate the approval of the final bids prior to their submission.

2. Information

2.1. The Government have very recently issued two competitive funding opportunities, both with very short bidding timescales as set out below. In order to meet these timescales it will be necessary to seek delegated approval for the bid submissions.

Ultra Low Emission Vehicle Fund

2.2. The Government's Office for Low Emission Vehicles (OLEV) published in December 2014 guidance for a new Go Ultra Low (GUL) City scheme Fund (£35m) and preliminary guidance for a Low Emission Bus scheme (£30m) and a Low Emission Taxi scheme (£20m). Further schemes are anticipated to follow.

2.3. There are expected to be up to four potential winners of (GUL) City scheme. A Registration of Interest for the GUL City scheme bid was submitted by the Combined Authority by the deadline of 31 December 2014, which will be followed by a second 'screening' phase bid by 20 February 2015 and (if shortlisted) a final bid by 31 August 2015. The Combined Authority submitted the GUL City scheme Registration of Interest on behalf of the five West Yorkshire District Councils. An internal screening process will clarify the bidding entity with the strongest proposal that would be best position to progress to the second screening phase.

- 2.4. The Low Emission Bus and Taxi schemes have a longer lead in period, with initial bids required by September 2015.

Cycle Delivery Plan

- 2.5. The Transport Committee has approved the submission of an Expression of Interest to enter into partnership with the DfT for their 10 year Cycling Delivery Plan (announced October 2014) which aims to double cycling activity and to increase the number of children walking to school.
- 2.6. The Government issued guidance on 31 December 2014 for allocating an additional £114m of new funding for Cycle City Ambition Grant (CCAG) areas, such as West Yorkshire, to expand their network of ambitious cycle facilities such as the cycle superhighway being implemented between East Leeds and Bradford. Work is underway to identify a City Connect 2 and associated match funding required for the DfT deadline of 31 January 2015. A verbal update will be provided at the Committee.

3. Financial implications

- 3.1. Both bids will require local contributions as 'match funding' which would need to be included in the capital plan set out in a separate report.

4. Legal Implications

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

5. Staffing Implications

- 5.1. None as a direct 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 Transport Committee notes the Expressions of Interests for the Ultra Low Emission Vehicle fund.
- 7.2. That the Transport Committee delegates approval of the submission of bids for Cycle City Ambition Grant and Ultra Low Emission Vehicle fund to the Chair of the Transport Committee and the Acting Director Transport prior to their submission.

8. Background Documents

- 8.1. Cycle city ambition grants extension: ongoing funding guidelines: <https://www.gov.uk/government/publications/cycle-city-ambition-grants-extension-ongoing-funding-guidelines>

ITEM 8

Report to: Transport Committee

Date: 16 January 2015

Subject: Business Plan – Transport Capital Programme and Revenue Budget 2015/16

1. Purpose

- 1.1. To seek Transport Committee's input in to the transport components of the draft 2015/16 business plan, capital programme and revenue budget.

2. Information

Transport Component of the Draft Business Plan

- 2.1. At its meeting in October the Transport Committee considered the progress to date in delivering the elements of the transport business plan for 2014/15. A number of projects that would continue into 2015/16 were identified at that time. Further work has subsequently been undertaken to identify other priorities for the transport component of the 2015/16 WYCA Business Plan. These priorities include alignment with the Strategic Economic Plan through the development of the Single Transport Plan, further work to integrate WYCA's economic and transport activities, and activities to be undertaken as the result of successful funding bids.
- 2.2. The proposed transport components of the 2015/16 Business Plan are set out in Appendix 1 and are reflected in the draft capital programme (Appendix 2) and revenue budget (Appendix 3).

Draft Capital Programme

- 2.3. In October 2014, the Transport Committee approved a revised Local Transport Plan (LTP) Implementation Plan 2 (IP2) Integrated Transport Block programme. Since then a number of issues have arisen which need to be reflected in the outline 2015/16 Capital Programme due to considered at the January 2015 meeting of the Combined Authority.
- 2.4. The revised programme, including projects funded through the West Yorkshire Plus Transport Fund and other sources is set out in Appendix 2. Approval for expenditure on projects within the capital programme would be sought at future meetings of the Transport Committee or WYCA.
- 2.5. The proposed changes to the Local Transport Plan Integrated Transport block are highlighted below.

- 2.6. **Smartcard and Information programme (SCIP)** –An additional requirement of £400k has been identified to fund additional work including the installation, subject to business case being confirmed, of a smart gateline at Dewsbury train station. Third party rail industry funding would be sought.
- 2.7. **Local Sustainable Transport Fund 2015/16** - In March 2014, the Authority endorsed a West Yorkshire wide bid to the DfT's 2015/16 Local Sustainable Transport Fund. WYCA was informed that the bid had been successful in early July and a formal grant offer letter has now been received. The funding covers the financial year from April 2015 to end March 2016. The programme is concerned with sustainable travel with a strong focus on both access to employment and training and on improving health outcomes.
- 2.8. The programme will cost £3.367m which includes grant of £2.844 million from DfT grant, and is matched by funding of £0.523m from West Yorkshire comprised of public health funds, operator discounts and staff time.
- 2.9. **Bus Quality Contracts** –provision has been made in the plan in 2015/16 to support the development of Bus Quality Contracts should a partnership approach not be agreed.
- 2.10. **Station Enhancements and accessibility improvements** – The phasing of this indicative funding will be reviewed to reflect the Transport Committee consideration of LSSE (as set out in a separate report).
- 2.11. **Cycle City Ambition Grant** – Government have announced a further £114 million funding for the Cycling Ambition Cities Programme, including the WYCA area, for the next 3 years. The indicative allocation for the WYCA area is in the order of £22 million. Further detail is provided in a separate report on this agenda. It is anticipated there will be a significant match fund requirement between 2015/16 and 2017/18. It is proposed to include provision of £7-8m over the next three years, funded from the bids and leverage area of the programme, for investment in cycling. It is anticipated that further provision for investment in cycling would need to be included in 2017/18 to support the full cost of any required local contribution.
- 2.12. **IP2 Hubs and Bus Hotspots** – The Transport Committee approved reduced programmes for Hubs and Bus Hotspots in October 2014. There is a need to maintain progress with these elements of the Local Transport Plan. It is proposed that allocations of £150k for Hubs and £150k for Bus Hotspots in both 2015/16 and 2016/17 is made within the programme.
- 2.13. **Ultra Low Emission Vehicle Fund** - WYCA is currently developing a bid for the newly announced Ultra Low Emission Vehicle (ULEV) City Fund. Further detail is provided in a separate report on this agenda. It is anticipated there will be a requirement for a local contribution in 2015/16. The value of the local contribution is subject to the final bid that is submitted and would need to be accommodated within the indicative Bids and leverage element of IP2.
- 2.14. **Elland Rail Station development** - It is anticipated that circa £200k will be needed to complete timetable feasibility and outline business case work for Elland, including an element of non-abortive early stage 'GRIP' feasibility design work. A further report will be brought to the Committee to seek funding approval later this year.

- 2.15. **Clean Vehicle Technology Fund** - In 2013/14 the former WYITA was awarded a £1m capital grant under the Department for Transport's (DfT) Clean Bus Technology Fund to fit emission control systems to 119 Euro 3 yellow MyBus vehicles. The project, which includes refurbishment of the buses to extend their operational life and re-livery has been completed.
- 2.16. The DfT subsequently held a second bidding round under the Clean Vehicle Technology Fund. WYCA submitted two bids:
- a bid for £277,550 to equip a further 23 Euro 4 MyBus vehicles
 - a bid for £499,100 to equip all remaining 46 Euro 4 Mybuses
- 2.17. DfT advised WYCA in August 2014 that its bid for 23 Mybuses was successful and expenditure of £277,550 was approved by the Transport Committee in September 2014.
- 2.18. In December 2014 DfT advised that they were now in a position to fully fund the conversion of all the remaining 46 Mybuses as a result of an under-spend on their part. Approval is therefore sought for expenditure of a further £221,550 funded through the DfT Clean Vehicle Technology Fund to equip a further 23 Euro 4 MyBus vehicles, and undertake associated refurbishment and re-livery.

Draft Revenue Budget

- 2.19. At its last meeting the Transport Committee considered the medium term financial strategy for the transport element of WYCA. A draft revenue budget for transport was subsequently considered by the WYCA at its meeting in December and further work has been undertaken, in conjunction with the Budget Working Group, to finalise the figures presented in Appendix 3.
- 2.20. The proposed budget allows for the continuation of current activities and is funded by a freeze in the transport levy (other than the small increase previously agreed for the West Yorkshire plus Transport Fund) and the use of £1m of reserves. Work will be undertaken during 2015/16 to identify efficiencies, reductions in service levels or other ways of delivering services that will enable a balanced budget to be delivered in 2016/17 that does not require the use of reserves.
- 2.21. The draft revenue budget is attached as Appendix 3. The WYCA will be requested to approve the budget at its meeting of 29 January 2015.

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 direct result of this report.

5. Staffing Implications

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

6. Consultees

- 6.1. 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 Transport Committee endorses the transport component of the draft 2015/16 Business Plan.
- 7.2. That the Transport Committee endorses the proposed capital programme.
- 7.3. That the Transport Committee endorses the proposed revenue Budget.
- 7.4. That the Transport Committee approves expenditure of a further £221,550, funded through the DfT Clean Vehicle Technology Fund, to equip a further 23 Euro 4 MyBus vehicles with equipment to reduce vehicle emissions and undertake refurbishment and re-livery.

8. Background Documents

- 8.1 None

Appendix 1 – Transport Components – Draft Business Plan

Strategy

- Complete development of Single Transport Plan, including further work on bus strategy and low emission / low carbon initiatives.
- WYCA development programme, integrating the economic and transport functions and developing WYCA vision.
- Support preparatory work for HS2/HS3 and pan northern connectivity through Transport for the North.
- Develop financial strategies and associated efficiency and economies, including further collaboration and development of self-service options.
- Enhance procurement and contract management procedures, including delivery of the West Yorkshire Plus Transport Fund.
- Make a Transport Act 2000 Ticketing Scheme to secure the benefits of investment in ticketing technologies.
- Adopt smartcard data for concessionary travel re-imburement and apportionment of pre-paid multi-operator ticket revenues, achieving efficiency savings.

Enhancements

- Open new stations at Low Moor, Apperley Bridge and Kirkstall Forge.
- Progress the Transport Fund early win schemes and develop subsequent projects in line with the agreed programme.
- Continue to develop NGT project in the most cost effective manner consistent with the requirement to re-submit the business case and efficient procurement once powers are granted.
- Complete the Leeds Station Southern Entrance Project.
- Complete the City Connect Project.
- Progress transport hubs programme, including completion of the Heckmondwike hub.
- Commence (subject to successful bid) City Connect 2 project
- Install electric vehicle rapid charging network at sites close to the strategic highway network.

Travel Choices

- Implement the new customer database system, facilitating self-service on-line.
- Award, in partnership with SYPTE, CYC and operators, a contract for the successor bus real-time information system.
- Launch smartcard 'Stored Travel Rights' (Pay as You Go), carnet products and daily cap.
- Submit a bid to the Technology Strategy Board to develop multi-modal and disruption customer information and, subject to funding, commence implementation.
- Implement LSTF funded activities.
- Support expansion of Car Clubs and integration with Mcard
- Develop new model for Junior SAFEMark work with year 6 students, equipping them with the skills to use public transport and an awareness of the environmental impacts of transport choices.
- Develop Safer Travel initiatives in conjunction with West Yorkshire Police and bus operators.

Connectivity

- Support the rail devolution work programme through Rail North
- Support introduction of two new rail franchises (Northern and TransPennine)
- Manage bus network tender review and renewal programme.

Asset Management

- Implement Phase 2 of the programme to green the MyBus fleet through Clean Bus Technology Fund grant.
- Re-construct life expired carriageways at Leeds Bus Station.
- Commence (Smart 5) bus shelter refurbishment programme, extending the asset life of 400 shelters.
- Continued effective management of health and safety, including speed management at bus stations and the annual programme of risk assessments.
- Review, and potentially re-tender, bus shelter advertising contract
- Consider charging for use of bus station toilets.
- Review parking arrangements at Bradford Interchange.
- Maximise revenue generation for tenancies and other sources

- Develop refurbishment scheme for Dewsbury bus station.

Supporting Activities

- Complete desk top virtualisation project.
- PR activities to promote WYCA.

Appendix 2 – Capital Programme

	Profiled capital cost			
	2014/15 £	2015/16 £	2016/17 £	3 year total £
Highway Assets				
LTP Highways Maintenance Block	23,766,000	29,212,000	26,781,000	79,759,000
TOTAL HIGHWAY MAINTENANCE BLOCK				79,759,000

Public Transport Assets				
Dewsbury bus station refurbishment	0	75,000	75,000	150,000
Leeds City Bus station - Carriageway structural reconstruction and toilet charging and upgrades	60,000	830,000	0	890,000
CCTV system (pan, tilt, zoom) camera replacement – various bus stations		75,000	75,000	150,000
Cleckheaton bus station culvert structural repairs	100,000	0	0	100,000
Bus shelter programme – 30 shelters per year	250,000	250,000	223,000	723,000
Smart 5 refurbishment to extend asset life		500,000	1,000,000	1,500,000
Access bus and operational vehicle replacement	783,000		488,000	1,271,000
MyBus extend life	570,000		360,000	930,000
ICT system infrastructure	945,000	272,000	274,000	1,491,000
TOTAL PUBLIC TRANSPORT ASSETS				7,205,000

Network Management				
Joint UTC Control – WY wide	205,000	166,000		371,000
West Yorkshire Improved Data Network – WY wide	505,000	607,000	467,000	1,579,000
Improve Signals Operation – WY wide	1,199,000	1,104,000	1,148,000	3,451,000
Variable Message Signs and other signing – WY wide (including Bradford VMS at Westfield in Y2)	352,000	1,231,000	699,000	2,282,000
Traffic Signals Maintenance – WY wide	441,000	330,000	360,000	1,131,000
Freight - West Yorkshire wide	50,000	50,000	0	100,000
Pinch Point Programme commitments	2,513,000	208,000	0	2,721,000
TOTAL NETWORK MANAGEMENT				11,635,000

Information				
Smartcards	3,200,000*	400,000	0	3,600,000
Transport Data management	50,000	425,000	425,000	900,000
Multi-modal, hubs, disruption information, web portal	50,000	525,000	525,000	1,100,000
Bus real time Evolution	75,000	225,000	700,000	1,000,000
TOTAL INFORMATION				6,600,000
*Includes BBAF funding				

	2014/15 £	2015/16 £	2016/17 £	3 year total £
Cycling and Walking				
CCAG City Connect superhighway (Bradford & Leeds)		7,500,000	0	7,500,000
CCAG 2 Match 2015/16 and 2016/17		1,000,000	1,000,000	2,000,000
LCCN9 Chapel Allerton to Leeds centre route	500,000	0	0	500,000
Cycle facilities - Calderdale <i>Delivery</i> <ul style="list-style-type: none"> West Vale Cycle Route Extension Luddendon - Brierly Route Elland Bottom (Extension of LSTF scheme) Sowerby Bridge Canal route signing Mixenden to Ovenden Ped facilities Hebble Trail <i>Development</i> <ul style="list-style-type: none"> Elland to Ainley Top Ryburn Valley - Ripponden to Sowerby Bridge 	305,000			305,000
Cycle Facilities – Kirklees <i>Delivery</i> <ul style="list-style-type: none"> Dalton - Deighton Greenway Phase 1 Huddersfield Town Centre Cycle Links <i>Development</i> <ul style="list-style-type: none"> Dewsbury Town Centre - cycle links Wilton Park Cycle Route Spenn Valley Greenway - east extension Headlands Road to Spenn Valley Greenway link Colne Valley Multi-User route 	345,000			345,000
Cycle Facilities – Wakefield <i>Delivery</i> <ul style="list-style-type: none"> Nagger Line, Outwood <i>Development</i> <ul style="list-style-type: none"> Pontefract to Knottingley Castleford Cycleway 	190,000			190,000
Cycle facilities – general <ul style="list-style-type: none"> Feasibility and development 	50,000			50,000
TOTAL CYCLING AND WALKING				10,810,000
Integrated Public Transport				
Bus Quality Contract / Bus Quality Partnership development	100,000	1,000,000	266,000	1,366,000
Hubs 'lite' - up to 27 sites, various locations, light touch treatment (totem, enhanced information including real time, improved signage)	150,000	150,000	150,000	450,000
Town centre Transport Hubs - More comprehensive site development to influence travel behaviours. Sites: <ul style="list-style-type: none"> Heckmondwike, Kirklees (Y1, £300k) Normanton, Wakefield (Y2, £150k) Morley, Leeds (Y2, £135k) 	300,000	285,000		585,000
Bus Hot Spot schemes delivery of: <ul style="list-style-type: none"> Bradford- Bolton Rd/Shipleigh Airedale Rd Bradford – Queensbury Calderdale - King Cross Leeds - Chapel Street/Selby Road, Halton Leeds – Garforth Wakefield - Hall Green And development of further schemes	440,000	150,000	150,000	740,000

	2014/15 £	2015/16 £	2016/17 £	3 year total £
Castleford Bus Station	3,500,000			3,500,000
Low Moor Rail Station	0	4,340,000	595,000	4,935,000
Leeds Elland Road Park & Ride	1,600,000			1,600,000
King Cross	250,000			250,000
Elland District Centre	80,000			80,000
Huddersfield Town Centre	1,565,000			1,565,000
Mytholmroyd District Centre	35,000			35,000
CIS Screens at Rail Stations Phase 3	115,000			115,000
Pontefract Monkhill	396,000			396,000
Wakefield Kirkgate	400,000			400,000
TOTAL INTEGRATED PUBLIC TRANSPORT				23,811,000

Safer Roads

Bradford KSI Casualty Reduction including locally determined Traffic Management	1,021,000	923,000	923,000	2,867,000
Calderdale KSI Casualty Reduction including locally determined Traffic Management	442,000	442,000	442,000	1,326,000
Kirklees KSI Casualty Reduction including locally determined Traffic Management	754,000	754,000	754,000	2,262,000
Leeds KSI Casualty Reduction including locally determined Traffic Management	1,478,000	1,478,000	1,477,000	4,433,000
Wakefield KSI Casualty Reduction including locally determined Traffic Management	737,000	737,000	736,000	2,210,000
WY Safer Roads support	66,000	66,000	68,000	200,000
TOTAL SAFER ROADS				13,298,000

Bids and Leverage

Rail Devolution	245,000	225,000	50,000	520,000
Rail Development programme – from RailPlan7	273,000	200,000	200,000	673,000
Station Enhancements and accessibility improvements - Match to lever in rail industry / 3rd party funds (* dependent on external funding opportunities)		1,300,000		1,300,000
Local LTP match for funding bids. Non-rail projects e.g. Local Pinch Points – including LSTF legacy schemes(* dependent on external funding opportunities)	180,000	180,000		360,000
TOTAL BIDS AND LEVERAGE				2,853,360

Low Carbon Fuels and Technologies

Gas and electric vehicle refuelling strategy & infrastructure			30,000	30,000
Calderdale - SW Pennine Tourist Trail EV Charging/EV Trial Voucher scheme.	30,000	10,000		40,000

	2014/15 £	2015/16 £	2016/17 £	3 year total £
Leeds EV Charging within public car parks		20,000		20,000
Wakefield EV Charging within public car parks		20,000		20,000
Kirklees EV Charging - 4 twin units within public car park	30,000			30,000
Leeds to procure expert advice to identify gas customers, locations for a major gas station	15,000			15,000
Leeds, Bradford & Wakefield - identify sites to best locate 3/4 large gas station and outline design	35,000	25,000		60,000
Procurement Evaluation Tool to enable Fleet Operators to buy the best performing LEV	20,000	35,000		55,000
Real time emission monitoring of Liquid Air Heat Hybrid bus trials		20,000		20,000
Demonstration projects with local authority fleet/buses			30,000	30,000
Project to trial 5 to10 Hydrogen powered buses		30,000		30,000
ULEV bid development	15,000			15,000
TOTAL LOW CARBON FUELS AND TECHNOLOGIES				415,000

Other				
LTP feasibility	66,000	67,000	67,000	200,000
LTP Monitoring and Evaluation / analysis	100,000	100,000	100,000	300,000
• IT scheme monitoring (Pinch point & smaller schemes)				
• Monitoring equipment				
• Data extraction				
TOTAL OTHER				500,000
TOTAL INTEGRATED TRANSPORT BLOCK				77,231,000
TOTAL IT BLOCK OVER-PROGRAMMING				9,068,100
TOTAL IT BLOCK WITHOUT OVER PROGRAMMING				68,162,900

Non LTP Funded				
Clean Vehicle Technology Fund	277,000	222,000		499,000
Local Sustainable Transport Fund		2,884,000		2,884,000
CCAG – CityConnect	6,294,000	10,239,000	662,000	17,195,000
CCAG 2	Subject to outcome of bidding process			
LSSE	7,603,000	5,029,000		12,632,000
Rail Growth Package	9,425,000	5,519,000	55,000	14,999,000
NGT	10,760,000	4,523,000	3,936,000	19,219,000
WiFi on Trains	750,000			750,000
TOTAL NON LTP FUNDED				68,178,000
West Yorkshire 'Plus' Transport Fund				
West Yorkshire 'Plus' Transport Fund	7,118,000	57,000,000	97,700,000	161,818,000
TOTAL WEST YORKSHIRE PLUS TRANSPORT FUND				161,818,000

TOTAL CAPITAL PROGRAMME				386,986,000
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Appendix 3 Draft revenue budget for transport

WYCA BUDGET:TRANSPORT						
			Presented to WYCA 18/12/2014		Latest draft Jan 15	
	All £000's	Original budget 2014/15	Latest Estimate 2014/15	Forecast 2015/16	Latest Estimate 2014/15	Forecast 2015/16
Concessionary travel		53,242	54,341	55,474	54,341	55,474
Subsidised Services		19,490	19,343	19,632	19,343	19,632
Passenger Services		8,172	7,971	7,794	7,971	7,791
Prepaid Tickets		31,000	31,000	31,000	31,000	31,000
Rail- Franchise Costs		64,391	43,155	43,155	43,155	43,155
Pensions		1,431	1,406	1,406	1,406	1,406
Financing charges		7,356	6,983	6,703	6,983	6,703
Strategic Priorities		250	100	0		
Development & Corporate		6,112	6,109	6,250	6,209	6,207
		191,444	170,408	171,414	170,408	171,368
Prepaid Tickets		-31,000	-31,000	-31,000	-31,000	-31,000
Special Rail Grant		-64,209	-43,155	-43,155	-43,155	-43,155
Transport levy		-96,198	-96,198	-96,198	-96,198	-96,198
Use(addition) of reserves		37	55	1,061	55	1,015
Remaining reserves at year end		5,892	6,515	5,454	6,515	5,500

Originator: David Hoggarth
Director Development



ITEM 9

Report to: Transport Committee

Date: 16 January 2015

Subject: Single Transport Plan

1. Purpose

- 1.1. To seek endorsement of the core principles of a Single Transport Plan for West Yorkshire as the basis for consultations.

2. Information

Background

- 2.1. At its meeting on 29 May 2014, the WYCA agreed to develop a Single Transport Plan as a replacement for the current West Yorkshire Local Transport Plan. The WYCA delegated the oversight of technical work on developing the Single Transport Plan to the Transport Committee.
- 2.2. The Single Transport Plan is intended to collect the range of current strategic plans and programmes that set out transport's contribution to the economic well-being of West Yorkshire, into one single Plan with a clear statement of the Combined Authority's vision for Transport. The Single Transport Plan would fulfil the statutory duty to prepare and update a Local Transport Plan for West Yorkshire. It would also provide the context for any further work on the York Local Transport Plan (as the City of York is the Local Transport Authority for York).
- 2.3. The Single Transport Plan will be the high level strategic document. It will still be necessary to produce Delivery Plans. For this purpose it is proposed to continue to produce 3 year Implementation Plans as is the case with the current Local Transport Plan for West Yorkshire. The Implementation Plans should, however, in future reflect all the identified funding streams necessary to deliver the Single Transport Plan.

2.4 WYCA provided guidance that the approach to developing the Single Transport Plan should:

- Have strong links with the agreed SEP and economic growth;
- Have a longer term vision with greater ambition;
- Focus on national connectivity as well as internal connectivity;
- Focus on east-west connectivity across the north to maximise the benefits of HS2;
- Develop better integration between transport modes;
- Involve consultation with stakeholders and the general public.

Core principles of the Single Transport Plan

2.5 Work to date to develop the Plan has been undertaken through three workshops held with the Transport Committee and Portfolio Holders:

- Workshop 1: Single Transport Plan, July 2014
- Workshop 2: HS2 Connectivity, September 2014
- Workshop 3: Single Transport Plan Vision and Ambition, December 2014

2.6 The workshops have identified an emerging set of themes that are proposed to provide the core principles of the Plan. The core principles are also informed by inputs from complementary work to develop the HS2 Connectivity strategy for maximising the benefits of HS2 and the East Coast mainline, which is due to report at the end of January 2015.

2.7 A working draft of the Single Transport Plan is attached as Appendix A. The draft sets out the core principles.

2.8 It is suggested that the consultation should focus on the following questions:

- Do you agree with a 20 year timeframe for the Plan?
- Do you agree with the 5 core principles? – is anything missing?
 1. One system, HS2/HS3 ready
 2. Place making
 3. Smart futures
 4. Effective use of resources
 5. Effective asset management
- Do you agree with the means of achieving the core principles? - Is anything missing?
- Do you agree with the hub and spoke network proposals?

- Does our vision for connectivity provide an appropriate level of ambition for journey times, and quality and frequency of services?

2.9 The Transport Committee is requested to provide further input and to endorse these core principles for consideration by the Combined Authority, who will be asked to endorse a draft for public consultation.

2.10 It is proposed the plan is finalised and published in summer 2015.

3. Financial Implications

3.1. None as a result of this report.

3.2. The plan sets out high level aspirations for the future shape of the transport system in West Yorkshire. Significant funding will be required for the delivery of schemes required to meet the aspirations set out in the plan.

4. Legal Implications

4.1. None.

5. Staffing Implications

5.1. None.

6. Consultees

6.1. Transport Committee have led the development of the draft plan to-date.

7. Recommendations

7.1. That the Transport Committee provides further input to the draft Single Transport Plan.

7.2. That following amendments to reflect the comments from the Transport Committee and District Partners, the Combined Authority be requested to approve the Single Transport Plan for consultation with the public and stakeholders on the core principles of the Plan.

8. Background Documents

8.1. None

Single Transport Plan 2015-2035 - Core Principles

Working Draft

1. The Single Transport Plan

Transport plays a crucial role in supporting sustainable economic growth and the creation of a fair, equitable society where everyone has opportunity, through better access to jobs, training, healthcare and education in a cleaner, healthier environment.

The Single Transport Plan collects a range of strategies, programmes and projects in one place and provides the Combined Authority's long term vision for transport to support sustainable economic growth.

Our ambition is to achieve a step change in the transport system in West Yorkshire. By investing in radically improved transport infrastructure and services, we can deliver the connectivity that businesses and people want and create attractive places in which to work and live. We are already delivering some major transport improvements and we have recently been successful in securing significant government funding that will enable us to address existing transport constraints on the economy that are a legacy of previous under-investment. Addressing a legacy of under-investment is only a start, we also need to look forward to ensure that all of West Yorkshire is put in the best possible position to fully realise the benefits of High Speed 2 and High Speed 3, ensuring the wider city region benefits from the step change in journey times and capacity.

2. Delivering the Strategic Economic Plan

The Single Transport Plan supports the delivery of the Leeds City Region Strategic Economic Plan (SEP). The SEP sets out our strategy for jobs and growth, with the aim of unlocking the Leeds City Region's economic potential to become the growth engine for the North. The SEP outlines a shared ambition to deliver by 2021; £5.2bn of additional economic output and 62,000 extra jobs. The SEP sets out investment priorities across four strategic priority pillars which address the main economic challenges and opportunities in the City Region:

1. Supporting growing businesses;
2. Developing a skilled and flexible workforce;
3. Building a resource smart City Region;
4. Delivering the infrastructure for growth.

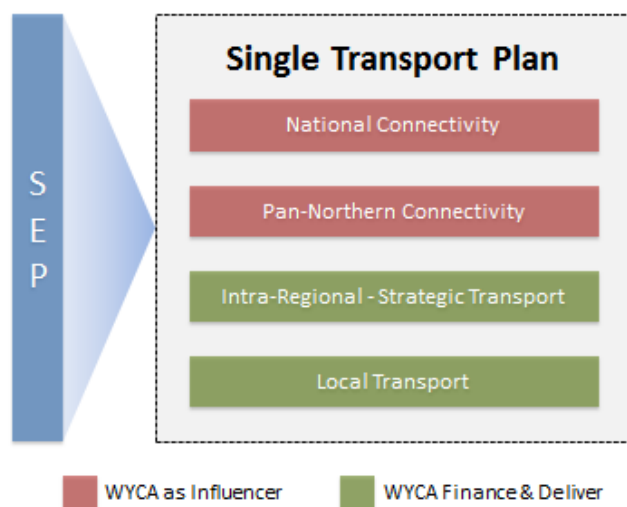
Priority 4 targets improving transport connectivity. The SEP recognises that substantial investment is required in improving physical connectivity at the local, regional, national and international level to better connect people, businesses, markets and jobs.

3. Role of the Combined Authority

The Combined Authority is the Local Transport Authority for West Yorkshire and combines the Strategic Transport and Economic Development roles across West Yorkshire. We will lead on the delivery of the Single Transport Plan, but in order to realise our ambition for transport, we will need to work with a wide range of delivery partners, including:

- National bodies such as central government, Network Rail and Highways England;
- Local authorities within West Yorkshire and the wider Leeds City Region;
- Passenger and freight service operators;
- Business community;
- Community and interest groups.

The Combined Authority will play different roles in delivering transport connectivity improvements, being an ‘influencer’ on some levels, and a ‘financer and deliverer’ at others.



3. Key principles of the Single Transport Plan

The Single Transport Plan will be built around 5 core principles:

1. One System, HS2/HS3 ready

We need early investment in connectivity before HS2 and HS3 arrive, so that our West Yorkshire network is ‘High Speed ready’. A core ambition is for a comprehensive public transport ‘metro-style’ network that fully integrates High Speed Rail, an expanded NGT trolley-bus network, new technologies such as tram train, classic rail services and local bus services into one-system that is easily understood by users and easy to access by a range of options and offers quick and convenient connections.

We propose a hub and spoke network. The definition of hubs was developed in the West Yorkshire Local Transport Plan (LTP3). District transport hubs are identified as Bradford, Brighouse, Castleford, Dewsbury, Halifax, Huddersfield, Keighley, Leeds, Pontefract, Shipley and Wakefield, as well as Leeds Bradford Airport. The growth plans of the City Region may lead to additional centres being designated as District Hubs. Leeds and York provide the key City Region Hubs. Outside the City Region key pan-northern destinations are identified as Newcastle, Hull, Sheffield, Manchester, Manchester Airport and Liverpool. HS2 will provide the enhanced connectivity to London and other core cities across England.

We need to improve local routes to the District transport hubs, and must invest in the range of travel options and services at these hubs to enable access to the network. We will require substantial investment in the infrastructure that links hubs. Crucially, we will require a greater role for the Combined Authority in co-ordinating rail and bus services and the highway network to deliver our ambitions for improved journey times and better connectivity, and for rail and bus operators to respond to the challenge of providing an integrated network.

Our vision for connectivity is based on four tiers:

- **Local connectivity - Home to District Hub:** This involves making the local journey from home to a District Hub achievable in 20 minutes. Journeys will be delivered by a range of modes including bus, cycling, walking and private car. These interventions that deliver this part of the vision are likely to be funded through the West Yorkshire plus Transport Fund (WY+TF) or Local Transport Plan (LTP) funding streams;
- **Intra-City region connectivity:** This part of the vision joins up the City Region to ensure that it can act as a single economic entity – this should be a journey of no more than 30

minutes from any District Hub to either of the planned HS2 stations in Leeds or York. This part of the vision will be delivered by existing and/or future heavy rail services as well as new rail-based technologies, express bus services and the private car;

- **Pan Northern connectivity:** The third level concentrates on pan-Northern HS3 connectivity and is aligned with the Transport for the North proposition. This should put any District Hub no more than 60 minutes from Manchester, 60 minutes from Sheffield or 90 minutes from Newcastle;
- **National connectivity:** The top level of the vision draws on the HS2 work to significantly improve connections between the City Region and other core cities across England. The HS2 proposals will be the main delivery mechanism, reinforced by enhancements to the East Coast Mainline and other long distance franchises. There should be a maximum journey time of no more than 2 hours between any District Hub to/from London inclusive of interchange time, with the quality and ease of connection at the northern end of the journey being equivalent to that experienced in London.

The key means to deliver this core principle are:

Enhanced Rail connectivity

Rail is the means of travel that is growing the strongest in West Yorkshire and will have to play a much greater role in future years. The West Yorkshire rail network will make best use of the capacity released by HS2 and we will look to provide additional enhancements. Network Rail is progressing our Yorkshire Rail Network Study to identify infrastructure solutions to unlock £12bn of economic benefits by dramatically improving capacity, frequencies and journey times on all city region links. Locally, consideration will be given to new stations on the existing network, how gaps in classic rail services can be addressed and the potential role of technologies, such as tram train, to extend the current network, such as the provision of a fixed link to Leeds Bradford Airport, or to replace conventional heavy rail services.

A Leeds City Region Hub

Leeds Rail Station must match the City Region's vision and its transport needs – with a world class gateway. The existing station is close to capacity and will soon require remodelling. The Higgins report ('Rebalancing Britain', 2014) has prompted a rethink of the initial proposal for a separate Leeds HS2 station on the south bank. We are working closely with HS2 Ltd, the DfT, Network Rail and Leeds City Council to undertake a fundamental review of the best solution for the city considering growth in existing rail services, the introduction of HS2, potential new East-West services and Leeds City Council's ambitions for regeneration around the station site. Our preferred option is for a single integrated Leeds station hub, but all options will need to be considered. Complementary measures will be progressed to improve local rail stations to better coordinate and increase options for travel.

New framework for quality, value for money local bus services

Improving bus services is vitally important. Local bus services will continue to move the greatest numbers of people. There is a significant relationship between accessibility by bus and employment. The bus is also a vital artery for shopping and leisure trips. Our one-system ambition requires that we transform the customer experience achieving consistently high standards of provision across West Yorkshire. Our ambition is for fully integrated ticketing and co-ordinated service patterns that connect places and other modes to provide convenience and certainty to users. Our preferred approach to improving local bus services is a Bus Quality Contract scheme if bus companies remain unable or unwilling to support this ambition. The WY+TF will help deliver high quality bus corridors that deliver the necessary journey time competitiveness and reduce operating costs as part of measures to ensure financial sustainability.

Enhanced strategic road network

The road network will continue to provide essential connectivity throughout West Yorkshire and the Leeds City Region, but there are areas where the strategic road network has weaknesses and congestion adversely affects access to employment, the movement of freight

and business travel. Our ambition is for a more efficient, better managed strategic road network that is better able to absorb demand and react quickly to disruptions. We wish to see greater investment in the management and use of orbital routes to remove unnecessary traffic from our town and city centres. We are working with our West Yorkshire Highway Authorities and the Highway Agency to develop a collaborative approach to the management of a West Yorkshire Strategic Road Network (WYSRN).

2. Place Making

Place making is a people-centred approach to the planning, design and management of public spaces. We want to create cleaner, healthier places that are more pleasant to work, visit and live in. Our ambition applies to our town and city centres and also to our suburbs and neighbourhoods. Our investment in transport should complement investment to improve the public realm and to regenerate our economy.

The key means to deliver this core principle are:

Cleaner places, liveable cities and towns

Poor outdoor air quality contributes to poor perceptions of a place and to serious health problems. There is evidence linking air pollution with premature deaths caused by heart and lung disease, the worsening of asthma symptoms and to a range of cancers. Exhaust emissions from traffic on our roads are largely responsible for the poor air quality. Monitoring of air quality by the West Yorkshire Local Authorities has shown that traffic emissions remain high in some locations. Our ambition is for a West Yorkshire in which the impact of vehicle emissions on its residents and visitors is negligible. We are developing a Low Emission Strategy as part of the Single Transport Plan and will build our Air Quality monitoring and modelling capability to target interventions and will promote ultra-low emission cars, taxis and buses in addition to encouraging mode change to less polluting means of travel. There is also a need to invest in orbital road capacity as part of a strategy to reduce the impact of traffic in key centres

Efficient and sustainable movement of goods

We want to get freight working better. Moving goods around our region and servicing businesses in our towns and cities is a vital part of our economy but heavy goods vehicles are a key contributor of emissions and source of other environmental impacts (- noise, community severance). The industry recognises that it has a responsibility to reduce its contribution to vehicle emissions, congestion and accidents. We intend to collaborate with businesses and freight operators to implement solutions that support the efficient and sustainable movement of goods; be it supporting supply chain relationships, long distance movements or last mile delivery.

More people cycling and walking, more often

Hosting the successful Tour de France Grand Depart in 2014 fundamentally changed perceptions of cycling in West Yorkshire. We have high ambitions to build on the legacy of the Grand Depart to achieve significant numbers of people cycling for every day journeys – to work, to school, to the shops and for leisure. Creating more and safer places to cycle and walk is of fundamental importance, and will require investment over a sustained period. We want to increase the distance and quality of cycle routes and we recognise the need to significantly increase the expenditure on cycling per head of West Yorkshire population to deliver this. We have made a start with the exemplar CityConnect Cycle Superhighway scheme connecting Leeds and Bradford and the complementary activities to engage communities to promote cycling. Our approach will be developed further through a Cycle Delivery Plan partnership with government to deliver significant change and access further funding.

3. Smart Futures – Exploiting technology

The aim of the Single Transport Plan is to facilitate mobility, encouraging and supporting a range of mode choices. We want to support a better connected and mobile population through the exploitation of new technologies – to enhance our role as a mobility retailer with

improvements in the information and payment services that we provide customers, and to how we engage with, and learn from transport users to respond more proactively to travel habits and needs. This means that car ownership will come to be seen as less of a necessity, with the option to use bus, train, car club, cycle hire and taxi as part of a flexible mobility offer. We will work with the world leading Institute of Transport Studies (Leeds University) in developing this approach.

Technological developments also offer huge potential for the use of real time data in managing our transport system and for the use of a wide range of data sources in modelling the impacts of future investments. We also envisage a greater role for telemetry solutions to help prioritise road space and to make timely intervention to mitigate disruptions to public transport and highway networks.

4. Effective use of resources to connect rural areas

Successive government spending reviews have seen budgets severely squeezed. This has impacted on the ability of the Combined Authority to financially support socially necessary bus services. Rural communities and those at the periphery of the bus networks are particularly affected. We want to develop a new model for transport planning at a community level to enhance local accessibility. Our aim is to work more effectively with other agencies and across sectors to pool resources and expertise as part of a 'total transport' approach to be able to deliver an appropriate level of accessibility for all. We have a particular focus on disadvantaged communities that require access to healthcare and young people currently not in education, employment, or training (NEETs) that would benefit from access to opportunities.

5. Effective asset management - looking after our transport system

West Yorkshire has an extensive transport asset base including roads, bridges, street lights, public transport stations and shelters, footways and cycleways. We need to ensure that we adequately maintain existing infrastructure. Our overall approach is to ensure effective management of all assets to gain maximum value for money, and meet the needs of users and of the Plan's objectives.

Poor road conditions, such as potholes, continue to be a major source of concern. A more effective approach to Asset Management is being developed by the West Yorkshire Highway Authorities through the government's Highway Maintenance Efficiency Programme with improvements expected to be accelerated by access to the government's Local Highways Maintenance Challenge Fund.

5. Key building blocks of the Plan

The Single Transport Plan will collect multiple projects, programmes and funding streams as the essential building blocks to deliver our vision for transport. Key building blocks of the Plan are identified below:

HS2

High Speed Two (HS2) is the government's key strategic investment in the national transport network over the medium to long term. HS2 will transform the UK's rail infrastructure, increasing capacity and connectivity. Reducing North-South journey times between our main cities is central to government proposals to rebalance the UK economy. Major improvements in East-West connectivity (HS3) are also fundamental to creating a 'Northern Powerhouse' economy to rival and compliment London and the South East. We are determined to seize the transformative economic opportunities of High Speed Rail and to maximise and spread the benefits within West Yorkshire and the Leeds City Region.

Transport for the North

Transport for the North is a coalition of city region authorities in the North of England, including the West Yorkshire Combined Authority that is working with the government to develop a comprehensive transport strategy for the North by March 2015. The proposition is for a £15

billion, 15-year investment plan to integrate HS2 with the existing strategic rail network in the North and to deliver capacity improvements to the strategic road network across the Pennines. This work will produce costings and a delivery timetable for the rail and road solutions, including an East-West rail connection.

Local Growth Deal and West Yorkshire plus Transport Fund (WY+TF)

In July 2014, the Leeds City Region partners agreed a Local Growth Deal with government. It was the best and most flexible of the Phase 1 Growth Deals agreed with the UK City Regions. The Leeds City Region Growth Deal is intended to deliver the SEP and provides us with government investment and new freedoms and flexibilities to direct that investment where it will benefit our economy most. The Growth Deal includes £1bn between 2015– 2035 to deliver the West Yorkshire plus Transport Fund (WY+TF)

WY+TF will tackle many of the current transport constraints on growth. The WY+TF is a balanced portfolio of 32 prioritised schemes that will deliver strategic transport improvements including bus and rail infrastructure enhancements, highways junction improvements and new access roads to enable development sites. The WY+TF is forecast to deliver at least an additional 20,000 new jobs, 10,500 new homes and £2.4 billion of GVA per annum. The cumulative effects of the schemes will result in a reduction of 18,500 car commuting trips per day and contribute to reducing carbon emissions. The WY+TF portfolio is supplemented by three on-going DfT legacy schemes: New Generation Transport (NGT) Trolley Bus, Rail Growth Package and Leeds Inner Ring Road.

The current Local Growth Deal and Transport Fund allow us to address a legacy of under-investment in enhancing key links, upgrading gateways and enabling key development sites. Additional resources will be required to realise the longer term ambition set out in the Single Transport Plan.

Local Transport Plan (LTP)

The Combined Authority has a statutory duty to develop and maintain a Local Transport Plan that sets out the strategies to deliver transport improvements at the local level, utilising the government's Highway Maintenance and Integrated Transport Block funding. The Single Transport Plan updates the West Yorkshire Local Transport Plan (LTP3, 2011- 2026) that was adopted in 2011. LTP funding will help us continue to maintain our roads, bridges and street lighting and to make improvements to local transport networks and facilities such as bus routes, stations and hubs and local cycling and walking facilities, and to improve road safety for all users.

Local Sustainable Transport Fund (LSTF)

Local Sustainable Transport Fund is government grant funding, which includes substantial revenue support, with the intention to take forward sustainable travel proposals that help to reduce carbon emissions whilst aligning with the Local Growth Fund commitments of delivering economic growth. The Combined Authority and the West Yorkshire District Authorities have benefitted from LSTF funding. Our local LSTF programmes have a strong focus on both improving access to employment and training and on improving health outcomes. LSTF funding is currently being used within West Yorkshire to promote cycling by delivering training and grants to communities, to work with Public Health partners within disadvantaged areas in order to deliver a pathway to physical activity for the most inactive, to support job seekers and NEETs back into employment, and to invest in technology to deliver new public transport ticketing offers and methods of payment.

Local Highways Maintenance Challenge Fund

The government's Local Highways Maintenance Challenge Fund was announced in the 2014 Autumn Statement. The Fund reflects the government's commitment to ensure that we have well maintained local highway infrastructure fit for the 21st Century. The Fund will enable Combined Authorities and local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal needs element allocations they receive.

ITEM 10

Report to: Transport Committee

Date: 16 January 2015

Subject: New Stations Study

1. Purpose

- 1.1. To advise the Committee of the outcome of the New Stations Study technical report completed in 2014, including on locations most likely to have a good business case in the near future where further feasibility study work should be done.

2. Information

Background

- 2.1. Stations provide access to the connectivity offered by the rail network's train services, giving people access to jobs, business and leisure opportunities. As a result, over the past few decades (particularly during the 1980s and early 1990s), Metro expanded West Yorkshire's rail station coverage to the extent that there are currently 66 stations. This will rise to 69 with the completion of new stations at Low Moor, Apperley Bridge and Kirkstall Forge.
- 2.2. Demand for rail travel has been increasing across West Yorkshire and nationally since the mid-1990s. Rail patronage in West Yorkshire doubled in the circa 10 year period to 2010, and continues to grow at an average 3-4% per annum. Rail industry, WYCA and Rail North forecasts predict that this will continue for the foreseeable future.
- 2.3. Railplan7 is West Yorkshire's rail strategy and seeks to have *'the best railway in the country by 2026, by connecting people and places by rail in a way that supports the economy, the environment and quality of life'*. Railplan 7 has 4 objectives:
- To double annual rail patronage;
 - To improve passenger satisfaction scores;
 - To develop a rail network that secures better value for money for passengers and tax payers; and

- To exploit the benefits of high speed rail when it arrives in West Yorkshire in the 2030s.
- 2.4. Railplan7 is founded in an objective-led, evidence based approach (through the Yorkshire Rail Network Study) akin to that utilised for the Northern Hub study to maximise sustainable economic growth through rail network improvement. Railplan focuses on delivering those improvements that will best deliver its objectives, namely connectivity (journey time and train service frequency) and capacity (infrastructure and rolling stock) improvements, and improvements to existing stations e.g. car park extensions, better information provision and accessibility improvements. A large programme of new stations beyond those currently being implemented does not feature in Railplan 7, mainly because the evidence indicates it will not be one of the major contributors to delivering the objectives.
 - 2.5. New stations slow journeys down for existing users and can sometimes abstract customers and revenue from existing stations. The North's railway is generally running at full capacity in the peak periods, meaning that new stations often require additional train crew and rolling stock, and can trigger the need for additional track infrastructure. It would be very challenging for any new station sites to offset these costs and dis-benefits. It is therefore critical that any new station locations represent the very best opportunities for a good business case.
 - 2.6. Following the publication of Railplan7, WYCA commissioned a 'new stations study' review. This report summarises the outcome and recommendations of the study.
Study Approach and Findings
 - 2.7. The study has sought to identify the locations across the Leeds City Region (North Yorkshire County Council and City of York Council have been involved) that are likely to have the best business cases for implementing new stations in the next five to ten years. It is not ruling out all other locations forever, rather it identifies those that stand a realistic chance of being successfully delivered in practical, financial and business case terms over the next few years.
 - 2.8. Metro undertook an initial feasibility review in 2009 that considered the viability of 30+ possible new railway station sites across North and West Yorkshire. That study included high-level demand forecasts and a review of each site's location in terms of access and potential physical constraints (gradient, track curvature, land availability).
 - 2.9. The WYCA new stations study review refreshes Metro's 2009 work, utilising updated data, patronage growth and taking into account new rail infrastructure projects and development planning proposals which have been committed since the original study was completed.
 - 2.10. Sites assessed include those from the 2009 study, but with a number of additional locations identified by District/Borough Councils, a Unitary Authority (City of York Council) and North Yorkshire County Council and through Railplan7 consultation. The study provides a current, evidence-based sift of possible new station locations, with a recommendation to take forward further business case development work for a small number of selected sites.

- 2.11. The study adopts a two stage approach. The first stage of the study included a high-level initial sift of a total of 62 potential new station sites (see Appendix 1) sense checked against the 2009 study for strategic fit, and ranked against three criteria:
- Potential passenger demand;
 - Constructability;
 - Deliverability within the timetable.
- 2.12. The second stage of the study involves more detailed assessment (but using the same assessment criteria) of the potential feasibility of a smaller number (11 in total) of better performing sites identified in the first stage. The results are summarised in Appendix 2. Of the 11 sites assessed in more detail, four emerged as having the potential to demonstrate a good business case at this time:
- A parkway station in the east Leeds rail corridor (Leeds)
 - Elland (Calderdale)
 - Haxby (York)
 - Crosshills (Craven).
- 2.13. The results for all station sites are summarised in diagrammatic form in Appendix 3, with likely station location business cases graded from top to bottom, the 'best' being at the top. Based on the current position it will be possible for locations to change their relative position over time as external factors (eg new housing) change.

3. Financial Implications

- 3.1. A new station can cost circa £10m to develop and implement. This does not include any further capital costs that might be required by the DfT and/or rail industry to offset the disbenefits to existing rail users e.g. by funding line speed improvements. Nor does it include any potential initial revenue costs that may be required by the Train Operating Company to cover traincrew and rolling stock costs.
- 3.2. Whilst of importance to West Yorkshire's rail network, a new station at Crosshills in Craven District is for North Yorkshire County Council to lead.
- 3.3. £10m is already budgeted for in the West Yorkshire Plus Transport Fund for East Leeds Parkway.
- 3.4. It is anticipated that circa £200k will be needed to complete timetable feasibility and outline business case work for Elland, including an element of non-abortive early stage 'GRIP' feasibility design work. An opportunity will be sought to meet this cost from the LTP capital programme and a further report brought to the Committee to seek funding approval later this year.
- 3.5. Haxby, which is being led by City of York Councillors, is already at a more advanced stage of development, with further work subject to the rolling stock plans of the new franchisee.

4. Legal Implications

- 4.1. Given the level of stakeholder and public interest in this work, it is proposed that on this occasion a suitably redacted version of the study report is published online for transparency. It should be made clear that the Study does not represent definite proposals in respect of any particular station sites at the current time, but it is not thought that publication of the Study could give rise to blight or other claims at this stage. As and when any specific sites were identified, and if CPO powers were used to acquire land, then there is a statutory procedure for assessing compensation.
- 4.2. Commercial and financial information will also need to be redacted from the published report as a result of legal obligations to Train Operating Companies to using their data. WYCA are currently liaising with Northern Rail to clarify their position in relation to publishing the report.

5. Staffing Implications

- 5.1. Project management resources will be needed to develop the business cases and to manage the initial programme.

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 report is noted and the station programme should be kept under review as circumstances change.
- 7.2. That the on-going development and feasibility work for East Leeds Parkway (Leeds) should continue.
- 7.3. Working with Calderdale Council, that a detailed work programme be developed to include timetable feasibility and outline business case work for Elland (Calderdale), including an element of non-abortive early stage 'GRIP' feasibility design work. A further report seeking funding approval to carry out this work will be brought to the Committee later this year.
- 7.4. That development work for Haxby (York) at a suitable point in the re-franchising process is supported.
- 7.5. That Crosshills (Craven) station site is noted as having a potentially strong business case, but is for North Yorkshire County Council to lead.
- 7.6. That the strategic planning and financial implications of progressing the proposed new station work are considered.

8. Background Documents

8.1. New Railway Stations in North and West Yorkshire Feasibility Study – Final Report

List of Locations Considered by Study

Huddersfield Line	Caldervale Line	Hallam Line
Golcar (A)	Armley (A)	Crigglestone
Golcar (B)	Armley (B)	Haigh
Horbury Bridge	Bowling Park / West Bowling	Holbeck
Ossett Parkway	Cornholme (A)	Methley (A)
Ravensthorpe	Cornholme (B)	Methley (B)
Thornhill Lees	Elland	Stourton
White Rose Centre	Greetland	Pontefract Line
Wakefield Line	Hipperholme (A)	Knottingley East
Crofton P&R	Hipperholme (B)	Airedale Line
East Ardsley (A)	Laisterdyke	Calverley P&R
East Ardsley (B)	Luddendenfoot	Crosshills (A)
Elland Road / Beeston	Norwood Green	Crosshills (B)
Hemsworth	Salterhebble	Manningham
Wrenthorpe	Dearne Valley Line	Lines North of York
York & Selby Line	Ackworth	York Business Park / former British Sugar Site (A)
East End Park	Ferrybridge	York Business Park / former British Sugar Site (B)
East Leeds Parkway	Monk Fryston	Haxby
Garforth / East Garforth	Harrogate Line	Strensall
Leeds (East) A	Arthington Parkway	Wharfedale Line
Leeds (East) B	Bilton	Esholt
Osmondthorpe (A)	Cookridge	Guiseley Silverdale
Osmondthorpe (B)	Flaxby Moor	Askern Branch Line
Seacroft Hospital	Horsforth Woodside	Womersley
Thorpe Park	Manse Farm	-

Summary Table of Study Conclusions and Rationale

Station site	Conclusion	Rationale
Crosshills Site B	Recommended for further study	The construction assessment has highlighted a potential issue with the nearby level crossing. The financial assessment has also highlighted that potential ticketing arrangements around the Metro ticketing boundary should be investigated further prior to more detailed business case work. This site has been recommended for further study, as it would appear that if the issues surrounding the level crossing can be resolved, the station would appear to have a promising case.
Elland	Recommended for further study	Elland has performed well throughout the assessment. The main uncertainties focus around the potential construction costs of the station due to its elevated location and the various possible alternatives of providing step-free access to the platforms. Further study is recommended once there is greater clarity around Northern Hub works on the Calder Valley and North TPE, in order to determine the best way to provide a 2tph service at this station.
Haxby	Recommended for further study	The 2013 New Stations Fund submission for Haxby presented a very strong case for the new station. It is recommended that this station should continue to be promoted in order to identify potential funding opportunities.
East Leeds Parkway	Recommended for further study (in conjunction with Thorpe Park)	Previous, detailed studies for East Leeds Parkway have presented a strong case for the new station. It is recommended that this station should continue to be promoted in order to identify potential funding opportunities considered as part of wider East of Leeds corridor study tied with planned electrification.
Thorpe Park	Recommended for further study (in conjunction with East Leeds Parkway)	The Stage 1 demand assessment identified that the case for a station at Thorpe Park is heavily dependent upon the full development and take-up of planned employment sites in the Thorpe Park development and the ability for the station to serve as a strategic park and ride site given its close proximity to the M1.
East Ardsley Site A	Not recommended for further development at this time *	The Stage 2 construction assessment has identified potential costly construction issues with this site due to its close proximity to an OHLE feeder station and the need to potentially relocate a signal— Site B would appear to offer a less complicated and potentially cheaper alternative.
East Ardsley Site B	Not recommended for further development at this time *	Forecast demand levels are insufficient to offset the high level of user disbenefits and revenue loss forecast due to longer journeys for through passengers. The operational assessment has also highlighted potential difficulties in providing a half-hourly service frequency at this location, due to the interaction between local and long-distance services on this route. It remains unlikely that planned housing development in the area could generate sufficient additional demand in the future.
Golcar Site A	Not recommended for further development at this time *	Potential construction and operational issues have been identified for this site. The financial assessment indicates that a station at this location would have potential, but is particularly sensitive to the allocation of MetroCard demand and revenue within the MOIRA model used to derive trip-rates.
Hipperholme	Not recommended for further development at this time *	This station is located on a busy stretch of route between Bradford and Halifax. Forecast demand levels are insufficient to offset the high level of user disbenefits and revenue loss forecast due to longer journeys for through passengers. The operational assessment has highlighted that additional rolling stock may be required to provide a minimum 2tph service frequency at Hipperholme, although the final timetable strategy adopted for Low Moor may enable Hipperholme stops to be included

Station site	Conclusion	Rationale
		within planned resources.
Laisterdyke	Not recommended for further development at this time *	This station is located on a busy stretch of route between Bradford and Leeds. Forecast demand levels are high but are unlikely to be high enough to offset the high level of user disbenefits and revenue loss forecast due to longer journeys for through passenger. The operational assessment has highlighted that additional rolling stock would be required to provide a minimum 2tph service frequency at Laisterdyke.
Manningham	Not recommended for further development at this time *	Potential construction and operational issues have been identified at this site – in particular the location of signal L3988, the nearby transition curve and the close proximity to Bradford Forster Square. The financial assessment indicates that a station at this location would have a relatively high negative impact on Bradford passengers, and potential user benefits per passenger are likely to be low due to the close proximity of both Bradford Forster Square and Frizinghall stations.
Thornhill Lees	Not recommended for further development at this time *	Subject to land availability to provide access to the platforms, the Stage 2 assessment has not identified any major concerns at this site. The primary weakness of this location is the limited service frequency that can be provided (1tph) and the relatively low revenue generation due to the low service frequency and anticipated domination of short-distance trips to Wakefield and Huddersfield.
Wrenthorpe	Not recommended for further development at this time *	Forecast demand levels are insufficient to offset the high level of user disbenefits and revenue loss forecast due to longer journeys for through passengers. The operational assessment has also highlighted potential difficulties in providing a half-hourly service frequency at this location, due to the interaction between local and long-distance services on this route. Access to the site is challenging, and constructing a station with limited highway access may not be feasible.

* Would be reviewed if circumstances change

New Stations Study Results Pyramid



Recommended for further business case development

**Elland
Haxby
Crosshills
East Leeds/Thorpe Park**

Strong potential but timetable issues & high disbenefit to existing users

East Ardsley
Golcar
Hipperholme
Horsforth Woodside
Norwood Green
Laisterdyke
Thornhill Lees
Manningham
Wrenthorpe

Forecast usage currently too low to justify more detailed study

Calverley
Cornholme
Crigglistone
Flaxby Moor
Haigh
Horbury Bridge

Significant construction or operational constraint

Knottingley East
Luddendenfoot
Manse Farm
Ravensthorpe expansion
York Business Park/
former British Sugar Site
Armley
Osmondthorpe
West Bowling
Bilton
Salterhebble
Seacroft Hospital

Significant constraint across multiple criteria

Ackworth
Arthington/
Pool-in-Wharfedale
Cookridge
Crofton
East End Park
Elland Road/Beeston
Esholt
Ferrybridge
Guisley Silverdale
Hemsworth
Holbeck
Leeds Marsh Lane
Methley
Monk Fryston
Ossett Parkway
Stourton
Strensall
White Rose Centre
Womersley

Originator: David Hoggarth
Director, Development



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ITEM 11

Report to: Transport Committee

Date: 16 January 2015

Subject: Leeds Station Southern Entrance Funding

CONFIDENTIAL AND COMMERCIALY SENSITIVE

1. EXCLUSION OF THE PRESS AND PUBLIC

- 1.1. This agenda item contains exempt information as defined in paragraph 3 of Schedule 12A to the Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).
- 1.2. The Authority may exclude the press and public from the meeting during the consideration of this item if it is satisfied that the public interest in being present is outweighed by the public interest in maintaining the exemption.
- 1.3. It is recommended that because disclosure of this item would prejudice the Authority's negotiations with Network Rail, or prejudice possible legal action between the Authority and Network Rail in relation to possible breaches of contract, the public interest would be better served by maintaining the exemption and, therefore, the press and public should be excluded from the meeting.

2. Purpose

- 2.1. To provide an update on the project and to seek funding approval for further expenditure required to complete the project. The report sets out that a further substantial funding contribution is being negotiated with Network Rail.

3. Project Update

- 3.1. Progress on the construction of Leeds Station Southern Entrance (LSSE) is now progressing well. The most challenging period of working within the River Aire is now complete and the main steel structure is under construction.
- 3.2. Following problems encountered by Network Rail and the contractor, Carillion, it is now estimated that the scheme costs will increase by up to £2.92 million and that the completion date is expected to be November 2015. Even at this increased cost the scheme remains good value for money with a Benefit Cost Ratio (BCR) of around 8:1.
- 3.3. There are several reasons for the delay and increased cost. The main issues have occurred with the work in the river bed. Site conditions were much worse than anticipated and substantially extended the time required to safely complete the piling works within the river. Network Rail has admitted that some of the delay has been due to errors by them and the main contractor, Carillion. The failings include lack of recognition and failure to report the impact of slow progress on site; lack of detail and errors within the programme; lack of clear defined roles and robust reporting within Carillion; lack of formal Network Rail presence on site and formal weekly meetings. These have compounded the difficult site conditions.
- 3.4. Another reason for the cost increase is the tight timescale for the Best and Final Funding Bid required by the Department for Transport in 2010. The subsequent full approval also had a tight and immovable deadline preventing further scheme development and detailed design to be carried out prior to submission. It has since transpired that Health and Safety Executive requirements have meant that more costly design solutions have been required than were originally budgeted within the Estimated Scheme Cost.
- 3.5. As a result of the construction delays, compensation costs (which are due as a result of the effect of the Transport and Works Order on 3rd party land) and WYCA project management costs will increase by an estimated £265,000 (included in the £2.92m above) for items such as temporary construction compounds and replacement car parks. WYCA is contractually obliged to meet the compensation costs, unless they arise as a result of default by Network Rail or Carillion.
- 3.6. There are a number of factors which mitigate the impact of the increased costs on WYCA and the risk of further increases:
 - Network Rail has a 'pain/gain' agreement with Carillion which means that any increase in costs which are not justifiable have to be incurred by Carillion and not passed on to WYCA. It is estimated that Carillion has already incurred over £600k 'pain' to date and from this point onwards will take 100% of every cost not justified under the contract variation process.
 - The former WYPTE negotiated a unique Risk Share Agreement with Network Rail within the construction contract. If actual scheme costs exceed the Estimated

Scheme Costs, the first £200,000 is met by WYCA, but the next £8.5m is shared 50/50 between the parties. Under the risk share agreement Network Rail is now providing additional funding to meet their share of the increase in costs.

- There is around £1m of further 'risk' now built into the revised cost estimate set out above. Given that the most difficult aspect of the work has now been completed this risk would be expected to reduce over time and therefore reduce the additional funding needed.
- 3.7. A further risk is that WYCA has a Grant Funding Agreement with DfT which allows WYCA to claim up to £12.4m in funding prior to 31 March 2015. The programme slippage to November may mean WYCA is unable to claim all of the DfT funding by the deadline. WYCA officers have met with DfT to discuss options such as early payment of the full grant, given the scheme is now well under construction and past the most risky phase of development. WYCA is also in discussion with Network Rail to review options to bring forward elements of expenditure, such as for the purchase of materials and equipment.
- 3.8. Out of the total anticipated increase in scheme cost of £2.92m, WYCA is contractually liable for an estimated £1.7m (the first £200k plus the £265k of compensation costs and project management costs then 50% of the remainder).
- 3.9. However, in view of the circumstances, WYCA has sought to negotiate an additional contribution from Network Rail (outside the contractual arrangements). Following discussions, Network Rail has agreed to seek to recover the costs of some of the more significant extra cost elements from their own risk fund (which all third party projects have to pay into). Network Rail have suggested that around £750k from this source could be forthcoming (although they are seeking more than this). The final outcome of this will not be known for several weeks, but if £750k is achieved this would reduce WYCA's further contribution to £1.3m.
- 3.10. WYCA is also exploring additional funding sources, including additional S106 contribution from Leeds City Council and Network Rail increasing their contribution further still. Options to make savings, such as providing car park spaces (from Leeds City Council or Network Rail) therefore reducing the payments of compensation liable under the TWAO, are being explored.

4. Financial Implications

- 4.1. The scheme cost is estimated to have increased by £2.92m, of which WYCA's share would be £1.7m.
- 4.2. The programme slippage may mean there is a risk that WYCA cannot claim the full Grant from DfT (see 3.7 above).
- 4.3. Negotiations are taking place to secure a substantial additional contribution from Network Rail. However, at this stage, it is proposed to make provision for a further £1.7m.
- 4.4. WYCA would contribute to the scheme funding gap through the currently unallocated Station Enhancements and Accessibility Improvements element of the Local Transport Plan Implementation Programme.

5. Legal Implications

- 5.1 The former WYITA approved the risk share arrangement with Network Rail as the only practicable means of implementing this project.
- 5.2 Network Rail could assert that WYCA is contractually liable for £1.7 million of the increase in costs, as set out para 2.8. Whilst there is clear evidence of fault on the part of Network Rail and Carillion, it will be more productive to negotiate increased contributions from Network Rail than to precipitate litigation and dispute with uncertain prospects and time delays.
- 5.3 The negotiations with Network Rail have focussed on their apparent failing to manage the project effectively. Network Rail have, in response, sought internal approval to increase their contribution, thereby reducing the call on WYCA funds.
- 5.4 The Transport Committee are therefore requested to approve additional expenditure of up to £1.7 million, whilst noting the ongoing negotiations to reduce this sum.

6. Staffing Implications

- 6.1. Additional project management costs associated with the longer programme are included in the revised scheme cost estimates.

7. Consultees

- 7.1. John Henkel (Acting Executive Director Transport), Angela Taylor (Director of Resources) and Nick Winney (Assistant Director Legal) have been consulted.

8. Recommendations

- 8.1. That the Transport Committee:
 - (i) Notes progress on the scheme and revised completion date.
 - (ii) Notes the further additional funding contribution being negotiated with Network Rail.
 - (iii) Approves the additional funding of £1.7m as set out in 4.1 above from the LTP Capital programme.

9. Background Documents

- 9.1. ITA Executive meeting 27 September 2013.