

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 27 FEBRUARY 2015
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS

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
16 JANUARY 2015
(pages 7-14)**

Copy attached.

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

- | | | |
|-----|------------------------------|------------------|
| (a) | Leeds – 12 January 2015 | (pages 15 to 20) |
| (b) | Kirklees – 14 January 2015 | (pages 21 to 27) |
| (c) | Calderdale – 20 January 2015 | (pages 28 to 33) |
| (d) | Wakefield – 22 January 2015 | (pages 34 to 38) |
| (e) | Bradford – 23 January 2015 | (pages 39 to 44) |

Copies attached.

6. TRANSPORT UPDATE
(pages 45 to 51)

To consider the attached report.

7. WEST YORKSHIRE PLUS TRANSPORT FUND
(pages 52 to 64)

To consider the attached report.

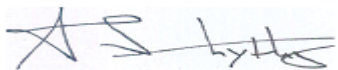
8. LOCAL TRANSPORT PLAN APPROVALS
(pages 65 to 76)

To consider the attached report.

9. FUNDING BIDS UPDATE
(pages 77 to 81)

To consider the attached report.

Signed:

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

Head of Paid Service WYCA

<p>WEST YORKSHIRE COMBINED AUTHORITY</p> <p>DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS</p>	
<p>NAME OF MEMBER:</p>	
<p>COMMITTEE: TRANSPORT COMMITTEE</p>	
<p>DATE: 27 FEBRUARY 2015</p>	
<p>AGENDA ITEM NO</p>	<p>NATURE OF INTEREST</p>

Signed

In accordance with Part 4 (paragraph 19) of the WYCA Members’ Code of Conduct, you should complete this form 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 Monitoring Officer **before** leaving the meeting.

Declarations of Disclosable Pecuniary Interests

If you are present at a meeting of the Authority, and you are aware that you have a disclosable pecuniary interest in a matter to be considered, or being considered, at the meeting:

- (a) Unless you have a relevant dispensation you may not:-
 - participate, or participate further, in any discussion of the matter at the meeting; or
 - participate in any vote, or further vote, taken on the matter at the meeting.

- (b) If the interest is not entered in the Authority’s register, you must disclose the interest to the meeting (unless the interest is a sensitive interest). If the interest is not the subject of a pending notification, you must notify the Monitoring Officer of the interest before the end of 28 days beginning with the date of the disclosure.

Disclosing Significant Interests

In accordance with Part 4 (paragraph 20) of the WYCA Members' Code of Conduct, if you are present at a meeting of the Authority and you are aware that you have any significant interest (other than a disclosable pecuniary interest) in a matter to be considered, or being considered, at the meeting, you:

- may disclose the interest to the meeting; and
- must consider whether to continue participating in the matter.

If you are unsure of the correct course of action to take, you should seek advice from the Monitoring Officer prior to the meeting.

Subject	Description of Pecuniary Interests
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 Authority) made or provided within the relevant period¹ in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.</p> <p>This includes any payment or financial benefit from a trade union.²</p>
Contracts	<p>Any contract which is made between you or a relevant person³ (or a body in which you or a relevant person has a beneficial interest⁴) 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 ⁵ 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 your knowledge)—</p> <p>(a) the landlord is the Authority; and</p> <p>(b) the tenant is a body in which you or the relevant person⁶ have a beneficial interest⁷.</p>
Securities	<p>Any beneficial interest in securities⁸ of a body where—</p> <p>(a) that body (to your knowledge) has a place of business or land in the area of the Authority; and</p> <p>(b) either—</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(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.</p>

¹ The relevant period means the period of 12 months ending with the day on which you notify the Monitoring Officer under paragraph 16a) and paragraph 19b) of the Code.

² Within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

³ As defined in paragraph 15b) of the Code.

⁴ “body in which the relevant person has a beneficial interest” means:

- a firm in which you or a relevant person is a partner or
- a body corporate of which you or a relevant person is a director, or in the securities of which you or a relevant person has a beneficial interest. “Director” includes a member of the committee of management of an industrial and provident society; “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

⁵ Land excludes an easement, servitude, interest or right in or over land which does not carry with it a right for the relevant person (alone or jointly with another) to occupy the land or to receive income.

⁶ See footnote 18.

⁷ See footnote 19.

⁸ “Securities” as defined in footnote 19.

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

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

Compilation of Agenda by:	Sarah Naylor
Telephone No:	Leeds (0113) 251 7220
Date:	19 February 2015

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 16 JANUARY 2015 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor J Lewis (Chair)

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

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

66. Apologies for Absence

Apologies for absence were received from Councillors A Carter, B Collins, A Hussain
and P Caffrey (Calderdale).

67. Declarations of Disclosable Pecuniary Interests

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

68. Minutes of the Meeting of the Transport Committee held on 5 December 2014

Resolved: That the minutes of the Transport Committee held on 5 December 2014
be approved and signed by the Chair.

69. Transport Update

The Committee considered a report giving an update on the newly established
Transport for the North programme, Rail North and HS2.

Transport for the North

It was reported that following the publication of Sir David Higgins' report
'Rebalancing Britain', the Government had given their full support and would be
working closely with Transport for the North (TfN) towards developing a high level
transport strategy for the North, including options, costs and a delivery timetable for
a 'HS3' TransNorth east west railway. Members were advised of the TfN work
programme and workstreams which were progressing with a view to producing an
interim report in March 2015.

Rail North

It was reported that in the Chancellor's Autumn Statement the Government had announced a number of commitments for improving rail services in the North as part of the Northern Powerhouse, including:

- (i) Replacing pacer train units with new rolling stock.
- (ii) 20% increase in capacity to reduce overcrowding.
- (iii) Provide additional services across the network.
- (iv) Substantial upgrades of station facilities across the network.

Whilst recognising the commitments would be subject to the development of a business case, members commented that the statements represented a major step forward and demonstrated the influence of the 30 local transport authorities working together through Rail North.

It was also reported that the final specifications for the Northern and TransPennine rail franchises were now expected in February 2015 which would allow time for the Government's commitments to be fully articulated and developed, particularly regarding rolling stock requirements.

HS2 Station

It was reported that work was progressing to re-examine the relocation of the proposed HS2 station for Leeds. The work which was being undertaken jointly between the WYCA, Leeds City Council, HS2, Department for Transport and Network Rail would be considering future demand forecasts for the existing station, the impact of HS3 and how to ensure strong connectivity across the City Region rail network.

It was commented that an interim report would be published in March 2015 with the final report expected in late 2015.

Resolved: That the report be noted.

70. Transport Fund Dashboard

The Committee considered a report and dashboard setting out the progress of each of the substantive schemes in the West Yorkshire Plus Transport Fund (WY+TF).

The dashboard setting out the schemes was attached at Appendix 1 of the submitted report. Members were advised that whilst the dashboard was being developed by the Transport Portfolio Advisory Group, regular updates would be brought to future meetings of the Committee.

Resolved:

- (a) That the Transport Fund dashboard be noted.
- (b) That progress updates be brought to the Transport Committee.

71. Bidding Opportunities

The Committee considered a report in respect of a number of bidding opportunities.

It was noted that the four competitive funding bids all had very short timescales and that in order to meet them it would be necessary to seek delegated approval of the final bids prior to them being submitted.

Ultra Low Emission Vehicle Fund

It was reported that the Government's Office for Low Emissions (OLEV) had published guidance for a new Go Ultra Low (GUL) City Scheme Fund (£35m) and preliminary guidance for a Low Emission Bus Scheme (£30m) and Low Emission Taxi Scheme (£20m).

Members were advised that following the Registration of Interest for the GUL City Scheme bid by the Combined Authority, a second screening phase bid was required by February 2015 and, if shortlisted, a final bid by 31 August 2015. It was noted that the bids for Low Emission Bus and Taxi strands had a longer lead in period, with initial bids being required by September 2015.

Cycle Delivery Plan

It was reported that the Transport Committee had approved the submission of an Expression of Interest to enter into a partnership with the DfT for their Cycle Delivery Plan which aimed to double cycling activity and to increase the number of children walking to school.

It was reported that the Government had issued guidance on 31 December 2014 for the allocation of an additional £114m of new funding for Cycle City Ambition Grant (CCAG) areas to expand their network of ambitious cycle facilities. Work was underway to identify a City Connect 2 scheme and associated match funding and that option would be reported to a future meeting of the Committee.

Highways Maintenance Challenge Fund

It was reported that the DfT had issued guidance to enable local highways authorities in England to bid for major maintenance projects.

The DfT had invited all highways authorities to submit up to one bid (£5m-£20m) and a large bid (greater than £20m) with a minimum local contribution of 10%. A draft was required by the deadline date of 20 February 2015.

Total Transport Pilot Fund

It was reported that the DfT had issued guidance which enabled Combined Authorities, ITAs, County Councils and Unitary Authorities to pilot a cross sector approach for the integration of transport services that were currently commissioned by different agencies such as local bus service support and home to school transport. Members were informed that the Fund applied to rural/ rural outer areas and would provide funding for 2015/16. A submission was required by the deadline date of 11 February 2015.

Resolved:

- (a) That the Expressions of Interest for the Ultra Low Emission Vehicle Fund and the Cycle Deliver Plan be noted.
- (b) That approval for the submission of the following bids be delegated to the Chair of the Transport Committee and the Acting Director of Transport:
 - (i) Highway Maintenance Challenge Fund
 - (ii) Total Transport Pilot Fund
- (c) That copies of the bids for the Highways Maintenance Challenge Fund and Total Transport Pilot Fund be sent to members of the Transport Committee upon request.

72. Business Plan – Transport Capital Programme & Revenue Budget 2015/16

The Committee considered a report on the transport components of the draft 2015/15 Business Plan, Capital Programme and Revenue Budget.

Transport Component of the Draft Business Plan

Referring to minute 51 of the meeting held on 31 October 2014, it was reported that further work had been undertaken to develop priorities for the transport component of the WYCA Business Plan 2014/15. Those priorities included the alignment with the Strategic Economic Plan, further work to integrate the WYCA's economic and transport activities and activities to be undertaken as a result of successful funding bids.

The proposed transport components of the WYCA Business Plan (Appendix 1) were reflected in the draft Capital Programme (Appendix 2) and Revenue Budget (Appendix 3) which were attached to the submitted report.

Draft Capital Programme

It was reported that at the meeting held on 31 October 2014, the revised Local Transport Plan Implementation Plan 2 (IP2) Integrated Transport Block programme was approved. Since that time, a number of changes had been identified which needed to be reflected in the outline Capital Programme 2015/16 which were due to be considered by the Combined Authority on 29 January 2015. The revised Capital Programme including projects funded through the West Yorkshire Plus Transport Fund and other sources was set out in Appendix 2 of the submitted report.

Members' approval was also being sought for expenditure of £221,550 of DfT funding secured through the Clean Vehicle Technology Fund to equip a further 23 Euro 4 MyBus vehicles and undertake associated refurbishment and re-livery.

Draft Revenue Budget

It was reported that the proposed budget which would be considered by the WYCA on 29 January 2015 allowed for the continuation of current activities and was 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 the Authority's reserves. Members were advised that the WYCA's Budget Working Group would be overseeing work to identify efficiencies, reductions in service levels or other ways of delivering services that would enable a balanced budget to be delivered in 2016/17 that did not require the use of reserves.

A draft Revenue Budget was attached at Appendix 3 of the submitted report.

Resolved:

- (a) That the transport component of the draft 2015/16 Business Plan be endorsed.
- (b) That the proposed Capital Programme 2015/16 be endorsed.
- (c) That the proposed Revenue Budget 2015/16 be endorsed.
- (d) That the 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 remaining refurbishment and re-livery be approved.

73. Single Transport Plan

The Committee considered a report on the emerging core principles that were proposed to form the basis of a Single Transport Plan for West Yorkshire.

It was reported that as a result of the workshops held with Transport Committee members and transport portfolio holders, the following 5 core principles of the Plan had been identified:

1. **One system, HS2/HS3 ready** – a core ambition being a ‘metro-style’ public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region.
2. **Place making** – interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work
3. **Smart futures** – using technology for enhanced customer relationships and retail opportunities and for efficient management of the transport network(s)
4. **Effective use of resources** – pooling resources between services and sectors to address financial constraints and deliver shared objectives
5. **Effective asset management** – to adequately maintain all of our transport system: roads, bridges, street lights, public transport stations and shelters, footways and cycle routes.

A working draft of the Plan was attached at Appendix A to the submitted report.

Members were asked to provide further input and their agreement was sought to develop the Plan on the basis of the core principles with a view to carrying out a consultation exercise with the public and stakeholders.

Resolved: That subject to the comments made by the Committee with regard to:

- (i) Freight
- (ii) Leeds/Bradford Airport
- (iii) Place making

the Single Transport Plan be referred to WYCA for approval with a view to carry out consultation with the public and stakeholders on the core principles.

74. New Stations Study

The Committee considered a report on the outcome of the New Rail Stations Study.

It was reported that Metro had undertaken an initial feasibility review in 2009 that considered the viability of over 30 new railway station sites across North and West Yorkshire. That study included high-level demand forecasts and a review of each site location in terms of access and potential physical constraints.

Members were informed that the new study, utilising updated data and patronage growth, had sought to identify locations across the Leeds City Region that were likely to have the best business cases for implementing new stations in the next 5-10 years.

It was also explained that it was an emerging piece of work that would need updating in the future and that locations not recommended at this stage for further development might be able to be brought forward as circumstances changed.

The Committee discussed concerns regarding Network Rail's ability to deliver schemes on time and to budget and suggested that a meeting be arranged with them and selected members of the Transport Committee.

Resolved:

- (a) That the station programme be kept under review as circumstances changed.
- (b) That the ongoing development and feasibility work for East Leeds Parkway (Leeds) be continued.
- (c) That a detailed work programme be developed with Calderdale Council including timetable feasibility and outline business case work for Elland (Calderdale) and an element of non-abortive early stage 'GRIP' feasibility design work. A further report seeking funding approval to carry out this work is to be brought to a future meeting.
- (d) That the Committee supported development work to be carried out for Haxby (York), at a suitable point in the re-franchising process to be led by York Council.
- (e) That the potential strong business case for Crosshills (Craven) station site, to be led by North Yorkshire County Council, be noted.
- (f) That the strategic planning and financial implications of progressing the proposed new stations work be further considered at future meetings.
- (g) That Network Rail be invited to discuss their project implementation arrangements with the Combined Authority.

75. Exclusion of the Press and Public

The Transport Committee considered a recommendation to exclude the press and public from Agenda Item 11, which contained exempt information defined in Paragraph 3 of Schedule 12A Local Government Act 1972.

RESOLVED: It was agreed 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 were excluded from the meeting.

76. Leeds Station Southern Entrance Funding

The Committee considered a report which provided an update on the Leeds Station Southern Entrance scheme.

Resolved: That the recommendations outlined in the submitted report be approved.

**MINUTES OF THE MEETING OF THE
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY 12 JANUARY 2015 IN WELLINGTON HOUSE, LEEDS**

PRESENT: Councillor M Lyons (Chair)

**WYCA TRANSPORT
COMMITTEE**

J Lewis
E Taylor

LEEDS CC

C Campbell
B Urry

Also in attendance:-

A Wood
S Ottley
B Dorr
P Myers
S Ford
S Cunningham
M Hay
G Owen

PUBLIC REPRESENTATIVES

David Brady
Paul Chadwick
David Hope
Keith Huggins
Catherine Keighley
Hazel Lee
Alan Oldroyd

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

19. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representative Brian Cooper.

20. MINUTES

RESOLVED – That the minutes of the meeting held on 6 October 2014 be noted.

21. QUESTION AND ANSWER SESSION

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

Penalty Fares on Rail

Mr Smith commented on a recent article in the press in respect of penalty fares. Northern's representative, Mr Myers was unable to comment on the specific incident which had been reported in the media as this was the subject of legal proceedings. He did however explain that if passengers had not purchased a ticket at stations where there were facilities, they were not allowed to buy one on leaving the station and were issued with a Failure to Pay notice instructing them to pay the fare. If the fare was not paid within the specified time, Northern would then contact them again and charge a £30 handling fee. Failure to pay this would then result in legal proceedings.

SchoolCards

Councillor Taylor asked for clarification regarding the procedure for the replacement of lost SchoolCards or half fare passes. It was reported that these passes were now issued on smartcards and were issued by the supplier and not at Travel Centres. Requests for replacement cards would be processed by them and this could take up to 5 working days.

Leeds Urban Ticket

Members expressed concern that Arriva's Leeds Urban Ticket did not cover the Rothwell, Swillington and Kippax areas. Arriva's representative, Mr Wood, advised the Committee that options for extending the ticket were being explored and would advise WYCA if any changes to the zone are proposed.

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

22. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 6 October 2014 and to report the action taken.

Members had previously highlighted areas where problems were being experienced in respect of the real time information system and the Committee were provided with an update. They had also been consulted on the bus of the future and the MCard of the future and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

23. INFORMATION REPORT

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

Boxing Day Services

It was noted that on Boxing Day a similar pattern of service as operated in 2013 had been adopted. This had provided a link to the major towns and cities into Leeds and Huddersfield and enabled access to the White Rose Centre, Birstall Shopping Park and the major hospitals in Leeds, Dewsbury and Huddersfield as well as trialling an additional service between Leeds and Wetherby.

Final patronage figures were awaited but early indications were that they had increased from previous years and the new service between Leeds and Wetherby had been reasonably well used.

Clarence Dock

The Committee was advised that a new high frequency bus service would be introduced from April between Leeds Dock and the Rail Station. The service would be funded through developer contributions and would have a 50p flat fare.

Service 757

It was reported that from 8 March 2015, Yorkshire Tiger were making changes to Service 757 to provide a 24/7 operation between Leeds and Leeds Bradford Airport.

NGT

It was reported that following the conclusion of the NGT Public Inquiry, the Inspector would prepare a report for the Secretary of State for Transport and the Secretary of State for Communities and Local Government. It was expected that this would be completed by May 2015 and a decision announced by the end of 2015.

Members expressed their frustration with the slow progress but welcomed the commitment for devolution and the local decision making powers this would bring.

Leeds Station

It was noted that as part of the Leeds Station Masterplan, it was hoped to implement some “quick win” schemes by April 2016 to increase pedestrian space on New Station Street and reduce congestion on Princes Square.

The main scheme to remodel the station concourse areas had been put on hold subject to decisions being made on the HS2 station.

Members discussed the problem with train movements in and out of the station because of track congestion and requested further information regarding proposed improvements to a future meeting.

Kirkstall Forge

It was reported that work had commenced on site and the new station was due to open in Autumn 2015.

Customer Information Screens at Rail Stations

The Committee was updated on the programme of installation of customer information screens across 14 stations in West Yorkshire which included Burley Park, Cottingley, Headingley and Morley in the Leeds district.

Leeds Visitor Centre

It was previously reported that the Leeds Visitor Centre was to be relocated and members were advised that options to continue retailing MCards and providing timetables at the railway station were being explored.

One North/Transport for the North

The Committee noted the work being carried out by the One North partnership which was outlined in the submitted report. WYCA was working closely with other authorities in the North, Department for Transport and the national transport agencies including Network Rail, HS2 Ltd and Highway Agency to create a Transport for the North (TfN) Partnership Board.

Electrification Taskforce (ETF)

It was noted that the ETF had been established to develop a list of priorities for rail lines in the North which should be electrified. Their assessment of the existing railway had now been concluded and the ETF was due to report back to Government in February 2015.

Rail North

The Committee was updated on the work being undertaken to formally constitute Rail North as a legal body. It was intended that Rail North and the Rail North/DfT partnership be fully established by Autumn 2015 when the winning bidders for the Northern and TransPennine franchises were announced.

Rail Franchise Renewal

Members noted the shortlisted bidders for the Northern and TransPennine franchises. An Invitation to Tender (ITT) would be issued setting out the specification for both franchises and it was hoped that the specification would provide improved levels of service, smart ticketing and rolling stock improvements.

East Coast Franchise

It was reported that InterCity Rail (Stagecoach/Virgin) had been awarded the East Coast franchise and the proposed enhancements it would bring to the region were outlined in the submitted report.

Autumn Statement

Members were advised that a number of proposed investments planned for the Leeds City Region area had been announced as part of the Chancellor's Autumn Statement in December 2014 and details were outlined in the submitted report.

RESOLVED - That the report be noted.

- 24. CONSULTATION ITEMS:**
(a) Results of the Annual Market Research Tracker Survey
(b) Ticketing Scheme

Market Research Tracker Survey

It was noted that since 2003, annual surveys had been undertaken of 1500 residents across West Yorkshire which asked questions on perceptions in respect of:

- Information Provision
- Bus and Rail Services and Stations
- Bus Stops and Shelters

The survey had also asked for feedback on assets such as highways street lighting, cycle paths and pavements, cycle parking, congestion, affordability of driving and public transport.

Members were given a presentation which provided a brief overview and highlighted the initial findings of the most recent survey and the following comments were made:

- Some members found it confusing that non-users statistics were included. They were advised that this helped identify the reasons why people choose not to use a specific mode of transport.
- It was considered that the information collected stated the obvious and there was no point doing a survey unless something was going to be done about things. Members were advised that by asking these questions each year, trends in attitudes could be tracked which would inform decisions about where services could be improved.

Ticketing Scheme

Members were given a presentation on progress in respect of the WYCA ticketing scheme.

It was noted that multi operator tickets, with the exception of day tickets, were now only available on smart media and work was progressing to base operator payments on smart data from April 2015.

Details of the further developments were outlined and these included pay as you go, capping, auto top-up, purchase via mobile phones and home computers and blocking lost or stolen cards.

To date, bus operators' participation in the MCard/MetroCard scheme has been voluntary. Given the investment in smart technologies, WYCA is proposing to establish a formal ticketing scheme under the Transport Act 2000. The Transport Act 2000 powers enable a Local Transport Authority to mandate participation in a ticketing scheme, it does not however give powers to set prices. Members' views and comments were sought.

It was noted that the rail station gates were now compatible with the ITSO smart cards but trains did not have equipment to read them. Members were advised that as a short term measure, Northern Rail staff can now check cards using a phone app. Discussions were still ongoing with the rail operators with a view to a further roll out of smart ticketing products on rail services. Members also suggested the development of payment using contactless debit cards.

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

RESOLVED – That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON WEDNESDAY 14 JANUARY 2015 AT THE TOWN HALL,
HUDDERSFIELD**

PRESENT: John Appleyard (Chair)

**WYCA TRANSPORT
COMMITTEE**

E Firth
A Pinnock
L Smaje

PUBLIC REPRESENTATIVES

Mark Denton
David Hargreaves
Chris Jones

William Kirby
Keith Parry
Chris Taylor

KIRKLEES MC

N Mather

Also in attendance:-

J Dixon	-	Arriva Yorkshire
G Birmingham	-	First
C Brushwood	-	First
M Knott	-	Yorkshire Tiger
S Cunningham	-	First TransPennine
J Penman	-	First TransPennine
P Myers	-	Northern
J Waddington	-	Kirklees Highways Department

19. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors G Lowe and C Preest and public representative Brian Kenyon.

19. MINUTES

RESOLVED – That the minutes of the meeting held on 8 October 2014 be noted.

20. QUESTION AND ANSWER SESSION

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

Penalty Fares on Rail

The Committee commented on recent press articles where passengers were being unfairly treated and, in some cases, fined for travelling without a ticket due to inadequate payment facilities at some rail stations across West Yorkshire.

They particularly highlighted that passengers were being unjustly penalised and that the very real problem of fare dodgers was not being tackled.

Mr Myers of Northern commented that whilst he was unable to comment on specific cases, he did explain that additional steps had been deployed at a number of stations in an attempt to resolve the situation and to encourage passengers to buy their tickets before getting on the train, particularly at peak times when it was extremely difficult to purchase tickets on the train.

Pacer Units on the Northern Network

The Committee referred to comments made by the Secretary of State for Transport on his refusal to give an indication when the outdated and unpopular Pacer units would be removed from the Northern network. The Committee also commented that whilst welcoming the investment on the rail network they expressed concern that the DfT had ordered new trains for train services in London and the South East whilst expecting passengers in the North to travel on old, reconditioned rolling stock.

Disruption to Bus Services Due to Bad Weather

The Committee commented on the service information provided by the operators during the recent spate of bad weather over 26/27 December 2014. Whilst complimenting First and Yorkshire Tiger on the level of regular updates to service information, the Committee expressed their disappointment at the lack of information offered by Arriva over the same period. Members indicated that they would be taking up their individual concerns with Arriva.

Bus Strategy

In response to a question raised by David Hargreaves, an update was given by Councillor Firth with regard to the WYCA's bus strategy. It was explained that WYCA had given the go ahead to progress the development of a Bus Quality Contract Scheme whilst at the same time would consider an enhanced partnership offer which would achieve the WYCA's ambitions for improving local bus services. Members were also advised that Nexus had already approved its submission to the Quality Contract Scheme Board which would be considered in Spring 2015.

21. MEMBER FEEDBACK

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

At the last meeting members were consulted on the bus of the future and the MCard of the future and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

22. INFORMATION REPORT

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

Boxing Day Services

Members were advised that on Boxing Day a similar pattern of service as operated in 2013 had been adopted. This had provided a link to the major towns and cities into Leeds and Huddersfield and enabled access to the White Rose Centre, Birstall Shopping Park and the major hospitals in Leeds, Dewsbury and Huddersfield as well as trialling an additional service between Leeds and Wetherby.

Final patronage figures were awaited but early indications were that they had increased from previous years and the new service between Leeds and Wetherby had been reasonably well used.

Service Changes

It was reported that Steel Group Investments had made a number of changes to their North Kirklees services which took place on 6 December 2014 at short notice. Councillor Pinnock questioned whether these were in accordance with legislation. He particularly commented on the uncertainty and disruption for passengers and the timescale/cost implications for producing timetables.

In response it was commented that SGI was a section 22 operator and only had to give 28 days' notice to the Traffic Commissioner instead of the 56 days' notice required of "O" licence holders.

FreeTownBus Update

The Committee was given an update on the position with regard to the future funding of the FreeTownBus services in Dewsbury and Huddersfield.

Members reiterated their overwhelming support for continuation of the services which, in their opinion, was essential particularly for the elderly and disabled people.

In recognising funding constraints which had been placed on local authorities, they suggested that in order to maintain the services the hours of operation/frequency would need to be reviewed at certain times and possibly make alterations to various parts of the route(s).

In this respect they made specific reference to the waterfront part of the route. It was suggested that surveys be undertaken with a view to bringing the usage figures back to the next meeting.

Mid Yorkshire Hospital Bus Service 113

Referring to the minute of the meeting held on 8 October 2014, members were informed that passenger numbers were continuing to grow and now averaging 500 trips per week. It was reported that a survey was being undertaken to ascertain from customers how the service could be developed. Members also requested an additional stop on Pontefract Southgate and reiterated the need for a stop at the bottom of Halifax Road, Dewsbury.

Services 435 and 436

It was reported that a survey had been carried out on the above services which were due for review in Summer 2015. Over 200 responses had been received and were now being analysed with a view to considering options to change the service in the future.

Heckmondwike Bus Hub

It was reported that the Heckmondwike Bus Hub was due to be completed by March 2015. The Committee was advised that works included a four stand facility with new illuminated bus shelters, real time displays and the provision of signalled traffic light priorities to assist buses accessing/exiting the site.

Huddersfield Station Gateway

Reference was made to the Huddersfield Station Gateway scheme which was aimed at making improvements for rail customers accessing the station from the North West of the town. Current options being explored included the incorporation of a station car park into the St George's development alongside the new subway entrance to the station from the development. An initial study was planned to establish car parking demand which was due to be completed by February 2015.

Huddersfield Station Gates

It was reported that as a result of funding provided by the WYCA and the DfT, contracts were now in place to deliver the smart ticketing upgrade to the Huddersfield Station gates. It was envisaged that the gates would be fully operational by mid-April 2015.

Smartcard Update

It was reported that around one million bus and train journeys were being made each week using smartcards. Over 30,000 Scholar's PhotoCards had been issued and a multi journey product had been introduced for the Elland Road park and ride service.

Customer Information Screens at Rail Stations

The Committee was updated on the programme of installation of customer information screens across 14 stations in West Yorkshire which included Batley, Denby Dale, Honley, Marsden, Mirfield, Shepley and Slaithwaite in the Kirklees district.

HS2

Members noted the key points in respect of the announcement made by Sir David Higgins, Chairman of HS2. It was reported that WYCA was working closely with HS2, Network Rail, Leeds City Council and the Department for Transport on developing the proposition for the future Leeds station(s). WYCA was also leading on the development of an HS2 'connectivity package' which aimed to identify a high level vision for the Leeds City Region, intervention programme and the economic impact of addressing the connectivity gaps.

One North/Transport for the North

The Committee noted the work being carried out by the One North partnership which was outlined in the submitted report. WYCA was working closely with other authorities in the North, Department for Transport and the national transport agencies including Network Rail, HS2 Ltd and Highway Agency to create a Transport for the North (TfN) Partnership Board.

Rail North

The Committee was updated on the work being undertaken to formally constitute Rail North as a legal body. It was intended that Rail North and the Rail North/DfT partnership be fully established by Autumn 2015 when the winning bidders for the Northern and TransPennine franchises were announced.

Rail Franchise Renewal

Members noted the shortlisted bidders for the Northern and TransPennine franchises. An Invitation to Tender (ITT) would be issued setting out the specification for both franchises and it was hoped that the specification would provide improved levels of service, smart ticketing and rolling stock improvements.

Autumn Statement

Members were advised that a number of proposed investments planned for the Leeds City Region area had been announced as part of the Chancellor's Autumn Statement in December 2014 and details were outlined in the submitted report.

RESOLVED - That the report be noted.

23. CONSULTATION ITEMS:

(a) Results of the Annual Market Research Tracker Survey

(b) Ticketing Scheme

Market Research Tracker Survey

It was noted that since 2003, annual surveys had been undertaken of 1500 residents across West Yorkshire which asked questions on perceptions in respect of:

- Information Provision
- Bus and Rail Services and Stations
- Bus Stops and Shelters

The survey had also asked for feedback on assets such as highways street lighting, cycle paths and pavements, cycle parking, congestion, affordability of driving and public transport.

Members were given a presentation which provided a brief overview and highlighted the initial findings of the most recent survey and the following comments were made:

- Still requirement for not only electronic but also hard copy/paper timetables
- Need for audio announcements on buses and trains

Ticketing Scheme

Members were given a presentation on progress in respect of the WYCA ticketing scheme.

It was noted that multi operator tickets, with the exception of day tickets, were now only available on smart media and work was progressing to base operator payments on smart data from April 2015.

Details of the further developments were outlined and these included pay as you go, capping, auto top-up, purchase via mobile phones and home computers and blocking lost or stolen cards.

To date, bus operators' participation in the MCard/MetroCard scheme has been voluntary. Given the investment in smart technologies, WYCA is proposing to establish a formal ticketing scheme under the Transport Act 2000. The Transport Act 2000 powers enable a Local Transport Authority to mandate participation in a ticketing scheme, it does not however give powers to set prices. Members made the following comments:

- Try to be innovative with different types of tickets to attract more passengers, particularly young people and non-users.
- Provide cross-boundary ticketing.
- A single ticket for use on all buses in West Yorkshire.
- The necessity for a ticket for rail travel at peak times.
- More joint working with other local transport authorities/district councils to reduce costs.

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

RESOLVED – That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY 20 JANUARY 2015 AT THE TOWN HALL, HALIFAX**

PRESENT: Councillor B Collins (Chair)

**WYCA TRANSPORT
COMMITTEE**

D Kirton

PUBLIC REPRESENTATIVES

Myra James
Peter Melling
John Myddelton

John Sheppard
John Sykes

CALDERDALE MC

D Foster

Also in attendance:-

P Calcott	-	First
P Myers	-	Northern Rail

19. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Jenny Lynn, public representatives Peter Stocks and John Whiteley and Neil Walsh (T J Walsh).

The Committee was advised that John Whiteley had been involved in a cycling accident and members asked that their best wishes be sent to him for a speedy recovery.

20. MINUTES

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

21. QUESTION AND ANSWER SESSION

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

MyBus Services

Further to the concerns raised at the previous meeting in respect of the operation and patronage levels of school transport, Mr Myddleton asked whether it was necessary to operate the MyBus service in the upper Calder Valley as well as a commercial service. In response members were advised that the bus was required for capacity and routing issues as part of the current network for services in the area. However consideration was now being given to schools services for the next academic year and the proposals would be published as part of a consultation exercise in the Spring.

Northern Rail's New Fare Policies

It was reported that in order to address anomalies in respect of rail fares between Calder Valley stations and Huddersfield, Northern had amended their pricing structure which had reduced the rail fares on this route.

Ticket Vending Machines

Following a request for clarification, members were advised that it was not possible to purchase the advance cheaper rail tickets from ticket vending machines.

Forthcoming Road Works

Councillor Foster advised the Committee that road works were due to commence in the Foundry Street/Quarry Hill area in early February. This would have an impact on roads surrounding a nearby school and would lead to severe traffic delays. It was noted that this was a Calderdale Council's highways matter but WYCA would bring this to the bus operators' attention.

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

22. MEMBER FEEDBACK

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

At the last meeting members were consulted on the bus of the future and the MCard of the future and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

23. INFORMATION REPORT

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

Calderdale Network Review

It was reported that from the end of January 2015, major changes were being made to Calderdale supported services as a result of the Calderdale Network Review. The main impact would be a reduction in evening services in some rural areas but generally daytime frequencies would be retained. It was reported that tenders would now be awarded for a term of 5 years and this was welcomed by members as it would provide network stability. Members were advised that Service 500 between Keighley, Hebden Bridge and Oxenhope also had a new contract for 5 years with Keighley & District Travel who would introduce hybrid vehicles with Wi-Fi on the route. It was noted that there were no plans at the present time to fit vehicles with next stop on-bus announcements or safety features to alert drivers of nearby cyclists.

The Committee congratulated WYCA on the successful outcome of the review and welcomed the partnership working between WYCA, Calderdale Council and consultation with the public.

Full details of all the service changes were available on the Metro website and timetables were currently being delivered to bus stations and Travel Centres.

Boxing Day Services

Members were advised that on Boxing Day a similar pattern of service as operated in 2013 had been adopted. This had provided a link to the major towns and cities into Leeds and Huddersfield and enabled access to the White Rose Centre, Birstall Shopping Park and the major hospitals in Leeds, Dewsbury and Huddersfield as well as trialling an additional service between Leeds and Wetherby.

Final patronage figures were awaited but early indications were that they had increased from previous years and the new service between Leeds and Wetherby had been reasonably well used. Members asked whether there were any plans to provide services in Calderdale as there had been no public transport in the district for 2 days over Christmas. They were advised of the current consultation asking for comments/suggestions regarding Boxing Day services which was on the website or by filling in forms which were available in Travel Centres.

Calder Valley Line

Councillor Kirton advised the Committee that sadly there had been 3 fatalities on the Calder Valley line in recent months. He had contacted Network Rail requesting a site visit/meeting to consider whether there were any measures which would be taken to improve the safety on the line. Members supported this action and Northern Rail's representative, Pete Myers, would also look into whether any actions could be taken.

Members noted the update in respect of the design development of the Calder Valley Line which was outlined in the submitted report. It was noted that Network Rail would support the WYCA's proposal to incorporate the design and delivery of Milner Royd Junction into their resignalling scheme which would be included in Phase 2 of the work.

Councillor Collins advised the Committee that the Transport Committee had considered the outcome of the New Rail Stations Study at their recent meeting. They had recommended that further business case development be undertaken for proposed new rail stations and Elland had been included on the list for further study. WYCA would now liaise with Calderdale Council to develop a detailed work programme. Members welcomed the encouraging news but were disappointed that Hipperholme had not been included in the list, particularly in view of the fact that there were potentially 500 new homes planned for the area. They considered that a station at Hipperholme would be very well used and would also have a positive effect on relieving traffic congestion at Hipperholme junction.

Todmorden Curve

The Committee welcomed the confirmation that the Todmorden Curve would be reopened in May 2015.

Autumn Statement

Members were advised that a number of proposed investments planned for the Leeds City Region area had been announced as part of the Chancellor's Autumn Statement in December 2014 and details were outlined in the submitted report. It was considered that the Roads Investment Programme would help bus services in congested areas and members also welcomed the news in respect of the Cycle City Ambition Grants and that the current Clean Vehicle Technology Fund was to be extended.

Single Transport Plan

The Committee was advised that work was being undertaken to review current transport plans in order to produce a Single Transport Plan. It was proposed that the District Consultation Sub Committees be asked to consider the initial work on the Single Plan at their next meeting.

West Yorkshire Low Emissions Strategy

It was reported that a West Yorkshire Low Emissions Strategy was being developed for consultation in Spring 2015. The strategy would include consideration of how best to address harmful vehicle emissions and the consultation would include feedback from the District Consultation Sub-Committees.

Councillor Collins advised members that Calderdale Council were to review the effectiveness of their Air Quality Management Areas in the near future. Members

discussed the monitoring of outcomes of air quality. They considered there was a need for investment in equipment to carry this out and that it was important for pollution related deaths to be included in monitoring and it was suggested that the University may be able to assist with this.

Clean Bus Technology Fund

It was reported that further to the MyBus vehicles which had already been updated through the Clean Bus Technology Fund, additional funding had now been made available and all 165 MyBus vehicles would be converted to the latest low emission standards.

RESOLVED - That the report be noted.

24. CONSULTATION ITEMS:

(a) Results of the Annual Market Research Tracker Survey

(b) Ticketing Scheme

Market Research Tracker Survey

It was noted that since 2003, annual surveys had been undertaken of 1500 residents across West Yorkshire which asked questions on perceptions in respect of:

- Information Provision
- Bus and Rail Services and Stations
- Bus Stops and Shelters

The survey had also asked for feedback on assets such as highways street lighting, cycle paths and pavements, cycle parking, congestion, affordability of driving and public transport.

Members were given a presentation which provided a brief overview and highlighted the initial findings of the most recent survey and the following comments were made:

- There was still a need for paper timetables.
- Consider how audio information at bus stations could be improved as part of the upgrade of realtime information.
- Suggested that journey planning should be included in future surveys.
- Raise the profile of bus travel to encourage younger people.
- Be mindful that not everyone has access to technology.
- Aspects of cross boundary travel are unsatisfactory.

Ticketing Scheme

Members were given a presentation on progress in respect of the WYCA ticketing scheme.

It was noted that multi operator tickets, with the exception of day tickets, were now only available on smart media and work was progressing to base operator payments on smart data from April 2015.

Details of the further developments were outlined and these included pay as you go, capping, auto top-up, purchase via mobile phones and home computers and blocking lost or stolen cards.

To date, bus operators' participation in the MCard/MetroCard scheme has been voluntary. Given the investment in smart technologies, WYCA is proposing to establish a formal ticketing scheme under the Transport Act 2000. The Transport Act 2000 powers enable a Local Transport Authority to mandate participation in a ticketing scheme, it does not however give powers to set prices. Members' views and comments were sought.

The Committee noted the aspiration to introduce cross-boundary tickets and single multi-operator tickets to simplify ticketing but recognised the difficulties in achieving this.

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

RESOLVED – That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY 22 JANUARY 2015 AT COUNTY HALL, WAKEFIELD**

PRESENT: Councillor Yvonne Crewe (Chair)

WAKEFIELD MDC

R Bickerton

Also in attendance:-

J Salmon

P Myers

-

-

Arriva Yorkshire

Northern Rail

PUBLIC REPRESENTATIVES

Nigel Ashton

John Churms

Michael Dalton

Barbara Darlison

Brenda Fruish

Dennis Pattinson

20. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors J Cliffe, M Ward and J Williams and public representative Pauline Blackburn.

21. MINUTES

RESOLVED - That the minutes of the meeting held on 16 October 2014 be noted.

22. QUESTION AND ANSWER SESSION

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

Service 188 (Wakefield-Knottingley)

Members reiterated their concerns regarding reliability issues with the hourly Service 188 between Wakefield and Knottingley. It was reported that the 1622 hours journey from Townville, Castleford, regularly operated late and had also failed to operate on a number of occasions. The service had also been observed running as 'Not in Service' on quite a few instances. It was agreed that the problems highlighted would be reported to the Arriva Depot based at Castleford for investigation.

Boxing Day Services - Service 189

It was reported that on Boxing Day members had experienced problems travelling on the return Service 189 from Wakefield to Castleford. The timetable for the return service had been depicted as starting from Union Street, Wakefield. However, certain drivers had insisted that the route began at the operator's depot, which had caused considerable confusion to passengers. It was agreed that this issue would be investigated by Arriva.

Castleford Rail Station - Waiting Shelter

Comment was made regarding the poor condition of the lighting in the waiting shelter on the concourse of the rail station. Members were concerned about the safety implications to waiting passengers. Both the Chair and Pete Myers of Northern agreed to bring the matter to the attention of Wakefield Council's Street Scene Section and Network Rail respectively in order for the matter to be rectified.

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

23. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 16 October 2014 and to report the action taken.

At the last meeting members were consulted on the bus of the future and the MCard of the future and the key points raised were outlined in the submitted report.

Castleford Rail Station - Subway between Welbeck Street and Beancroft Road

Members reiterated their concerns regarding the condition and cleanliness of the subway. The issues raised at the last meeting, which consisted of the roof leaking, broken tiles and corroded/broken light fittings, had not been resolved and were still in need of repair.

Discussions ensued regarding Wakefield Council and Network Rail's shared responsibility in resolving these issues and it was agreed that they would be further reported to Network Rail by Pete Myers of Northern and Wakefield Council's Street Scene Section by the Chair, Councillor Yvonne Crewe, for resolution.

RESOLVED - That the report be noted.

24. INFORMATION REPORT

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

Service Changes

Members were advised of the service changes affecting the Wakefield district, which would be implemented by the operators SGI, M Travel and Arriva. Details of the changes were outlined to the Committee and contained within the submitted report.

Mid Yorkshire Hospital Bus Service 113

It was reported that passenger numbers on this service continued to increase, with an average of 500 passenger trips per week. A survey would be undertaken with customers to determine how the service could be developed

Service 435 and 436

It was noted that, as part of a survey prior to Christmas 2014, customers had provided over 200 responses on how Services 435 and 436 could be developed and that this information had been incorporated into service options. These options would be considered as part of the review of the services in Summer 2015.

Normanton - Police Headquarters

It was confirmed that from the end of January 2015 a half hourly service would operate between Normanton Market Place and the police headquarters at Normanton. This would be provided by B L Travel, as Service 186, and operate at peak times on a 'use it or lose it' basis. Officers of the Combined Authority would monitor usage of this service.

Castleford Bus Station Redevelopment

Members were provided with an update on the development of the Castleford bus station. It was noted that the project had entered its final development stage and it was anticipated that the bus station would open at the end of February 2015. Further publicity and a 'launch event' would be planned for the opening date.

Pontefract Monkhill Rail Station Car Park Extension

The Committee was informed that during January 2015 contractors had commenced work to improve and extend the car park at the rail station. It was noted that the improvements were funded by the WYCA and Wakefield Council and would hopefully take three months to complete. Members were advised that these works would also improve the walking route to Mill Dam Lane.

Wakefield Kirkgate Rail Station

It was noted that improvements have been made to the platforms at the station with the final stage of the building redevelopment to be delivered by Groundwork. It was anticipated that the project would be completed by Spring 2015.

Customer Information Screens at Rail Stations

The Committee was updated on the programme of installation of customer information screens across 14 stations in West Yorkshire, which included Featherstone and South Elmsall in the Wakefield district.

Electrification Taskforce (ETF)

It was noted that the ETF had been established to develop a list of priorities for rail lines in the North, which should be electrified. Their assessment of the existing railway had now been concluded and the ETF was due to report back to Government in February 2015.

Single Transport Plan

The Committee was advised that work was being undertaken to review and update current transport plans in order to produce a Single Transport Plan. It was proposed that the District Consultation Sub Committees be asked to consider the initial work on the Single Plan at their next meeting.

Tour de France

Members noted the details of the recently published final report, which summarised the benefits to Yorkshire of hosting the Tour de France. It was also noted that Wakefield would host the start of the third stage of the first Tour de Yorkshire cycle race, starting from the Bull Ring, on 3 May 2015.

RESOLVED - That the report be noted.

25. CONSULTATION ITEMS:

(a) Results of the Annual Market Research Tracker Survey

(b) Ticketing Scheme

Market Research Tracker Survey

It was noted that since 2003, annual surveys had been undertaken of 1500 residents across West Yorkshire which asked questions on perceptions in respect of:

- Information Provision
- Bus and Rail Services and Stations
- Bus Stops and Shelters

The survey had also asked for feedback on assets such as highways street lighting, cycle paths and pavements, cycle parking, congestion, affordability of driving and public transport.

- In respect of information provision, comment was made that it was important that stop/shelters were fitted with the relevant up to date timetable/service information, as not everyone had access to technology, such as YourNextBus and smart enabled phones.
- Members commented on the relevance of timetables to passengers and how this facility greatly assisted the travelling public.
- Comment was made regarding information display screens and how it was key that travel data remained on screen long enough for passengers to retain the details. At present this was not always the case, particularly at rail stations.

Ticketing Scheme

Members were given a presentation on progress in respect of the proposed ticketing scheme.

It was noted that multi operator tickets, with the exception of day tickets, were now only available on smart media and work was progressing to base operator payments on smart data from April 2015.

Details of the further developments were outlined and these included pay as you go, capping, auto top-up, purchase via mobile phones and home computers and blocking lost or stolen cards.

To date, bus operators' participation in the MCard/MetroCard scheme has been voluntary. Given the investment in smart technologies, WYCA is proposing to establish a formal ticketing scheme under the Transport Act 2000. The Transport Act 2000 powers enable a Local Transport Authority to mandate participation in a ticketing scheme, it does not, however, give powers to set prices. Members' views and comments were sought.

- Members made comment that it was imperative that operators ensured that technology installed on their vehicles was in working order in order to record the necessary data to allow for reimbursement, particularly in respect of concessionary fares.
- It was hoped that this technology would also be extended to rail services in the future.

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

RESOLVED - That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON FRIDAY 23 JANUARY 2015 AT CITY HALL, BRADFORD**

PRESENT: Councillor Michael Johnson (Chair)

WYCA TRANSPORT COMMITTEE

R Billheimer
A Hussain
R Poulsen

PUBLIC REPRESENTATIVES

Jane Gibbon	John Prestage
Andrew Jewsbury	Barrie Rigg
Graham Peacock	Andrew Wowk

BRADFORD MDC

R Jamil
H Khan
M Swallow

Also in attendance:-

C Wilson	-	Arriva Yorkshire
P Turner	-	First Bradford
P Myers	-	Northern Rail
A Lonie	-	Transdev (Keighley & District)
C Leach	-	Observer (Bradford MDC Highways Department)
C Rickaby	-	Observer (Bradford Rail Users' Group)

20. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representatives Fred Gilbert, Peter Ketley and Keith Renshaw and Colin Booth of Transdev (Keighley and District).

21. MINUTES

RESOLVED - That the minutes of the meeting held on 10 October 2014 be noted.

22. QUESTION AND ANSWER SESSION

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

Comment was raised about the real time system and how there appeared to be delay in repairing the displays. Reference was made to a screen located in the shelter at Shipley, which had been out of order for quite some months. It was agreed that officers would take details of the shelter's location at the close of the meeting and undertake further investigations.

The Committee referred to the recent announcements to hold two major events in West Yorkshire, the Tour de Yorkshire (TdY) and a number of Rugby World Cup matches. It was queried whether the current transport systems would be robust enough to manage with prospective passenger demand/traffic disruption. In response, it was stated that the WYCA, bus and rail operators were in discussions with the organisers of the TdY, Welcome to Yorkshire, about the implications associated with the events. It was noted that any road closures would likely be 'rolling', which meant that once the Tour had travelled through a location the roads would reopen with no added delay. With regard to the Rugby World Cup, it was noted that some matches would be held at Elland Road, Leeds, and that bus operators were currently investigating options to increase services to the venue on match days. Discussions ensued regarding service provision with the Tour de France in July 2014 and it was hoped that lessons learned via that experience would be utilised in planning for the aforementioned events.

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

23. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 10 October 2014 and to report the action taken.

At the last meeting members were consulted on the bus of the future and the MCard of the future and the key points raised were outlined in the submitted report.

Changes to Off Peak Rail Tickets

Members reiterated their concerns at the fact that the off peak restrictions applied to through tickets could cause confusion and additional costs to the travelling public. In response, Mr Myers of Northern reaffirmed that should travellers break their journeys at any point the off peak restrictions would apply. Members suggested that this stipulation was unclear and in order to aid public perception it was asked that

this issue be revisited. Mr Myers of Northern agreed to report back to the Committee his findings.

RESOLVED - That the report be noted.

24. INFORMATION REPORT

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

Boxing Day Services

It was confirmed to members that passenger numbers had increased on services compared to previous years. Comment was received that the bus services had been very well received and it was requested that the Westfield development be taken into consideration when planning future Boxing Day services, as the shopping centre would be open for business by Christmas 2015.

It was reported that the Committee would be consulted on their views prior to planning the Boxing Day services in the District for 2015.

Service Changes

Members were advised of the service changes affecting the Bradford district. Details of the changes were outlined to the Committee and contained within the submitted report. Members suggested that every effort be made by both bus operators and the WYCA to improve the connectivity between services when undertaking service changes.

Sunbridge Road

It was reported that a number of bus shelters on Sunbridge Road would be renewed as part of a shelter replacement programme. The units would incorporate low energy lighting, seating and real time information displays and it was anticipated that the renewal would be completed by April 2015.

Members discussed the criteria for the installation of a shelter at a bus stop and it was agreed to provide such details to a future meeting of the Committee. It was further suggested that the real time displays be kept in situ for as long as possible before being replaced in order to mitigate the disruption to travellers.

Bradford Stations Gateways

The Committee was informed that plans to development the station gateway projects for Bradford Interchange and Bradford Forster Square had progressed to the next stage of design. It was anticipated that the design stage for both stations would

commence in April 2015. However, it was noted that progress of both stations was dependent upon securing additional third party funding contributions.

Low Moor Rail Station

It was confirmed to members that Network Rail had recently appointed a contractor for the design and construction of the new station. Detailed design work had now commenced with completion expected by Spring 2015. It was noted though that the start of development work was subject to acquiring land from the present land owners.

Apperley Bridge

Members were advised that development work to the car park was progressing and work on the railway had also commenced. The station was on programme for opening in August 2015.

Cycle Rail Funding Bid

It was reported that the WYCA and West Yorkshire and York District Councils had worked with Northern Rail, Transpennine Express and Sustrans to develop a number of bids for the DfT's Cycle Rail Funding initiative. These had now been submitted and it was expected that the bid results would be announced in March 2015. Details of the cycle/rail bids were detailed in the submitted report, although it was reported that cycle facilities would be installed at Apperley Bridge, Bradford Forster Square, Bradford Interchange, Low Moor and Shipley rail stations.

Greengates Junction Improvement Scheme - Harrogate Road / New Line Junction

The Committee was informed of plans to implement a junction improvement scheme at the Greengates junction, which was situated on two key corridors between Bradford, Leeds and Leeds Bradford International Airport (LBIA). The scheme would reduce congestion and improve journey times and also unlock housing land that was constrained due to capacity issues at the junction. Data collection, modelling and design had been completed for the scheme and the next phase would involve a period of detailed design. This would include in depth surveys, public consultation and finalising of the scheme.

A650 Hard Ings Road

It was advised that the corridor improvement scheme was looking to widen part of the single carriage way to either dual carriageway, four lane single carriageway or a composite version of both including sections of dual carriageway and four lane single carriageway. Preliminary data collection, modelling and feasibility design was on-going and it was anticipated that a preferred option would be identified by early Summer 2015.

Single Transport Plan

The Committee was advised that work was being undertaken to review and update current transport plans in order to produce a Single Transport Plan. It was proposed that the District Consultation Sub Committees be asked to consider the initial work on the Single Plan at their next meeting.

RESOLVED - That the report be noted.

25. CONSULTATION ITEMS:

(a) Results of the Annual Market Research Tracker Survey

(b) Ticketing Scheme

Market Research Tracker Survey

It was noted that since 2003, annual surveys had been undertaken of 1500 residents across West Yorkshire which asked questions on perceptions in respect of:

- Information Provision
- Bus and Rail Services and Stations
- Bus Stops and Shelters

The survey had also asked for feedback on assets such as highways street lighting, cycle paths and pavements, cycle parking, congestion, affordability of driving and public transport.

- Comment was made regarding the difficulties faced by non-public transport users in accessing the necessary information about services, ie, timetables, electronic systems, and how this could affect their perception of public transport.

Members were given a presentation which provided a brief overview and highlighted the initial findings of the most recent survey.

Ticketing Scheme

Members were given a presentation on progress in respect of a proposed ticketing scheme.

It was noted that multi operator tickets, with the exception of day tickets, were now only available on smart media and work was progressing to base operator payments on smart data from April 2015.

Details of the further developments were outlined and these included pay as you go, capping, auto top-up, purchase via mobile phones and home computers and blocking lost or stolen cards.

To date, bus operators' participation in the MCard/MetroCard scheme had been voluntary. Given the investment in smart technologies, the WYCA is proposing to establish a formal ticketing scheme under the Transport Act 2000. The Transport Act 2000 powers enable a Local Transport Authority to mandate participation in a ticketing scheme, it does not, however, give powers to set prices. Members' views and comments were sought.

- Improved integration of cross multi-operator tickets was essential.
- The purchase of tickets needed to be accessible, ie, able to buy from both bus and rail outlets.
- Zonal bus ticketing and cross boundary ticketing would benefit passengers and save on cost. For example, cross boundary ticketing to encompass travel to public services, such as education centres and hospitals, would be very beneficial.

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

RESOLVED - That members' feedback be noted.

ITEM 6

Report to: Transport Committee

Date: 27 February 2015

Subject: Transport Update

1. Purpose

- 1.1. To provide the Transport Committee with an update on Transport for the North, Rail North, collaboration with Network Rail, surface access to Leeds Bradford Airport, the development of the Single Transport Plan and work with other authorities to make the case for further investment in the East Coast Main Line.

2. Information

Transport for the North

- 2.1. Transport for the North is a partnership between Northern city regions and the Department for Transport working closely with Highways England (formerly the Highways Agency) and Network Rail. Transport for the North is producing an initial transport strategy for the North in early March 2015 with the aim of influencing the Budget announcement on 18 March. The remit of the initial transport strategy is to build on the 'High Speed 3' proposal for East-West connectivity set out in the One North work, as well as reflecting the other modes including the strategic road network, freight, travel within the city regions and integrated transport services (customer service/smart ticketing and digital connectivity).
- 2.2. The initial strategy is being developed through a series of workstreams. LCR and WYCA have an officer representative on each workstream and are leading two of these (City Region Connectivity and Integrated Transport Services). WYCA representatives have sought to highlight the importance of improving connectivity beyond the HS2/3 hubs in Leeds and York to ensure that the whole city region benefits from the proposed investment.

- 2.3. The work streams are currently finalising their initial strategies which are now being developed into a single strategy document. The strategy was due to be considered by the Partnership Board at their second meeting on 26 February. WYCA is represented on the Partnership Board by Cllr Keith Wakefield and Roger Marsh. A launch of the strategy is expected in the first part of March.

Rail North

- 2.4. Rail North leaders met on 3 February and received a presentation on the work underway to develop the invitation to tenders (ITTs) for the forthcoming Northern and trans-Pennine franchises. It is expected that the ITTs will be issued around the end of the month. Leaders are continuing to press the case for a transformational package of service and rolling stock enhancements necessary to deliver economic growth across the north of England. A number of enhancements including improved rolling stock (pacer replacement), additional capacity and station improvements were referenced in the Chancellor's Autumn Statement.
- 2.5. Leaders also received an update on the work in progress to develop a formal partnership agreement between Rail North Ltd and the Department for Transport. The partnership will have both a contract management and investment role for the new franchises. The partnership agreement includes for a new management team to be based in the north of England. Leaders have now agreed that this management team would be located in West Yorkshire.
- 2.6. It is planned that WYCA will host the Management Team in Wellington House in a similar way that WYCA currently hosts the Passenger Transport Executive Group (pteg) Support Unit. The administrative costs of hosting the management team will be shared by all partners. Budgets and funding are currently under development, with the assumption that the costs of the management team will be funded through DfT and the Rail Grant currently paid to PTEs/CAs. A further report on the financial arrangements for Rail North and Partnership will be brought to a future meeting of the Transport Committee.

MOU with Network Rail

- 2.7. Further detailed work with Network Rail has been undertaken to progress the development of a Memorandum of Understanding (MOU). So far discussions have been positive and Network Rail recognises the need for WYCA and its partners to be able to invest in the rail network in a timely, effective and efficient manner overseen by a Programme Board.
- 2.8. Whilst the draft MOU deals with the broad principles of the desired future joint working, further detailed discussions are now taking place to make best use of collective resources, deal with risk and liability on projects (including through legal agreements), and document how Network Rail and WYCA will jointly develop and treat the future project pipeline of rail network investment.

2.9. Main features of the draft MOU are:

- A new framework based on more collaborative working covering both planning and project delivery;
- an agreed programme of projects with defined outputs;
- a joint Programme Board to manage the programme;
- dedicated resources from Network Rail to manage the programme;
- a new approach to risk sharing (with Network Rail taking an appropriate share of the risk); and
- an agreed approach to dealing with land and property.

Leeds Bradford Airport Surface Access

2.10. Leeds Bradford Airport (LBA) is the largest airport in Yorkshire by passenger numbers, with current usage of around 3.3m passengers per annum. The Department of Transport (DfT) has forecast that there is potential to increase this to 7.3m by 2030, and to above 9m passengers by 2050.

2.11. There is a longstanding recognition that better transport connections are needed to grow the airport's catchment and to enable its growth. Access to the airport will become a constraint to these future growth aspirations. The airport is completing work on an Airport Masterplan and Surface Access Strategy. Delivery of enhanced transport components will be critical in facilitating the delivery of the Masterplan, and in leading to the jobs and economic growth that are predicted.

2.12. The West Yorkshire Plus Transport Fund includes proposals for a single carriageway highway link from the A65 at Rawdon, which has been prioritised for delivery by 2021. In recent years, various proposals have been brought forward to provide a direct public transport link (of an either heavy rail or tram-train nature) that serves the airport and provides enhanced connectivity to both Leeds and Bradford centres.

2.13. In 2013 it was announced that, a study would be commissioned by DfT to develop and implement options to provide enhanced access to LBA. This study was to focus on one of six 'notorious and longstanding road hotspots', as identified in the Government's strategic document "Investing in Britain's Future" (2013). The LBA study was undertaken by WSP consultancy, and funded by DfT.

2.14. WYCA's strategic input to this study was limited, acting as a member of the DfT's 'reference group' which met infrequently. A final report was published in Autumn 2014 and included a set of recommendations:

- **Short/Medium Term** – A65 to LBA Link Road with improved bus services to Leeds and Bradford;
- **Long Term** – Heavy Rail (Guiselley – LBA – Horsforth) – recognising that the current work shows a relatively weak business case.

- 2.15. The report also advised that “The Highway and Rail options should not be seen as mutually exclusive as they deliver a different set of benefits. New, emerging technology such as tram train may present additional opportunities and provide lower capital and operating costs. The delivery of schemes should also be viewed in the context of significant changes to the transport network resulting from the delivery of High Speed Rail to the City Region (both HS2 and now potentially HS3). It is seen as essential that all areas of LCR can gain the benefits of High Speed connectivity, and new infrastructure will no doubt be part of emerging plans in this respect”.
- 2.16. The Chancellors’ autumn 2014 statement referred to the study findings. Subsequent discussions with DfT have indicated that their expectation is that the outcomes would be further developed and funded through the Local Growth Deal and West Yorkshire Plus Transport Fund, although no additional funding has been provided. A fixed LBA public transport link forms part of the WY+TF ‘transformational’ tranche of projects, which are currently unfunded.
- 2.17. It is suggested that the Transport Committee establish a Working Group, initially comprising CBMDC, LCC, WYCA and LBA to oversee the development of the next steps in developing a public transport link. The work would include a review of the options appraised by WSP, updated to opportunities that were not taken into account as part of the study. There is need to be mindful of LBA Link Road options (including opportunities to improve bus links) so as not to compromise delivery timescales for that project.

Single Transport Plan

- 2.18. The Combined Authority meeting of 29 January 2015 considered the technical work undertaken to-date by the Transport Committee to develop the Single Transport Plan, including a working draft that identified an emerging set of core principles of the Plan. The Combined Authority agreed to further develop and consult on the Single Transport Plan on the basis of the five core principles:
- 1. One system, HS2/HS3 ready** - a core ambition being a ‘metro-style’ public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region. The public transport network would reduce pressure on roads and facilitate the efficient movement of freight than cannot be transported by rail, canal or pipeline;
 - 2. Place making** –interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work - delivering improvements to air quality and health through Low Emission Vehicles for the movement of people and goods and encouraging people to switch to cycling and walking for shorter journeys;
 - 3. Smart futures** –using technology for enhanced customer relationships and retail opportunities and for efficient management of the transport network(s), as well providing open data as part of a wider city region initiative;

4. Effective use of resources –pooling resources between services and sectors to address financial constraints and deliver shared objectives - particularly in respect of rural communities with a lower level of public transport provision , and for young people to access education, employment and training;

5. Effective asset management – to adequately maintain all of our transport system: roads, bridges, street lights, public transport stations and shelters, footways and cycle routes, to gain maximum value for money and meet the needs of users and Plan objectives.

2.19. Consultations are proposed to commence with stakeholders in March 2015. The consultation document will highlight spatial priorities for job creation, housing delivery and regeneration taken from the Strategic Economic Plan.

2.20. The consultation will:

- Follow a phased approach to consultation starting with the core principles followed by subsequent phases to address the emerging detail of the Plan, including funding and delivery;
- Utilise social media and other interactive engagement; and
- Establish a Stakeholder Reference Group including representatives from local authorities within West Yorkshire and the wider City Region, Local Enterprise Partnership, Highways England, Network Rail, Chambers of Commerce and other business groups, Passenger and Freight service operators, cycling groups and Leeds University Institute of Transport Studies. The District Consultation Sub Committees will also be asked to provide input.

2.21. Further phases of work on the Single Transport Plan will develop the detailed strategies and investment priorities, with consultation with stakeholders and the public taking place in summer 2015.

East Coast Main Line Investment

2.22. Over the past 18 months, City of York Council (CoYC) has been leading a consortium of Local Authorities served by the East Coast Main Line. Its purpose has been to develop a strong collective voice to advocate and support investment in the East Coast Main Line. It has developed a body of evidence to support and promote the need for further investment in the route beyond that already committed through the regulated rail industry investment planning process. CoYC has so far been acting as a central secretariat for the consortium and has employed a dedicated Project Manager to procure and manage the technical work as well as manage the different work streams. WYCA has contributed to the work of the East Coast Main Line Authorities (ECMA) in terms of staff attendance at meetings and a financial contribution (from the WYCA Rail Development budget) towards costs incurred by CoYC for project management and technical work.

- 2.23. CoYC is currently reviewing the possible next phase of the ECMA, and is asking partners about their appetite to be part of and fund future work. Provision has been made from a previously approved budget budget of up to £10,000 towards the next phase of the ECMA. Securing further investment in the East Coast Main Line would be of significant economic benefit to West Yorkshire and York.
- 2.24. Councillor Eric Firth has been nominated as the WYCA representative on the Consortium. The Transport Committee is asked to endorse the continued support for the East Coast Main Line Consortium.

3. Financial Implications

- 3.1. Work set out above is being funded from existing approval budgets.

4. Legal Implication

- 4.1. There are a variety of legal issues associated with the matters in this report. More detail will be provided in future reports as the development of schemes progresses.
- 4.2. Work has begun with WYCA and Network Rail legal officers to explore acceptable amendments to the Rail Regulator templates and to look at the various powers available to WYCA to make capital contributions to rail schemes.

5. Staffing Implications

- 5.1. Work set out above is being progressed within existing staff resources.
- 5.2. Further reports will be provided on the Rail North future staffing implications and in relation to any successful funding bids should they require additional resources for delivery.

6. Consultees

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

7. Recommendations

- 7.1. That work on Transport for the North and Rail North is noted.
- 7.2. That a further report on the implications of Rail North is developed once the Invitations to Tender are issued by the DfT and the Partnership Agreement between Rail North Ltd and the DfT is finalised.
- 7.3. That work to develop a Memorandum of Understanding with Network Rail is noted.

- 7.4. That the approach to developing a fixed public transport link to Leeds Bradford Airport is endorsed and a member working group established, as set out in paragraph 2.17.
- 7.5. That WYCA's continued support for the East Coast Main Line authorities work on the business case for investment in the route is endorsed.

8. Background Documents

- 8.1. LEEDS BRADFORD INTERNATIONAL AIRPORT CONNECTIVITY STUDY Option Assessment Report , November 2014

Originator: David Hoggarth
Director Development



ITEM 7

Report to: Transport Committee

Date: 27 February 2015

Subject: West Yorkshire Plus Transport Fund

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.
- 1.1. To endorse the progression of WY+TF through the Gateway process of the following schemes:
 - A629 Phase 1a: Jubilee Road to Free School Lane (Gateway 1); and
 - East Leeds Orbital Road (Gateway 1).

2. Information

Background

- 2.1. At the December 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. The Transport Committee has requested 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 utilising a traffic light system to reflect the position of each project with respect to resources, risk and deliverability

using a 'RAG (red, amber, green) rating'. The dashboard is also regularly monitored by the Transport Portfolio Advisory Group (Portfolio Holders from each district and the Chair of the Transport Committee).

- 2.6. A copy of the current Transport Fund dashboard is available on the WYCA website at <http://www.westyorks-ca.gov.uk/transport/>. This will be updated on a monthly basis in the future, with exceptions reported to Transport Committee and Investment Committee.
- 2.7. 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.
- 2.8 The current 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 five schemes (Huddersfield Station Gateway, M62 Junction 24a, Glasshoughton Southern Link Road, Castleford Gateway and NGT extension to Aire Valley) awaiting a mandate.
- 2.9 The dashboard currently includes five schemes highlighting one or more elements as red:
- Leeds City Centre Network Improvements: there is a significant funding gap as project scope has now been expanded to fit with HS2 proposals. Opportunities for additional funding from HS2 will be explored as part of the scheme development.
 - A65 – LBIA Link Road – detailed timescales for scheme development and delivery are being reviewed, and there is a risk that the scheme may not be delivered in full by 2021.

- East Leeds Parkway Rail Station project is currently on hold pending confirmation of Network Rail's Electrification and 2014-19 Northern Programmes (capacity improvements).
- It is anticipated that a revised mandate for City of York Public Transport Improvements will be submitted in Quarter 4 2015/16. This revision will be informed by the outcomes of the City of York Council Congestion Commission (established to provide an evidence-based and participative approach to developing strategic recommendations for the management of congestion in York). It is not anticipated at this stage that these issues would prevent delivery by 2021.
- York Central Access - The delivery programme is currently being reviewed to reflect the requirement to align with Network Rail's design and approvals process for elements of the project that impact on their assets.

2.10 Two schemes – M62 Junction 24a and Glasshoughton Southern Link Road – have been added to the Dashboard since the last meeting of the Transport Committee, reflecting progress on the required mandates.

2.10 Two schemes have been submitted for Gateway 1 approval and further information on these is set out below. To pass Gateway 1, the submitted documentation needs to show that the scheme will provide an acceptable level of value for money, has a clear set of objectives and a realistic chance of successful implementation.

A629 Phase 1a: Jubilee Road to Free School Lane (Gateway 1)

2.11 The A629 corridor scheme Phase 1a and would improve connectivity between Halifax and Huddersfield.

2.12 The corridor has been split into a number of phases for delivery through the Transport Fund. Phase 1 is an 'early win' scheme is focussed on the southern section, from Free School Lane to Elland Bypass and involves significant changes to the Calder and Hebble junction (A629 and A6024). This phase has been further split into Phase 1a and Phase 1b.

2.13 The Phase 1a improvements address the causes of congestion at the three key junctions as well as increases in capacity on Salterhebble Hill (outbound) which is the key outbound constraint to traffic in the corridor. The scheme reduces delay (particularly in the PM peak) for all vehicles, including buses. The scheme also addresses accident issues at junctions and removes potential conflicts between cyclists and heavy vehicles inbound on Salterhebble Hill. Smoothing traffic flow is forecast to provide environmental benefits in the form of reduced emissions in an Air Quality Management Area.

- 2.14 A Gateway 1 submission has been received for Phase 1a and seeks £257,000 to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2.
- 2.15 A Gateway Peer Review Panel concluded the submission was sufficient to recommend progressing to detailed design subject to the provision of additional information to be included in a revised submission before seeking final approval from the Combined Authority in March 15.
- 2.16 A summary business case is attached as Appendix 1.
- 2.17 A submission for Gateway 1 approval for the full Phase 1 will follow in the summer.

East Leeds Orbital Road (Gateway 1)

- 2.18 The East Leeds Orbital Road (ELOR) has also been identified as an 'early win' scheme. The scheme, which would supplement the existing Outer Ring Road, includes three elements which are focussed on supporting the regeneration of East Leeds by facilitating the release and build out of the East Leeds Extension as well as improving the traffic network along the existing Outer Ring Road. The scope of the project encompasses the following:
- ELOR: The design, preparation and construction of a new orbital road between Red Hall and Manston Lane and the expansion of the Manston Lane Link to a dual three carriageway. The route will consist of a dual carriageway road with a 50mph speed limit around the east side of Leeds to Thorpe Park. The scheme will link into the existing network at the A6120 at Red Hall, A58 Wetherby Road, Skeltons Lane, A64 York Road, Barwick Road and Manston Lane.
 - A6120 Enhancements: The design, preparation and construction of a range of enhancements to the existing A6120 between Red Hall and the M1 Junction 46. This includes speed limit changes, gateway treatments, additional pedestrian and cycle facilities.
 - Outer Ring Road Junction Improvements: The design, preparation and construction of the improvements to the A6120 / Roundhay Park Lane Junction, A6120 / A61 Harrogate Road Junction, A6120 / King Lane Junction and Stonegate Road / King Lane Junction.
- 2.19 A Gateway 1 submission has been received for ELOR which seeks £3.9m to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2.

2.20 The Gateway Peer Review Panel concluded the submission was sufficient to recommend progressing to detailed design subject to the provision of additional information to be included in a revised submission before seeking final approval from the Combined Authority in March 15.

2.21 A summary business case is attached as Appendix 2.

3. Financial Implications

3.1. The financial implications relate to the two Gateway approvals and are set out above. The financial implications of the whole 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. The development and delivery of the schemes within the Transport Fund will be challenging and will require a significant increase in the level of resources over and above that currently available to the partnership.

5.2 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. Further work has been undertaken with partners to understand the most pressing resource requirements across the partnership and a resource plan for up to the 30 posts is being developed.

5.3 Work is also underway to develop a new procurement mechanism that is flexible enough to provide additional resources to meet the significant peaks in workload and provide specialist skills not available within the partnership for the Transport fund over its duration. This working is being supported by advisors from Local Partnerships (funded by the DfT).

6. Consultees

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

7. Recommendations

7.1. That the Transport Committee notes the Transport Fund dashboard.

7.2 That the Committee endorse the progression of the A629 Phase 1a: Jubilee Road to Free School Lane (Gateway 1) project through Gateway 1.

7.3 That the Committee endorse the progression of the East Leeds Orbital Road (ELOR) project through Gateway 1.

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 BUSINESS CASE SUMMARY

Project Ref: | **A629 Halifax to Huddersfield Improvements Phase 1a: Free School Lane to Jubilee Road**
Phase 1: Southern Section, Phase 1a: Free School Lane to Jubilee Road

Summary

Promoting Authority	Calderdale Metropolitan Borough Council
Project Executive	Tim Robinson
Project Manager	Richard Binks
Gateway Stage for which approval is sought	1
Approval for expenditure being sought	£4.574m

Project description

Congestion on the A629 corridor has been identified as a key barrier to the progression of future housing and employment developments in the area around the A629 including Halifax town centre. The corridor has been split into a number of phases for delivery. Phase 1 is focussed on the southern section, from Free School Lane to Elland Bypass and involves significant changes to the Calder and Hebble junction (A629 and A6024). This phase has been further split into Phase 1a and Phase 1b, with Phase 1a being delivered first as an enabling phase of the wider Phase 1 improvements, although Phase 1a does deliver significant benefits in its own right. A wider business case for the full Phase 1 (including more detailed appraisal) will follow in the summer, once Phase 1b feasibility/modelling has been undertaken and the relationship between Phase 1a and 1b is better understood.

The Phase 1a improvements have been developed to address the following objectives for the southern section of the A629 route:

1. Promote mode choice by enhancing multimodal accessibility
2. Improve economic and employment opportunity throughout the District and unlock sites for development
3. Reduce congestion along A629 corridor
4. Reduce bi-directional journey times for all modes on A629 corridor
5. Mitigate accessibility concerns of businesses
6. Ensure synergy with LTP and SEP investment
7. Improve air quality

The scheme addresses the causes of congestion at the three key junctions as well as increases in capacity on Salterhebble Hill (outbound) which is the key outbound constraint to traffic in the corridor. The scheme reduces delay (particularly in the PM peak) for all vehicles including buses. The scheme also addresses accident issues at junctions and removes potential conflicts between cyclists and heavy vehicles inbound on Salterhebble Hill. By smoothing traffic flow there are expected to be environmental benefits in the form of reduced emissions in an Air Quality Management Area.

Following the completion of more detailed feasibility design work, the proposed scope of Phase 1a improvements has been identified as follows: Principal highway network efficiencies, (including priority for cyclists and pedestrians, and bus / commercial vehicles where possible,) and Capacity and operational improvements in the following locations:

- o Along the A629 Salterhebble Hill between Jubilee Road and Chapel Lane,
- o At Dudwell Lane junction,
- o At Dryclough Lane junction,
- o Along the A629 Huddersfield Road between Dryclough Lane and Free School Lane,
- o At Free School Lane / Shaw Hill / Skircoat Road junction

The scheme is the first phase of a comprehensive package of multi-modal measures that address issues along the A629 corridor between Halifax and Huddersfield and it is essential that this scheme successfully interlinks with those. The major constraint in the network is the Calder and Hebble junction. Improvements to this junction are to be delivered as part of Phase 1b in 2019. The design of Phase 1a measures have been modelled with an increase in demand that replicates the potential impact of the removal of the existing bottleneck at the Calder and Hebble junction, thus improvements which are to be delivered as part of Phase 1a need to have sufficient resilience to be compatible with the improvements envisaged under Phase 1b. Sufficient capacity needs to be provided allowing these junctions to operate satisfactorily when demand is released from this pinch point in future.

The Phase 2 (Town Centre section) impacts on the design for phase 1a, with regard to the design of the Free School Lane / Shaw Hill junction. This includes the potential for more balanced orbital flows between western and eastern sides of the town centre, noting the resilience of the Free School Lane junction design to respond to changing traffic patterns (i.e. increased right turns from Huddersfield Road). The risk register identifies issues with the town centre schemes as potential risks (items 2.2 and 11.3).

There is interdependency with the hospital car parking strategy, as access to / from these car parks has a significant impact on traffic flows and junction operation in the phase 1a section.

There is interdependency with the later Kirklees elements of the corridor, which are currently planned for delivery by 2022. The design of phase 1a, 1b and subsequent phases need to account for changes in demand (and potential increases in the number of buses and bus users) that are expected to result from the delivery of schemes in Kirklees which unlock corridor constraints at critical junctions such as Calvary Arms.

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

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF		0.22	0.66	3.43								4.3

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: | **A629 Halifax to Huddersfield Improvements Phase 1a: Free School Lane to Jubilee Road**
Phase 1: Southern Section, Phase 1a: Free School Lane to Jubilee Road

Key Outcomes	Quantified Impact	Comments
WY GVA / £	14m	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	214	Net WY jobs compared to Do Minimum at 2026.
WY Housing		Net WY households compared to Do Minimum at 2026.

Summary of current scheme against baseline

Summary The headline economic results from the West Yorkshire Urban Dynamic Model (UDM) are presented below for the Halifax – Huddersfield A629 corridor & Halifax Town Centre. The overall test for the full programme of interventions was updated in August 2014 to more accurately reflect the specification at that time.

It has been agreed that there are no material changes to the assumptions surrounding the proposed interventions that require the overall programme to be retested at this point in time. Further modelling work is expected to be completed in time for the Gateway 1 submission for Phase 1b later in the year, and it is proposed to retest the overall programme at that time.

Costs

Costs have been assumed to be unchanged for the whole corridor package at £120.6m (including optimism bias), with a whole life cost of £110.5m.

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref:

**A629 Halifax to Huddersfield Improvements Phase 1a: Free School Lane to Jubilee Road
Phase 1: Southern Section, Phase 1a: Free School Lane to Jubilee Road**

Benefits The performance of the Phase 1a components have been tested independently as part of this submission and the headline results are presented alongside the full programme test results. Benefits are presented for the forecast year of 2026. UDM model results (Phase 1a components)

Original full package test, +1,380 WY jobs and +£99.0m GVA p.a. 2009 Prices

Current full package test +1,740 WY jobs and +£126.8m GVA p.a. 2009 Prices

Phase 1a components +214 WY jobs and +£14.0m GVA p.a. 2009 Prices

Headline GVA/£ figures have been calculated based on the revised UDM testing and associated scheme costs. The GVA/£ metric is used to rank schemes within the Transport Fund and represents single year GVA for the forecast year of 2026 considered against the whole life cost of the scheme to the Transport Fund. The GVA/£ for the original package is 0.9 and for the current full package is 1.1.

Assuming the same cost inputs, the revised full package test demonstrates stronger performance in terms of the GVA/£ metric when compared to the original test. A review of the whole life costs for the overall programme will be considered at the Gateway 1 submission for Phase 1b to coincide with the revised UDM testing.

Key risks

Description

Risk 1	Land acquisition cannot be negotiated leading to initiation of CPO
Risk 2	Detailed design resource appointment
Risk 3	Unforeseen statutory undertakers plant requires diversion

Land Acquisition

The scheme encompasses widening beyond the existing highway boundary by approximately 2m; 7 number 3rd party land plots are identified of which the principal has reached provisional agreement for accommodation works with public sector partner NHS trust. This leaves 4 further scheme dependant plots to be acquired by negotiation or ultimately cpo processing and 2 desirable, but non essential plots.

Key Stakeholders

Internal	External bodies
Highways and Engineering	First Bus
Planning	Arriva Bus
Corporate Finance	Environment Agency
Corporate Procurement	Yorkshire Ambulance Service
Legal	West Yorkshire Fire & Rescue Service
	West Yorkshire Police
	Utilitie Companies
	Adjacent landowners
	Adjacent school / amenities
	Higways Agency
	Kirklees MC

Consultation

To date consultation has been undertaken with the major 3rd party landowner CRH, internal stakeholder teams, WYCA, Kirklees MC and the Highways Agency.

Associated Documents

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Value for Money Statement - Central Case

Scheme Name	A629 Halifax to Huddersfield Improvements Phase 1a: Free School Lane to Jubilee Road
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Scheme Promoter	Calderdale Metropolitan Borough Council
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Gateway Stage	One
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Criteria	Assessment	Comments
Quantified Benefits		
Present Value of Benefits	Time Savings	69,597
	Vehicle Operating costs	n/a
	Greenhouse Gases	n/a
	Indirect Tax Other	n/a
	Total	£69,597
Cost		
Optimism Bias	44%	In line with TAG guidance 44% has been used in BCR calculations for a scheme at this stage of development. Given that the scheme costs have been derived based on a more thorough understanding of land and other costs than might be anticipated at this stage, it may have been acceptable to apply a 15% uplift as would be applied at Gateway two. The use of 44% results in a conservative BCR being estimated.
Base year	2010	Base year used for appraisal
Total Present Value of Costs	£4,248	The sum of total capital and operating costs for the scheme including any revenue implications, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year.
BCR (Benefit to cost ratio)		
Initial	16.4	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention
Adjusted	n/a at this stage.	The Adjusted BCR considers further qualitative and quantitative information on some impacts and how these contribute to the Value for Money of the scheme. For the A629 Phase 1a this could include additional benefits for Accidents and GVA (£14m). These are referred to in Major Scheme Business Case but additional benefits not calculated. The benefits that have not been quantified at this stage will be captured as part of the wider more comprehensive appraisal proposed as part of the Gateway 1 submission for Phase 1b in July 2015.
Qualitative Benefits		
Qualitative Benefits	n/a	Itemised in Appraisal summary table. At this stage (on the basis of proportionate appraisal) it is not appropriate to undertake a detailed assessment of qualitative benefits.
VfM (value for money)		
Value for Money Category	Very high	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <1.0 = poor 1.0 – 1.5 = low 1.5 – 2.0 = medium 2.0 – 4.0 = high >4.0 = very high

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

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref: **Project Name:** **East Leeds Orbital Road (ELOR) Package**

Summary

Promoting Authority	Leeds City Council
Project Executive	Oliver Priestley
Project Manager	John Pollard
Gateway Stage for which approval is sought	Gateway 1
Approval for expenditure being sought	£76.233m

Project description

Project Scope: The ELOR Package constitutes three elements which are focussed on supporting the regeneration of East Leeds by facilitating the release and build out of the East Leeds Extension as well as improving the traffic network along the existing Outer Ring Road. The scope of the project encompasses the following:

- **ELOR:** The design, preparation and construction of a new orbital road between Red Hall and Manston Lane and the expansion of the Manston Lane Link to a dual three carriageway. The route will provide a dual carriageway road with a 50mph speed limit around the east side of Leeds to Thorpe Park. The scheme will link into the existing network at the A6120 at Red Hall, A58 Wetherby Road, Skeltons Lane, A64 York Road, Barwick Road and Manston Lane.
- **A6120 Enhancements:** The design, preparation and construction of a range of enhancements to the existing A6120 between Red Hall and the M1 Junction 46. This includes speed limit changes, gateway treatments, additional pedestrian and cycle facilities.
- **Outer Ring Road Junction Improvements:** The design, preparation and construction of the improvements to the A6120 / Roundhay Park Lane Junction, A6120 / A61 Harrogate Road Junction, A6120 / King Lane Junction and Stonegate Road / King Lane Junction.

Project Objectives: The scheme is required to:

- Facilitate the regeneration of East Leeds through enabling the East Leeds Extension to be developed; and
- Enable a co-ordinated and commercially deliverable release of the whole East Leeds Extension.

The ELOR Package has a series of defined and measurable objectives, these are as follows:

1. To contribute to the regeneration of East Leeds through facilitation of the East Leeds Extension as identified in the Unitary Development Plan (UDP);
2. To improve the connectivity of East Leeds and provide access to the key East Leeds employment areas;
3. Contribute to the overall management of strategic traffic in order to reduce congestion on the A6120;
4. To enable a co-ordinated and commercially deliverable release of the whole East Leeds Extension and to minimise the impact of traffic arising from new homes on existing neighbourhoods, at all stages of development; and
5. To improve the quality of life for East Leeds residents and visitors through improvements to Air Quality and other environmental parameters along existing transport corridors.

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

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF	0	0	£1.806	£2.176	£13.386	£26.444	£19.974	£8.396	£4.051	0.000	0.000	£76.233
Third Parties	0	0	£0.948	£1.142	£7.024	£13.875	£10.480	£4.405	£2.125	0.000	0.000	£40.000
Total	0	0	£2.754	£3.317	£20.409	£40.320	£30.454	£12.801	£6.176	0.000	0.000	£116.233

Key Outcomes	Quantified Impact	Comments
WY GVA / £	TBC	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	TBC	Net WY jobs compared to Do Minimum at 2026.
WY Housing	5,000	Net WY households compared to Do Minimum at 2026.

Summary of current scheme against baseline

Summary: The total outturn scheme cost is £116.233m of which £40m is expected to be provided by third parties and £76.233m from the WYPTF. This compares to a total of £123m which was initially identified at Gateway 0 of which £50m was initially identified to be provided through third parties. The Financial Case has illustrates that the scheme is financially viable and affordable and demonstrates that as the scheme will support the development of up to 5,000 new houses that form part of the ELE there will need to be developer contributions to the construction of ELOR. LCC is currently developing a robust mechanism to ensure that the third party contributions can be achieved through section 106 / roof tax (based on the delivery of housing) and the Community Infrastructure Levy.

Costs: The scheme cost base estimate has been updated to Q4 2014 prices, the outturn costs include inflation and a quantified risk allowance, both of which have been calculated as per DfT Guidance, appropriate for a scheme at this stage of development. An indicative funding profile has been put together which illustrates the level of WYPTF and third party funding required for the scheme. The change in scheme costs from Gateway 0 is also as a result of the change in scheme scope. LCC will now deliver:

- ELOR Sections 1-4 and the expansion of the Manston Lane Link (Sections 5 and 6) to a dual three land carriageway. The full MLLR was included within the original appraisal; it has since been agreed that the dual carriageway layout of the scheme will be delivered by the developer of Thorpe Park
- The upgrade of two additional outer ring road junction, the scope of the scheme now incorporates the A6120 / Roundhay Park junction and the Kings Lane / Stonegate Road Junction.

Benefits

Ultimately the ELOR Package will:

- Facilitate the regeneration of East Leeds through enabling the East Leeds Extension to be developed; and
- Enable a co-ordinated and commercially deliverable release of the whole East Leeds Extension and up to 5,000 houses.

A full WebTAG compliant economic appraisal has been completed in support of the GW1 Business Case, it demonstrates that over the 60yr appraisal period the scheme is expected to deliver the following benefits:

Key Monetised Benefits (PVB £m):

Time Saving Benefits: £95.734m

Construction & Maintenance Benefits: £337.601m

Active Modes: £5.863m (this is calculated over 30 yrs)

Non-Monetised Benefits

Townscape: Slight Beneficial

Journey Quality: Large Beneficial

Severance: Moderate Beneficial

Option & Non Use Values: Large Beneficial

WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

Project Ref:	Project Name:	East Leeds Orbital Road (ELOR) Package
Key risks	Description	
Risk 1	Scheme requires major changes / diverting of existing statutory undertakings.	
Risk 2	Preferred procurement approach not agreed in timely way.	
Risk 3	Additional development accesses required onto ELOR.	
Land Acquisition		
The ELOR Package is dependent on the acquisition of third party land to enable the scheme to be constructed. There are several landowners and developers that have an interest in the delivery of the scheme due to the role it has in supporting their business objectives and interests in the development of the East Leeds Extension. As a result they are key project stakeholders. Engagement between LCC and the developers and landowners is ongoing.		
Key Stakeholders		
Internal		External bodies
Leeds City Council & Local Politicians		Developers / Landowners
West Yorkshire Combined Authority (WYCA)		Public Transport Operators (Bus)
		Emergency Services
		Statutory Consultees:
		Parish Councils; English Heritage; Natural England;
		Environment Agency; Canals & River Trust
		Non-Statutory Consultees: Leeds City Region Enterprise Partnership
		Leeds Chamber of Commerce; Driver Interest Groups; Driver Interest Gr
		Freight Organisations; Campaign for Better Transport;
		Sustrans; Cyclist Touring Club; Leeds Cycling Action Group;
		General Public; Disability Groups
Consultation		
The East Leeds Extension and related provision of an East Leeds Orbital Road are long-standing aspirations for the city, established through the Unitary Development Plan since 2001 but having been in discussion from the early 1990's. As a result the proposals have been subject to wide ranging engagement with: Local residents; Members; Community groups; Landowners; Developers; Statutory Undertakers; and statutory and non-statutory consultees and interest groups.		
An engagement strategy has been developed for the ELOR Package which sets out the consultation process for the next stages of the project. Importantly it is also linked to the engagement for the wider East Leeds Communications Strategy.		
Associated Documents		
Vision for Leeds 2011-2030; Leeds Growth Strategy; Leeds Local Development Framework Core Strategy 2014 - 2028; Leeds Local Implementation Plan & Transport Strategy 2011-2026; East Leeds Transport Strategy (Draft); West Yorkshire Local Transport Plan; Leeds City Region Strategic Economic Plan.		

Value for Money Statement

Scheme Name	East Leeds Orbital Road (ELOR) Package
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Scheme Promoter	Leeds City Council
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Gateway Stage	Gateway 1
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Criteria	Assessment	Comments
Quantified Benefits		
Present Value of Benefits	Time Savings	£95.734m
	Vehicle Operating costs	-£7.516m
	Greenhouse Gases	-£12.931m
	Indirect Tax	£27.904m
	Other (Construction & Maintenance)	£337.601m
	Other (Active Modes)	£5.863m
	Total (PVB)	£446.655m
Cost		
Optimism Bias	15%	The ELOR Package is at Gateway 1 and at an early stage of development, however as described in the business case a robust QRA process has been used to quantify the known project risks. Therefore a lower OB uplift is thought to be more appropriate at this stage. As a result an uplift factor of 15% has been added to the risk and inflation adjusted base scheme cost estimate.
Base year	2010	Base year used for appraisal
Total Present Value of Costs	£99.985m	The sum of total capital and operating costs for the scheme including any revenue implications, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year
BCR (Benefit to cost ratio)		
Initial	4.47	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention
Adjusted	4.64	The Adjusted BCR considers further qualitative and quantitative information on some impacts and how these contribute to the Value for Money of the scheme.
Qualitative Benefits		
Qualitative Benefits	Landscape - Slight Adverse Townscape - Slight Beneficial Historic Env - Moderate Adverse Biodiversity- Slight Adverse Water Env - Slight Adverse Journey Quality - Large Beneficial Security - Neutral Access to Services - Neutral Severance - Moderate Beneficial Option & Non Use Values - Large Beneficial	Itemised in Appraisal summary table
VfM (value for money)		
Value for Money Category	>4.0 = very high	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <1.0 = poor 1.0 – 1.5 = low 1.5 – 2.0 = medium 2.0 – 4.0 = high >4.0 = very high

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

ITEM 8

Report to: Transport Committee

Date: 27 February 2015

Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek approval for LTP Quarter 4 2014/15 payments for the following programmes:

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

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

- Smartcard and Information Programme (Phase 2);
- Local Sustainable Transport Fund.

2. Information

Quarterly Payments

Integrated Transport Block Funding

- 2.1. Responsibility for delivering the interventions identified in IP2 is shared between the Combined Authority and District Councils. Continuing the arrangements from IP1, the Integrated Transport (IT) Block element of the LTP funding will be distributed by the Combined Authority between the LTP Partners based on the value of the Implementation Plan each partner is responsible for delivering (less any over-programming).
- 2.2. The Quarter 4 payments for each of the Partners, reflecting the latest progress in developing and delivery of IP2, is set out in Table 1. **Appendix 1** sets out the changes made to the programme by District.

Highways Maintenance Block Funding

- 2.3. The Highway Maintenance (HM) Block funding is distributed between the District Councils in accordance with Department for Transport (DfT) formulaic allocation.
- 2.4. Kirklees Council received a £1m advance from the IT Block in 2013/14 to support an accelerated programme of highway maintenance works in preparation for the Tour de France. It was agreed at the time that this funding would be paid back to the IT Block from Kirklees' 2014/15 Highway Maintenance Block allocation. The Kirklees HM Block quarterly payments for 2014/15 have been adjusted accordingly.
- 2.5. The distribution of the HM Block funding is set out in **Appendix 2**. The proposed quarterly payments are shown in section 3, Table 1.
- 2.6. WYCA has commissioned work on behalf of the partnership to support the Highways Maintenance Programme (Highways Maintenance Challenge Fund £5k and Pothole Fund Review £5k). This work will be funded through a £10k top-slice from the 2014/15 Highways Maintenance LTP Block.

Cycle City Ambition Grant Funding

- 2.7. The Cycle City Ambition Grant (CCAG) funding is managed in accordance with the principles established for LTP funding, with funding allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.8. The funding to be allocated in quarter 4 of 2014/15, as agreed with the partners involved is set out in **Appendix 3**. The proposed quarterly payments are shown in section 3, Table 1.

West Yorkshire plus Transport Fund

- 2.9. Following the Local Growth Fund announcement, the budget requirements for the West Yorkshire plus Transport Fund (WY+TF) were reviewed and in September 2014 Transport Portfolio Advisory Group endorsed the release of an additional £2.711m in order to progress scheme implementation in 2015/20. The proposed quarterly payments are shown in section 3, Table 1 and are set out in detail in **Appendix 4**.
- 2.10. Funding will be required for the continued development of early win projects in 2015/16. An outline budget will be presented to the March meeting of the Transport Committee and approval will be sought for this funding to be released from the remaining reserves held by WYCA ring-fenced to support the development and delivery of the WY+TF and Local Growth Funding.

IP2 Scheme Approvals

Smartcard and Information Programme (Phase 2)

- 2.11. Good progress has been made so far in achieving the deliverables as set out within the first phase of the Smartcard and Information Programme (SCIP).
- 2.12. West Yorkshire now has the most comprehensive smartcard system outside London, with now over half a million smartcard customers making over one million smart transactions per week. Over half of trips on the Elland Road park and ride service are now made with a smartcard. Arrangements to use smartcard data for reimbursement for concessionary travel and for apportionment of pre-paid MCard/MetroCard revenues are being finalised.
- 2.13. New website content management and hosting arrangements were implemented in 2013.
- 2.14. The development of a customer relationship management system, providing a single customer view and linked to online payment, is well advanced.
- 2.15. The roll-out of multi-stop bus real-time information screens has commenced.
- 2.16. The next phase of the Smartcard and Information Programme comprises:
 - The roll-out of additional smartcard products, such as the launch of stored travel rights, the development of a daily cap, zonal and carnet products. Rollout will commence in 2015/16 (Indicative Cost £170k);
 - Expansion of the retail network through the use of smart (NFC enabled phones, a 'load at home' device and retail through rail outlets. Rollout will commence in 2015/16 (Indicative Cost £480k);
 - Adoption of smartcard data as the basis for operator payments during 2015/16. This will involve a period of transition during which surveys and survey analysis will continue (Transition Cost £60k);
 - Completion of the new a customer relationship management system, and data migration from existing systems. Rollout is planned for 2015/16 (Indicative Cost £100k);
 - Procurement of a new, more cost effective, Transport Data Management system, with the option to replace in part or in full the current system used for registering bus services producing customer information, managing operators' payments, taxi contracts and the maintenance of bus stops and shelters. Procurement planned for 2015/16 (Indicative Cost £500k);
 - The provision of QR codes and NFC tags at bus stops, enhancing customer access to the bus real-time information system. Rollout is planned for 2015/16 (Indicative Cost £30K);

- Further development, subject to the outcome of a Technology Strategy Board bid, of multi-modal and disruption information projects. Work programme is subject to bid outcome (Indicative Cost £ 310k).
- 2.17. The approved capital programme includes an allocation of £2.4 million for the second phase of the smartcard and information programme.
- 2.18. The Transport Committee is requested to approve expenditure of £910,000 relating to associated staff costs and initial elements of the components set out in para 2.16.
- A core programme delivery team comprising project managers, project assistants and programme management staff at an estimated cost of £750,000 over 2015/16 and 2016/17;
 - Completion of the new customer relationship management system, with activities including data migration, testing and training at a cost of £100,000;
 - Migration to the use of smartcard data for operator payments, at an estimated cost of £60,000.
- 2.19. Approval to expenditure associated with the other components of phase 2 of the smartcard and information programme will be the subject of further reports.

Local Sustainable Transport Fund 2015/16

- 2.20. 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 and accepted. The funding covers the financial year from April 2015 to March 2016.
- 2.21. The programme will cost £3.367m which includes grant of £2.844 million from DfT grant, and is matched by funding of £0.525 m from West Yorkshire. This match funding comprises:
- Public health funds of £40,000 for which letters of confirmation have been received;
 - Operator ticket discounts of £233,000;
 - Committed YorCard back office costs of £140,000, and
 - Existing staff and volunteer time to a value of £112,000.
- 2.22. The programme is concerned with sustainable travel with a strong focus on both access to employment and training and on improving health outcomes. The component projects, with estimated costs including match funding, are set out below:

- Go:cycling (£0.822m) – expansion of the current WY programme of cycling activities including cycle promotion, training, rides, loan bikes, community grants;
- Go:walking (£0.570m) – expansion of the current Best Foot Forward scheme to a further 10 areas across West Yorkshire to deliver a pathway to physical activity for the most inactive;
- Travel Plan Network (£1.228m) – enhancing support to the successful network, supporting job seekers and NEETs back into employment, through advice, ticketing offers and access to bicycles investment in software to streamline processes and developing a carbon budgeting methodology;
- Back Office Development (Ticketing) (£0.746m) – ‘Door to Door ‘Mobility Package - back office development for EMV and mobile phone multi-operator ticketing, building upon the Yorcard platform and developing the mechanism for future incentive/loyalty reward programme.

2.23. Approval is sought for expenditure of £2.884m, of which £2.844m is to be funded by the DfT LSTF funding and £40,000 to be funded from a contribution from Bradford, Calderdale, Kirklees and Leeds Public Health (Wakefield Public Health are contributing £20,000 of staff time). The balance of the cost estimate in para 2.22 will be met from approved budgets, including staff time, and negotiated discounts on MCard products.

3. Financial implications

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

3.2. Table 1 summarises the Quarter 4 payments to be made to the District Council partners:

Table 1 – Quarter 4 2014/15 Payments (£000s)

District	IT	Maintenance	CCAG	WY+TF	Total
Bradford	115	1,305	588	82	2,090
Calderdale	36	840	NA	212	1,088
Kirklees	-469	998	NA	120	649
Leeds	-502	1,712	3,965	0	5,175
Wakefield	301	743	NA	26	1,070
WYCA	1,284	10	-229	341	1,406
York	N/A	N/A	NA	0	0
Total	765	5,608	4,324	781	11,478

4. Legal Implications

- 4.1. The Transport Committee has delegated authority to approve the capital expenditure sought in this report for the delivery of LTP.

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 approves the quarterly payments set out in Table 1.
- 7.2. That the Transport Committee approves the expenditure of £910k to fund the delivery of the IP2 Smartcard and Information Programme, to be funded through the Local Transport Plan.
- 7.3. That the Transport Committee approves the total expenditure of £2.884m to fund the delivery of LSTF programme in 2015/16, to be funded by the DfT LSTF funding (£2.844m) and a contribution from Bradford, Calderdale, Kirklees and Leeds Public Health (£40,000).

8. Background Documents

- Business Plan – Transport Capital Programme and Revenue Budget, 16 January 2015, Item 8
- LTP Implementation Plan 2014-17 and the development of the strategic economic plan 2015-21, ITA Executive Board, 31 January 2014, Item 7

Q4 changes to Indicative LTP Integrated Transport IP2 2014-2017 (£000s)

District		2014/15	2015/16	2016/17	TOTAL
Bradford	Approved Oct 14	1,260	1,675	1,518	4,453
	Proposed Adjustment	-223	376	-40	113
	Proposed Feb 15	1,037	2,051	1,478	4,566
Calderdale	Approved Oct 14	1,544	815	721	3,080
	Proposed Adjustment	-301	260	89	48
	Proposed Feb 15	1,243	1075	810	3,128
Kirklees	Approved Oct 14	2,364	2,497	1,518	6,379
	Proposed Adjustment	-875	888.5	0	13.5
	Proposed Feb 15	1,489	3,386	1,518	6,393
Leeds	Approved Oct 14	5,618	1,972	2,240	9,830
	Proposed Adjustment	-1,978	1,925	83.5	31
	Proposed Feb 15	3,640	3,897	2,324	9,861
Wakefield	Approved Oct 14	1,494	1,423	1,260	4,177
	Proposed Adjustment	-48	62	0	14
	Proposed Feb 15	1,446	1,485	1,260	4,191
Combined Authority	Approved Oct 14	12,748	10,611	4,701	28,060
	Proposed Adjustment	-1,940	2,990	-1,050	0
	Proposed Feb 15	10,808	13,601	3,651	28,060
Centrally held funding	Approved Oct 14	425	388	1,900	2,713
	Proposed Adjustment	158	-212	-66	0
	Proposed Feb 15	583	176	1,834	2,713
TOTAL	Approved Oct 14	25,453	19,381	13,858	58,692
	Proposed Adjustment	-5,207	6,290	-984	219
	Proposed Feb 15	20,246	25,671	12,875	58,791

Notes

General: 14/15 programme to be reduced by around £5.2m; the majority to be carried forward for scheme delivery in 2015/16

Bradford: -£223k in 2014/15; +£376k in 2015/16, -£40k in 2016/17 as a result of the following changes:

- District wide Variable Message Sign programme – propose to revise allocations to bring forward £120k from 2015/16 and £40k from 2016/17 for accelerated delivery of some elements to take advantage of cost saving offered. 2014/15 increased from £4k to £164k, 2015/16 reduced from £124k to £4k and 2016/17 reduced from £120k to £80k
- Safer Roads - £423k re-profiled in to 2015/16 to reflect delivery profile
- Freight – £40k allocated to Bradford from West Yorkshire freight allocation in 2014/15 and 2015/16. (There is agreement between the partners that that funding for the LTP freight programme in IP2 should be allocated to Bradford for the development of HGV parking facilities. This is reflected in the changes below reported for the individual partners).
- Air Quality Monitoring Equipment – £33k increase in 2015/16 for the installation of air quality monitoring equipment

Calderdale: -£301k in 2014/15; +£260k in 2015/16, +£89k in 2016/17 as a result of the following changes:

- Safer Roads - £65k re-profiled in to 2015/16 to reflect delivery profile
- Cycling - Hebble trail – £10k funding re-profiled in to 2015/16
- Signal replacement schemes - £10k funding accelerated from 2014/15
- Data Network programme (£20k) to be reprofiled into 2015/16
- Sowerby Bridge - £20k feasibility work no longer being progressed
- King Cross/Parkinson Lane - £67k re-profiled in to 2015/16
- Bailiff Bridge/Bradford Rd – scheme to be reinstated in programme - £10k in 2015/16 and £89k in 2016/17. Complementary MOVA upgrade no longer viable – 2014/15 programme reduced by £24k.
- Elland District Centre bus hotspot scheme - £80k funding reprofiled into 2015/16 to reflect delivery
- Cycle proofing of Network Management schemes in 2014/15 – no schemes have been identified in 2014/15 – £20k to be removed from programme
- Ryburn Valley Cycle scheme - new feasibility work £5k
- Air Quality Monitoring Equipment – £28k increase in 15/16 for the installation of air quality monitoring equipment
- Freight - £10k allocation for freight programme to be reallocated to Bradford in line with agreed programme

Kirklees: -£875k in 2014/15; +£888.5k in 2015/16, as a result of the following changes:

- Dalton - Deighton Greenway - £150k re-profiled in to 2015/16 to reflect delivery
- Huddersfield TC Cycle Links - £115k re-profiled in to 2015/16 to reflect delivery
- KSI Programme -£200k re-profiled in to 2015/16 to reflect delivery
- Huddersfield Town Centre - further reprofile of spend required to reflect delivery – 14/15 allocation to be reduced by £400k and reprofiled into 15/16
- Air Quality Monitoring Equipment – £33.5k increase in 15/16 for the installation of air quality monitoring equipment
- Freight - £10k allocation for freight programme to be reallocated to Bradford in line with agreed programme

Leeds: -£1,978k in 2014/15; **+£1,925k** in 2015/16, **£83.5k** in 2016/17 as a result of the following changes:

- Elland Rd P&R – £100k re-profile funding for retention payment in 2015/16
- Network Management Changes:
 - UTMC connectivity -£107k removed from programme
 - MOVA schemes - £56k across all schemes reprofiled into 15/16
 - Harrogate Road/Moortown Corner MOVA – £10k re-profiled in to 2015/16
 - Whitehall Rd/Back Lane signals scheme -£7k reduction in scheme cost
 - Thornbury Barracks pinchpoint- £358k re-profiled in to 2015/16
 - Rodley roundabout - £99k reprofiled into 2015/16
 - Horsforth roundabout – £1,189k to be reprofiled into 2015/16
- Air Quality Monitoring Equipment – £17.5k increase in 15/16 for the installation of air quality monitoring equipment
- Low Carbon Fuels & Technologies - £15k increase for feasibility work into potential gas station scheme
- Freight - £10k allocation for freight programme to be reallocated to Bradford in line with agreed programme

Wakefield: -£48k in 2014/14; **+£62k** in 2015/16 as a result of the following changes:

- Town End - £38k re-profiled in to 2015/16
- Air Quality Monitoring Equipment – £34k increase in 15/16 for the installation of air quality monitoring equipment
- Freight - £10k allocation for freight programme to be reallocated to Bradford in line with agreed programme

WYCA: -£1,940k in 2014/15; **+£2,990k** in 2015/16; **-£1,050k** in 2016/17 as a result of the following changes:

- Cleckheaton Culvert – £100k to be re-profiled into 15/16.
- SCIP – £1m of expenditure in 2014/15 on the SCIP programme to be re-profiled in to 2015/16 to complete existing works
- Low Moor – £540k funding will need to be re-profiled in to early 2015/16
- Station Enhancements and accessibility improvements – £1,050k funding to be re-profiled into 2015/16 to support delivery of LSSE.
- Wakefield Kirkgate - £100k reprofiled into 2015/16 to reflect delivery
- IP1 Hubs programme - £200k reprofiled into 2015/16 to reflect delivery

Centrally held funding: £158k in 2014/15; **-£212k** in 2015/16; **-£66k** in 2016/17

Indicative LTP Highways Maintenance Block Funding 2014-2017 (all figures in £000s):

Partner Authority	IP2		
	2014/15	2015/16	2016/17
	£000s	£000s	£000s
Bradford	5,226	7,175	7,175
Calderdale	3,365	4,621	4,621
Kirklees	4,331*	7,319	7,319
Leeds	6,856	9,412	9,412
Wakefield	2,978	4,090	4,090
Combined Authority	10 [#]	0	0
Total	23,766	32,617	32,617

* Kirklees maintenance allocation has been adjusted to pay back the loan from the IT block in 2013/14 to fund an accelerated maintenance programme ahead of the Tour De France

[#] Topslice to fund development work for Highways Maintenance Challenge Fund (£5k) and Pothole Fund Review (£5k)

CCAG Funding Profile (all figures in £000s)

Partner	2013/14 (paid)	2014/15			
		Q1 (Paid)	Q2 (Paid)	Q3 (Paid)	Q4
Bradford	142	29	68	73	3,965
Leeds	457	430	186	673	588
WYCA	630	624	286	509	-229
Total	1,229	1,083	540	1,225	4324

Note: total funding for the projected is made up as follows:

DfT Cycle City Ambition Grant	£18.052m
LTP IP2 contribution	£7.5m
Best Foot Forward	£0.25m
Leeds City Council	£0.17m
Total	£25.972m

West Yorkshire + Transport Fund Interim Budget Summary (all figures in £000s)

District	2013/14		2014/15					TOTAL ALLOCATION REQUIRED
	Payment	Outturn ¹	WT+TF Funds held by partners carried forward from 13/14	Quarterly Payments				
				Q1 (Paid)	Q2 (Paid)	Q3 (Paid)	Q4 Proposed	
Bradford	264	43	221	0	89	45	82	480
Calderdale	70	70	0	0	305	217	212	804
Kirklees	230	60	170	0	100	190	120	640
Leeds	470	293	177	471	621	256	-59	1,759
Wakefield	528	376	152	0	2,525	200	26*	3,279
WYCA	190	21	169	0	342	204	98	834
Resources	75	74	0	112	113	162	183	644
Advisors	290	290	0	30	115	95	60	590
Sub Total	2,117	1,227	889	613	4,210	1,369	722	9,030
York	0	0	0	0	0	0	0	0
Contingency	0	0	0	0	0	0	300	300
GRAND TOTAL	2,117	1,227	889	613	4,210	1,369	1,022	9,330
Budget	2700		889	613	4,210	1,369	1,690	9998
Variance (total approved budget against forecast spend)	583		0	0	0	0	668	668

*The Q4 payment for Wakefield does not include any funding for Wakefield Eastern Relief Road. There may be a requirement to fund advance works on the scheme before the end of the financial year.

ITEM 9

Report to: Transport Committee

Date: 27 February 2015

Subject: Funding Bids Update

1. Purpose

- 1.1. To provide the Transport Committee with information on various funding bids recently submitted.

2. Information

Funding Bids Update

- 2.1. At its last meeting, the Committee agreed to delegate the approval for the submission of four Department for Transport (DfT) bids to the Chair of the Transport Committee and the Acting Director Transport prior to their submission. Members of the Transport Committee and Portfolio Holders have been kept informed of the development of the bids. The four bids are:

- Cycle City Ambition Grant 2;
- Local Highway Maintenance Challenge Fund;
- Total Transport Pilot Fund;
- Ultra Low Emission Vehicle City Fund.

Cycle City Ambition Grant

- 2.2. The DfT issued guidance in December 2014 for allocating an additional £114m of new funding for Cycle City Ambition Grant (CCAG) to areas such as West Yorkshire. WYCA, in partnership with the five West Yorkshire district councils and York, submitted a funding application to the DfT by the 31 January deadline. The bids sets out a transformational package of cycle infrastructure, providing fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York, connecting to key employment and regeneration sites, as well as upgrading of the Upper Calder Valley, Airedale Greenway, Huddersfield/Golcar and

Castleford/Wakefield towpaths. A plan of the proposed routes is attached as **Appendix 1**.

- 2.3. These initiatives will be complemented by a comprehensive behavioural change programme and improvements to neighbourhoods to make local streets safe and attractive for walking and cycling.
- 2.4. The outcome is expected to be announced in March 2015 with funding available for a 3 year period (2015-18).
- 2.5. The bid programme totalled £30.279 million, comprising £22,107m DfT grant, £6.842m of West Yorkshire LTP match funding, £1m from City of York Council and other funding of £0.330m.
- 2.6. The outcome of the bid will be the subject to a further report to the Transport Committee.

Local Highway Maintenance Challenge Fund

- 2.7. The DfT issued guidance in December 2014 for allocating £275m of highway maintenance funding for 2015- 2018 that has been top sliced from the LTP maintenance block allocations. WYCA, in partnership with the five West Yorkshire district councils, submitted 6 funding applications worth £51m to the DfT by the 9 February deadline:
 - Revitalising Huddersfield Town Centre;
 - Castleford Growth Area;
 - Bradford and Kirklees Retaining Structures;
 - Leeds City Centre Structures;
 - Calderdale Street Lighting;
 - Bradford Street Lighting.
- 2.8. A requirement of the bidding process was to offer up at least 10% of local match funding to support the bids. The local match funding for submitted bids equated to 18% of the scheme values and would be met by District Councils as highway authorities. If successful, the required match funding contributions will be subject to separate approvals sought through the individual District Councils. There is no requirement for WYCA to provide match funding.
- 2.9. City of York Council also submitted a street lighting bid (scheme value £6m).

Total Transport Pilot Fund

- 2.10. The DfT issued guidance in January for a £4m Fund to pilot a cross-sector approach for the integration of transport services that are currently commissioned by different agencies (e.g. local bus service support, home to school transport, NHS non-emergency patient transport, further education services etc) in rural and rural-outer areas. WYCA, in partnership with the five West Yorkshire district councils, submitted

a bid for £400k for the period to March 2017 by the deadline of 11 February. The bid proposal includes establishment of a “Total Transport Rural Board” with representation from transport commissioners and providers to steer projects and for developing opportunities to share transport resources and a Delegated Fund to carry research, deliver projects and monitor and evaluate their success. As part of the bid, a £50k of ‘officer time’ match funding from approved budgets was identified. There is no requirement for additional funding from WYCA. The submission identified that the project could be scalable.

Ultra Low Emission Vehicle (ULEV) City Fund

- 2.11. The DfT published guidance for a new £35m Go Ultra Low (GUL) City Fund in December 2014, targeting funding to 2-4 cities specifically to create a ‘step-change’ in the uptake of private and public ultra-low emission cars to create an innovative and internationally exemplar city.
- 2.12. WYCA, in partnership with the five West Yorkshire district councils, submitted a bid comprising a series of ‘mobility packages’ addressing barriers to take up of ULEV vehicles and targeted at residents and businesses that have the greatest propensity to purchase or convert to ULEV vehicles, including funded research to address and overcome barriers to ULEV uptake and the infrastructure required.
- 2.13. The screening phase application was submitted by the deadline of 20 February 2015. At this stage, bid costs and match funding details were not required. If the screening application is successful, a further report will be prepared for the Transport Committee.

3. Financial Implications

- 3.1. The funding bids which require match funding are set out above.

4. Legal Implication

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. Work set out above is being progressed within existing staff resources.
- 5.2. The outcome of these bid submissions will be reported to a future meeting of the Committee.

6. Consultees

- 6.1. The Acting Director, Transport and Director, Resources was consulted in the preparation of this report.

7. Recommendations

- 7.1. That the recently submitted funding bids and associated local contributions are noted.
- 7.2. That the outcome of the bid submission be reported to a future meeting of the Transport Committee.

8. Background Documents

Report to the Transport Committee 16 January 2015 – Item 7

