

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 27 MARCH 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
27 FEBRUARY 2015
(pages 7 to 15)**

Copy attached.

**5. TRANSPORT UPDATE
(pages 16 to 22)**

To consider the attached report.

**6. LOCAL TRANSPORT PLAN APPROVALS
(pages 23 to 41)**

To consider the attached report.

7. ENGAGEMENT WITH YOUNG PEOPLE
(pages 42 to 44)

To consider the attached report.

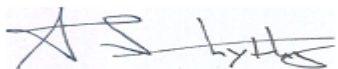
8. ENHANCEMENT TO THE YOUNG PERSONS' CONCESSIONARY TRAVEL SCHEME
(pages 45 to 47)

To consider the attached report.

9. CONNECTING THE DALES
(pages 48 to 50)

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 MARCH 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:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	19 March 2015

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 27 FEBRUARY 2015 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor J Lewis (Chair)

Councillors B Collins, E Firth, A Hussain, M Johnson, 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), P Caffrey
(Calderdale), P McBride (Kirklees) and R Lewis (Leeds)

77. Apologies for Absence

Apologies for absence were received from Councillors A Carter, Y Crewe and G Lowe.

78. Declarations of Disclosable Pecuniary Interests

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

79. Minutes of the meeting of the Transport Committee held on 16 January 2015

Resolved: That the minutes of the Transport Committee held on 16 January 2015 be approved and signed by the Chair.

80. Minutes of the meetings of the District Consultation Sub-Committees

Resolved:

- (a) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 12 January 2015 be approved.
- (b) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 14 January 2015 be approved.
- (c) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 20 January 2015 be approved.
- (d) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 22 January 2015 be approved.

- (e) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 23 January 2015 be approved.

81. Transport Update

The Committee considered a report giving 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.

Transport for the North

It was reported that Transport for the North (TfN) were developing a high level transport strategy for the North with the aim of influencing the Budget announcement on 18 March 2015.

The strategy had been considered by the TfN Partnership Board on 26 February and a launch of the strategy was expected in March 2015.

Members expressed the view that it was important that District Councils were able to contribute to work in drawing up the strategy. District Council officers had been involved in discussions and had commented on the draft strategy. Portfolio Holders would be fully briefed and have the opportunity to input their views at the Transport Portfolio Advisory Group which was being held at the conclusion of the Transport Committee.

Rail North

Members were informed that the Invitations to Tender for the Northern and TransPennine franchises had that morning been published. Both franchises were due to commence on 1 April 2016.

It was reported that the consultation response made by WYCA in summer 2014 had helped shaped the franchise specification. WYCA representatives, working closely with the DfT and Rail North partners, had pressed for a package of transformational investment, in line with the aspirations set out in Railplan 7. The desired enhancements included better quality trains, increased capacity, service enhancements, improvements to rail stations and co-operation with local smart ticketing schemes. Most of these had been reflected in the franchise specification. Members welcomed the enhancements specific to West Yorkshire and York contained within the Invitations to Tender and in particular the requirement that the out-dated fleet of Pacer trains would be replaced.

It was noted that the Invitations to Tender represented a minimum specification and that there would be an opportunity to influence bidders to go beyond the base specification.

In response to concerns that enhancements to passenger rail services may create a problem for freight traffic, it was reported that Transport for the North were working on a freight strategy.

Members were also given an update on the work in progress to develop a formal partnership agreement between Rail North Ltd and the Department for Transport which would have a contract management and investment role in relation to the new franchises. A further update would be brought to a future meeting of the Committee.

Memorandum of Understanding (MOU) with Network Rail

It was reported that further detailed work had been undertaken with Network Rail to progress the development of a Memorandum of Understanding (MOU). Discussions had so far been positive with Network Rail recognising the need for the Combined Authority and its partners to be able to invest in the rail network in a timely, effective and efficient manner overseen by a Programme Board.

Members were informed that further discussions were taking place to make best use of collective resources, deal with risk and liability on projects and to document how Network Rail and WYCA would jointly develop and treat the future project pipeline of rail network investment.

Leeds Bradford Airport Surface Access

It was reported that in Autumn 2014 the findings of a study, commissioned by the DfT, had been published in recognition of the need for better transport connections to Leeds Bradford Airport. The study had been carried out by WSP Consultants and the main findings were outlined in the submitted report. It was noted that WYCA's input into the study had been limited and it was suggested that the Transport Committee establish a Working Group with representatives from the WYCA, Bradford Council, Leeds City Council, and Leeds Bradford Airport to oversee the next steps in developing a public transport link. It was proposed that the work would include a review of the options appraised by the consultants updated to consider opportunities that had not been taken into account as part of the study. The working group would need to be mindful of the fact that a scheme to provide a highway link from the A65 at Rawdon had been prioritised for delivery in the West Yorkshire Plus Transport Fund scheme by 2021.

The Committee discussed membership of the Working Group and suggested that initially Harrogate and York Councils should also be invited to join the Group.

Single Transport Plan

The Committee was updated on the development of the Single Transport Plan and noted that stakeholder consultation would commence during March 2015. This

would follow a phased approach starting with the core principles followed by subsequent phases to address the emerging detail of the Plan. A Stakeholder Reference Group would be established and the District Consultation Sub Committees would also be asked to provide input. Further phases of work on the Single Transport Plan would develop the detailed strategies and investment priorities, with consultation taking place in Summer 2015 with stakeholders and the public.

East Coast Main Line Investment

Members were advised that a Consortium of Local Authorities served by the East Coast Main Line had been established to develop a strong collective voice to advocate and support investment in the East Coast Main Line. Councillor Eric Firth had been nominated as the WYCA representative on the Consortium, which was being led by City of York Council. It was noted that City of York Council were reviewing the next possible phase and partners were being asked to consider whether they wanted to be involved in and fund future work on the business case for investment in the route. It was noted that provision had been made for this from a previously approved budget of up to £10,000 and the Transport Committee endorsed the continued support for the East Coast Main Line Consortium.

Resolved:

- (a) That the work on Transport for the North be noted.
- (b) That the work of Rail North in shaping the franchise specification for the Northern and Transpennine Express franchises be noted and that a further report be brought to a future meeting updating the Committee on progress with bids for the franchises and the Partnership Agreement between Rail North Ltd and the DfT.
- (c) That the work to develop a Memorandum of Understanding with Network Rail be noted and a further report be brought to a future committee meeting.
- (d) That the approach to developing a fixed public transport link to Leeds Bradford Airport be endorsed and a member working group be established as detailed in paragraph 2.17 of the submitted report to include Harrogate and York Councils.
- (e) That WYCA's continued support for the East Coast Main Line authorities' work on the business case for investment in the route be endorsed.

82. West Yorkshire plus Transport Fund

The Committee considered a report which provided an update on the West Yorkshire plus Transport Fund dashboard which set out progress on each of the schemes in the approved programme. The report also sought the Committee's endorsement for the progression of the following schemes through the Gateway process:

- A629 Phase 1a: Jubilee Road to Free School Lane (Gateway 1).
- East Leeds Orbital Road (Gateway 1).

Members noted the current dashboard and were advised that since the last meeting two schemes had been added to reflect progress on the required mandates – M62 Junction 24a and Glasshoughton Southern Link Road.

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

It was reported that Phase 1a of the scheme would improve connectivity between Halifax and Huddersfield by addressing the causes of congestion at the three key junctions as well as increasing capacity on Salterhebble Hill. A summary business case was attached at Appendix 1. A Gateway 1 submission had been received for Phase 1a seeking £257,000 to allow the preparation of detailed design, submission of planning application and the development of a full business case. Final approval would be sought from the Combined Authority in March 2015 and a submission for Gateway 1 approval for the full Phase 1 would be prepared in Summer 2015. Further approval to proceed beyond that stage would then be sought at Gateway 2.

East Leeds Orbital Road (ELOR) (Gateway 1)

It was noted that the ELOR scheme had been identified as an ‘early win’ scheme. The scheme would supplement the existing Outer Ring Road and included three elements which 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. A summary business case was attached at Appendix 2 and further details regarding the scope of the project were outlined in the submitted report. It was noted that a Gateway 1 submission had been received seeking £3.9m to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case.

It was agreed that Councillor Smaje should receive a more detailed breakdown of what the £3.9m for the ELOR scheme would cover.

In welcoming the addition of the M62 Junction 24a scheme to the Dashboard, members felt that it would be beneficial if the scheme was considered alongside the A644 Bradford to Huddersfield corridor scheme which would address highway capacity and congestion issues in and around Brighouse and on the route between Huddersfield town centre and Brighouse.

Resolved:

- (a) That the Transport Fund dashboard be noted.
- (b) That the progression of the A629 Phase 1a: Jubilee Road to Free School Lane (Gateway 1) project through Gateway 1 be endorsed.

- (c) That the progression of the East Leeds Orbital Road (ELOR) project through Gateway 1 be endorsed.
- (d) That the M62 Junction 24a scheme be considered alongside the A644 Bradford to Huddersfield corridor scheme.

83. Local Transport Plan Approvals

The Committee considered a report which sought 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.

The report also sought funding approval for the following IP2 schemes:

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

Smartcard and Information Programme (Phase 2)

The Committee noted the good progress made to date in respect of the Smartcard and Information Programme (SCIP) and details of Phase 2 of the scheme were outlined in the report. It was reported that the approved capital programme included an allocation of £2.4 million for Phase 2 and approval for expenditure of £910,000 relating to associated staff costs and initial elements was sought as follows:

- 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.

It was noted that further reports would be brought to the Committee for approval to expenditure associated with the other components of Phase 2 detailed in the submitted report.

Local Sustainable Transport Fund 2015/16

It was reported that the West Yorkshire wide bid to the DfT's 2015/16 Local Sustainable Transport Fund had been successful. The cost of the programme would be £3.367m which included £2.844 million from DfT grant and matched by funding of £0.525m from West Yorkshire. The programme was concerned with sustainable travel with a strong focus on both access to employment and training and on improving health outcomes. The component projects included Go:cycling (£0.822m), Go:walking (£0.570m), Travel Plan Network (£1.228m) and Back Office Development (Ticketing) (£0.746m).

Resolved:

- (a) That the quarterly payments, as set out in Table 1 of the submitted report, be approved.
- (b) That the expenditure of £910,000 to fund the delivery of the IP2 Smartcard and Information Programme, to be funded through the Local Transport Plan, be approved.
- (c) That the total expenditure of £2.884m to fund the delivery of the Local Sustainable Transport Fund 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), be approved.

84. Funding Bids Update

The Committee considered a report which provided information on the following four funding bids which had recently been submitted:

- 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 (CCAG2)

It was reported that WYCA, in partnership with the five West Yorkshire district councils and York, submitted a funding application for a share of the £114m CCAG2 Fund.

The bid, which was for £22.1m, set out a transformational package of cycle infrastructure, providing fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York which connected to key employment and regeneration sites and also upgraded towpaths in the Upper Calder Valley, Airedale Greenway, Huddersfield/Golcar and Castleford/Wakefield areas. A decision on the funding bid was expected in March 2015.

Local Highway Maintenance Challenge Fund

The following 6 funding applications, worth £51m for a share of the £275m Fund, were submitted by the WYCA, in partnership with the five West Yorkshire district councils:

- Revitalising Huddersfield Town Centre
- Castleford Growth Area
- Bradford and Kirklees Retaining Structures
- Leeds City Centre Structures
- Calderdale Street Lighting
- Bradford Street Lighting

It was reported that York had also submitted a separate bid for street lighting at a value of £6m.

Total Transport Pilot Fund

It was reported that the Total Transport Pilot Fund was aimed at piloting a cross-sector approach for the integration of transport services that were 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.

A bid for £400k for a share of the £4m Fund had been submitted by WYCA, in partnership with the five West Yorkshire district councils.

Ultra Low Emission Vehicle City Fund

It was reported that the fund was a new £35m Go Ultra Low (GUL) City Fund, 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.

A screening phase bid, comprising a series of 'mobility packages' addressing barriers to take up of ULEV vehicles had been submitted by WYCA in partnership with the five West Yorkshire district councils. It was noted that at this stage, bid costs and match funding details were not required. A further report would be prepared for the Transport Committee should the screening application be successful.

Walking Funding Opportunity

Members were reminded that as one of the eight successful cycle cities, West Yorkshire had successfully bid for, and were awarded, £250,000 last year from Department for Health funds to develop activities aimed at encouraging walking in deprived communities with poor health outcomes. The work was going well and the funding, together with additional funding from Leeds and Bradford, had enabled the

project to run until June 2015. Additionally a successful bid last year to the Local Sustainable Transport Fund had enabled an expansion of the project to the whole of West Yorkshire which would target 10 or 12 areas commencing in April 2015.

It was reported that the DfT had been keen for the Department for Health to continue funding the first of the above two projects for a further year but this had not proved possible and the DfT had therefore decided to support ongoing walking initiatives themselves. A £1m pot of funding had now been made available to each of the eight cycle cities to undertake work around walking. It was reported that the turnaround time for submission of the bid was tight and the application would need to be completed week commencing 2nd March. Work on details of the WYCA's bid had commenced, in consultation with public health representatives, and it was suggested that in view of the tight timescales involved, the Chair of the Transport Committee and the Acting Director of Transport be delegated to approve the content of the bid.

Resolved:

- (a) That the recently submitted funding bids and associated local contributions be noted.
- (b) That the outcome of the bus submission be reported to a future meeting of the Transport Committee.
- (c) That approval of the bid submission be delegated to the Chair of the Transport Committee and the Acting Director of Transport.

ITEM 5

Report to: Transport Committee

Date: 27 March 2015

Subject: Transport Update

1. Purpose

- 1.1. To provide the Transport Committee with an update on strategic transport issues.

2. Information

Transport for the North (TfN)

- 2.1. Work has continued on the development of a high level transport strategy for the north. In the Budget, the Chancellor reported that *'TfN will shortly publish an interim report, committing to build on the concept of HS3 to develop a network of high quality rail connections across the north – the TransNorth vision; bring the benefits of HS2 to the north sooner than planned; and work towards a single smart and integrated ticketing system across the region.'* The interim strategy was launched on 20th March.
- 2.2. WYCA continues to be represented on the Transport for the North Partnership Board by Cllr Keith Wakefield and Roger Marsh (LEP Chair).
- 2.3. WYCA representatives have continued to press for the level of ambition in the original One North proposition (including proposals for a 30 minute rail journey time between Leeds and Manchester), a long term strategy for the M62 motorway and recognition of the importance of improving connectivity for the whole city region, not just the links between the core cities.
- 2.4. Following the launch of the strategy, the next steps are expected to be formalisation of the governance arrangements and establishment of a detailed development programme. A work programme and development budget is currently being developed, focussing, initially, on 2015/16. It is likely that the Department for Transport (DfT) will make a substantial funding contribution, but there will also need to be a local contribution. The share of funding between national and local

government and between the city partners is still under discussion and a further report will be provided once the programme is finalised.

- 2.5. Alongside the Transport for the North work, the Institute of Public Policy Research has published its blue print for devolving powers and budgets across the north. The report is available at <http://www.ippr.org/publications/transport-for-the-north-a-blueprint-for-devolving-and-integrating-transport-powers-in-england>

Devolution Deal

- 2.6. A devolution deal for West Yorkshire and York was announced on 16 March as part of the Chancellor's Budget Statement. Whilst the announcement contained little about transport the further detail is expected to include enhanced co-operation with other agencies, enhanced means of delivering local schemes and work to enhance bus services as part of an integrated transport system.
- 2.7. The WYCA press release in response to the Chancellor's announcement is attached as **Appendix 1**.

Rail North

- 2.8. The Northern and Transpennine rail franchises will be managed by the Department for Transport and Rail North in a formal partnership to be signed by both parties before the end of March. The Partnership team will be established in Leeds during autumn 2016 in readiness for the award of the franchises in December and the commencement of the franchises in April 2016.
- 2.9. Currently WYCA is a co signatory to the Northern franchise and receives a rail administrative grant of £874,000 from the DfT to reflect this role. Under the Partnership arrangement, DfT will continue to pay a grant to WYCA with approximately £128,000 of this grant to be used to contribute to those Partnership costs which are attributable to Rail North from April 2016. Other Combined Authorities/PTEs in receipt of rail administration grant will similarly contribute. Further work will be undertaken to ensure WYCA works with the Partnership team effectively and efficiently.

Tour de Yorkshire

- 2.10. WYCA staff made a significant contribution to the Tour de France Grand Depart, including take lead roles relating to highways and transport, and a travel demand campaign.
- 2.11. The 2015 Tour de Yorkshire will not involve long duration road closures and is not expected to attract as many spectators.
- 2.12. WYCA staff are assisting in managing the public transport implications arising from the road closure programme and are also exploring any requirement for additional public transport capacity in West Yorkshire.

Electrification Task Force

- 2.13. The North of England Rail Electrification Task Force report was published on 5 March. Andrew Jones MP (Harrogate and Knaresborough) chaired the Task Force and Cllr Green (Bradford) represented local transport authorities on the East of the Pennines.
- 2.14. The Task Force recommends that many rail lines in the Leeds City Region should be taken to the next stage of business case development over the next 12 months, with a view to including delivery in the next rail industry Control Period from 2019 – 2024.
- 2.15. The Task Force has set out 32 priority lines in three tiers, with Tier 1 offering the best scale of economic impact. The lines in the Leeds City Region include:
- Tier 1
 - Calder Valley Line
 - Harrogate Line
 - Selby to Hull
 - Sheffield to Leeds via Barnsley
 - Sheffield to Wakefield Westgate (Dearne Valley)
 - Tier 2
 - York to Scarborough
 - Barnsley to Huddersfield
 - Knottingley to Goole
 - Tier 3
 - Pontefract to Church Fenton
 - Skipton to Carlisle
 - Skipton to Heysham
- 2.16. The Task Force report is available at <http://www.railnorth.org/news/electrification-task-force-final-report-revealed/>

Ultra-Low Emission Vehicle Fund

- 2.17. On 11 March 2015, the DfT announced that the WYCA had been shortlisted as one of twelve UK authorities to develop a detailed bid submission to the Office for Low Emission Vehicles for a share of the £35m 'Go Ultra Low' City Scheme capital grant. The detailed bid submission deadline is 31 August 2015. Funding will be awarded to 2-4 authorities that can demonstrate the greatest potential to become outstanding examples for the adoption of ultra-low emission vehicles (ULEVs) in a local area and to become an international beacon of ULEV use. The Go Ultra Low City Scheme grant funding is available for the period 2016-2020.
- 2.18. WYCA's proposal is for a series of interventions across West Yorkshire that target ULEV vehicle adoption by individuals and businesses through improving access to

electric charging points, expanding the new West Yorkshire and York Car Club fleet, free city centre parking for ULEV cars and an apprenticeship programme in partnership with manufacturers and local colleges. There will also be a series of funding opportunities for individuals and businesses to convert their private or fleet vehicles to ULEVs. WYCA will work with a range of private and public partners to target those with the greatest propensity to convert to and adopt ULEV vehicles.

- 2.19. The City of York Council was also successfully shortlisted as one of the twelve UK authorities.

Other Transport Developments

- 2.20. The LGA Special Interest Group, chaired by Councillor James Lewis, oversees the work of pteg (Passenger Transport Executive Group), who undertake research on behalf of its members (the former ITAs) and associate members.
- 2.21. Pteg has been representing the interests of the largest transport authorities in contributing to the Department for Transport review of Bus Service Operators Grant (BSOG), with the aim of ensuring that any outcome does not penalise authorities considering the development of a Bus Quality Contract Scheme.
- 2.22. Pteg has also represented WYCA and other largest transport authorities in liaising with Treasury to highlight issues with the road safety based element of the Integrated Transport Block formula used to allocate LTP monies, which has diverted monies to smaller authorities.
- 2.23. Pteg has also published a number of reports relating to freight, transport and worklessness, an air quality transport toolkit and policy futures think-pieces. These reports are available from WYCA staff and can be downloaded from the pteg website (www.pteg.net).
- 2.24. WYCA is now leading input to the Smart Cities Programme, which also involves bus operators and the Department for Transport.
- 2.25. The Smart Cities Programme is seeking to facilitate and accelerate the roll-out of ITSO smartcard ticketing through, for example, co-ordinating approaches to product specification and to hot-listing.
- 2.26. It is important the Smart Cities Partnership recognise the need for multi-modal smart ticketing in the major conurbations, as well as the need to have a comprehensive offer involving all operators and future-proofing inter-operability between city regions.

3. Financial Implications

- 3.1. Work set out above has been funded from approved budgets.

3.2. The funding arrangements for the future Transport for the North programme are currently under development.

4. Legal Implications

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.

6. Consultees

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

7. Recommendations

7.1. That the updates provided in this report are noted.

8. Background Documents

8.1. None

DEVOLUTION DEAL FOR LEEDS CITY REGION

The West Yorkshire Combined Authority has agreed a devolution deal with government, giving council leaders and businesses greater influence over investment decisions on skills, transport, housing and support for small businesses.

As a result of the agreement announced today the Combined Authority, working with the Leeds City Region Enterprise Partnership (LEP), will address skills shortages in key industry sectors and ensure that skills provision is driven by the needs of businesses through greater influence over local further education budgets and courses. They will also have greater flexibility to encourage more small businesses to take on an apprentice, building on the LEP's apprenticeship programme which has created opportunities for over 1,000 young people in the past two years.

Businesses in the City Region will benefit from a simpler, more responsive business support system, making it easier for small firms and entrepreneurs to get the support and funding they need to grow. There will be a more flexible relationship with UKTI in the City Region, ensuring that support to help companies break into export markets is tailored to the needs of local firms and fast-growing sectors.

The devolution agreement also opens the door to a different working relationship with national agencies including the Homes and Communities Agency, Highways England and Network Rail, giving the Combined Authority a greater say over long-term transport and housing planning so that national planning and investment decisions are informed by local priorities.

The devolution agreement recognises the enhanced governance arrangements put in place in the region following the establishment of the Combined Authority in April 2014. It allows for negotiations on further devolution of powers and investment with any future governance changes being subject to consultation by the Combined Authority.

Combined Authority Leaders acknowledged that the Deal was a starting point, despite falling short of the City Region's economic ambitions.

Councillor Peter Box, Chair of the West Yorkshire Combined Authority said:

"The deal is disappointing and doesn't match the scale of our ambition. It undermines the Government's claim to want a strong Northern powerhouse. If we are to turn that into a reality we need real devolution, including fiscal devolution, to enable us to bring about a step change in the City Region's economy.

Councillor Keith Wakefield, Leader of Leeds City Council said:

"This does not match our ambitions for the people of Leeds and the city region. We were promised by the Deputy Prime Minister that there would be no strings attached in relation to governance models so we are disappointed by the lack of devolution on transport and housing investment powers. Additionally, given that our Devolved Youth Contract is getting eight out of 10 young people into work compared with three out of 10 on national programmes it's no surprise that this deal rightly gives us more influence over skills and apprenticeships.

“However, it is no compensation for the £470m of cuts that our councils have had to deliver and it falls far short of our ambition to shape our own economic destiny and create the 62,000 jobs that the people and businesses of Leeds and the city region need.

“We have demonstrated we have the appetite and ability to deliver far more to improve our economy. We shall continue to lobby and campaign for the greater powers and resources, including fiscal powers, that we need to achieve our ambitions and start the process of tackling the north-south economic divide.”

ENDS

ITEM 6

Report to: Transport Committee

Date: 27 March 2015

Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek approval for Quarter 1 2015/16 payments for the following programmes:

- LTP IP2 Integrated Transport and Highway Maintenance Blocks
- Cycle City Ambition Grant (CCAG1) for CityConnect programme
- Cycle City Ambition Grant 2 (CCAG2)
- West Yorkshire 'plus' Transport Fund

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

- Cycle City Ambition Grant 2 (CCAG2)
- Bus Real Time Information
- Bus Strategy Development
- ICT Infrastructure Phase 2
- South Elmsall Hub
- New Shelters Programme 2015/16
- Cycle Rail Schemes
- Walking Cities Fund

2. Information

2.1. It is necessary to bring forward the approval process for Quarter 1 (2015/16) payments to the March 2015 meeting of the Transport Committee because the planned meeting for April is not required.

2.2. Table 1 shows the payments to be made to partners. LTP Payments are based on the current allocations as reported to Transport Committee in February 2015 subject to some minor revisions set out in **Appendix 1**.

Quarterly Payments

Integrated Transport Block Funding

- 2.3. 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).
- 2.4. The Quarter 1 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.
- 2.5. The Network Management area of the LTP has been reviewed and a revised programme for 2015/16 and 2016/17 has been developed by Partners. The revised programme reflects the removal of some IP2 schemes which are now planned to be delivered through the West Yorkshire plus Transport Fund, and also includes some new interventions to reflect current priorities. The revised programme is attached as **Appendix 2**.

Highways Maintenance Block Funding

- 2.6. The Highway Maintenance (HM) Block funding is distributed between the District Councils in accordance with Department for Transport (DfT) formulaic allocation.
- 2.7. The distribution of the HM Block funding is set out in **Appendix 3**. The proposed quarter 1 payments are shown in Table 1.

Cycle City Ambition Grant (CCAG1) Funding

- 2.8. The Cycle City Ambition Grant (CCAG1) 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.
- 2.9. The funding to be allocated in quarter 1 of 2015/16, as agreed with the partners involved is set out in **Appendix 4**. The proposed quarterly payments are shown in Table 1.

West Yorkshire plus Transport Fund

- 2.10. In order to ensure schemes are ready for delivery from 2015/16 onwards, WYCA has to date made £9.998m available to support the development of the Transport Fund in 2013/14 and 2014/15. This funding has supported project development costs, staff resources and specialist technical support to enable the progression of the Fund and the 'early win' schemes to March 2015.
- 2.11. Funding of £3.574m is required for the continued development of early win projects in 2015/16. This release would come from the reserves held by WYCA and the element of the levy ring-fenced to support the development and delivery of the WY+TF. The Transport Committee is asked to approve this expenditure.

- 2.12. The payment of this funding to Partners will be reported to Transport Committee on a quarterly basis. The proposed quarter 1 payments for 2015/16 are shown in Table 1 with further detail set out in **Appendix 5**.
- 2.13. As individual schemes progress through the Gateway stages set out in the Assurance Framework there will be a requirement to release additional funding to continue development or delivery work on the scheme. Approval for this expenditure would be sought as part of the individual Gateway approvals and will be additional to the budget outlined above. This expenditure will be funded by the element of the levy ring-fenced to support the development and delivery of the WY+TF and / or the Local Growth Deal funding. Government have advised that the first payment of £30m (for 2015/16) will be made to the Combined Authority in April 2015.
- 2.14. The Combined Authority approved the progression of the Wakefield Eastern Relief Road through Gateway 3 (implementation Approval) subject to the following conditions being met:
- Confirmation that Planning Approval has been granted (decision expected 18 December 2014);
 - Tender price selected and confirmation that whole scheme to be delivered within the £33.053m total cost to the Fund (outturn prices) as reported in the Gateway 3 submission including an appropriate allowance for risk;
 - Final land agreements in place to allow the entire scheme to be delivered.
- 2.15. The Combined Authority were advised that once the above conditions are met funding would be released to allow the delivery of the scheme commencing in 2015/16.
- 2.16. Wakefield Council are expected to confirm the conditions have been met to enable works to commence in Quarter 1 of 2015/16 at which point Wakefield would need to draw down their first quarterly payment from the Transport Fund.
- 2.17. The Committee are therefore asked to approve a Quarter 1 payment of up to £8.5m to be funded through the Local Growth Deal funding subject to Wakefield Council providing confirmation that the conditions have been met.

Local Transport Plan – Implementation Plan 2 approvals

Cycle City Ambition Grant 2 (CCAG2)

- 2.18. On 2 March 2015, the DfT announced that WYCA's application for further funding from Cycle City Ambition Grant, has been approved in full. The bid application was for £22.107m from DfT as part of a total programme of £30.279 million (comprising £6.842m of West Yorkshire LTP match funding, £1m from City of York Council and other funding of £0.330m, in addition to the DfT grant of £22.107m).

- 2.19. The bid secures funding for 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.
- 2.20. 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.
- 2.21. The West Yorkshire LTP match funding (£6.842m) is currently profiled as follows:
- 2015/16 - £214k
 - 2016/17 – £2,467k
 - 2017/18 - £4,161k
- 2.22. The match funding element for 2015/16 is included in the current programme. Accommodation of future years' match funding (2016-18) will be addressed as part of the review of IP2 following consideration of the Single Transport Plan later in 2015.
- 2.23. Approval is sought to pay out funding to District Partners on the same basis as CCAG1 funding, with payments allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.24. Approval will be sought from WYCA at its next meeting for the expenditure of £30.279m to fund the CCAG2 programme. In the interim, the Transport Committee are asked to approve expenditure of £100k for each partner to allow development work to commence.

Enhancing Access to Bus Real-time Information

- 2.25. The Transport Committee meeting of 27 February 2015 noted the further phases of the Smartcard and Information Programme and approved some initial expenditure of programme management and transition costs associated with the adoption of smartcard data for operator payments.
- 2.26. Approval is now sought for a scheme to enhance access to bus real time information through the provision of QR codes and NFC tags at bus stops. The QR code allows the real-time display for that stop to be accessed by scanning the code with a smartphone. An NFC tag enables similar access by placing a NFC enabled smartphone close to the tag.
- 2.27. The use of QR codes has been successfully trialled at bus stops on the A660 Headingley corridor in Leeds. NFC tags have been successfully deployed for this purpose in other parts of the country.
- 2.28. The estimated cost of installing QR codes and NFC tags at all bus stops is estimated to be £50,000. The installation allows for further developments related to additional stop specific information and for managing the work of contractors.

Bus Strategy

- 2.29. WYCA has endorsed a Bus Quality Contract Scheme as its preferred approach to ensuring local bus services support wider economic, environmental and social policy objectives.
- 2.30. The Chair and Deputy Chairs of the Transport Committee met with bus operators in February to discuss enhancements to a partnership agreement that would provide integrated ticketing, accelerated investment in greener buses and a contribution to the West Yorkshire Plus Transport Fund.
- 2.31. The Chair of ABOWY (Association of Bus Operators in West Yorkshire) has written to the Chair of the Transport Committee to re-iterate ABOWY's views of the benefits of partnership working. This letter is attached as **Appendix 6**.
- 2.32. The devolution deal, whilst falling short of meeting WYCA requirements and ambition, is expected to include references to enhancing local bus services as part of an the development of an integrated transport system.
- 2.33. It is considered that co-ordinated services and branding, comprehensive service planning and fares information, consistent service and customer care standards and, most importantly, a single ticketing system are key components of the integrated transport system sought by WYCA.
- 2.34. The Transport Committee is requested to confirm its view that the current partnership approach falls short of this aspiration and to approve the expenditure of up to £1 million (which is included in the approved capital programme) to continue work on bus strategy.
- 2.35. This work would be dovetailed with the work on developing the Single Transport Plan and would not exclude the possibility of bus operators moderating their position on ticketing and the other aspects of an integrated transport system, meriting further consideration of a partnership approach.
- 2.36. The Bus Strategy expenditure would be used to fund staff costs and advisor costs to progress work associated with development of the Bus Strategy Business Case. As such, it is of benefit irrespective of the approach implemented after further consideration.
- 2.37. The bus strategy development would include a number of technical work areas to refine the Quality Contract Scheme proposition and evaluate the current partnership proposals. In particular, there is a need to develop further the economic, financial and cost models to reflect changes to fares, services, operating costs and technology development. There is also a need to continue to monitor developments in the North East and Manchester.
- 2.38. Progress reports would be brought to the Transport Committee prior to consideration by WYCA later this year.

ICT Infrastructure Phase 2

- 2.39. WYCA's three year ICT Strategy identified a need to capitalise on the organisation's membership of the Yorkshire & Humber Public Services Network (PSN) by becoming PSN compliant. This will enable WYCA to integrate its systems with other organisations across the public sector, including direct use of DWP data for more efficient travel card management and the ability for WYCA offices to automatically authenticate wireless internet access for other public sector staff.
- 2.40. The ICT Strategy also set out the case for the organisation to develop Managed Print Services in order to better co-ordinate the use of photocopiers and printers. Current arrangements are resource intensive and it is proposed that WYCA develops a new approach for print management which seeks to transfer time consuming, relatively low skilled work to an external partner who can manage a new generation of print hardware.
- 2.41. Large parts of the Authority's telephony infrastructure are within 12 months of becoming end of life and unsupported by suppliers, including the hardware supporting the Metroline and AccessBus call centres. New investment is required to renew this infrastructure whilst also taking advantage of opportunities to improve communications through staff presence information and video conferencing for example.
- 2.42. These developments build on recent progress which has been made with renewing core parts of the ICT infrastructure and approval is sought for expenditure of £175,000 to meet infrastructure and project management costs, funded through the LTP.

South Elmsall Hub

- 2.43. The LTP sets out an approach to improving interchange and integration through the development of Transport Hubs. A Phase 1 Hubs Programme, comprising a pilot scheme in each District, was delivered in the first LTP Implementation Plan (IP1).
- 2.44. Transport Committee, on 31 October 2014, approved funding of £435,000 for a programme of Hub schemes in IP2. This followed previous funding approval of £300,000 for Heckmondwike Hub. Transport Committee was also informed of the possible future inclusion of a scheme at South Elmsall in the Hubs Programme, to enable current operational issues at the bus station to be addressed.
- 2.45. A preferred South Elmsall scheme has now been developed. This involves re-design of the bus station layout, incorporating provision of replacement illuminated passenger shelters fitted with real time displays, a hub totem, improved paving within pedestrian areas and new pedestrian barriers.
- 2.46. Approval from the Transport Committee is sought for expenditure of £323,500 funded through the LTP.

New Shelters Programme 2015/16

- 2.47. Passenger waiting facilities are an important part of the public transport infrastructure. Passenger satisfaction with WYCA's facilities has increased significantly as a result of a sustained investment programme to replace life-expired shelters and new installations, in accordance with the Authority's criteria.
- 2.48. Good progress has been made with around 100 shelters requiring replacement in IP2 (2014-2017) from the indicative allocation of £735,000 for the shelter replacement programme.
- 2.49. Approval is sought for expenditure of £250,000, to be funded from the LTP, to allow the replacement of approximately 30 life expired shelters in 2015/16.
- 2.50. A programme to extend the life of modern style shelters installed over 10 years ago is being developed and will be the subject of a future report.
- 2.51. The future maintenance and cleaning costs of this shelter programme can be accommodated within approved budgets. Revenue from shelter advertising continues to make a significant contribution towards maintenance and cleaning costs.

Cycle Rail Funding Bid

- 2.52. In September 2014, the DfT announced a new funding opportunity for Train Operating Companies (TOC) for improvements to cycle/rail integration, with up to £15m available nationally. WYCA and Sustrans developed a number of bids with Northern and Transpennine Express and bids were submitted by the deadline of 31 October 2014.
- 2.53. On 12 March 2015, the Department of Transport announced the successful bids with £837k awarded to West Yorkshire cycle rail schemes:
- £270k – 17 stations (Shipley, Bradford Interchange, Bradford Forster Sq, Apperley Bridge, Bingley, Saltaire, Low Moor, Hebden Bridge, Mytholmroyd, Bramley, Kirkstall Forge, Cross Gates, Shepley, Normanton, Fitzwilliam, South Elmsall, Featherstone) - cycle storage and facilities including wheeling ramps on stairs and cycle parking;
 - £171k – Mirfield/Batley – cycle stands and lockers, wheeling ramps and new surfacing for cyclists approaching the platforms;
 - £151k - Dewsbury/Huddersfield – 114 new cycle parking spaces (stands and racks), lighting, CCTV, seating and wheeling ramps;
 - £245k – Cycle CityConnect stations at New Pudsey and Shipley – larger scale access improvements to upgrade/create off road cycle routes; a secure compound with swipe card access at New Pudsey.
- 2.54. The funding is available to the TOCs for 2015/16 only and requires £94,000 of local LTP match funding. The Grant would be paid to Northern and Transpennine Express through a Grant Agreement (Section 56 of the Transport Act 1968).

2.55. Funding for this purpose is included in the IP2 Bids and Leverage programme for 2015/16.

Walking Cities Fund

2.56. At the February meeting of the Transport Committee, approval was given to submit a bid to the Department for Transport Walking Cities fund subject to approval from the Chair of the Transport Committee and the Acting Director of Transport.

2.57. The bid was submitted on 10 March. The Department have indicated that there is a strong possibility of approval for compliant bids before the end of March. The funding is for 2015/16, so early approval to spend is essential in order to meet the project outcomes.

2.58. The project comprises £500k revenue and £500k capital to be spent in areas where health outcomes are poorest, which capitalise on the funding the Department have provided for CityConnect facilities (both CCAG1 and CCAG2). Public Health officers from across West Yorkshire have identified those wards where there is greatest need for increased physical activity and these have been mapped onto areas where the infrastructure would support this. A shortlist of 22 wards spread across all five Districts has been established, with the aim of engaging around 10% of people in the target areas, and supporting this with small scale infrastructure such as seating, planters and dropped kerbs.

2.59. If the bid is successful, a single project would be established utilising both this new Walking Cities resource together with the already approved LSTF-funded go:walking project. No match funding is required but District Officers from both transportation and public health have agreed to support the work in the target areas and oversee the implementation of the small scale infrastructure.

2.60. Transport Committee is asked to approve expenditure of £500,000 to enable work to commence on revenue-funded activities relating to engagement with communities in the target areas, subject to confirmation from the Department for Transport that the bid has been approved.

2.61. Approval is also sought, subject to a successful bid outcome, to spend £60,000 of capital on development of a consistent, audited walking map base across West Yorkshire to enable all districts to provide appropriate information to the target communities on routes in their neighbourhoods.

2.62. Approval to spend the remaining £440,000 capital would be sought once the outcomes of the community street audits are complete and scope of works identified and costed.

3. Financial implications

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

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

Table 1 – Quarter 1 2015/16 Payments (£000s)

District	IT	Maintenance	CCAG 1	CCAG 2	WY+TF	Walking Cities	Total
Bradford	518	1,545	340	100	169	Nil	2,672
Calderdale	269	986	Nil	100	31	Nil	1,386
Kirklees	847	1,529	Nil	100	65	Nil	2,541
Leeds	991	2,176**	3,173	100	81	Nil	6,521
Wakefield	371	1,069	Nil	100	15	Nil	1,555
WYCA	3,424	Nil	950	100	491	60	5,025
York	Nil	Nil	Nil	Nil	Nil	Nil	0
Total	6,420	7,305	4,463	600	852	60	19,700

** Includes a +£1k correction for a rounding error in 2014/15 payment

3.3. In addition, a Quarter 1 payment is to be made to WYCA of £500k revenue grant funding from the Walking Cities fund, subject to confirmation from the Department for Transport that the bid has been approved.

3.4. In addition a Quarter 1 payment of up to £8.5m, to be funded through the Local Growth Deal, for the Wakefield Eastern Relief Road scheme, subject to Wakefield Council providing confirmation that the conditions set out in the report to the Combined Authority on 12 December 2014 have been met.

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.

4.2. The LTP match funding towards the Cycle Rail Funding Bid would be paid to Northern and Transpennine Express through a Grant Agreement which will be pursuant to Section 56 of the Transport Act 1968.

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 £3.574m to fund the West Yorkshire Transport Fund, to be funded through reserves held by the Combined Authority and levy contributions ring-fenced to support the Transport Fund.
- 7.3. That the Transport Committee approve a Quarter 1 payment of up to £8.5m, to be funded through the Local Growth Deal, for the Wakefield Eastern Relief Road scheme, subject to Wakefield Council providing confirmation that the conditions set out in the report to the Combined Authority on 12 December 2014 have been met.
- 7.4. That the Transport Committee approves the expenditure of £600,000 to fund the initial development work on the CCAG 2 programme.
- 7.5. That the Transport Committee approves expenditure of £50,000 to fund the enhancement of access to bus real time information through the provision of QR codes and BFC tags at bus stops.
- 7.6. That the Transport Committee approves the expenditure of £1 million to continue work on bus strategy.
- 7.7. That the Transport Committee approves the expenditure of £175,000 to fund ICT Infrastructure Phase 2 to be funded through the LTP.
- 7.8. That the Transport Committee approves the expenditure of £323,500 to fund the South Elmsall Hub, to be funded through the LTP.
- 7.9. That the Transport Committee approves the expenditure of £250,000 to fund the LTP New Shelters Programme 2015/16 to be funded through the LTP.
- 7.10. That the Transport Committee approves the expenditure of £94,000 as match funding for the Cycle Rail Fund, to be funded through the LTP.
- 7.11. That the Transport Committee approves the expenditure of £500,000 revenue grant funding from the Walking Cities Fund and £60,000 capital grant funding to undertake activities identified in the Walking Cities bid, subject to the DfT announcing that the full WYCA £1m bid has been successful.

8. Background Documents

- Business Plan – Transport Capital Programme and Revenue Budget, 16 January 2015, Item 8
- West Yorkshire Plus Transport Fund : Approvals and Assurance Framework, 12 December 2014, Combined Authority, Item 9

Appendix 1

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

District		2014/15	2015/16	2016/17	TOTAL
Bradford	Approved Feb 15	1,037	2,051	1,478	4,566
	Proposed Adjustment	0	22	0	22
	Proposed Mar 15	1,037	2,073	1,478	4,588
Calderdale	Approved Feb 15	1,243	1075	810	3,128
	Proposed Adjustment	0	0	0	0
	Proposed Mar 15	1,243	1,075	810	3,128
Kirklees	Approved Feb 15	1,489	3,386	1,518	6,393
	Proposed Adjustment	0	0	0	0
	Proposed Mar 15	1,489	3,386	1,518	6,393
Leeds	Approved Feb 15	3,640	3,897	2,324	9,861
	Proposed Adjustment	0	66	0	66
	Proposed Mar 15	3,640	3,963	2,324	9,927
Wakefield	Approved Feb 15	1,446	1,485	1,260	4,191
	Proposed Adjustment	0	0	0	0
	Proposed Mar 15	1,446	1,485	1,260	4,191
Combined Authority	Approved Feb 15	10,808	13,601	3,651	28,060
	Proposed Adjustment	0	0	0	0
	Proposed Mar 15	10,808	13,695	3,651	28,060
Centrally held funding	Approved Feb 15	583	176	1,834	2,593
	Proposed Adjustment	-583	401	0	-88
	Proposed Mar 15	0	671	1,834	2,505
TOTAL	Approved Feb 15	20,246	25,671	12,875	58,792
	Proposed Adjustment	0	0	0	0
	Proposed Mar 15	20,246	25,671	12,875	58,792

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: +£22k in 2015/16,

- +1k LTP match funding for DEFRA funding to support West Yorkshire Low Emissions Study;

- +21k LTP match funding for DEFRA funding to support Air Quality and Health Strategy work.

Calderdale: No changes for Quarter 1

Kirklees: No changes for Quarter 1

Leeds: +£66k in 2015/16, **£66k** in 2016/17 as a result of the following changes:

- +£66k Central Road Safety programme in support of West Yorkshire Road Safety initiatives in both 2015/16 and 2016/17

Wakefield: No changes for Quarter 1

WYCA: +£94k in 2015/16

- £94k match funding for Cycle Rail Funding Bid

Centrally held funding: £-583k in 2014/15; **+£401k** in 2015/16;

- £583k re-profiled from 2014/15 to 2015/16
- -£22k Match funding for DEFRA funding to support West Yorkshire Low Emissions Study and Air Quality and Health Strategy work
- -£66k to Leeds for Central Road Safety programme in support of West Yorkshire Road Safety initiatives in both 2015/16 and 2016/17
- -£94k Match funding for Cycle Rail Funding Bid allocated to WYCA

REVISED NETWORK MANAGEMENT PROGRAMME

APPENDIX 2

Network Management Area	Description	District	Programme (all figures in £000s)		
			2015-16	2016-17	Reserve Schemes
Improved Data Communications	Robust, modern data communication systems are the backbone of Urban Traffic Management & Control. They provide the pipelines through which disparate data sources are brought into the traffic control centre, informing intelligent responses to developing traffic conditions. It is necessary however, to address the obsolescence in legacy systems if the aspirations for more intelligent traffic management and control services are to be delivered. These projects build network resilience and additional capability into the data communication network.	Bradford	195	195	135
		Calderdale	25	65	0
		Kirklees	160	130	75
		Leeds	214	0	124
		Wakefield	75.1	93.4	65.7
		Subtotal	669.1	483.4	399.7
More Efficient Traffic Signal Control	The performance of older traffic signal control installations can be improved by using newer technologies. Cutting-edge detection, upgraded pedestrian controls and intelligent traffic control software contribute to reductions in delays and more efficient traffic management. This can require extensive modernisation of obsolete asset but will deliver significant energy savings and lower carbon footprint.	Bradford	256	302	24
		Calderdale	307	310	0
		Kirklees	308	305	0
		Leeds	270	575	260
		Wakefield	232	260	55
		Subtotal	1373	1752	339
Variable Message Signs	VMS signs play a vital role in tackling congestion and increasing safety. Informing drivers of issues ahead, planned roadworks, congestion and queues, or significant events eases congestion considerably.	Bradford	160	80	40
		Calderdale	95	65	0
		Kirklees	300	210	0
		Leeds	255	90	0
		Wakefield	20	0	0
		Subtotal	830	445	40
Asset Management	Aging assets can present an unmanaged business risk. Fatigue precipitates increased failure rates. Obsolete parts (taking longer to source) result in longer repair times which can compromise road safety and add to congestion problems. The structural deterioration of poles presents a significant risk to health and safety. Collectively, this builds an unmanaged financial risk. The pro-active response manages these risks through an asset renewal program that builds toward a 'steady state' condition.	Bradford	190	240	125
		Calderdale	45	55	70
		Kirklees	100	70	0
		Leeds	190	0	70
		Wakefield	100	122	30
		Subtotal	625	487	295
		GRAND TOTAL	3497.1	3167.4	1073.7

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

Partner Authority	IP2		
	2014/15 (paid)	2015/16 (forecast)	2016/17 (forecast)
	£000s	£000s	£000s
Bradford	5,226	6,180	5,665
Calderdale	3,365	3,941	3,613
Kirklees	4,331*	6,116	5,607
Leeds	6,855	8,701**	7,976
Wakefield	2,978	4,276	3,920
Combined Authority	10 [#]	0	0
Total	23,766	29,213	26,781

* 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

** Includes a +£1k correction for a rounding error in 2014/15 payment

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

CCAG1 Funding Profile (all figures in £000s)

Partner	2013/14 (paid)	2014/15 (paid)	2015/16			
			Q1 (forecast)	Q2 (forecast)	Q3 (forecast)	Q4 (Forecast)
Bradford	142	758	340	Spend profile for Quarters 2 – 4 to be confirmed July Transport Committee		
Leeds	457	5,254	3,173			
WYCA	630	1,190	950			
Total	1,229	7,172	4,463			

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)

APPENDIX 5

District	2013/14	2014/15	2015/16
		Payment	Q1 (proposed)
Bradford	264	292	169
Calderdale	70	727	31
Kirklees	230	485	65
Leeds	470	1,604	81
Wakefield	528	2,725	15
WYCA	190	616	238
Resources	75	550	153
Advisors	290	300	100
Sub Total	2,117	7299	852
York	0	0	0
GRAND TOTAL	2,117	7299	852
Budget	2700	7298	3,574
Cumulative Variance (total approved budget against forecast spend	583	582	3,304



Cllr James Lewis
Chair of West Yorkshire Combined Authority Transport Committee
Wellington House
40-50 Wellington Street
Leeds LS1 2DE

19 March 2015

Dear Councillor Lewis

WYCA Bus Strategy Meeting 5th February 2015

Thank you again for the opportunity earlier this month to discuss in more detail the proposals for a West Yorkshire Bus Partnership with members of the Combined Authority and its Transport Committee.

We were pleased that there was an acknowledgement of the efforts that the operators have made to contribute to an enhanced partnership 'offer', and to adopt a flexible approach. We are also grateful that you recognise the commitment that operators have made to partnership working without a formal agreement, in particular in relation to the taking on of over £5m per annum of previously tendered services, thereby helping the authorities at a time of severe pressures on public finances, whilst at the same time maintaining network connectivity and stability. On this matter specifically we should like to thank WYCA and its officers for their contribution to the success of this work stream.

All parties agree that the key priorities for bus services in West Yorkshire are punctuality and reliability and the resultant value for money for customers. This is vital for both existing and potential passengers if bus services are going to continue to contribute to unlocking the potential within the West Yorkshire and wider regional economy.

Whilst operators have made great efforts to improve punctuality over recent years, improvements have often required additional resources resulting in higher operating costs and in some cases lower frequencies (therefore reducing the attractiveness of services). We believe there is a great opportunity to work together in partnership whereby the public sector partners and operators invest in measures, which not only improve punctuality & reliability for bus users but also produce resource savings that can be reinvested in the network, as we discussed. We are confident that what has been outlined specifically in respect of the 'Give to Get' proposals in the partnership, aligned to the West Yorkshire plus York Transport Fund, will contribute to addressing the aforementioned challenges.

We understand the importance that the Combined Authority places on simple and affordable ticketing. We are producing a 'roadmap' that shows what has already been

achieved and what is planned for the coming months in this regard; this will be done together with the Combined Authority, which manages our joint smart ticketing programme. The smart ticketing programme in West Yorkshire is regarded in the UK as being one of the most advanced and whilst recognising that there is more to do into the future, we are confident that good progress is being and will continue to be made.

Building on the successful range of integrated ticketing products that are already available, plans are now in place for the delivery of fare capping and 'stored travel rights'. We concur with the view that you expressed that more needs to be done to promote the powerful ticketing offer that we have in West Yorkshire and we would be pleased to work with you on this important promotional activity, an approach for which is included in the proposed partnership framework.

Customers clearly get significant benefits from the current discounts offered by individual operators on tickets that are restricted to their own services and/or certain geographical areas. I recall that Roger Marsh emphasised the need to focus on value for money for passengers rather than just price. Recent market research highlights the generally good understanding amongst users of the types of single-operator & multi-operator ticket options available, and the view that these represent good value for money. Notwithstanding this, the partnership offer of new zonal MCards initially in Leeds and Bradford would immediately reduce the cost by approximately 20% for those wishing to avail of the multi-operator tickets in these areas and help us as partners to ascertain the potential passenger growth that might accrue from the availability of such products. We are also keen to work with the Combined Authority to deliver greater value for young people.

There is already a proposal in place for all the partners to provide, "via all customer-facing staff, operator-neutral travel advice to passengers on all route and ticketing enquiries". In addition, the Memorandum of Understanding that was agreed in 2013 would commit the partners to promote all ticketing products so that the customer gets the best value ticket for the type of journey that they wish to make at any given time.

You were clear that the Combined Authority is monitoring developments in the Northeast and in Manchester. Whilst developments over the next few months may help improve understanding of the process & direction in these areas, our belief is that franchising of bus services is several years away. Whilst we respect your position on this point, we are concerned that the benefits to passengers of a partnership will be delayed for an indefinite period. Therefore, we are still keen to agree with you at an early stage a partnership for an initial period to demonstrate its value and the benefits to the public.

We are confident that the partnership will deliver significant additional early benefits to customers as well as supporting delivery of the crucial initial phase of the Strategic Economic Plan for the city region. An effective partnership seen to be delivering

positive outcomes will also place us in a stronger position in bidding for Government and EU investment programmes such as BBA, Green Bus Fund and Horizon 2020. Working together might for example engender new and innovative approaches such as public-private collaborations on gas bus infrastructure and vehicles, thereby assisting with air quality improvement objectives. We have seen other areas such as York & South Yorkshire, where partnership working is well established, benefit disproportionately from Government funding and, as we said at our meeting, witness continued significant investment from operators.

We should make the point that whilst we believe the West Yorkshire partnership proposals are the most comprehensive in the country, the operator commitments are made without a clear understanding of what specific measures would be taken by the public sector partners. The point was made at the meeting that the purpose of partnership is to produce an outcome that is better than if the individual organisations made changes in isolation. My experience of bus partnership in other parts of the country is that the private and public sectors challenge each other to invest more and take a different approach to that which they would have taken without the partnership in place.

We should be pleased to engage in further discussions and to consider any specific proposals that members of the Combined Authority and its Transport Committee may have for a different form of governance or other aspects of the partnership.

We believe that a partnership offers significant short term potential gains for the Combined Authority and more importantly for bus users and the public in West Yorkshire. We believe there is an opportunity to build a virtuous circle of investment, economic growth, reduced congestion and improved air quality. We hope that you agree and look forward to hearing your thoughts on how we might progress our discussions.

Yours sincerely

Keith McNally
Chair of ABOWY

cc Nigel Foster
John Henkel
Roger Marsh
Adrian Lythgo
Cllr Elizabeth Smaje
Cllr Eric Firth

ITEM 7

Report to: Transport Committee

Date: 27 March 2015

Subject: Engagement with Young People

1. Purpose

- 1.1. To provide details of a pilot project to improve how WYCA and bus operators engage with and consult young people.

2. Information

- 2.1. The Transport Committee has previously expressed a desire for better engagement with equality groups, along with an interest in trialling 'virtual consultation' as an effective means of broadening representation in seeking passenger feedback.

Working with Young People

- 2.2. The Combined Authority works with young people in schools across West Yorkshire through the Junior Safemark scheme, which aims to prepare children for the world of public transport, prior to their transition to secondary school. Junior Safemark workshops provide the 11 year-olds with the skills and confidence to use public transport. Junior Safemark teaches them how to read timetables, plan journeys on-line and how to behave safely and responsibly while travelling.
- 2.3. The Combined Authority took part in the West Yorkshire Youth Association's Young Inspectors programme in 2013. The programme trains young people to conduct assessments of local services for young people and make recommendations for service improvements. Feedback from the inspection was positive but included a suggestion that more work could be done to involve and engage young people.
- 2.4. These recommendations to improve engagement with young people mirror some of the recommendations of the pteg (Passenger Transport Executive Group) report 'Moving On', which aimed to get local transport authorities

thinking about how they can provide the best deal for young people on transport in a difficult economic climate. Actively engaging young people in developing the public transport offer was a key theme of the Moving On report.

- 2.5. Engagement and consultation with young people has, in the past, been largely done through liaison with Youth Councils and other similar organisations in each of the West Yorkshire districts. The recommendations from the Young Inspectors and Moving On reports indicate that the WYCA could do more to engage with young people. As a result the WYCA is working with the Youth Association to develop a one year pilot project to increase and improve engagement with young people. The Youth Association have proposed a model for engagement and consultation with young people which comprises two key elements as set out below.

Standing Panel

- 2.6. Establish an interactive standing panel of 100 young people (age 13-25), convened every two months:
- Mostly virtual, using online and mobile consultation
 - Gain feedback on satisfaction with services
 - Engaging young people with the wider decision making process in WYCA, influencing service delivery, training, ticketing and information provision
 - Involving young people in developing campaigns to address key issues

Mystery Shopping

- Trained young people undertaking 'mystery shopping' to follow up on key points identified through the standing panel or by the Combined Authority
 - Objective perspective on issues identified, offering feedback and recommendations
- 2.7. Bus operators have indicated that they are keen to be partners in the project and have agreed to fund a number of free travel tickets as incentives for panel members and mystery shoppers.
- 2.8. Further work is planned to scope the range of topics for consideration by the standing panel and mystery shoppers, with a view to first consultation being undertaken during spring.

Additional Consultation and Engagement

- 2.9. Additional work will be undertaken to liaise with Student Union organisations across West Yorkshire as a means of engaging with young adults attending local universities and colleges.
- 2.10. Further work is planned to consider the adoption of the virtual standing panel model to other groups as a means of taking forward the Transport Committee aspirations detailed in section 2.1 of this report.

3. Financial Implications

3.1. There are no financial implications as a result of this report.

4. Legal Implications

4.1. None as a result of this report.

5. Staffing Implications

5.1. None as a result of this report.

6. Consultees

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

7. Recommendations

7.1. That the report is noted.

8. Background Documents

8.1. None

ITEM 8

Report to: Transport Committee

Date: 27 March 2015

Subject: Enhancement to the Young Persons' Concessionary Travel Scheme

1. Purpose

- 1.1. Enhancement to the Young Persons' Concessionary Travel Scheme.

2. Information

Background

- 2.1. WYCA leaders have identified support for the travel costs of apprentices as a priority and have requested that the Transport Committee consider how progress towards this could be achieved.
- 2.2. The WYCA adoption of the Strategic Economic Plan (SEP) re-inforces the desirability of extending the current scheme to include a wide range of young people, particularly apprentices whose pay reflects the learning element but who are not entitled to concessionary travel under the 1985 Transport Act.
- 2.3. WYCA provides concessionary travel for all eligible categories, as defined in the 1985 Transport Act, including young people aged between 5 and 16 and between 16 and 18 who are in full time further education.
- 2.4. There are also two on-going changes that impact upon the requirement for re-imburement for concessionary travel by young people. The current, and proposed, changes to discretionary entitlement for free travel to school are reducing the number of Schoolcards (whereby the LEA pays for the travel to and from school) and the associated concessionary travel re-imburement by WYCA. It is not as yet clear what the longer term impacts of travel to/from school by young people will be.
- 2.5. At the same time more young people are attending further educational institutions, increasing the requirement for re-imburement as they fall within the provisions of the current scheme.

- 2.6. In parallel, discussions are being held with larger operators regarding the transition to the use of smartcard data for the apportionment of pre-paid travel (MCard/MetroCard) revenues and re-imburement for concessionary travel.
- 2.7. These discussions have highlighted that this transition would be facilitated by agreements with larger operators on re-imburement for travel by young people until 31 March 2016, as this would facilitate the transition to the use of smartcard data and the associated requirement for (near) 100% recording of such journeys.

Proposed Agreed Re-imburement Arrangement

- 2.8. Exploratory discussions have been held with larger operators regarding an appropriate level of re-imburement if WYCA were minded to approve such arrangements.
- 2.9. Larger operators would indicated that they would be prepared to agree to a modification of the scheme to include, from 1 September 2015, all 16-18 year olds within the approved budget provision for 2015/16. This initiative would have the benefit of extending concessionary travel to young people in this age range who are in jobs, apprenticeships or part-time training or education.
- 2.10. It is proposed, that in view of the uncertainties referred to above, that re-imburement agreements be developed for consideration by the Transport Committee. The objective would be to secure a future level of re-imburement that included all 16-18 year olds within the medium term financial strategy being developed through the budget working group.
- 2.11. These agreements would complement similar arrangement for re-imburement associated with the English National Concession Scheme (ENCTS), which were approved for the three year period covering 2014/15, 2015/16 and 2016/17.
- 2.12. Further work will be undertaken to consider how the scheme could be further enhanced to include older apprentices as part of an overall approach to supporting the SEP as well as attracting young people to use public transport.

3. Financial Implications

- 3.1. Discussions with bus operators would be based upon the principles that he proposed enhancement to the scheme would be implemented within the approved budget provision for 2015/16, and the medium term financial strategy for future years.

4. Legal Implications

- 4.1. The extension of concessionary travel to all young people between 16 and 18 would require the use of Well Being Powers (as the 1985 Transport Act only includes 16-18 year olds in full time education).

5. Staffing Implications

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

6. Consultees

6.1. The Director of Resources has contributed to this report.

7. Recommendations

7.1. That the Transport Committee endorses the proposal to enhance the Young Persons Concessionary Travel Scheme for negotiation and consultation with bus operators.

7.2. That, subject to consultation, the revised scheme be reported to the Transport Committee for approval, with WYCA being requested to approve the associated use of well-being powers.

8. Background Documents

8.1. Transport Act 1985.

ITEM 9

Report to: Transport Committee

Date: 27 March 2015

Subject: Connecting The Dales

1. Purpose

- 1.1. To update the Committee on the outcome of the Connecting the Dales Local Sustainable Transport project

2. Information

- 2.1. In 2011 West Yorkshire ITA was awarded £1.1m to support a community led project to improve connectivity in the Yorkshire Dales. The project comes to a close at the end of March 2015. A leaflet, which will be available for members at the meeting, sets out the achievements of the project and the legacy it has provided for the future.
- 2.2. The ITA and subsequently the WYCA has since 2007 supported the provision of a network of Sunday/Bank Holiday bus services linking West Yorkshire and key destinations in the Dales. The Dalesbus network is co-ordinated by the Dales and Bowland Community Interest Company (CIC). WYCA's support has been in the form of a grant made under well-being powers. It is proposed that WYCA provides similar support in 2015.
- 2.3. In 2015, 24,343 passenger journeys were made on the services linking West Yorkshire with the Dales. WYCA provided £11,000 of funding support for the Dales bus network; approximately 30% of total cost of the services after fares revenue. At an average cost of £0.45/passenger this expenditure falls within the metrics supporting the Authority's policy for supported bus services. As a condition of this grant, MCard holders are able to travel beyond the West Yorkshire boundary to destinations in the Dales at no additional charge to the customer.
- 2.4. Dales and Bowland CIC are seeking a grant of £14,500 in 2015. The additional cost is due to increased operating costs and the anticipated impact on passenger revenues arising from a change in NYCC concessionary fares policy. Assuming a similar level of

patronage to 2014, the revised subsidy per passenger of £0.75 remains within the Authority's value for money metrics.

- 2.5 To add value for West Yorkshire from this increased cost, arrangements have been agreed with Dales and Bowland CIC to enable Ccard use on some services starting outside of West Yorkshire This would offer Mcard holders a wider range of services and destinations including the Malham Tarn Shuttle and buses from Ribbleshead rail station to Wensleydale and Swaledale.
- 2.6 NYCC has amended its concessionary fare scheme to exclude some Dalesbus services as "tourist" buses. This will require West Yorkshire Concessionary Pass holders to pay a fare for journeys starting in North Yorkshire. As part of the revised grant conditions, a discounted fare would be charged to holders of West Yorkshire ENCTS pass holders boarding in North Yorkshire.

3. Financial Implications

- 3.1. Provision has been made for the payment of a grant for Dalesbus services in the Authority's 2015/16 budget for supported bus services.

4. Legal Implications

- 4.1. The Integrated Transport Authority established the policy of using well-being powers to fund the provision of Dalesbus services at its meeting on 27 March 2009 and has provided a grant on this basis in each subsequent year. The Combined Authority adopted this policy together with the other policies of the former ITA in April 2014.
- 4.2. The use of well – being powers to fund Dalesbus would achieve its objectives in the following manner:
 - By encouraging visitors to the Yorkshire Dales National Park, the grants will promote the economic well-being of the Leeds City Region.
 - By facilitating affordable access to the Yorkshire Dales National Park for people without a private car, the grants will improve the social well-being of residents of West Yorkshire who may otherwise be unable to visit the area.
 - By promoting an alternative way of accessing the Yorkshire Dales National Park to the private car, the grants will reduce traffic congestion and promote environmental well-being in West Yorkshire and the Leeds City Region.
- 4.3 It is within the delegated Authority of the Acting Director of Transport to take action to implement a decision of the Authority to use the power of well –being in circumstances such as this where there is approved precedent for such action.

5. Staffing Implications

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

6. Consultees

6.1. The following bodies have been consulted on this proposal:

North Yorkshire County Council
Dales and Bowland Community Interest Company
Dales Integrated Transport Alliance

7. Recommendations

- 7.1. That the Committee notes the outcomes of the Connecting the Dales Local Sustainable Transport Fund scheme.
- 7.2. That the Committee approves support for Dales bus services as set out in this report.

8. Background Documents

- 8.1. Project closure leaflet for “Connecting the Dales”.
- 8.2. Service provision proposals supplied by Dales and Bowland Community Interest Company.