

## **TRANSPORT COMMITTEE**

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 12 JUNE 2015  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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### **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 MARCH 2015  
(pages 4 - 10)**

Copy attached.

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

- (a) Leeds – 13 April 2015 (pages 11 to 16)**
- (b) Kirklees – 15 April 2015 (pages 17 to 22)**
- (c) Bradford – 17 April 2015 (pages 23 to 27)**
- (d) Calderdale – 21 April 2015 (pages 28 to 33)**
- (e) Wakefield – 23 April 2015 (pages 34 to 39)**

**6. TRANSPORT UPDATE**  
**(pages 40 to 45)**

To consider the attached report.

**7. LOCAL TRANSPORT PLAN APPROVALS**  
**(pages 46 to 50)**

To consider the attached report.

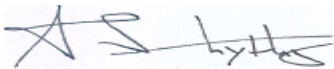
**8. SINGLE TRANSPORT PLAN - PHASE 1 CONSULTATION REPORT**  
**(pages 51 to 58)**

To consider the attached report.

**9. WEST YORKSHIRE TRANSPORT FUND - HARD INGS ROAD IMPROVEMENTS**  
**(pages 59 to 65)**

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**

## **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.

<b>Compilation of Agenda by:</b>	Sarah Naylor
<b>Telephone No:</b>	Leeds (0113) 251 7220
<b>Date:</b>	4 June 2015



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

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**Present:** Councillor J Lewis (Chair)

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

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

**85. Apologies for Absence**

Apologies for absence were received from Councillors A Carter, B Collins,  
Y Crewe, T Swift, and P Caffrey (Calderdale) and D Dagger (Wakefield).

**86. Chair's Remarks**

The Chair reported that Councillor Ruth Billheimer was attending her last meeting.  
He thanked her for her hard work and contribution as a member of the Transport  
Committee.

**87. Declarations of Disclosable Pecuniary Interests**

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

**88. Minutes of the meeting of the Transport Committee held on 27 February 2015**

**Resolved:** That the minutes of the Transport Committee held on 27 February 2015  
be approved and signed by the Chair.

**89. Transport Update**

The Committee considered a report giving an update on strategic transport issues.

**Transport for the North (TfN)**

It was reported that the TfN Interim Strategy was launched on Friday 20 March 2015.  
The plan was a long term investment plan which committed to build on the concept

of HS3 to develop a network of high quality rail connections across the North and create a Northern powerhouse which would include road, rail freight, airports and smart ticketing emulating the Transport for London (TfL) model.

The Chair commented that on behalf of the WYCA he had continued to press for an ambitious plan including recognition of the importance of improving connectivity for the whole city region and not just the links between the core cities, bringing the benefits of HS2 to the North sooner than planned.

It was reported that the next steps would include the formulation of the Governance arrangements and establishment of the detailed development. A work programme and development budget was currently being prepared focussing initially on 2015/16. Members were advised that although it was likely that the Department for Transport would be making a substantial funding contribution it was anticipated that there would also be a requirement for a local contribution. It was also reported that discussions were still ongoing in respect of the share of funding nationally and locally.

### **Devolution – Leeds City Region**

It was reported that a devolution deal for the Leeds City Region was announced on 18 March 2015 as part of the Chancellor's Budget Statement. Members were advised that whilst the announcement contained little transport matters, further detail was expected to include enhanced co-operation with other agencies, better means of delivering local schemes and work to improve bus services as part of an integrated transport system. A copy of the WYCA press release in response to the Chancellor's announcement was attached at Appendix 1 of the submitted report.

### **Rail North**

It was reported that the Northern and Transpennine rail franchises would be managed by the DfT and Rail North in a formal partnership agreement to be signed by both parties before the end of March 2015.

Members were informed that currently the WYCA was a co-signatory to the Northern Franchise and received a rail administrative grant from the DfT to reflect that role. Under the new partnership arrangement the DfT would continue to pay a proportionate grant to WYCA with approximately £128,000 of the grant being used to contribute to the partnership costs which were attributable to Rail North from April 2016.

### **Tour de Yorkshire**

The Committee was informed of the work being carried out by WYCA staff for the Tour de Yorkshire which was taking place between 1-3 May 2015. This included assisting in managing the public transport implications arising from the road closure

programme and exploring any additional requirements for public transport capacity in West Yorkshire during the event.

### **Electrification Task Force**

It was reported that the North of England Rail Electrification Task Force had published their report on 5 March 2015. The Task Force had identified lines on the Northern and Transpennine franchise currently without electrification which had now been considered and prioritised. The results had been grouped into 3 tiers, with Tier 1 being the most immediate priority. Members were advised that the lines in the Leeds City Region included:

#### **Tier 1**

- Calder Valley line
- Harrogate Line
- Selby to Hull
- Sheffield to Leeds via Barnsley
- Sheffield to Wakefield Westgate

#### **Tier 2**

- York to Scarborough
- Barnsley to Huddersfield
- Knottingley to Goole
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#### **Tier 3**

- Pontefract to Church Fenton
- Skipton to Carlisle
- Skipton to Heysham

### **Ultra-Low Emission Vehicle Fund**

It was reported that the DfT had announced that the WYCA had been shortlisted as one of the 12 authorities to develop a detailed bid submission by the deadline date of 31 August 2015 for a share of the £35m 'Go Ultra Low' City Scheme capital grant.

Members were advised that the WYCA's submission would be based on a series of interventions across West Yorkshire. These would 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 parking for ULEV cars and an apprenticeship programme in partnership with manufacturers and local colleges.

It was also commented that the City of York Council had also been shortlisted.

## **Other Transport Developments**

It was reported that Pteg had been representing the interests of the larger transport authorities in contributing to the DfT's review of the Bus Service Operators' Grant (BSOG). The aim of the review was to ensure that any outcome did not penalise authorities considering the development of a Bus Quality Contract scheme. The Committee also noted a number of other pieces of work currently being undertaken by the Group:

- Liaison with the Treasury to highlight issues with the road safety based element of the Integrated Block formula used to allocate monies, which had diverted monies to smaller authorities.
- Publication of reports on freight, transport and worklessness, an air quality transport toolkit and policy futures think-pieces.

## **Smart Cities Programme**

Members noted the work of the Smart Cities Programme. The programme was made up of the nine City Regions, the DfT and the bus operators in England with the aim of adopting a collective approach and accelerating the delivery of smart ticketing products by sharing knowledge more effectively.

**Resolved** - That the report be noted.

## **90. Local Transport Plan Approvals**

The Committee considered a report which sought approval for LTP Quarter 4 2014/15 payments for the following programmes and IP2 schemes:

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

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

- Cycle City Ambition Grant 2
- Bus Realtime Information
- Bus Strategy Development
- ICT Infrastructure Phase 2
- South Elmsall Hub
- New Shelters Programme 2015/16
- Cycle Rail Schemes



In respect of Bus Strategy Development, it was reported that the WYCA had endorsed a Bus Quality Contract as its preferred approach to ensuring local bus services support the wider economic, environmental and social policy objectives.

The Committee was also advised that following a meeting held between the Chair and Deputy Chairs of the Transport Committee and ABOWY to discuss enhancements to the partnership offer, it was considered that the revised offer fell short of the Authority's aspirations. In particular this was with regard to integrated ticketing and therefore the Committee was recommended to approve expenditure up to £1 million to continue work on the development of the Authority's Bus Strategy.

**Resolved:**

- (a) That the quarterly payments, as set out in Table 1 of the submitted report, be approved.
- (b) That 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 ringfenced to support the Transport Fund be approved.
- (c) That a Quarter 1 payment of up to £8.5m, to be funded through the Local Growth Deal for the Wakefield Eastern Relief Road Scheme be approved, subject to Wakefield MDC providing confirmation that the conditions as set out in the report to the Combined Authority on 12 December 2014 had been adhered to.
- (d) That expenditure of £600,000 to fund the initial development work on the CCAG2 programme be approved.
- (e) That expenditure of £50,000 to fund the enhancement of access to bus realtime information through the provision of QR codes and BFC tags at bus stops be approved.
- (f) That expenditure of £1m to continue work on Bus Strategy Development work be approved.
- (g) That expenditure of £175,000 to fund ICT Infrastructure Phase 2 to be funded through LTP be approved.
- (h) That expenditure of £323,500 to fund the South Elmsall Hub to be funded through the LTP be approved.
- (i) That expenditure of £250,000 to fund the LTP New Shelters Programme 2015/16 to be funded through the LTP be approved.

- (j) That expenditure of £94,000 (match funding) for the Cycle Rail Fund, to be funded through the LTP be approved.

## **91. Engagement with Young People**

The Committee considered a report on a pilot project to improve how the WYCA and bus operators engaged with and consulted young people.

It was reported that at a previous meeting, members had expressed a desire to better engage with equality groups along with an interest in trialling virtual consultation as an effective means of broadening representation in seeking passenger feedback.

It was reported that the WYCA had been working with the Youth Association on a one year pilot project. A model had now been developed for engagement and consultation which included the establishment of the interactive standing panel consisting of 100 young people between the ages of 13-25 which would meet on a 2 monthly basis. It was also proposed to train young people to undertake mystery shopping to follow up on key points identified through the Standing Panel by the Combined Authority.

Comment was also made that the bus operators were fully supportive of the project and had agreed to fund free travel tickets as incentives for both panel members and mystery shoppers.

**Resolved** - That the report be noted.

## **92. Enhancement to the Young Persons' Concessionary Travel Scheme**

The Committee considered a report on proposed enhancements to the Young Persons' Concessionary Travel Scheme.

It was reported that the WYCA provided concessionary travel for all eligible categories as defined in the Transport Act 1985; including young people aged between 5 and 16 and 16 and 18 who were in full time further education.

It was proposed to extend within the current budget provision, the entitlement to all 16-18 year olds including apprentices and other young people not in full time further education and who were therefore not eligible under the Act.

It was reported that discussions were ongoing with the larger operators with a view to securing appropriate reimbursement agreements in order to mitigate risk for all parties and other changes affecting young persons' concessionary travel which was detailed in paragraphs 2.4 - 2.5 of the submitted report.

In this respect members were advised that the operators had 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. That initiative would have the benefit of extending concessionary travel to young people in the age range who were in jobs, apprenticeships or part time training or education.

It was also mentioned that further work would be undertaken to consider how the scheme could be further enhanced to include older apprentices as part of an overall approach to support the SEP as well as attracting young people to use public transport.

**Resolved:**

- (a) That the proposal for negotiations and consultation with the bus operators to enhance the Young Persons Concessionary Travel Scheme be endorsed.
- (b) That subject to consultation, the revised scheme be reported to the Transport Committee for approval and the WYCA being requested to approve the associated use of well-being powers.

**93. Connecting the Dales**

The Committee considered a report on the outcome of the Connecting the Dales Local Sustainable Transport project.

It was reported that the project which had been financially supported by the Authority was due to end in March 2015. A leaflet setting out the achievements was circulated at the meeting.

Members were advised that since 2007 the Authority had supported the provision of a network of Sunday/Bank Holiday bus services linking West Yorkshire and the key destinations in the Dales through a grant awarded under well-being powers. The Dales and Bowland Community Interest Company who co-ordinated and ran the services were now seeking a grant of £14,500 for 2015 which represented a £3,500 increase over the previous year. To add value for West Yorkshire from the increased cost, agreement had been reached with the operator offering MetroCard holders a wider range of services and destinations.

**Resolved:**

- (a) That the outcome of the Connecting the Dales Local Sustainable Transport Fund Scheme be noted.
- (b) That the award of grant of £14,500 under the provision of well-being powers be approved.



## ITEM 5(a)

**MINUTES OF THE MEETING OF THE  
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE  
HELD ON MONDAY 13 APRIL 2015 IN WELLINGTON HOUSE, LEEDS**

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**PRESENT:** Councillor M Lyons (Chair)

**WYCA TRANSPORT  
COMMITTEE**

J Lewis  
E Taylor

**LEEDS CC**

C Campbell

**PUBLIC REPRESENTATIVES**

David Brady  
Paul Chadwick  
Brian Cooper  
Keith Huggins  
Catherine Keighley  
Hazel Lee

Alan Oldroyd  
Judith Rhodes  
Eric Smith  
Ann Stocks  
Charles Stones  
Bill Tymms

**Also in attendance:-**

M Fenwick	-	Arriva
S Ottley	-	Yorkshire Tiger
B Dorr	-	First
P Myers	-	Northern Rail
S Cunningham	-	First TransPennine Express
G Owen	-	Leeds City Council

### 24. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Carter, B Urry and P Wadsworth and public representatives David Hope and Peter Wood.

### 25. MINUTES

**RESOLVED** – That the minutes of the meeting held on 12 January 2015 be noted.

## 26. QUESTION AND ANSWER SESSION

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

### **Bus Timetable Information – Leeds Station**

Members reiterated their previous concerns regarding the relocation of the Information Centre in Leeds from the rail station. They commented that there was a lack of passenger information with only a limited selection of bus timetables available and stocks were often depleted. It was noted that customer service advice was available at the station and discussions were ongoing with Northern Rail in respect of providing an outlet for Mcard ticket sales. Members were assured that stocks of Leeds area bus timetables were replenished at regular intervals and that this would be monitored.

### **Bus Stand Y10 – The Headrow, Leeds**

Concern was expressed regarding the bus stand on The Headrow, Leeds. The bus stops were used by several services which was causing congestion and confusion for passengers. It was suggested that a bus stop clearway aligned with the shelter would alleviate the problem and Mr Owen from Leeds City Council would bring the matter to the Highway Department's attention.

### **Smoking in Bus Stations**

It was requested that additional 'no smoking' signs be provided at bus stations as members commented that some people were continuing to smoke in the public areas.

### **Boar Lane Stops**

It was reported that on Friday and Saturday evenings the black and white taxis were using Stop T1 as a rank which was blocking access to the other bus stops.

### **'Long' Bus Stops**

Comment was made that some of the long bus stands used by several services were not being used properly by drivers and passengers were unaware where their bus would stop. Operators would be asked to remind their staff of the correct procedure.

### **On-Bus Information**

It was reported that on some vehicles, passenger information was positioned on the large front windows, blocking passengers' view and it was suggested that

information regarding fares/ routes etc could be placed higher up the window to alleviate the problem.

### **MyNextBus**

It was reported that on several occasions replies from the 'mynextbus' text service had been received between 8-24 hours after sending the message. Members were assured that this should not be the case and asked for specific details when this occurred so that it could be investigated.

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.

## **27. MEMBER FEEDBACK**

The Committee considered a report advising members of the feedback received at the meeting held on 12 January 2015 and to report the action taken.

At the last meeting members were consulted on the results of the Annual Market Research Tracker Survey and Ticketing Scheme and the key points raised were outlined in the submitted report.

**RESOLVED** - That the report be noted.

## **28. INFORMATION REPORT**

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

### **Service Changes**

It was noted that a number of changes to services would take place on 25 and 26 April 2015 and details of the most significant changes were outlined in the submitted report.

In respect of Services 33, 33A and X33 members reiterated a previous request to consider the renumbering of the services as this was confusing for passengers and Mr Dorr would pass the Committee's comments to the Commercial Department at First West Yorkshire.

### **Leeds Station Southern Entrance**

Members were provided with an update on the construction of the new southern entrance which was expected to be completed in autumn 2015.

### **Kirkstall Forge**

It was noted that construction of the new station and access road were on target for opening in autumn 2015. Members discussed the transport links to the new station particularly from the Bramley area and whether these could be improved. The practical difficulties encountered by buses approaching from the Bramley direction were discussed. Options to improve bus links to the new station would be explored.

### **HS2**

The Committee was updated on the development of the proposition for the future Leeds station(s) and it was noted that an interim report would be issued to Ministers in October 2015. Members welcomed the work which continued on the development of an HS2 'connectivity package' to find the best solution to integrate HS2 with local services at Leeds Station. It was noted that this was being considered alongside the planning work for 'HS3' as well as the Leeds station HS2 review.

### **Rail Franchise Renewal**

It was reported that the Department for Transport had published the Invitations to Tender (ITT) for the Northern and TransPennine Express franchises and further information regarding the West Yorkshire and York service enhancements included in the ITTs was attached at Appendix A to the submitted report.

### **Electrification Taskforce (ETF)**

It was noted that the ETF report had been published and recommended 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 them being included in the next rail industry Control Period from 2019-2024.

The ETF had set out 32 priority lines in three tiers with Tier 1 offering the best scale of economic impact. Those in the Leeds City Region were detailed in the submitted report and it was noted that the Calder Valley line, Harrogate Line, Selby to Hull, Sheffield to Leeds (via Barnsley including Pontefract/Knottingley) and Sheffield to Wakefield Westgate were included in Tier 1.

### **'Bus for Us' Next Stop Phone App Pilot**

The Committee was advised of an app which had been designed alongside blind and visually impaired bus users to deliver audio/visual technology to passengers' phones. First and Arriva had launched an 8 week pilot of the new app in Leeds on the three main corridors and, subject to feedback received, it was hoped that this would eventually be rolled out nationwide.

Public representative, Mr Oldroyd stressed that not everyone had tablets/mobile phones and there was still an urgent need to provide on-bus audio visual



information, particularly to assist the blind and partially sighted. In response, the Committee was advised that the app would be in addition to any future developments of the realtime system and the aspiration to provide audio visual information remained.

### **Transport for the North**

It was reported that the Transport for the North (TfN) strategy had been launched by the Secretary of State for Transport on 20 March 2015. Key elements of the strategy were listed in the submitted report and a work programme for 2015/16 was being developed. Further updates would be provided to future meetings.

### **Tour de Yorkshire**

The Committee noted the public transport implications arising from road closures during the Tour de Yorkshire which was taking place between 1-3 May 2015.

### **Wharfedale Greenway**

Public representative Hazel Lee asked to point out that local parish councils were working with Sustrans to develop an off road cycleway between Pool in Wharfedale and Menston. Public consultation would be held over the Summer.

### **CityConnect**

Members noted the progress on the CityConnect programme and were advised that it was expected that the Leeds-Bradford Cycle Superhighway would be fully completed by January 2016.

### **Cycle City Ambition Grant 2**

It was reported that West Yorkshire and York District Councils had been awarded £22m of Cycle City Ambition Grant funding for a three year period (2015-18). This would be used to fund a package of cycling initiatives to provide fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York, connecting to key employment and regeneration sites together with upgrading towpaths in several areas.

### **Cycle Rail Funding**

The Committee noted that Northern Rail and First TransPennine Express, in partnership with WYCA and West Yorkshire District Councils had been awarded £837,000 from the Department for Transport. This would be used to improve bicycle parking and access routes, lighting and signage at 22 rail stations across West Yorkshire.

### **Ultra Low Emission Vehicle (ULEV) City Fund**

It was reported that the DfT had announced that the WYCA had been shortlisted as one of the 12 authorities to develop a detailed bid submission by the deadline date of 31 August 2015 for a share of the £35m 'Go Ultra Low' City Scheme capital grant.

**RESOLVED** - That the report be noted.

### **29. CONSULTATION ITEMS: SINGLE TRANSPORT PLAN**

It was reported that WYCA was developing a Single Transport Plan (STP) for West Yorkshire which would replace the existing West Yorkshire Local Transport Plan. The STP would be a 20 year vision for developing an effective, efficient and integrated transport network that supported sustainable and low carbon economic growth for the Leeds City Region.

The Committee was advised that early consultation on the STP was taking place and this would be followed by a more formal round of consultation in Summer 2015. Members were given a presentation on the emerging core principles for the Plan and the following comments were made:

- Comment made that consultations were bland and stated the obvious – need to have a target and be clearer on how this will be realised eg. smart futures, exploit the technology and be clear on how that will be delivered.
- Concern about no benchmark for Air Quality. It is talked about but not much information on how the public transport system could help to improve air quality. In response to this, members were advised of the West Yorkshire Low Emissions Strategy which was being developed.
- The involvement of all partners in discussions was welcomed and it was considered important for the STP to fit in with regional and national networks.
- Cycle routes should be more inclusive/made more attractive eg. traffic light priority for cyclists, showers/lockers at places of employment etc. However need to ensure cyclists do not use pavements.

It was noted that further information on the new Plan and a link to the online questionnaire was available at: <http://www.westyorks-ca.gov.uk/stp-survey> or by contacting Steve Heckley, LTP Leader at [steve.heckley@westyorks-ca.gov.uk](mailto:steve.heckley@westyorks-ca.gov.uk).

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](mailto:erica.ward@westyorks-ca.gov.uk).

**RESOLVED** – That members' feedback be noted.

## ITEM 5(b)

**MINUTES OF THE MEETING OF THE  
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE  
HELD ON WEDNESDAY 15 APRIL 2015 AT THE TOWN HALL, DEWSBURY**

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**PRESENT:** Councillor G Lowe (Chair)

**WYCA TRANSPORT  
COMMITTEE**

E Firth  
A Pinnock  
L Smaje

**PUBLIC REPRESENTATIVES**

John Appleyard  
Mark Denton  
David Hargreaves  
Chris Jones

Brian Kenyon  
Kathleen O'Shea  
Keith Parry  
Chris Taylor

**Also in attendance:-**

M Senior	-	Arriva Yorkshire
G Birmingham	-	First
J Mear	-	First
G Curtis	-	First
M Moore	-	Yorkshire Tiger
S Cunningham	-	First TransPennine
A Craughan	-	First TransPennine
P Myers	-	Northern
J Waddington	-	Kirklees Highways Department

### 24. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor C Preest, public representatives David Hargreaves and William Kirby and John Croxford (Arriva).

### 25. MINUTES

**Mid Yorkshire Hospital Bus Service 113**

Referring to minute 22 of the meeting held on 14 January 2015, members were informed that the Mid Yorkshire Trust had declined the Committee's request for additional stops at Pontefract Southgate and at the bottom of Halifax Road, Dewsbury.

### **Heckmondwike Bus Hub**

It was reported that the Heckmondwike Bus Hub had now been completed and was due to be opened on Saturday 25 April 2015. Members welcomed the new facility which, in their opinion, would centralise bus facilities in the Town Centre and improve interchange between bus users and other modes of travel. They also expressed their appreciation to the contractors who had progressed the construction of the Hub with limited disruption.

### **Huddersfield Rail Station Gates**

The Committee was informed that there were still some minor configuration issues with the gates across West Yorkshire, including Huddersfield. It was hoped that these would be resolved in the very near future.

**RESOLVED** – That the minutes of the meeting held on 14 January 2015 be noted.

## **26. 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:

### **Bus Lanes**

The Deputy Chair commented on recent press articles regarding the possibility of permitting taxis to use bus lanes. In response it was commented that the WYCA were in discussions with the West Yorkshire District Councils to consider a consistent approach across the County.

### **Fly Tipping - Railway Sidings**

The Committee remarked on the very serious problem of fly tipping on the railways which was unsightly and portraying a very bad image to passengers using the railways in West Yorkshire. In their opinion a more proactive approach should be taken by Network Rail to tackle the problem and if necessary the British Transport Police be involved to investigate and, where appropriate, prosecute people who commit litter and fly tipping offences.

## **27. MEMBER FEEDBACK**

The Committee considered a report advising members of the feedback received at the meeting held on 14 January 2015 and to report the action taken.

At the last meeting members were consulted on the results of the Annual Market Research Tracker Survey and Ticketing Scheme and the key points raised were outlined in the submitted report.

**RESOLVED** - That the report be noted.

## **28. INFORMATION REPORT**

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

### **Service Changes**

Members were advised of a number of service changes taking place in West Yorkshire on the weekend of 25 and 26 April 2015.

- Some journeys on service 323 (Huddersfield - Marten Nest) would be extended to serve Falconers Ride and Hawkroyd Bank Road on a trial basis.
- Services 370 and 371 would operate every 20 minutes to either Dalton or Rawthorpe (every 10 minutes on combined sections).
- Service 372 would be increased to serve Almondbury every 10 minutes.
- Changes to stopping arrangements as a result of the opening of the new Heckmondwike Hub.
- Withdrawal of service operated by Steel Group CIC CT (Birstall - Batley - Dewsbury) and increasing service 126 between Wakefield and Ossett.

### **Mirfield Railway Station Masterplan**

It was reported that the WYCA was developing a Masterplan for Mirfield Railway Station. A workshop was recently held with stakeholders from Kirklees Council, Network Rail, Northern Rail, Grand Central and Friends of Mirfield Station to identify priorities to take the plan forward including requirements which would assist in securing funding for station improvements in the short, medium and long term.

### **Steel Group Bus Services**

Members were given an update on the on-going issue regarding services provided by Steel Group in the North Kirklees area. It was reported that at present only 50% of the timetabled services were running causing serious disruption for passengers. Officers were currently monitoring the situation on a day to day basis in order that information could be fed back to Metroline to keep passengers informed of those services which were running.

In response to a question raised, comment was made that although the Steel Group also ran a limited number of school services, there were alternative services students

were able to catch if those services provided by the Steel Group failed to operate when the schools returned on Monday 20 April 2015.

### **'Bus for Us' Next Stop Phone App Pilot**

The Committee was advised of an app which had been designed alongside blind and visually impaired bus users to deliver audio/visual technology to passengers' phones. First and Arriva had launched an 8 week pilot of the new app in Leeds on the three main corridors and, subject to feedback received, it was hoped that this would eventually be rolled out nationwide. Members stressed that not everyone had tablets/mobile phones and there was still an urgent need to provide on-bus audio visual information, particularly to assist the blind and partially sighted. In response, the Committee was advised that the app would be in addition to any future developments of the realtime system and the aspiration to provide audio visual information remained.

### **Tour de Yorkshire**

The Committee noted the public transport implications arising from road closures during the Tour de Yorkshire which was taking place between 1-3 May 2015.

It was also reported that the train operators were also planning to strengthen their services and deploy additional Customer Services Officers at selected unmanned rail stations. In this respect, Sarah Cunningham from First TransPennine indicated that they were proposing to have an additional 8000 seats available over the 3 day event.

### **Cycle City Ambition Grant 2**

It was reported that West Yorkshire and York District Councils had been awarded £22m of Cycle City Ambition Grant funding for a three year period (2015-18). This would be used to fund a package of cycling initiatives to provide fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York, connecting to key employment and regeneration sites together with upgrading towpaths in several areas.

In welcoming the grant, which in their opinion would develop the role of cycling both as a mainstream transport mode and also for the health, sport and benefit it brought, comment was made to the potential conflict between cyclists and other uses on canal towpaths. In this respect reference was made to a workshop which was planned by the Canals and Rivers Trust and it was suggested that feedback from the workshop be brought to the next meeting of the Committee.

**RESOLVED** - That the report be noted.

**29. CONSULTATION ITEMS:**  
**(a) Single Transport Plan**  
**(b) Dewsbury Bus Station**

**Single Transport Plan**

It was reported that WYCA was developing a Single Transport Plan (STP) for West Yorkshire which would replace the existing West Yorkshire Local Transport Plan. The STP would be a 20 year vision for developing an effective, efficient and integrated transport network that supported sustainable and low carbon economic growth for the Leeds City Region.

The Committee was advised that early consultation on the STP was taking place and this would be followed by a more formal round of consultation in Summer 2015. Members were given a presentation on the emerging core principles for the Plan. In supporting the Plan, which they recognised was a framework and not a prescriptive list, the following comments were made:

- Incorporation of a comprehensive connectivity strategy involving all transport modes including walking and cycling.
- The Bus Strategy/Vision should be aspirational to more high frequency, faster services over longer periods of the day and in this respect they commented the need for more express buses.
- More connectivity between West Yorkshire towns and cities.
- The STP should include proposals for additional park and ride facilities. Reference was made to the success of the Elland Road and York park and ride schemes.
- Integrated ticketing.
- Freight.

It was noted that further information on the new Plan and a link to the online questionnaire was available at: <http://www.westyorks-ca.gov.uk/stp-survey> or by contacting Steve Heckley, LTP Leader at [steve.heckley@westyorks-ca.gov.uk](mailto:steve.heckley@westyorks-ca.gov.uk).

**Dewsbury Bus Station**

It was reported that the bus station, which was opened in 1995, was due for refurbishment both internally and externally.

Members were asked for their views on priorities for improvement for the bus station and the following items were highlighted:

- Improved disabled facilities.
- Traffic management enhancements, particularly around the bus station entrance.
- Remove existing coach island to address capacity issues.
- More information stands for both bus and rail timetables.

- Provision of additional retail outlets.
- Additional information display screens.

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](mailto:erica.ward@westyorks-ca.gov.uk).

**RESOLVED** – That members' feedback be noted.



## ITEM 5(c)

### MINUTES OF THE MEETING OF THE BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON FRIDAY 17 APRIL 2015 AT CITY HALL, BRADFORD

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**PRESENT:** Councillor Michael Johnson (Chair)

**WYCA TRANSPORT COMMITTEE**

R Billheimer  
 A Hussain  
 R Poulsen

**BRADFORD MDC**

S Cooke  
 R Jamil  
 H Khan

**PUBLIC REPRESENTATIVES**

Jane Gibbon  
 Fred Gilbert  
 Andrew Jewsbury  
 Peter Ketley  
 Gareth Logan

Graham Peacock  
 John Prestage  
 Barrie Rigg  
 Andrew Wowk

**Also in attendance:-**

C Wilson	-	Arriva Yorkshire
P Myers	-	Northern Rail
C Booth	-	Transdev (Keighley & District)
C Rickaby	-	Observer (Bradford Rail Users' Group)

**26. APOLOGIES FOR ABSENCE**

Apologies for absence were received from public representatives Gordon Lakin and Keith Renshaw.

**27. MINUTES**

**Item 22 - Question and Answer Session** - With regard to the point regarding the real time system, it was clarified that this in fact related to two issues. The first concerned delays in shelter repairs, particularly in the Shipley area, and the second involved outstanding repairs to the real time screen located in Thornton.

**RESOLVED** - That the minutes of the meeting held on 23 January 2015 be noted.

## 28. QUESTION AND ANSWER SESSION

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

Discussions took place regarding the issue of bus drivers not waiting sufficient time for passengers to be seated, particularly the elderly, before pulling away from bus stops. In response, it was stated that an initiative called FALL was being introduced by bus operators across West Yorkshire in order to alleviate this issue. Operators were enforcing to their drivers the message to wait until passengers had sat down before pulling way. TransDev Keighley and District further advised that it was trialling an audio messaging service, which advised passengers to remain seated until the vehicle was stationary. Officers reported to members that most bus operators had CCTV installed on their vehicles, which allowed them to examine incidents. In this respect, it was reiterated to the Committee that such incidents be reported either direct to the operator or the WYCA. It was confirmed that this matter would also be brought to the attention of the next meeting of the WYCA's Operator Group.

Comment was made that senior and disabled concessions, MCards, MetroCards, MetroDay and West Yorkshire DayRover were not valid on Service 757 (Leeds - Kirkstall - Rawdon - Leeds Bradford International Airport) between 12 am and 5 am. These restrictions were set out in the WYCA Concessionary Travel Scheme and the West Yorkshire Ticketing Company's terms and conditions relating to MCards, MetroCards, MetroDay and West Yorkshire DayRovers.

Members commented on North Yorkshire County Council's (NYCC) decision to exclude a number of Sunday and Bank Holiday bus services from the English National Concessionary Travel Scheme. Passes were not valid for free travel for journeys starting within North Yorkshire. It was asserted by North Yorkshire that the majority of visitors who travelled to the Dales did so for leisure purposes and it was, therefore, possible for NYCC to exclude these services. The WYCA's policy on this matter was different to that of North Yorkshire and ENCTS passes were valid on journeys commencing in West Yorkshire.

Observations were made regarding the regular unreliability of Service 675 from Cottingley to Bradford. It was noted that the service was operated on a commercial basis by First Bradford and officers of the WYCA would bring this issue to the operator's attention.

Further to this issue being raised at previous meetings of the Committee, comment was made regarding the need for an additional ticket machine at Crossflatts rail station, as the current one was located some distance from Platform one. This matter particularly affected those passengers with mobility problems and some members also felt that it contributed to the on-going issue of fare evasion. Mr Myers of Northern Rail advised that the company had funded the implementation of ticket machines at a number of stations, but not at Crossflatts. He advised that ticket sales should be in operation at the station during peak times, but agreed to

take this issue back to Northern for investigation. Further discussions ensued regarding the lack of ticket machines at other rail stations in the district and the inconsistency of being able to purchase a ticket on rail services, as staff was not always available to sell tickets.

Comment was made regarding recent changes to the opening hours of the booking office at Ilkley rail station. It was reported that due to staff shortages, passengers could only purchase rail tickets once they had alighted the train at the station. In response, Mr Myers confirmed that passengers should be able to purchase tickets before boarding services and whilst on the train and confirmed that he would report this issue to Northern for investigation.

Members advised that the floor signage at Keighley bus station had become worn and faded and needed renewing. It was noted that the station was managed by Trans Dev Keighley and District, but owned by the WYCA. It was agreed that this matter would be investigated and remedied.

The Committee commended the cleanliness of the public toilets at Keighley bus station and requested that their comments be passed to the relevant members of staff.

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.

## **29. MEMBER FEEDBACK**

The Committee considered a report advising members of the feedback received at the meeting held on 23 January 2015 and to report the action taken.

At the last meeting members were consulted on the results of the Annual Market Research Tracker Survey and Ticketing Scheme and the key points raised were outlined in the submitted report.

**RESOLVED** - That the report be noted.

## **30. INFORMATION REPORT**

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

### **Service Changes**

It was noted that a number of changes to services would take place on 25 and 26 April 2015 and details of the most significant changes were outlined in the submitted report.

### **Bradford Gateway Scheme**

The Committee noted that the development of masterplans for Bradford Interchange and Bradford Forster Square had been funded through the West Yorkshire Plus Transport Fund. It was reported that Bradford Council and the Combined Authority were currently investigating opportunities for third party funding contributions whilst continuing feasibility work.

### **Inter-City 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.

Members noted the proposed service improvements, which included direct links/more trains to Bradford and Shipley of 7 trains per day each way. Comment was made on the importance of regular rail services to the district in order to attract businesses to the area.

### **City Connect**

It was anticipated that the Leeds - Bradford Cycle Superhighway would be fully completed by January 2016. Work on the CityConnect programme was progressing, with work commencing on the canal towpath between Kirkstall and Shipley. The first section had been completed and was now open to the public and it was hoped the project would be completed in June 2015. Work had commenced on the superhighway section at York Road, Stanningley Road and Church Bank, Shipley Airedale junction and Thornbury Gyratory. A programme of works to start the 20 mph zones had also been agreed.

### **Tour de Yorkshire**

The Committee noted the public transport implications arising from road closures during the Tour de Yorkshire which was taking place between 1 and 3 May 2015.

**RESOLVED** - That the report be noted.

## **31. CONSULTATION ITEM – SINGLE TRANSPORT PLAN**

It was reported that WYCA was developing a Single Transport Plan (STP) for West Yorkshire which would replace the existing West Yorkshire Local Transport Plan. The STP would be a 20 year vision for developing an effective, efficient and integrated transport network that supported sustainable and low carbon economic growth for the Leeds City Region.

The Committee was advised that early consultation on the STP was taking place and this would be followed by a more formal round of consultation in Summer 2015.

Members were given a presentation on the emerging core principles for the Plan and the following comments were made.

- The One System would make public transport far easier for passengers.
- With regard to Smart Futures, comment was made that it was crucial that the wider benefits of mobile technology and other technical developments be explored further in order to improve the management of the transport networks. As technology developed at such a fast rate, it was suggested that more ambition be created around this core principle. In addition, it was commented that any system implemented had to take into account that not everyone was technology literate.
- It was suggested that, in order to improve energy resources/requirements, changes be undertaken to local authorities' planning processes in order to ensure that housing developments were located near to employment areas and transport corridors. Further to this it was suggested that planning processes also take into account easy access to local amenities.

It was noted that further information on the new Plan and a link to the online questionnaire was available at: <http://www.westyorks-ca.gov.uk/stp-survey> or by contacting Steve Heckley, LTP Leader at [steve.heckley@westyorks-ca.gov.uk](mailto:steve.heckley@westyorks-ca.gov.uk).

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](mailto: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 21 APRIL 2015 AT THE TOWN HALL, HALIFAX**

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**PRESENT:** Councillor B Collins (Chair)

**WYCA TRANSPORT  
COMMITTEE**

D Kirton

**CALDERDALE MC**

M Greenwood

J Lynn

**PUBLIC REPRESENTATIVES**

Myra James

Peter Melling

John Myddelton

John Sheppard

Peter Stocks

John Sykes

John Whiteley

**Also in attendance:-**

O Haworth	-	First
S Ottley	-	Yorkshire Tiger
M Moore	-	Yorkshire Tiger
N Walsh	-	The Halifax Bus Co Ltd
P Myers	-	Northern Rail
P Stubbs	-	Calderdale Council

**25. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Dot Foster.

**26. MINUTES**

**RESOLVED** – That the minutes of the meeting held on 20 January 2015 be noted.

**27. 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:

### **Realtime Displays**

Members welcomed the improvements to the information provided on the realtime displays in some bus shelters which were now showing when services were cancelled.

### **Announcements at Bus Stations**

It was reported that there had also been improvements with the provision of service information via announcements at Halifax and Huddersfield Bus Stations which was also welcomed.

### **Sam Hoyles Memorial Park, West Vale**

Councillor Greenwood asked whether a Metro sign could be removed from Sam Hoyles Memorial Park, West Vale as this was no longer used and the request would be passed to Metro's Infrastructure Team.

### **King Cross Scheme**

Members welcomed the remodelling scheme at King Cross which would be completed by June 2015 and included changes to road layouts and on street parking, installation of a bus lane and relocating bus stops. Comment was made that it would have been beneficial if Calderdale Council had promoted the scheme and displayed plans of the development whilst the works were ongoing so that the public were aware of the improvements that were being made.

### **Elland**

The Committee discussed the problems with congestion in Elland. It was reported that the WYCA was in early discussions with Calderdale Council regarding possible solutions including the possibility of providing a bus interchange.

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.

## **28. MEMBER FEEDBACK**

The Committee considered a report advising members of the feedback received at the meeting held on 20 January 2015 and to report the action taken.

At the last meeting members were consulted on the results of the Annual Market Research Tracker Survey and Ticketing Scheme and the key points raised were outlined in the submitted report.

**RESOLVED** - That the report be noted.



## **29. INFORMATION REPORT**

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

### **Service Changes**

It was noted that a number of changes to services would take place on 25 and 26 April 2015. This included additional Sunday daytime journeys on service 571 between Brighouse and Bradford on a trial basis following representations from local ward members.

Mr Ottley from Yorkshire Tiger advised members of additional journeys on services 522/523 and also updated them on the introduction of new and refurbished buses onto the Calderdale network. Members were invited to attend the launch of the new vehicles which was to be held at Eureka on 28 April 2015. Mr Ottley commented that the operation of the new network had been challenging but Yorkshire Tiger would continue to monitor and review their services and members were asked to contact them with any feedback.

### **Rail Franchise Renewal**

It was reported that the Department for Transport had published the Invitations to Tender (ITT) for the Northern and TransPennine Express franchises and further information regarding the West Yorkshire and York service enhancements included in the ITTs was attached at Appendix A to the submitted report.

### **Calder Valley Line Development**

It was noted that the Electrification Task Force (ETF) report had been published and recommended 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 them being included in the next rail industry Control Period from 2019-2024.

The ETF had set out 32 priority lines in three tiers with Tier 1 offering the best scale of economic impact. Those in the Leeds City Region were detailed in the submitted report and members welcomed the inclusion of the Calder Valley line in Tier 1.

It was agreed that positive progress was now being made in respect of enhancing the Calder Valley line. Additional capacity would be provided with some cascaded rolling stock to address the urgent need to replace the out-dated pacer units and members noted the collaborative working with WYCA and Network Rail on schemes to increase running speeds and frequency on the route between Leeds, Bradford, Halifax and Manchester as part of the Calder Valley Transport Fund. This work had been split into two phases – Phase 1 would support the TransPennine Electrification diversionary route required by December 2016 focussing on the Hebden Bridge to Milner Royd section and Phase 2 would follow by December 2018 covering the Milner Royd Junction through to Bradford Interchange.

Councillor Collins advised the Committee that the WYCA had agreed to fund the development of a business case for a new rail station at Elland. Members welcomed the progress but reiterated that Hipperholme should also be kept under consideration in view of the proposed residential development in the area which would also help to reduce pollution and traffic congestion at Hipperholme junction.

### **Halifax-Huddersfield Corridor Phase 1**

Members noted the project which would deliver significant junction and environmental improvements and congestion relief between the end of Elland bypass and Free School Lane. It was reported that the WYCA had approved expenditure to undertake detailed design and preparation of a full business case and planning applications for the project.

### **West Yorkshire Plus Transport Fund**

The Committee noted that an 11 year programme of investment in major transport projects had been approved by the WYCA in December 2014. The projects had been prioritised collaboratively between all districts in West Yorkshire and York and WYCA on the basis of their impact on economic growth.

It was acknowledged that there were considerable investment opportunities for Calderdale and the Committee was updated on several projects including proposals for the Halifax town centre gateway and two highway schemes, the A629 Huddersfield – Halifax and the A641 Huddersfield – Bradford.

Members discussed the importance of cyclists and pedestrians being taken into consideration when developing new schemes and the Committee noted the further funding received in respect of Cycle City Ambition Grant and Cycle Rail Funding schemes. It was requested that the Disability Partnership Group be included in any consultations regarding new schemes.

### **Tour de Yorkshire**

The Committee noted the public transport implications arising from road closures during the Tour de Yorkshire which was taking place 1-3 May 2015. Members were also advised of a secondary race for amateur riders, Tour de Yorkshire Sportif, which would pass through Calderdale and it was considered that this element of the race should also be publicised.

### **Cycle City Ambition Grant 2**

It was reported that West Yorkshire and York District Councils had been awarded £22m of Cycle City Ambition Grant funding for a three year period (2015-18). This would be used to fund a package of cycling initiatives to provide fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York, connecting to key employment and regeneration sites together with upgrading towpaths in several areas.

### **Cycle Rail Funding**

The Committee noted that Northern Rail and First TransPennine Express, in partnership with WYCA and West Yorkshire District Councils had been awarded £837,000 from the Department for Transport. This would be used to improve bicycle parking and access routes, lighting and signage at 22 rail stations across West Yorkshire.

### **Local Highway Maintenance Challenge Fund**

It was reported that the WYCA, in partnership with the 5 West Yorkshire district councils, had submitted 6 funding applications worth £51m to the DfT for highway maintenance funding which included Calderdale street lighting. An announcement on the results of the bidding process was awaited.

### **Total Transport Pilot Fund**

Members were advised that a bid for £400,000 had been submitted to the DfT for funding to pilot a cross-sector approach for the integration of transport services that are currently commissioned by different agencies in rural and rural-outer areas. An announcement on the results of the bidding process was expected in the near future.

### **Ultra Low Emission Vehicle (ULEV) City Fund**

It was reported that the DfT had announced that the WYCA had been shortlisted as one of the 12 authorities to develop a detailed bid submission by the deadline date of 31 August 2015 for a share of the £35m 'Go Ultra Low' City Scheme capital grant.

### **Walking Cities Bid**

Members were advised that a bid for £1m had been submitted to the DfT for Walking Cities funds which were aimed to get more people walking by capitalising on the Cycle Cities Ambition Grant infrastructure and reducing health inequalities. An announcement on the results of the bidding process was expected in the near future.

### **Transport Focus Bus Passenger Survey**

Members noted the results of the latest Bus Passenger Survey conducted by Transport Focus which was published in March 2015. Feedback from West Yorkshire bus passengers was outlined in the submitted report and further information was available at [www.transportfocus.org.uk](http://www.transportfocus.org.uk)

**RESOLVED** - That the report be noted.

### 30. CONSULTATION ITEMS – SINGLE TRANSPORT PLAN

It was reported that WYCA was developing a Single Transport Plan (STP) for West Yorkshire. The STP would be a 20 year vision for developing an effective, efficient and integrated transport network that supported sustainable and low carbon economic growth for the Leeds City Region.

The Committee was advised that early consultation on the STP was taking place and this would be followed by a more formal round of consultation in Summer 2015. Members were given a presentation on the emerging core principles for the Plan and the following comments were made:

- Agree with the aspiration to have a London model – you don't need a car in London.
- The London model is good but their funding/subsidy is far greater and they also have congestion charges. The STP needs to make the case for the amount spent per head in London and the City Region to be equal.
- Commitment to walking and cycling.
- Cross boundary ticketing important.
- Need to improve road network to ease congestion and reduce pollution. However if this makes it easier for people to get into towns by car they will and then not use the bus!
- Promote car clubs.
- Stronger vision - more work could be done to promote electric vehicles and make them more attractive and easier for people to use.
- More investment for low carbon solutions.
- Need to reduce the number of vehicles on roads.
- Need infrastructure designed for pedestrians as well as motorists.
- Links to housing and transport – villages need to be revitalised and grow by providing infrastructure and new housing.
- Bus stops should be positioned where pedestrians have safe access eg. A646 is hazardous because of bends in the road and no pavements.
- Involvement with the business community is important.

It was noted that further information on the new Plan and a link to the online questionnaire was available at: <http://www.westyorks-ca.gov.uk/stp-survey> or by contacting Steve Heckley, LTP Leader at [steve.heckley@westyorks-ca.gov.uk](mailto:steve.heckley@westyorks-ca.gov.uk).

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](mailto:erica.ward@westyorks-ca.gov.uk).

**RESOLVED** – That members' feedback be noted.

## ITEM 5(e)

**MINUTES OF THE MEETING OF THE  
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE  
HELD ON THURSDAY 23 APRIL 2015 AT COUNTY HALL, WAKEFIELD**

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**PRESENT:** Councillor Yvonne Crewe (Chair)

**WYCA TRANSPORT  
COMMITTEE**

M Ward

**PUBLIC REPRESENTATIVES**

N Ashton

P Blackburn

J Churms

M Dalton

B Fruish

D Pattinson

**WAKEFIELD MDC**

J Cliffe

J Williams

**Also in attendance:-**

M Fenwick - Arriva Yorkshire

K Purcell - Arriva Yorkshire

P Myers - Northern Rail

### 26. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors R Bickerton and M Graham and public representative B Darlison.

### 27. MINUTES

**Minute 22 – Boxing Day Services – Service 189**

It was agreed that the penultimate sentence of the minutes be amended to read “However, certain drivers had insisted that the route began at Kirkgate, which had caused considerable confusion to passengers. “

### **Minute 23 – Member Feedback – Castleford Rail Station – Subway between Welbeck Street and Beacroft Road**

A request was made for the minutes to be amended to delete the reference to “corroded/broken light fittings”. Comment was made that the issue was about the cleanliness of the subway and that the walls, despite repeated attempts to clean them, were always stained caused by rain/moisture on the corroded tracks above the subway.

The Chair advised the Committee that Wakefield Council’s Street Scene had included the subway in a regular cleaning programme and that early feasibility work was being carried out to look at upgrading the subway as part of a package of works to improve Castleford Rail Station.

**RESOLVED** – That, subject to the amendments detailed above, the minutes of the meeting held on 22 January 2015 be noted.

### **28. 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:

#### Arriva’s Sapphire Buses

Mrs Blackburn commented that she had been using Arriva’s new Sapphire fleet of buses to travel to Leeds and that she was very impressed with the quality of the service, particularly the comfort of the vehicles, the seating and driver uniforms.

#### Bus Service – Sharlston/New Sharlston/Streethouse

Members expressed concern at the continued disruption to the bus service which previously linked Sharlston/New Sharlston and Streethouse due to the closure of Cow Lane railway bridge. It was reported that residents in New Sharlston continued to suffer hardship in being unable to access the Doctor’s surgery, pharmacy, post office and shops in Sharlston.

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

Members were reminded that when the bridge was initially closed to buses, a demand responsive bus service was introduced to enable residents of New Sharlston to access facilities in Sharlston and Streethouse. The service had, however, been withdrawn due to very low passenger usage. It was agreed that further investigations would be undertaken to see if anything could be done to help

residents in the community and that an update would be sought on when work on the bridge was likely to commence.

#### Castleford Rail Station – Passenger Shelter

Members reported that the mesh sides on the newly installed passenger shelter at Castleford rail station did not offer waiting passengers protection from rain and adverse weather when windy and that the shelter appeared to be smaller than the previous facility. The Committee were advised by Network Rail's representative that plans were in place to improve facilities at Castleford rail station but in the short term enquiries would be made to see whether improvements could be made to the current structure to offer better weather protection.

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.

## **29. MEMBER FEEDBACK**

The Committee considered a report advising members of the feedback received at the meeting held on 22 January 2015 and to report the action taken.

At the last meeting members were consulted on the results of the Annual Market Research Tracker Survey and Ticketing Scheme and the key points raised were outlined in the submitted report.

#### Service 188 (Wakefield-Knottingley)

With reference to previous reports of unreliability of the hourly Service 188, members noted that Arriva had made investigations and concluded that there were some issues with the Knottingley to Wakefield leg of the service, as a result of which they had undertaken to monitor the service and look at the running schedules to find a workable solution to the problem. Further instances of unreliability between Townville and Castleford were reported to the Committee and specific details were passed to the Arriva representative present at the meeting.

#### Boxing Day Services – Service 189

The Committee were aware of reports that passengers had experienced problems travelling on Service 189 between Wakefield and Castleford on Boxing Day 2014 due to conflicting information regarding the starting point for the journeys. It was reported that WYCA would be holding early discussions with Arriva to discuss Boxing Day services for 2015 to ensure that any issues previously encountered were addressed.

**RESOLVED** - That the report be noted.

### **30. INFORMATION REPORT**

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

#### **Service Changes**

It was noted that a number of changes to services would take place on 25 and 26 April 2015 and details of the most significant changes were outlined in the submitted report.

It was reported that as a result of the A1 planned upgrading to Motorway West Park Homes' residents had been left unserved by public transport. To address the problem, a new service (407) was to be introduced from April on a 6 month 'use it or lose it' basis providing two journeys per day in each direction between West Park Homes and Pontefract which would include a stop in Darrington.

It was reported that publicity regarding changes to Arriva's Service 109, which no longer operated via Stanley, was inaccurate and was causing confusion amongst passengers. The Committee were advised that information had been provided on buses serving the route and that Arriva had a further publicity campaign planned which would include a local leaflet drop to ensure that intending passengers were aware of the service changes.

#### **Boxing Day Bus Services**

Members were advised that over 58,000 passenger journeys took place on Boxing Day 2014 which represented a 5.6% increase on 2013 figures and that WYCA would be considering Boxing Day services for 2015 in the near future.

#### **Castleford Bus Station**

The Committee were informed that Castleford's new £6m bus station had opened on Sunday 22 February providing a covered waiting concourse, 24 hour monitored CCTV, electronic departure information, passenger help points. A retail facility which would also be a Payzone outlet selling smartcards and top ups was planned to open in the near future. Initial feedback from passengers on the new bus station had been very positive.

It was reported that early feasibility work was now being undertaken on a complementary upgrade to facilities at Castleford rail station.

#### **Pontefract Monkhill**

The Committee were informed that work which had commenced in January to improve and extend the car park at Pontefract Monkhill had now been completed. The number of parking spaces available for rail passengers had increased by 90%; the



work had also provided better lighting, CCTV together and an improved walking route from Mill Dam Lane.

Following business case evidence which the WYCA had provided to the DfT and Rail North, it was reported that the Northern Rail Franchise Invitation to Tender documents required bidders to operate two trains per hour all day to/from Leeds and Pontefract Monkhill.

### **Invitations to tender for the Northern and TransPennine Express Franchises**

It was reported that the Department for Transport had published the Invitations to Tender (ITT) for the Northern and TransPennine Express franchises and further information regarding the West Yorkshire and York service enhancements included in the ITTs was attached at Appendix A to the submitted report. Significant enhancements for the Wakefield district in particular included:-

- Leeds-Pontefract-Knottingley – one extra off-peak Northern train per hour, extending the existing service between Knottingley and Wakefield by December 2017;
- Later trains from Leeds to Doncaster and Pontefract.

### **Tour de Yorkshire**

The Committee noted the public transport implications arising from road closures in Wakefield city centre during the Tour de Yorkshire which was taking place between 1-3 May 2015.

### **Cycle City Ambition Grant 2**

It was reported that West Yorkshire and York District Councils had been awarded £22m of Cycle City Ambition Grant funding for a three year period (2015-18). This would be used to fund a package of cycling initiatives to provide fully segregated cycle links to the centres of Leeds, Wakefield, Bradford, Huddersfield and York, connecting to key employment and regeneration sites together with upgrading towpaths in several areas including Castleford/Wakefield.

Officers undertook to provide further information to members on where the cycle link in Wakefield would go from and to.

**RESOLVED** - That the report be noted.

## **31. CONSULTATION ITEMS: SINGLE TRANSPORT PLAN**

It was reported that WYCA was developing a Single Transport Plan (STP) for West Yorkshire which would replace the existing West Yorkshire Local Transport Plan. The STP would be a 20 year vision for developing an effective, efficient and integrated

transport network that supported sustainable and low carbon economic growth for the Leeds City Region.

The Committee was advised that early consultation on the STP was taking place and this would be followed by a more formal round of consultation in Summer 2015. Members were given a presentation on the emerging core principles for the Plan and the following comments were made:

- Planning applications on new housing builds – could more be done to ensure that developers invest in public transport as part of planning permissions.
- Outlying villages should be served by public transport, not just urban areas.
- There should be more collaboration with businesses on industrial estates to encourage them to contribute money to invest in bus services for workers.

It was noted that further information on the new Plan and a link to the online questionnaire was available at: <http://www.westyorks-ca.gov.uk/stp-survey> or by contacting Steve Heckley, LTP Leader at [steve.heckley@westyorks-ca.gov.uk](mailto:steve.heckley@westyorks-ca.gov.uk).

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](mailto:erica.ward@westyorks-ca.gov.uk).

**RESOLVED** – That members' feedback be noted.

Originator: David Hoggarth  
Director Development



## ITEM 6

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**Report to:** Transport Committee

**Date:** 12 June 2015

**Subject:** Transport Update

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### 1. Purpose

- 1.1. To provide the Transport Committee with an update on strategic transport issues including bus franchising, Rail North, Transport for the North and High Speed 2.

### 2. Information

#### Projects Update

- 2.1. The new £6m Castleford Bus Station opened as planned in February 2015. A Customer Satisfaction survey was carried out two months after the bus station opened to the public. The survey shows a large improvement in customer satisfaction in most categories, with over 95% of users highlighting improvements in cleanliness, safety and accessibility. The feedback demonstrates that the new bus station has significantly removed barriers to bus travel, and is likely to increase bus patronage over time, helping to get people to work.
- 2.2. The new Southern Entrance to Leeds Railway Station is progressing well with the main steel structure now complete and cladding about to commence. The new facility is planned to be open in November 2015 and will provide a major new gateway to the city and ease pedestrian flows by catering for around 20% of the current passenger flows.
- 2.3. Kirkstall Forge and Apperley Bridge new rail stations are progressing as per the project plan with construction of the platforms and other infrastructure well underway. A new train timetable has been introduced on the routes that serve the stations so that trains can call as soon as the new stations are open. The stations will be completed in September 2015 and Apperley Bridge is expected to open straight away and Kirkstall once work on the access road has been completed.

- 2.4. Low Moor station has also reached a significant milestone. All the land required for the station and car park has now been secured and work on the main construction project is about to commence. The station will now have passenger lifts to the bridge rather than the originally planned ramps. It is expected that the station will be open in the first few months of 2016.
- 2.5. Good progress is being made the CityConnect cycleway project, with sections of segregated (from the carriageway) cycle superhighway and towpath upgrade almost complete. The Advisory Group have continued to play a valuable role in representing user views and shaping design. The projects use of social media was useful in addressing concerns arising about a side road crossing near Thornbury roundabout (the concerns were in part the result of a misunderstanding that this design would be the exception, not the rule, to the treatment of side roads).
- 2.6. There continue to be around 1 to 1.1 million smartcard transaction each week. Sales through the new payzone outlets now exceed £3 million. The next phases include:
- the adoption of smartcard data for operator payments, replacing the current survey system;
  - Live testing of Stored Travel rights (pay as you go);
  - Integration of car clubs with MCard;
  - Development of a carnet of daily tickets;
  - Amending the card management for young person's concession cards to reflect the proposed changes to the scheme, providing half fare travel for all young people up to their nineteenth birthday;
  - Testing of WYCA new customer relationship management system, with deployment in the autumn;
  - The ability to use an NFC enabled smart phone to 'read' the products on a card (currently in test) and to 'load' a purchased product to a card
- 2.7. It is suggested that members of the Transport Committee might wish to undertake a site visit to view current construction projects. Arrangements will be made through the Legal and Democratic services office.

#### Bus Service Franchising

- 2.8. The current process for making a Bus Quality Contract Scheme has been reported to previous meetings of the Transport Committee. Nexus have followed this process in developing their proposals, with the Quality Contract Scheme Board scheduled to meet next month.

- 2.9. Transport for Greater Manchester are developing proposals for bus franchising as part of their devolution deal.
- 2.10. The Queen's Speech included a new Buses Bill that would provide the option for combined authority areas with directly elected Mayors to be responsible for the running of their local bus services, with the benefits of supporting a thriving local bus market with the passenger at its centre and allowing cities to promote an integrated transport system, supporting the growth and development of their areas.
- 2.11. Work on the Single Transport Plan, which is the subject of a separate report, includes the updating of the Bus Strategy in the context of the Authority's rejection of current partnership proposals and preference for a Bus Quality Contract Scheme as the way of aligning bus service provision with economic and other policy objectives as a key part of an integrated transport system. This further work will proceed in tandem with the Authority's consideration of further devolution.

#### Transport for the North (TfN)

- 2.12. Following publication of the report 'The Northern Powerhouse: One Agenda, One Economy, One North' in March 2015, attention is now being turned to development of a more detailed strategy for publication in early 2016. Specific areas of work being progressed include:
- TransNorth rail – developing the broad options for transformational improvements to east-west Rail links. The technical work is being undertaken by Network Rail and HS2;
  - Highways – undertaking the three strategic studies into enhanced east-west routes identified in the March report. The technical work is being led by Highways England;
  - Freight – undertaking a study to develop a freight strategy for the North. The work is being commissioned from external consultants;
  - Smart ticketing and customer experience – developing a comprehensive smart and information strategy for the North. The work is being led by WYCA's Acting Director Transport with input from other cities and the DfT;
  - City Connectivity – this will be focussing on the pan-Northern links not picked up through the core city-city journey time targets;
  - Strategic and Economic Case – making the business case for investments and prioritising the proposals.
- 2.13. Detailed briefs for the work streams are currently being developed and a more detailed briefing will be provided for Portfolio Holders at the next Transport Portfolio Advisory Group.

- 2.14. Governance of Transport for the North is through a joint Partnership Board with the DfT. WYCA is represented on the Transport for the North Partnership Board by Cllr Keith Wakefield and Roger Marsh (LEP Chair). The Board will next meet in June.

#### Rail North

- 2.15. Bids for the TransPennine franchise have now been submitted to the DfT and bids for the Northern franchise are due later in June. As previously reported the base specification against which bidders had to develop their proposals was a significant step forward from the current day level of service and quality (for example including additional capacity, more services, improved rolling stock and an end to the use of 'pacer' trains). Rail North will be involved in the bid evaluation process alongside the DfT and an outcome is expected around the end of 2015.
- 2.16. The Northern and TransPennine rail franchises will be managed by the Department for Transport and Rail North in a formal partnership. The Partnership team will be established in Leeds during autumn 2015 in readiness for the award of the franchises in December and the commencement of the franchises in April 2016. A small number of posts for the new Partnership will be recruited over the next few months.

#### High Speed 2

- 2.17. The Queen's Speech included a bill to construct Phase 1 (London to West Midlands) of HS2. The purpose of the Bill is to provide the government with the legal powers to construct and operate phase 1 of the High Speed 2 (HS2) railway. On becoming an act, it would give the government deemed planning permission for the railway between London and the West Midlands
- 2.18. In terms of Phase 2 (to Leeds and Manchester), David Higgins is due to make recommendations on the location of Leeds Station in the autumn – this would then facilitate a decision on the route for Phase 2 and a subsequent Bill.
- 2.19. Sir David Higgins (Chairman of HS2) met with Combined Authority members again on 25 April 2015. In a constructive meeting, the need to re-enforce the economic case for West Yorkshire and York was discussed. Work is underway to develop a narrative setting out the economic benefits to the area. There was also a further meeting with Sir David Higgins, the Secretary of State for Transport and Combined Authority / City Leaders in Leeds on 1 June 2015.
- 2.20. Work is continuing on options for an integrated station in Leeds in line with the Higgins report last year. It is expected that recommendations will be made in the autumn.

## Bidding Opportunities

### **Station Commercial Project Facility**

- 2.21. An opportunity to bid for funding from Network Rail's Station Commercial Project Facility (SCPF) to support the delivery of a number of Car Park Extension schemes currently included in the West Yorkshire 'plus' Transport Fund has been identified.
- 2.22. The objective of the Station Commercial Project Facility (SCPF) is to enable funding of projects that improve station environments and the passenger experience, whilst reducing the cost of the railway to taxpayers. Department for Transport (DfT) franchised train operating companies and local authorities are able to apply for funding for their promoted schemes, subject to meeting the qualifying project criteria.
- 2.23. The deadline for the submission of bids is 12 June 2015. Given the limited amount of time available to develop bids a proposal has been worked up to seek funding on the first tranche of the rail station car park extensions already in development through the West Yorkshire Plus Transport Fund. The car parks under consideration for the bid are Horsforth, Mytholmroyd and South Elmsall (as these are more advanced and therefore have the greatest potential to meet the bid criteria). Within the transport fund there are another 11 car park schemes under development. The total project cost for the three car parks is around £1.4m. The proportion of funding sought through the bid will be determined by the bid criteria and the remainder of funding would come through the transport fund. The possibility of a further bid for the Bradford Forster Square Station Gateway is also being explored. A verbal update will be provided at the meeting.

### **Ultra-Low Emission Vehicles (ULEV) Project**

- 2.24. In 2014, the Office for Low Emission Vehicles (OLEV) announced a £500m grant programme from 2015-2020 for Ultra Low Emission Vehicles (ULEVs) to increase their purchase and uptake across the UK, to improve air quality and invest in UK ultra-low emission vehicle technology related industries. Three capital grant funding schemes have been announced:
  - £35m Go Ultra Low City Scheme - funding for 2 to 4 local authorities;
  - £30m Low Emission Bus Scheme - funding for bids of circa £5m;
  - £20m Ultra Low Emission Vehicle Taxi Scheme - funding for bids of circa £5m.
- 2.25. WYCA is one of twelve local authorities to progress to detailed bid application stage of the Go Ultra Low City Scheme following a successful screening phase application submitted in February 2015. City of York Council has also been shortlisted. The objectives of the funds align to key LTP 3 objectives and the priorities of improving sustainable travel choice and reducing air quality impact. The detailed bids also align with delivery of the Strategic Economic Plan through its delivery of a low carbon economy and supporting regional growth.

- 2.26. Work is now progressing on the preparation of three detailed ULEV bids funded through the previously agreed Bids and Leverage area within the LTP IP2 capital budget. A further report will be provided to the July meeting.

### **Electric Cycles**

- 2.27. The Department for Transport has made £700k available for local authorities and other organisations to deliver shared Electric Assisted Pedal Cycle (EAPC) networks.
- 2.28. Carplus, an organisation which promotes shared mobility, is managing the funding competition on DfT and has published guidance on the bidding process. Local authorities must submit an Expression of Interest (EoI) by 12 June, providing an outline bid proposal including details of any partner organisations supporting the bid and potential project costs.
- 2.29. WYCA is currently developing an EoI with all West Yorkshire district councils and is engaging with private and public sector organisations to gather support for the bid.

### **3. Financial Implications**

- 3.1. Work set out above has been funded from approved budgets, with 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.
- 7.2. That the bidding opportunities set out in paragraphs 2.21-2.29 are progressed as set out.

### **8. Background Documents**

- 8.1. None



Originator: Jeff English  
AD Integrated Transport



## ITEM 7

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**Report to:** Transport Committee

**Date:** 12 June 2015

**Subject:** Local Transport Plan Approvals

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### 1. Purpose

1.1. To seek funding approval for the following projects forming part of the approved 2015/16 approved Capital Programme:

- Bus Real Time Evolution;
- Rail North 2015/16;
- Transport Hubs 2015/16 – 2016/17;
- Leeds City Bus Station Toilets;
- Future scheme and bid development.

### 2. Information

#### Bus Real Time Evolution

- 2.1. The current Yorkshire-wide “YourNextBus” real-time system has been in operation since October 2005. The continued availability of the system is considered essential as the provision of real-time bus information is now expected by bus users, and both operators and transport authorities have become dependent on its outputs to analyse service performance. In addition, it enables bus priority through its links to the District Urban Traffic Control Centres (although this is temporarily not operating in the case of Arriva as they have discontinued the use of the equipment supplied through the project).
- 2.2. The West Yorkshire Combined Authority has been working closely with South Yorkshire Passenger Transport Executive and City of York Council in developing proposals for the replacement system.

- 2.3. WYCA is now seeking tender submissions for the continued operation and development of the “YourNextBus” system, taking into account developments in technology, requirements and expectations over the last ten years.
- 2.4. In December 2013 the ITA approved expenditure of £150,000 to consider the options for progressing the project to its current stage, with costs shared between partners. In line with the project plan, further approval is now sought for a second phase of work (estimated to cost £160,000 to be funded from the Local Transport Plan) to complete the necessary legal work, provide project support for the two years of project implementation and to provide external project assurance. The WYCA share (pro-rata to population) of this expenditure would be £95,000.
- 2.5. The new system is expected to go live in 2016. The cost of purchasing, implementation, transition and decommissioning will be the subject of a further report following assessments of the returned tenders and associated costs.

#### Rail North

- 2.6. Over the last year, Rail North has worked closely with the DfT in developing a specification for the Northern and TransPennine rail franchises which will enable a transformation in the quality and capacity of local rail services. This represents a significant enhancement from the initial proposition set out in the DfT consultation document issued in early 2014.
- 2.7. Rail North governance arrangements are now in place with the Chair of the Transport Committee representing West Yorkshire and York on the Rail North Ltd Board. A Partnership Agreement has been signed with the DfT which will enable the franchises to be managed by a joint team based in the WYCA offices in Leeds. The team will be assembled during the summer and autumn ready to take over franchise management when the successful bidders are announced in December 2015. The Partnership Agreement sets out a framework which will enable northern transport authorities to share the financial benefits of local rail investment and lays the foundations for further devolution of responsibilities for rail franchising to Rail North.
- 2.8. The West Yorkshire Combined Authority has previously approved expenditure of £1 million for the Rail Devolution work programme across the north. The majority of work on the programme has been procured through WYCA, with proportionate contributions re-covered from other PTEs and Transport for Greater Manchester.
- 2.9. Approval is sought for expenditure of £671,000 (on behalf of the wider partnerships) for Rail North in 2015/16, reflecting the Combined Authority’s role as procurement lead in delivering the Rail North Partnership on behalf of all Rail North Authorities.
- 2.10. Costs will be apportioned between partners as previously agreed with the Combined Authority’s expected contribution to be £235,000 funded from the Local Transport Plan.

## Transport Hubs 2015/16 – 2016/17

- 2.11. The LTP Implementation Plan includes a three year Transport Hubs Programme for which the Transport Committee has previously agreed funding approvals to enable delivery of the following hub schemes:
- Heckmondwike – complete;
  - Normanton – delivery in 2015/16;
  - Morley - delivery in 2015/16;
  - South Elmsall – delivery in 2016/17;
  - Programme of minor improvements at seven locations (Bingley, Brighouse, Cross Gates, Guiseley, Leeds Bradford Airport, Otley, Sowerby Bridge) for delivery in 2015/16.
- 2.12. In line with the overall strategy, it is now proposed to develop and deliver a programme of further small-scale Hubs. Additional funding of £300,000 is therefore being sought for the development and delivery of a number of further sites that meet the hubs criteria in 2015/16 and 2016/17. Determining which specific sites will be taken forward will be subject to an assessment of deliverability during the programme feasibility stage.
- 2.13. Feedback from partners about the suitability of the WYCA Totem at small centres and sensitive sites, including conservation areas will also be considered as part of the work.
- 2.14. Approval for total expenditure of £300,000 to be funded through the LTP is sought to deliver the hubs programme in 2015/16 and 2016/17.

## Leeds City Bus Station Toilets

- 2.15. The West Yorkshire Combined Authority's approved budget, included a proposal to consider toilet charging at its bus stations wherever this is reasonable and practical, as a means of enhancing service quality as well as generating revenue.
- 2.16. The first 'pay to use toilets' were introduced at the recently opened Castleford Bus Station, with preliminary feedback suggesting this has been successful in delivering customer quality expectations and revenue generation.
- 2.17. The toilets at Leeds Bus Station are in need of refurbishment and upgrading. There is also an issue in that National Express (part of the same site) charge for the use of their toilets, but WYCA does not. An upgrade would also enable the creation of a new retail unit.
- 2.18. The estimated capital costs of remodelling and upgrading the existing facilities is £390k. Additional income of £116k per annum is anticipated, with £15k of this generated by the retail unit. It is expected that this may be enhanced with the

completion of the Victoriagate development including a John Lewis store. This gives a payback period for the project of 3 years.

- 2.19. Approval is therefore requested for expenditure of £390k funded through the Local Transport Plan (LTP).

#### Development of Future Projects and Bids

- 2.20. A number of future schemes in the LTP programme such as proposals for an enhanced 'gateway' at Castleford Rail Station to complement the new bus station, require development before implementation approval is sought.
- 2.21. The approved LTP Implementation Plan 2 (IP2) includes for a 'Bids and Leverage' programme for the preparation of bids to external funding competitions and for the provision of match funding where appropriate. A separate Transport Update report provides details of ongoing funding bids currently in preparation.
- 2.22. Approval is sought for £200k for initial scheme development work on the schemes highlighted above, plus others in the capital programme as required, and for £100k for the preparation of external funding bids. The funding would come from the LTP Programme.

### **3. Financial implications**

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

### **4. Legal Implications**

- 4.1. Works will be procured in accordance with the Authority's procedures and, where relevant, EU Procurement Rules.

### **5. Staffing Implications**

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

### **6. Consultees**

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

### **7. Recommendations**

- 7.1. That the Transport Committee approves expenditure of £160,000 for further work on the Real Time Evolution Project, with WYCA's share to be funded through the Local Transport Plan.

- 7.2. That the Transport Committee approves expenditure of £671,000 for Rail North work in 15/16 with the Combined Authority's contribution (£235,000) to be funded from the Local Transport Plan and the remaining £436,000 to be re-covered from other PTEs and Transport for Greater Manchester.
- 7.3. That the Transport Committee approves expenditure of £300,000 to be funded through the Local Transport Plan for the Transport Hubs Programme in 2015/16 and 2016/17.
- 7.4. That the Transport Committee approves expenditure of £390,000 to be funded through the Local Transport Plan in 2015/16 for toilet refurbishment and upgrade at Leeds Bus Station.
- 7.5. That the Transport Committee approves expenditure of up to £200,000 for future scheme development, and up to £100,000 for the preparation of external funding bids, through the Local Transport Plan.

## **8. Background Documents**

- 8.1. None.



Originator: Jeff English  
AD Integrated Transport



## ITEM 8

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**Report to:** Transport Committee

**Date:** 12 June 2015

**Subject:** Single Transport Plan - Phase 1 Consultation

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### 1. Purpose

- 1.1. To report the outcomes of the first phase of consultation on the Single Transport Plan.
- 1.2. To seek further input to the development of the Single Transport Plan.

### 2. Information

#### Background

- 2.1. The West Yorkshire Combined Authority (WYCA) has previously agreed to develop a West Yorkshire Single Transport Plan, to update the existing Local Transport Plan, collect a range of current strategic transport plans and programmes into one single plan and provide a clear statement of the Combined Authority's vision for transport. The WYCA delegated the oversight of technical work on developing the plan to the Transport Committee.
- 2.2. The Single Transport Plan is intended to cover the 20 year period from 2016 to 2036. Work to develop the Plan has been progressed through workshops held with the Transport Committee and Portfolio Holders, and has been informed by complementary work to develop the HS2 Connectivity Strategy and the Transport for the North (TfN) proposition for investment in transport across the North. The Transport Committee has developed a set of five emerging core principles and a cross-cutting low carbon theme, to provide shape and direction for the plan.
- 2.3. At its meeting of 29 January 2015 the WYCA agreed the core principles and to commence initial consultation on the Plan with the public and stakeholders on the basis of the core principles.

## Single Transport Plan Core Principles

2.4. The five core principles are:

- **One System** - The ambition is for a 'metro-style' public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood, easy to access by a range of options and offers quick, convenient connections – this will be informed by work to develop a Connectivity Vision and expectations for journey times, frequency, capacity and quality of the network, and the role of key corridors and hubs for interchange.
- **Place Shaping** - The ambition is to make our cities, towns and neighbourhoods more attractive places to live, work and invest, with an emphasis on encouraging more walking and cycling and improving road safety, air quality and the image of places and the health of residents, with a focus on aligning investment in transport, public realm and regeneration;
- **Smart Futures** - The ambition is to exploit technology to improve the customer experience and to assist effective management of the transport system. This includes development of real-time customer information, extending payment options to include a 'best value' offer and extension of smartcards to car clubs, cycle storage, charging points and taxis;
- **Inclusion** - The ambition is to offer a high level of access by public transport in our urban and rural areas. The key input will be our work to develop a Bus Strategy. The WYCA preference is for a Bus Quality Contract Scheme. The challenge of connecting rural communities will potentially require developing imaginative solutions through collaboration with other public and private operators of vehicles;
- **Asset Management** - The ambition is to manage all of our transport system - roads, bridges, street lights, public transport stations and shelters, footways and cycle routes - in a way that offers maximum value for money and meets the needs of users.

2.5. There is also a proposed **Low Carbon** cross-cutting theme. This theme will contribute to national and international targets to cut carbon emissions from the transport sector by making substantial progress towards a low carbon, sustainable transport system.

### Phase 1 Consultation details

- 2.6. For the first phase of consultation the core principles were introduced and explained in a seven page discussion document. The discussion documents also signposted the reader to supporting background information e.g. Strategic Economic Plan, West Yorkshire + Transport Fund, HS2, TfN. The discussion document can be accessed at <http://www.westyorks-ca.gov.uk/stp-survey/>
- 2.7. The consultation phase took place from 26 March to 8 May 2015 (seven weeks).

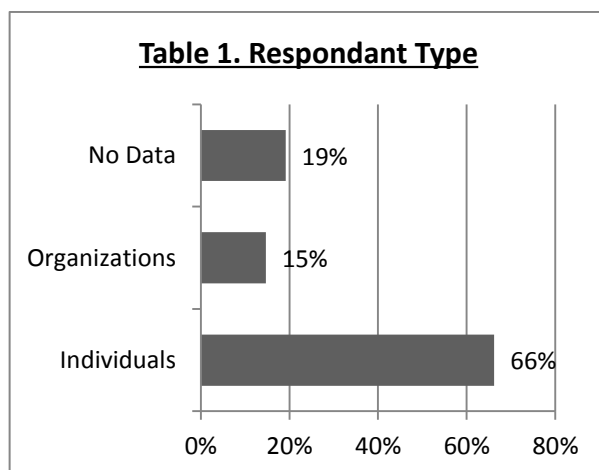


- 2.8. The consultation was primarily web based, the WYCA website provided a Core Principles discussion document and an online questionnaire. Hard copies of the discussion document and questionnaire were made available at West Yorkshire Travel Centres. The consultation material identified that this was early engagement at a high level and that further plan development, engagement and consultation would follow.
- 2.9. The consultation asked the following questions:
1. How important are each of the core principles to you?
  2. If some of the core principles are more important than others, please explain why?
  3. Are there any other important principles that we should consider including in the plan?
- 2.10. A full consultation report can be provided on request from the Legal and Democratic Services office. This report summarise the key findings from the consultation.

Summary of Phase 1 consultation outcomes

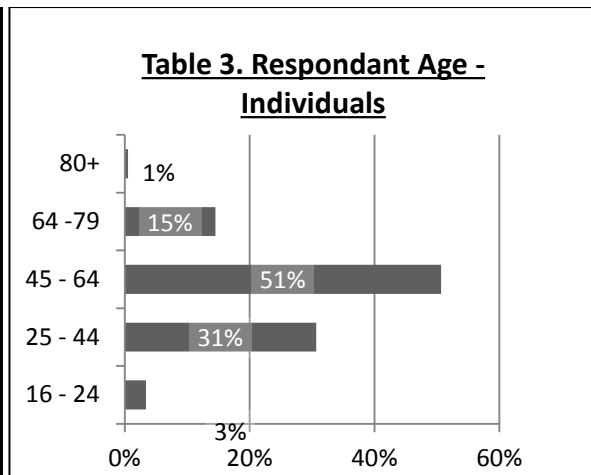
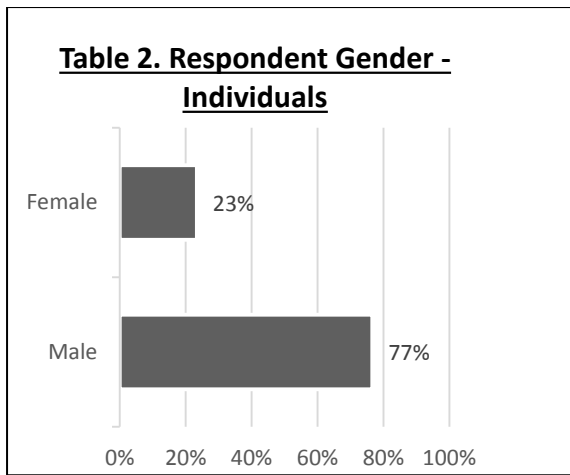
2.11. The Phase 1 consultation received:

- **617** consultation responses in total
- **398** (66%) of responses were identified as being from individuals
- **88** (15%) of responses were from organisations.
- **115** (19%) respondents did not specify.

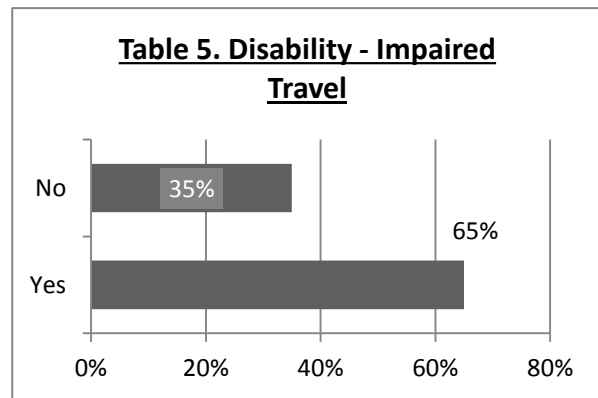
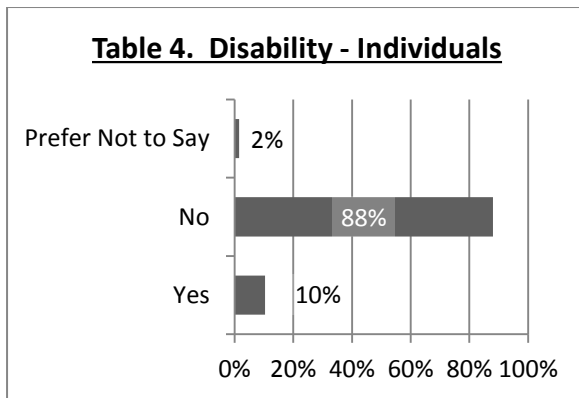


2.12. The demographics of individuals responding to the consultation were:

- **77%** of individuals respondents were male - **23%** female
- **51%** of individual respondents were aged 45-64
- Only **3%** of individual respondents were from 16-24 year olds



- 10% of individual respondents considered themselves to have a disability
- Of these respondents 65% felt the disability impaired their travel.



2.13. The breakdown of organisational / group responses by sector is identified in the table below.

<b>Table 6. Organisation Sector</b>	
Local Authority	16%
Businesses	16%
Community Group/Charity	15%
Transport User Group	11%
Health	8%
Bus / Coach Operator	5%
Business Institute / Chamber	3%
Community Transport Provider	3%
Retail / Haulage / Logistics / Distribution Sector	3%
Education	3%
Train Operating Company	2%
Taxi / Private Hire Operator	1%
Other	15%
<b>Total</b>	<b>100%</b>

- **16%** of organisation responses were from businesses, representing a range of sectors including financial, professional, construction, manufacturing and the building industry.
- **11%** of responses were from transport user groups including motorcycle, rail, bus, walking and cycling groups
- Organisational responses were mostly provided via the online survey
- nine separate written responses were received

2.14. The geographic focus of interest of respondents is shown in Table 7 below.

<b>Table 7. Geographical Interest</b>	<b>Individual</b>	<b>Organisation</b>
Bradford	14%	16%
Calderdale	8%	14%
Kirklees	12%	27%
Leeds	48%	27%
Wakefield	11%	12%
Other	7%	16%
<b>West Yorkshire</b>	<b>28%</b>	<b>23%</b>

- **400 respondents** stated either a single or multiple geographical focus of interest
- **28%** stated an interest across all of West Yorkshire
- Individual respondents highlighted the following 'district' interests;
  - **48%** (Highest) stated an interest in Leeds
  - **8%** (Lowest) stated an interest in Calderdale
- Organisations identified a broader focus of geographic interest,
  - **27%** (Highest) identified interest in Leeds and Kirklees respectively
  - **12%** (Lowest) stated an interest in Wakefield

2.15. The headline findings from the public and stakeholder consultation can be summarised as:

- The approach of early engagement has been well received;
- The core principles appear robust and have been generally well received; and
- The Plan's ambition needs to be better articulated – there were suggestions that the Combined Authority's ambition could be pitched higher;
- The relationship with the Strategic Economic Plan and economic objectives could be clearer;

- Positive outcomes are expected for health, the environment and in respect of equalities, as well as for the economy;
- Suggestions that the Low Carbon cross cutting theme could be broadened to encompass Air Quality and Noise and re-named as 'Environmental Impacts';
- Individual respondents were most supportive of the "Inclusion" principle, with transport for the disabled, young and elderly people, and in rural areas identified as key interests;
- Organisations / Groups were most supportive of the "Place Shaping" core principle. There was agreement that transport investment could be aligned with other investment programmes and broader ambitions for improving people's health, revitalising high streets and reducing inequalities. (There was some confusion around the terminology of Place Shaping);
- The "One-System, High Speed Ready" core principle was rated as less important than other core principles, and less important by individuals than groups. A number of individual respondents either did not see benefits in HS2, or considered there to be too much emphasis on HS2 with their priorities identified at the pan-northern, City Region and local level;
- Integration of transport was emphasised as a vital, early requirement, whatever the outcome or role of HS2;
- There was a challenge that the difficult decisions (e.g. stronger action on traffic congestion and impacts) were not being addressed;
- Investment in cycling and walking was supported;
- Motorcycles were highlighted as an omission from the Core Principles.

2.16. In addition to public and stakeholder consultation the WYCA also consulted with West Yorkshire District Consultation Sub Committees (DCSC). A theme from the DCSC was the need to better integrate transport and land use planning at the strategic plan level and in local implementation. It was suggested that spatial issues and the linkage between transport and land use strategies could be explicitly addressed.

2.17. Phase 1 consultation identified interest from a range of individuals and groups to be become more engaged in the further development of the Plan.

#### Next steps

2.18. It is recommended that next steps in developing the Single Transport Plan could include:

- More clearly state the level of ambition for the plan – linking to the Combined Authority's Devolution asks;
- Incorporate within the Single Transport Plan the complementary workstream developing an updated West Yorkshire Bus Strategy and associated work on delivery models;

- Explicitly address the alignment of transport and land use strategy – and include within the Single Transport Plan a diagram to define the prioritised economic growth area geographies for transport interventions;
- Combine low carbon and air quality objectives in cross cutting environmental impacts theme;
- Developing a One System connectivity vision - for pan-northern, City Region and local travel, as well as for HS2, setting the ambition for journey times, frequency and quality of the transport network;
- Developing an approach to freight requirements – including longer term responses to the changing nature of retail and the implications for how goods are moved and businesses serviced in the future;
- Developing a robust approach to air quality – in particular to build on the emerging evidence and recommendations of the draft West Yorkshire Low Emission Strategy;
- Commencing detailed work on financial issues – including funding sources, affordability, priorities and programming;
- Respond to gaps highlighted by the consultation including addressing individual modes (e.g. Motorcycles);

2.19. WYCA (29 January 2015) agreed a phased approach to consultation on the Plan, with subsequent phases following Phase 1 to develop the detail of the plan including strategies, funding and delivery. It is recommended there should be two subsequent phases of consultation:

- Phase 2 (early summer 2015) – Informal public and stakeholder workshops to build on Phase 1 outcomes and to provide input to the development of detailed strategies;
- Phase 3 (autumn 2015) – Formal consultation and focus groups on the detailed strategies.

2.20. Participation for Phase 2 consultation is currently being investigated with the intention to commence engagement with a series of workshops with district councils, industry partners, the public and stakeholders in June and July 2015. The workshop groups are likely to focus on specific transport mode and issues and themes raised by the Phase 1 consultation.

2.21. A report will be made to the Transport Committee to update on the Phase 2 consultations and progress in developing the detailed strategies for Phase 3 consultation.

### 3. **Financial Implications**

3.1. None as a result of this report.

#### **4. Legal Implications**

- 4.1. None as a result of this report.

#### **5. Staffing Implications**

- 5.1. None as a result of this report.

#### **6. Consultees**

- 6.1. Transport Committee have led the development of the draft plan to-date.
- 6.2. The WYCA Overview and Scrutiny Committee considered the Single Transport Plan, the work undertaken to-date to develop the Core Principles and the consultation programme at its meeting on 28 April 2015.
- 6.3. The West Yorkshire District Consultation Sub Committees were consulted as part of the Phase 1 consultation.
- 6.4. An Equality Impact Assessment (EIA) for the Single Transport Plan is progressing in parallel with the development of the plan itself. Guidance for EIA requires that this is an iterative process that will inform the development of the strategy. As part of Phase 1 consultation a large number of equality groups were contacted. WYCA will seek to hold workshops with these groups as part of the Phase 2 consultation process and the EIA.
- 6.5. The Acting Director Transport, Director Development, Director Resources and LEP team have been consulted in preparing this report.

#### **7. Recommendations**

- 7.1. That the Transport Committee notes the outcomes of the first phase of consultation on the Single Transport Plan for West Yorkshire.
- 7.2. That the Transport Committee provides further input to the Single Transport Plan and endorses the next steps for the development of the Plan as identified in paragraphs 2.18 - 2.21.

#### **8. Background Documents**

- 8.1. Single Transport Plan Core Principles Discussion Document.

Originator: David Hoggarth  
Director Development



## ITEM 9

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**Report to:** Transport Committee

**Date:** 12 June 2015

**Subject:** West Yorkshire Plus Transport Fund - Hard Ings Road Improvements

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### 1. Purpose

- 1.1. To endorse the progression of Hard Ings Road Improvement project through the Gateway approval process.

### 2. Information

#### Background

- 2.1. At their December 2014 meeting the Transport Committee requested that:
- They receive regular progress updates on delivery of schemes within the Transport Fund; and
  - Future business case submissions on Transport Fund projects are presented for endorsement.

#### Dashboard

- 2.2. 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).
- 2.3. A copy of the current Transport Fund dashboard is available on the WYCA website at <http://www.westyorks-ca.gov.uk/transport/>.

2.4. 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.

2.5. Since the last meeting of the Committee one scheme has been submitted for Gateway 1 approval and further information on that 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.

#### Hard Ings Road Improvements

2.6. The A650 Hard Ings Road is a strategically important route which links Bradford to Keighley and onwards to Skipton via the A629 and the Pendle area of Lancashire via the A6088. Between Shipley and Cross Hills the A650 is mostly dual carriageway except for a short section (Hard Ings Road) in Keighley. The single carriageway section is a key pinch point causing congestion not only on the main A650 but also impacts on Keighley Town Centre and local roads as drivers seek to use alternative routes to avoid the A650.

2.7. Improvements to Hard Ings Road will improve traffic flows and reduce traffic congestion on the A650 and in Keighley town centre. Air quality and safety will also be improved and the local environment will be enhanced through the use of high quality materials in the specification of the scheme. The specific needs of cyclists and pedestrians will be considered during detailed design to encourage the use of sustainable modes for local journeys.

2.8. Improvements to Hard Ings Road will also facilitate housing developments in the immediate area. In the local plan for the district there are long term growth aspirations for housing development (approximately 4,500 dwellings within the



Keighley area) and economic development to encourage investment from the digital, design, knowledge and service sectors. High quality mixed use development is being planned on the former Keighley College site, Market Hall, Cavendish Court and Cavendish Retail park.

- 2.9. A Gateway 1 submission has been received for the project and seeks £418,000 to allow the preparation of detailed design, submission of planning application, all necessary documentation and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2.
- 2.10. 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.
- 2.11. A summary business case is attached as **Appendix 1**.
- 2.12. A submission for Gateway 2 will follow in the summer 2016, and start of construction is programmed to be spring 2017.

#### Gateway Peer Review Panel

- 2.13. A review of the appraisal review process has been undertaken and a set of improvements has been introduced to ensure the approval and sign off process is more robust and consistent. This has involved establishing an independent panel made up by officers from WYCA and the district councils.
- 2.14. Clearer guidance and questions has been provided to promoters and this has improved the level of detail and consistency presented in the Gateway 1 submission.

### **3. Financial Implications**

- 3.1. The financial implications of approving the Gateway submission are set out above. The £418,000 required to progress the scheme to Gateway 2 can be met from the previously approved WYTF budget.

### **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. Separate reports on future resource requirements will be presented in due course.

**6. Consultees**

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

**7. Recommendations**

7.1. That the Committee endorse the progression of the Hard Ings Road Improvement 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:** 6 **Project Name:** A650 Hard Ings Road, Keighley

### Summary

Promoting Authority	City of Bradford Metropolitan District Council (CBMDC)
Project Executive	Richard Gelder
Project Manager	Richard Bruce
Gateway Stage for which approval is sought	Gateway 1 - Development Approval
Approval for expenditure being sought	£418k to progress to Gateway 2

### Project description

The A650 Hard Ings Road is a strategically important route which links Bradford to Keighley and onwards to Skipton via the A629 and the Pendle area of Lancashire via the A6088. Between Shipley and Cross Hills the A650 is mostly dual carriageway except for a short section (Hard Ings Road) in Keighley. The single carriageway section is a key pinch point causing congestion not only on the main A650 but also impacts on Keighley Town Centre and local roads as drivers seek to use alternative routes to avoid the A650.

Improvements to Hard Ings Road will improve traffic flow and reduce traffic congestion on the A650 and in Keighley Town Centre. Air quality and safety will also be improved and the local environment will be enhanced through the use of high quality materials in the specification of the scheme. The specific needs of cyclists and pedestrians will be considered during detailed design to encourage the use of sustainable modes for local journeys.

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

The scheme specific objectives are:

- Reduced congestion on Hard Ings Road including the adjacent roundabout approaches
- Increased safety provision for cyclists and pedestrians
- Improved air quality for local residents
- Support the delivery of new housing and economic developments in the short term as well as opening up long term development opportunities
- Improves access between Pendle, Craven and Bradford
- Incorporates Added Value in line with the Green Infrastructure Task Group where appropriate
- The project should be complete by December 2017
- The project should be designed to meet the requirements of the DMRB, any applicable locally determined standards and any relevant legislation

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

Funding Source	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/21	22/23	23/24	TOTAL
WY+TF	0	77	397	654	6,669							7,797
3rd Party Contributions	0	0	0	0	0							0
Total	0	77	397	654	6,669							7,797

Key Outcomes	Quantified Impact	Comments
WY GVA / £	1.78	Based on GVA p.a. at 2026 in 2009 prices.
WY Jobs	103	Net WY jobs compared to Do Minimum at 2026.
WY Housing	33	Net WY households compared to Do Minimum at 2026.

### Summary of current scheme against baseline

#### Summary

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

#### Costs

Inflation has been applied at an assumed rate of 3.2% per annum. The total cost to the fund is £5.415m (excluding OB at 44%). The total cost to the fund including 44% OB is £7.797m. There are no third party contributions.

Key risks	Description
Risk 1	Land Assembly and CPO Proceedings - delay to delivery
Risk 2	CPO Proceedings - lack of resource/recent exposure to CPO process
Risk 3	Increase in costs about budget set out in WY+TF Portfolio Baseline.
Risk 4	Lack of resources (experienced in Highway Design) resulting in delays to programme.

## WEST YORKSHIRE PLUS TRANSPORT FUND BUSINESS CASE SUMMARY

**Project Ref:** 6      **Project Name:** A650 Hard Ings Road, Keighley

### Land Acquisition

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

### Key Stakeholders

Internal (City of Bradford Metropolitan Council)	External bodies
as Highway Authority	North Yorkshire County Council - as adj. Highway Authority
as Planning Authority	Craven District Council - cross boundary impacts
Leisure & Culture Department (Victoria Park, Hall & Leisure Centre)	DfT - CPO Powers
Local Ward Members	Keighley Town Council (Allotments)
MPs	WYCA - WY+TF Portfolio
Planning & Highways Access Forum	WYCA - Bus Services
	Bus Operators
	Emergency Services
	Local Residents
	National & Local Businesses
	Road Users by all modes
	Statutory Undertakers
	Allotment Association & tenants
	B-SPOKE Cycle Forum

### Consultation

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

### Associated Documents

West Yorkshire Plus Transport Fund, 26th March 2013, CBMDC Council  
 West Yorkshire Plus Transport Fund, Item 9, 29th May 2014, WYCA  
 West Yorkshire Plus Transport Fund, Item 8, 12th December 2014, WYCA

### Value for Money Statement

<b>Scheme Name</b>	A650 Hard Ings Road, Keighley
<b>Scheme Promoter</b>	City of Bradford Metropolitan District Council
<b>Gateway Stage</b>	Gateway 1 - Development Approval

Quantified Benefits			
Present Value of Benefits	Time Savings	£40.70	Source - WebTAG Appraisal
	Vehicle Operating costs	£m	
	Greenhouse Gases	£m	
	Indirect Tax	£m	
	Other	£m	
	<b>Total</b>	<b>£m</b>	
Cost			
Optimism Bias	44%	Optimism Bias is an economic tool used to uplift costs for the purpose of estimating a robust BCR. It is not included however in the Outturn Cost.	
Base year	2010	Base year used for appraisal	
Total Present Value of Costs	£6.8m	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	5.9 : 1	The Benefit Cost Ratio (BCR) considers the impacts to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme.  The Initial BCR is constructed using the DfT's guidance on monetising the different benefits and costs of a transport intervention	
Adjusted	-	No adjusted BCR	
Qualitative Benefits			
Qualitative Benefits	Largely Slight Beneficial or Major Beneficial	Itemised in Appraisal summary table	
VfM (value for money)			
Value for Money Category	Very High	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR)  <1.0 = poor 1.0 – 1.5 = low 1.5 – 2.0 = medium 2.0 – 4.0 = high >4.0 = very high	

<b>Name</b>	Angela Taylor
<b>Title</b>	Director Resources
<b>Organisation</b>	WYCA
<b>Signature</b>	