

## **TRANSPORT COMMITTEE**

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 31 JULY 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  
12 JUNE 2015  
(pages 3 - 9)**

Copy attached.

**5. APPOINTMENT OF DISTRICT CONSULTATION SUB COMMITTEE CHAIRS**

Verbal Report.

**6. TRANSPORT UPDATE  
(pages 10 - 18)**

To consider the attached report.

**7. LOCAL TRANSPORT PLAN APPROVALS**  
(pages 19 - 28)

To consider the attached report.

**8. SINGLE TRANSPORT PLAN UPDATE**  
(pages 29 - 33)

To consider the attached report.

**9. BOXING DAY SERVICES 2014 AND 2015**  
(pages 34 - 36)

To consider the attached report.

**10. APPROVAL TO THE DISPOSAL OF SURPLUS OPERATIONAL PROPERTY**  
(pages 37 - 43)

To consider the attached report.

**11. DEVELOPING THE MEDIUM TERM FINANCIAL STRATEGY**  
(pages 44 - 45)

To consider the attached report.

**12. COLLABORATION WITH UNIVERSITIES – TRANSPORT RESEARCH PROGRAMME**  
(pages 46 - 47)

To consider the attached report.

Signed:

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

Head of Paid Service WYCA

## ITEM 4

**MINUTES OF THE MEETING OF THE  
TRANSPORT COMMITTEE  
HELD ON FRIDAY 12 JUNE 2015 IN WELLINGTON HOUSE, LEEDS**

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

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

In attendance: Councillors V Slater (Bradford), B Collins (Calderdale),  
P McBride (Kirklees) and R Lewis (Leeds)

**94. Apologies for Absence**

Apologies for absence were received from Councillors A Carter, A Hussain, G Lowe and M Ward.

**95. Chair's Remarks**

Councillor Lyons reported that the Chair was attending his last meeting of the Transport Committee. Members noted that under his chairmanship, the Chair had been instrumental in helping to secure significant improvements in transport in the region, which were already bringing considerable benefits to West Yorkshire residents, businesses and the economy generally. Thanks were offered for his tremendous efforts and hard work. Councillors Firth, Smaje, Pinnock, McBride and Slater praised Councillor Lewis' work on the Transport Committee and the former Integrated Transport Authority.

Councillor Lewis thanked members for their kind words and explained that he was sad to be leaving and added that he was grateful for all their support during his time as Chair.

Councillor Lewis also mentioned that Councillors Carter, Collins, Crewe, Lowe and Taylor would be leaving the Authority to take up other positions in their respective

councils. Members thanked them for their contributions and hard work during their time as members on the Transport Committee.

**96. Declarations of Disclosable Pecuniary Interests**

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

**97. Minutes of the meeting of the Transport Committee held on 27 March 2015**

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

**98. Minutes of the meetings of the District Consultation Sub-Committees**

**Resolved -**

- (a) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 13 April 2015 be approved.
- (b) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 15 April 2015 be approved.
- (c) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 17 April 2015 be approved.
- (d) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 21 April 2015 be approved.
- (e) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 23 April 2015 be approved.

**99. Transport Update**

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

**Castleford Bus Station**

It was reported that following the opening of the new station in February 2015, a survey had been carried out which highlighted significant improvements in customer satisfaction in respect of cleanliness, safety and accessibility.

The Committee welcomed the feedback which in their opinion highlighted that the new bus facility had removed barriers to bus travel and was very likely to improve bus patronage.

### **Leeds Station Southern Entrance**

Members were given an update on the progress on works to the new southern entrance to Leeds Rail Station which was due to be opened in November 2015.

### **Kirkstall Forge and Apperley Bridge**

It was reported that works to the new rail stations at Kirkstall Forge and Apperley Bridge were progressing well and due to be completed by September 2015. A new timetable had been introduced on the routes that would serve the stations in order that trains were able to call as soon as they were fully operational.

### **Low Moor Rail Station**

It was reported that all land requisitions for the station and car park had now been secured enabling the main construction works to commence. It was expected that the new station would open in early Spring 2016.

### **City Connect Cycleway Project**

It was reported that good progress had been made with sections of the segregated cycle superhighway and upgrading to certain towpaths.

Members commented on the valuable role the Advisory Group and the use of social media had played to address concerns such as the side road crossing near Thornbury Roundabout.

### **Smartcard**

It was reported that there continued to be in the region of 1 to 1.1 million smartcard transactions each week and sales through the new Payzone outlets were now exceeding £3m.

Members were advised that the next phases of the scheme included:

- Integration of Car Clubs with MCard
- Live testing of stored travel rights (Pay As You Go)
- Adoption of smartcard data for operator payments – replacing the current survey systems.

### **Bus Service Franchising**

Members were given an update on bus franchising including a new Buses Bill announced in the Queen's Speech. The Bill provided the option for Combined Authority areas with directly elected mayors to be responsible for the running of their local bus services, allowing the region to promote an integrated transport system, which supported the growth and development of their respective areas.

Members were also advised that further work would proceed to develop a bus quality contract scheme in tandem with the Authority's consideration of further devolution following the Authority's rejection of the operators' current partnership proposals.

### **Transport for the North**

It was reported that further work was being undertaken on the Transport for the North proposition, including proposals for a transformational upgrade to the rail network between the City Regions.

The Committee was advised that as work progressed it would be reported to future meetings. Members requested that they also be provided with detailed briefs of the workstreams that were currently being developed.

### **Rail North**

It was reported that bids for the Transpennine franchise had been submitted to the DfT and bids for the Northern franchise would be submitted by the end of June. An announcement on the preferred bidder was expected later in the year.

As previously reported, both franchises would be managed by the Department for Transport and Rail North in a formal partnership. The partnership team would be established in Leeds during Autumn 2015 in readiness for the award of the franchises in December and their commencement in April 2016.

Members were advised that a small number of posts for the new partnership would be recruited over the next few months.

### **High Speed 2**

It was reported that the Queen's Speech included a Bill to construct Phase I (London to West Midlands) of HS2. With regard to Phase 2 (Leeds and Manchester) members were advised that Sir David Higgins was due to make recommendations on the new Leeds station location in the Autumn which would then facilitate a decision on the route for Phase 2 and the subsequent Bill.

### **Bidding Opportunities**

The Committee was advised of a number of recently announced bidding opportunities in respect of the following:-

- Station Commercial Project Facilities
- Ultra Low Emission Vehicles (ULEV) Project
- Electric Cycles

#### **Resolved -**

- (a) That the report be noted.
- (b) That the bidding opportunities set out in paragraphs 2.21-2.29 of the submitted report be progressed.
- (c) That arrangements be made for members of the Committee to visit new rail stations and other strategic projects across West Yorkshire.

### **100. Local Transport Plan Approvals**

The Committee considered a report which sought approval for the following projects that formed part of the approved 2015/16 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

#### **Resolved -**

- (a) That the expenditure of £160,000 for further work on the Real Time Evaluation Project, with WYCA's share to be funded through the Local Transport Plan be approved.
- (b) That the expenditure of £671,000 for Rail North work in 2015/16 with the WYCA's contribution (£235,000) to be funded from the Local Transport Plan and the remaining £436,000 to be recovered from other PTEs and Transport for Greater Manchester be approved.
- (c) That expenditure of £300,000 to be funded through the Local Transport Plan for the Transport Hubs Programme in 2015/16 and 2016/17 be approved.

- (d) That expenditure of £390,000 to be funded through the Local Transport Plan in 2015/16 for toilet refurbishment and upgrade at Leeds Bus Station be approved.
- (e) That 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, be approved.

#### **101. Single Transport Plan – Phase 1 Consultation Report**

It was reported that at its meeting held on 29 January 2015 the Combined Authority agreed to commence initial consultation with the public and other stakeholders on the basis of the core principles which had been developed by the Transport Committee.

The Committee was advised that Phase I of the consultation had received 617 responses. The consultation was aimed at testing the emerging ambition, direction and core principles in the early stages of the Plan's development and to identify support, objections or gaps in the work to date and to consider further stages in developing the plan.

It was reported that participation for Phase 2 consultation was currently being considered with the intention to commence engagement with a series of workshops with District Councils, industry partners, the public and other stakeholders. The workshop groups were likely to focus on specific transport mode and issues and themes raised by the Phase 1 consultation.

Comment was made that following responses received from some Motorcycle User Groups regarding their omission from the work to date, they had subsequently accepted an invitation to discuss any areas of concern and of interest.

A report would be brought to a future meeting of the Transport Committee to update on the Phase 2 consultations and progress in developing the detailed strategies for Phase 3 consultation.

#### **Resolved -**

- (a) That the outcomes of the first phase of consultation on the Single Transport Plan for West Yorkshire be noted.
- (b) That the next steps for the development of the Plan as outlined in paragraphs 2.18 – 2.21 be endorsed.



## **102. West Yorkshire Transport Fund – Hard Ings Road Improvements**

The Committee was given an update on the Transport Fund Portfolio Dashboard which reflected the position of each project with regard to resources, risk and deliverability. Comment was also made that the dashboard was regularly monitored by the Transport Portfolio Advisory Group and the Chair of the Transport Committee.

### **Hard Ings - Road Improvements**

It was reported that the A650 Hard Ings Road was a strategically important route which linked Bradford to Keighley and other towns in the area. The project, which was an 'early win' in the fund and offered high value for money, had been designed to support economic growth in Keighley and along the Aire Valley and would also facilitate housing developments in the area.

Members were asked to endorse a recommendation for Gateway 1 submission approval to allow the preparation of detailed design, submission of a planning application, all other necessary documentation and the development of a full Business Case to progress to the Gateway 2 stage.

**Resolved** - That the progression of the Hard Ings Road Improvement through Gateway 1 be endorsed.



Originator: David Hoggarth  
Director Development



## ITEM 6

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Transport Update

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### 1. Purpose

- 1.1. To provide the Transport Committee with an update on transport issues including the July 2015 Budget, Transport for the North, Rail North, Network Rail issues, delivery of West Yorkshire Plus Transport Fun and progress on an Ultra Low Emissions Vehicles funding bid.

### 2. Information

#### July 2015 Budget

- 2.1. The budget included the following transport measures:
- The appointment of Sir Peter Hendy as new chair of Network Rail, with a remit to report by autumn 2015 with a plan to get the rail investment programme on a sustainable footing;
  - Changing the way public money is channelled through Network Rail to direct it through Train Operating Companies;
  - Capping regulated rail fares at RPI for duration of this parliament;
  - A further round of the New Stations Fund, with up to £20 million available for projects;
  - Allocating £17.8 million in funding for local transport projects;
  - Proposals to rename the A1 (M) north of Leeds as the M1 and A1 to be dualled north of Newcastle;

- Committing further £3.5 million to address remaining areas on road network identified for improvement under 'pinchpoints' fund;
- Committing £14 million to local road maintenance improvements;
- Establishing a dedicated body to pursue opportunities to realise value from public land and assets in rail network;
- Further devolution to Greater Manchester, including fire, planning and a new land commission;
- Devolving far-reaching powers over transport to mayor-led city regions;
- Consideration of Air Passenger Duty devolution in England.

### **Transport for the North**

2.2. The Chancellor also made a series of Transport for the North (TfN) announcements in the recent Budget Statement about the Northern Powerhouse. These announcements include:

- establishing TfN as a statutory body with statutory duties, underpinned by £30 million of additional funding over 3 years;
- appointing an interim Chief Executive and executive team for TfN by the autumn and a Chair by the end of the year, to accelerate TfN's work programme;
- working with TfN to advance the introduction of Oyster-style smart and integrated ticketing across bus, tram, metro and rail services throughout the region, making this one of the top priorities for TfN's newly accelerated work programme;
- working with TfN to push forward plans to transform east-west rail and road connections via Transnorth and options for a new TransPennine Tunnel, with a prioritised list of scheme options to be produced by Budget 2016, and an interim report in time for the Spending Review later in 2015.

2.3. Following publication of the report 'The Northern Powerhouse: One Agenda, One Economy, One North' in March 2015, work is progressing to develop a more detailed strategy for publication in spring 2016.

2.4. Specific work streams include rail, road, freight, integrated and smart travel, core strategy, city connectivity and governance. As requested at the last meeting of the Transport Committee, further details and work stream priorities for 2015/16 are set out in **Appendix A**.

- 2.5. 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).

### **Rail North**

- 2.6. Bids for the Northern and Transpennine rail franchises have now been submitted to the Department for Transport. WYCA officers, together with those of other Rail North partners, are participating in the bid evaluation process, which will conclude with a franchise award announcement in December 2015.
- 2.7. The Rail North/DfT Strategic Partnership Board comprising senior officers from both partners has now been established. Appointments to senior positions within Rail North are expected to be made in late summer with the team coming together during the autumn in readiness to assume management of the franchises following the award announcement. Arrangements are in hand to accommodate Rail North within Wellington House.
- 2.8. Most local transport authorities have now passed resolutions to join Rail North and are being consulted on how the new body will operate.

### **Network Rail Enhancements Programme**

- 2.9. The Secretary of State made a statement recently about aspects of Network Rail's investment programme for the budgetary control period 5 from 2014 - 2019. Aspects of the programme are costing more and taking longer than originally planned for.
- 2.10. As well as making a number of changes to the governance and leadership at Network Rail (see above), the Secretary of State has confirmed that electrification of the Midland Mainline will be paused, stating that better services can be delivered on that line before electrification through speed improvement works. He also stated that current work on electrification of the trans-Pennine route east of Stalybridge will also be paused, explaining his view that whilst the next rail franchise for the north TransPennine route between Leeds and Manchester will bring modern trains and additional capacity, the scope of the originally envisaged scheme may need to change to ensure the benefits for passengers are maximised. It was also confirmed that the new Chair of Network Rail, Sir Peter Hendy, will carry out a review of Network Rail's entire control period 5 programme and will report in the autumn of 2015.
- 2.11. The Chair of the Combined Authority has written to the Secretary of State for Transport setting expressing concerns about the TransPennine pause and seeking a meeting to understand how the scheme can be brought back on track. The Chair of the Transport Committee and Portfolio Holders met Network Rail on the 24 July to discuss the enhancements programme.

## **Network Rail**

- 2.12. WYCA is sponsoring a number of significant rail schemes (Leeds Station Southern Entrance and new rail stations at Apperley Bridge, Kirkstall Forge and Low Moor). Whilst there has been productive work between WYCA and Network Rail in the past, it is felt that a 'new way of working' will be beneficial to both parties with the change in funding landscape, devolution of powers and the increasing role of WYCA in rail investment.
- 2.13. Principles for a Memorandum of Understanding (MOU) between WYCA and Network Rail have been developed to set out new governance and a new way of working. The principles cover the following key areas:
- Common objectives - to ensure that rail projects are developed and delivered with common shared objectives;
  - Clarity in strategic level and longer term rail investment planning;
  - Establishment of a Joint Programme Board to identify synergy and efficiency of delivery of rail projects;
  - Price certainty – to achieve a greater price certainty through a target price model with an appropriate risk share mechanism. This would result in a greater control over the use of contingency with the potential establishment of a 'regional contingency fund' which will be controlled by both parties.
- 2.14. The next stage is to:
- Finalise the Memorandum of Understanding;
  - Establish the Joint Programme Board and restructure the scheme Project Boards;
  - Amend all the related agreements in line with the agreed principles of MoU.

## **West Yorkshire Plus Transport Fund: Procurement and Delivery**

- 2.15. The December 2014 Combined Authority meeting considered setting out areas where savings could be achieved to ensure that the overall West Yorkshire Plus Transport fund (WY+TF) programme is better aligned to the funding profile and remains deliverable and affordable. Based on experience from other programmes, there is the potential for 12% of total programme costs to be saved by delivering schemes through a 'new approach to procurement'.
- 2.16. Early in 2015, Local Partnerships (who undertook the recent Gateway Review) offered to provide a level of free support to Local Enterprise Partnership (LEPs) through a national DfT-funded "Transport Delivery Excellence" initiative.

Subsequent discussions led to the setting up of a Task and Finish group to look at procurement and delivery options for the WY+TF programme. Through close working between WYCA and the Districts, work has taken place over the last six months to develop options further. Members of the Transport Portfolio Advisory Group (TPAG) have been regularly briefed and updated on progress.

- 2.17. As part of this work, the Task and Finish group have followed the Infrastructure UK routemap, which represents industry best practice. The work has included wider discussions with other procuring authorities such as Transport for Greater Manchester, Highways England and Yorkshire Water. The Yorkshire and Humber Infrastructure Alliance (YHIA – who represent the construction industry in the region) have also provided feedback which has helped shape the emerging conclusions.
- 2.18. Various models of delivery were assessed and ranked and presented to TPAG in June 2015. Consensus was reached that the preferred delivery model is partnering, but that the significant changes that this would require over a short space of time means that the full adoption of this model would introduce an unacceptable level of risk to programme delivery. Partnering remains the aspiration for the longer term delivery model.
- 2.19. A variant on this arrangement has been proposed to ensure that the market is able to provide access to all of the required skills to deliver the WY+TF programme. It would allow a number of firms to be appointed, with sub-divisions by value across packages. This approach would maximise the volume of work available to local SMEs and encourage apprenticeships. This model is also mindful of the need to accelerate early stage feasibility, allow early contractor involvement and for WYCA and the Districts to demonstrate a different approach to that used before whilst providing an appropriate level of management (of delivery and risk) across the programme).
- 2.20. The latest phase of activity has concluded and work is now underway to develop the contract specification. Flowing from this, YHIA have offered to assist in hosting a “meet-the-buyer” event in late September/early October to gain more detailed feedback from the market before the specification is issued – this will, in essence, be a high-profile launch of the Fund. New arrangements are due to be operational from April 2016.

#### **Ultra-Low Emission Vehicle Bid**

- 2.21. 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.
- 2.22. 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. WYCA is developing a bid that includes a series of measures that will support businesses and residents of West Yorkshire to purchase ultra-low emission vehicles through a range of funded initiatives. The City Scheme detailed bid submission deadline has been revised to 2 October 2015. WYCA is also developing proposals for the Bus and Taxi Schemes bids. Submission deadlines for these bids are 30 October 2015 and early April 2016 respectively.
- 2.23. The objectives of these funds align to key LTP 3 objectives and the priorities of improving sustainable travel choice and reducing air quality impact. The bids also align with delivery of the Strategic Economic Plan through its delivery of a low carbon economy and supporting regional growth.
- 2.24. The Transport Committee is requested to delegate sign-off to the City Bid to the Acting Director of Transport in consultation with the Chair of the Transport Committee, as there is no further Transport Committee meeting before the bid submission date.

### **3. Financial Implications**

- 3.1. Funding for initial Transport for the North work is sought in the separate Local Transport Plan Approvals report on this agenda.

### **4. Legal Implications**

- 4.1. None as a result of this report.

### **5. Staffing Implications**

- 5.1. Additional staff are being recruited for delivery of the West Yorkshire Plus Transport Fund, in line with the approval from the Combined Authority.

### **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 submission of the ULEV bid is delegated to the Acting Director of Transport in consultation with the Chair of the Transport Committee.



**8. Background Documents**

8.1. None.



### Transport for the North – 2015/16 Priorities

TfN's priorities for 2015/16 will be to promote to Government and its national transport agencies the priorities for investment in the North's strategic transport infrastructure, actively participating in the decision making processes for strategy and capital programme development. To do this, TfN's priorities for 2015/16 are:

- a) **Rail** - undertake studies to investigate new TransNorth rail routes including:
  - Consideration of new 'central' routes to connect Manchester – Leeds /Sheffield;
  - New routes in the Liverpool-Manchester/Airport, Manchester – Leeds, Manchester – Sheffield corridors;
  - New routes for Leeds/Sheffield – Hull and Leeds- ECML/Newcastle;
  - Input to the rail industry capital plan (CP6: 2019-24) through the Initial Industry Plan (September 2016) and HLOS ( July 2017):
  - And examine the TfN/HS2 'touch points' to input to the Higgins HS2 Route and Station Interim Report (autumn 2015) and the Secretary of State's Formal Route Decision (spring 2016).
  
- b) **Road** – undertake studies to investigate strategic road improvements including:
  - Transpennine Tunnel Study between Manchester and Sheffield (and consider synergy with new rail options through the Pennines);
  - Northern Transpennine Study - A66/A69;
  - M60 North West Quadrant Study;
  - And input to the development of the Road Investment Strategy 2 (RIS2) through Highway England's Joint Strategic Economic Growth Plan (end of 2016) and Road Period 2 Route Strategy updates (end of 2016/17).
  
- c) **Freight** – undertake a Freight and Logistics Study across the north to:
  - Establish a baseline of freight movements by all modes (road, rail, air and water) and identify current trends and future demands;
  - Identify and model potential infrastructure requirements, inputting to the rail and road workstreams as appropriate;
  - And inform the development of national freight and logistics policy and strategy.
  
- d) **Smart and Integrated Travel** – undertake development work to:
  - Establish the business case for 'Smart on Rail' to facilitate early implementation once the new rail franchises are operational in the north;
  - Develop a brand proposition;
  - Set out a strategy for smart integrated ticketing across the north, building on city regions schemes;

- Review and commission a range of pilot/proof of concept projects to inform the further programme;
  - Enhanced customer information services.
- e) **Strategy** – prepare an updated Northern Transport Strategy to be published in March 2016. The updated strategy will be based on:
- The outcomes from the work completed in the rail, road, freight and smart workstreams as set out above;
  - Developing appraisal and assurance methodologies and the prioritisation of TfN interventions across all the work streams.
- f) **City Connectivity** – undertake development work to:
- Identify elements of the intra-city connectivity work that also has a clear pan-northern benefit to the overall TfN strategy and programme, and provide input to the appropriate workstreams;
  - Progress non pan-northern interventions through the individual city regions and non-city regions, but at their own pace and with their own funding.
- g) **Governance** – undertake a governance review to consider ways in which representatives from the whole of the north can be involved in TfN going forwards, to provide:
- Democratic accountability, in setting priorities for investment;
  - A credible voice of the north to national government;
  - A shared capacity to develop business cases for investment;
  - A closer link between the TFN investment proposals and the approach for influencing service standards through the Rail North partnership;
  - An accountable body to receive funding devolved to the north, including commissioning HS2, Highways England and Network Rail to deliver projects on behalf of TfN.

Originator: Jeff English  
Integrated Transport



## ITEM 7

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Local Transport Plan Approvals

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### 1. Purpose

1.1. To seek approval for Quarter 2 2015/16 payments for the following programmes:

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

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

- New rail station feasibility study
- Rail Station Development Work
- Transport for the North (TfN) Core Work

### 2. Information

#### Quarterly Payments

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

#### **Integrated Transport Block Funding**

2.2. Responsibility for delivering the interventions identified in Implementation Plan 2 (IP2) is shared between the Combined Authority and District Councils. Continuing the arrangements from IP1, the Integrated Transport (IT) Block element of the LTP

funding will be distributed by the Combined Authority between the LTP Partners based on the value of the Implementation Plan each partner is responsible for delivering (less any over-programming).

- 2.3. The Quarter 2 payments for each of the Partners, reflecting the latest progress in developing and delivery of IP2, are set out in Table 1. Appendix 1 sets out the changes made to the programme by District.
- 2.4. The payment for Leeds includes the first instalment of an estimated contribution of £880,000 from the WYCA allocation towards the provision of a further 400 fully constructed parking spaces at Elland Road Park and Ride in order to accommodate the growing demand for this service.

#### **Highways Maintenance Block Funding**

- 2.5. The Highway Maintenance (HM) Block funding is distributed between the District Councils in accordance with Department for Transport (DfT) formulaic allocation.
- 2.6. The distribution of the HM Block funding is set out in **Appendix 2**. The proposed quarter 2 payments are shown in Table 1.

#### **Cycle City Ambition Grant (CCAG1) Funding**

- 2.7. The Cycle City Ambition Grant (CCAG1) funding is managed in accordance with the principles established for LTP funding, with funding allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.8. The funding to be allocated in quarter 2 of 2015/16, as agreed with the partners involved is set out in **Appendix 3**. The proposed quarterly payments are shown in Table 1.

#### **Cycle City Ambition Grant (CCAG2) Funding**

- 2.9. The Cycle City Ambition Grant (CCAG2) funding is managed in accordance with the principles established for LTP funding, with funding allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.10. In March 2015 the Transport Committee approved interim payments to District Partners of £100,000 per partner to fund development work. This funding remains sufficient to cover activities during this quarter and no further quarterly payments for Q2 are proposed.

#### **West Yorkshire plus Transport Fund**

- 2.11. In order to ensure schemes are ready for delivery from 2015/16 onwards, WYCA has to date made £13.572m available to support the development of the Transport Fund over 2013/14 and 2015/16. This funding supports project development costs, staff

resources and specialist technical support to enable the progression of the Fund and the 'early win' schemes. This has been funded through reserves held by WYCA and the element of the levy ring-fenced to support the development and delivery of the WY+TF.

- 2.12. As individual schemes progress through the Gateway stages set out in the Assurance Framework there is a requirement to release additional funding to continue development or delivery work on the scheme. Approval for expenditure to progress scheme development from Gateway 1 (high level business case) to Gateway 2 (Procurement Approval) has been given for six schemes. These are York Outer Ring Road, East Leeds Orbital Road, Hard Ings Road ( Keighley), Aire Valley Park and Ride (Leeds), Harrogate Road/New Line (Bradford), A629 Phase 1 (Calderdale). In addition Wakefield Eastern Relief Road has passed Gateway 3 (implementation approval) and is now on site.
- 2.13. The quarterly payments reflect the funding requirements for schemes pre-Gateway 1 and those which have approval to progress beyond Gateway 1.
- 2.14. The payment of the funding to Partners will be reported to Transport Committee on a quarterly basis. The proposed quarter 2 payments for 2015/16 are shown in Table 1 with further detail set out in **Appendix 4**.

#### **Local Transport Plan – Implementation Plan 2 approvals**

##### **New rail station feasibility study**

- 2.15. Approval is sought to fund the necessary further development work on the proposed new stations at Crosshills, Haxby and Elland, an endorsed by the Transport Committee in January. City of York Council (CoYC) and North Yorkshire County Council (NYCC) have indicated that they are supportive of a combined delivery approach for the new rail stations feasibility study. Confirmation of their contributions will be obtained through their necessary internal processes. Whilst the estimated total cost of the work will be £145,000, the maximum cost to WYCA will be £55,000. WYCA will not procure the works related to Haxby and Crosshills until the relevant local authority contribution is confirmed.
- 2.16. Approval is sought for expenditure of £145,000 on the New Rail Station Feasibility Study with £55k funded from the Local Transport Plan and £90,000 to be funded from contributions from CoYC and NYCC towards the new rail station study.

##### **Rail Station Development Work**

- 2.17. It is proposed to undertake further works to develop station masterplans and station improvement schemes to attract further funding / investment. £30 million funding has already been identified in the next Northern franchise to improve stations. This work will ensure that appropriate station schemes are identified and developed to

attract and lever in this funding. Some larger stations such as Huddersfield and both Bradford stations are already covered by the gateway schemes as part of the WY+TF.

- 2.18. Approval is sought for expenditure of £50,000 on the Rail Station Development, to be funded from the Local Transport Plan.

### **Transport for the North (TfN) Core Work**

- 2.19. Following publication of the report ‘The Northern Powerhouse: One Agenda, One Economy, One North’ in March 2015, the governance and detailed programme of works have been developed with specific emphasis on developing a detailed strategy for publication in early 2016. WYCA has already provided dedicated staff resource to support the TfN works. Whilst the Department for Transport is making a substantial funding contribution to the TfN work, there is still a requirement for a local cash contribution, which will be shared by the TfN partners. WYCA’s contribution to this work is estimated to be £100k. This includes a financial contribution towards the development work and funding to back fill WYCA staff currently involved in the TfN work. Contributing towards the cost of this work will help ensure that the Combined Authority is able to influence and shape the Transport for The North proposals.
- 2.20. Approval is sought for expenditure of up to £100,000 to progress the TfN work to be funded through the Local Transport Plan.

### **3. Financial implications**

- 3.1. The financial implications are set out in Section 2 of the report.
- 3.2. Table 1 summarises the Quarter 2 payments to be made to the District Council partners:

**Table 1 – Quarter 2 2015/16 Payments (£000s)**

<b>District</b>	<b>IT</b>	<b>Maintenance</b>	<b>CCAG 1</b>	<b>CCAG 2</b>	<b>WY+TF</b>	<b>Total</b>
Bradford	514	1,545	26	0	99	2,184
Calderdale	295	985	0	0	75	1,355
Kirklees	808	1,529	0	0	77	2,414
Leeds	1326	2,175	5,658	0	910	10,069
Wakefield	398	1,069	0	0	5,647	7,114
WYCA	3089	0	0	0	523	3,360
York	0	0	0	0	0	0
<b>Total</b>	<b>6,430</b>	<b>7,303</b>	<b>5,684</b>	<b>0</b>	<b>7,331</b>	<b>26,496</b>



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

4.1. None.

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

5.1. There may be a requirement to secure additional resources to backfill for staff involved in the Transport for the North (TfN) Core Work.

#### **6. Consultees**

6.1. John Henkel (Acting Director Transport), Angela Taylor (Director of Resources) and David Hoggarth (Director of Development) have provided advice in the preparation of this report.

#### **7. Recommendations**

7.1. That the Transport Committee approves the quarterly payments set out in Table 1.

7.2. That the Transport Committee approves the expenditure of £145,000 on the New Rail Station Feasibility Study with £55k funded from the Local Transport Plan £90,000 expected to be funded from contributions from CoYC and NYCC towards the new rail station study.

7.3. That the Transport Committee approves expenditure of £50,000 on the Rail Station Development to be funded from the Local Transport Plan

7.4. That the Transport Committee approves the Transport for the North Core works up to a maximum cost of £100,000 to be funded from the LTP.

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

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



## Appendix 1

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

District		2014/15	2015/16	2016/17	TOTAL
<b>Bradford</b>	Approved Mar 15	1,037	2,073	1,478	4,588
	Proposed Adjustment	0	-14	0	-14
	Proposed July 15	1,037	2,059	1,478	4,574
<b>Calderdale</b>	Approved Mar 15	1,243	1,075	810	3,128
	Proposed Adjustment	0	79	0	79
	Proposed July 15	1,243	1,154	810	3,207
<b>Kirklees</b>	Approved Mar 15	1,489	3,386	1,518	6,393
	Proposed Adjustment	0	-115	0	-115
	Proposed July 15	1,489	3,271	1,518	6,278
<b>Leeds</b>	Approved Mar 15	3,640	3,963	2,324	9,927
	Proposed Adjustment	0	1,006	0	1006
	Proposed July 15	3,640	4,969	2,324	10,933
<b>Wakefield</b>	Approved Mar 15	1,446	1,485	1,260	4,191
	Proposed Adjustment	0	79	0	79
	Proposed July 15	1,446	1,564	1,260	4,270
<b>Combined Authority</b>	Approved Mar 15	10,808	13,601	3,651	28,060
	Proposed Adjustment	0	-910	0	-910
	Proposed July 15	10,808	12,691	3,651	27,150
<b>Centrally held funding</b>	Approved Mar 15	0	671	1,834	2,505
	Proposed Adjustment	0	0	0	0
	Proposed July 15	0	671	1,834	2,505
<b>TOTAL</b>	Approved Mar 15	19,663	26,254	12,875	58,792
	Proposed Adjustment	0	125	0	125
	Proposed July 15	19,663	26,379	12,875	58,917

#### Notes

**General:** Changes to the programme at Q2 relate to adjustments to funding allocations following the revised Network Management programme reported to Transport Committee in March 2015, alongside new schemes proposed to be included in the programme.

**Bradford: -£14k** in 2015/16

- Adjustment for reduced Network Management programme: -£44k
- New scheme - Bus Enforcement Cameras: +£30k

**Calderdale: +£79k** in 2015/16

- Adjustment for increased Network Management programme: +£79k

**Kirklees: -£115k** in 2015/16

- Adjustment for reduced Network Management programme: -£115k

**Leeds: +£1,006** in 2015/16

- Adjustment for increased Network Management programme: +£101k
- Annual Monitoring programme: +£25k
- New scheme - Elland Road P&R Phase 2: +£880k

**Wakefield: +£79k** in 2015/16

- Adjustment for increased Network Management programme: -£21k
- Bell St/Bond St Traffic Signals scheme – brought back into programme: +£100k

**WYCA: -£910k** in 2015/16

- Bus Lane Enforcement Cameras funding to be reallocated to Bradford: -£30k
- Elland Road P&R Phase 2 funding to be reallocated to Leeds: -£800k

**Centrally held funding:**

- Adjustment for increased Network Management programme - Bradford: -£44k
- Adjustment for reduced Network Management programme - Calderdale: +£79k
- Adjustment for increased Network Management programme – Kirklees : -£91k
- Adjustment for reduced Network Management programme – Leeds : +£101k
- Adjustment for increased Network Management programme- Wakefield : -£21k

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

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

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

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

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



## CCAG1 Funding Profile (all figures in £000s)

Partner	2013/14 (paid)	2014/15 (paid)	2015/16			
			Q1 (paid)	Q2 (forecast)	Q3 (forecast)	Q4 (Forecast)
Bradford	142	758	340	26	Spend profile for Quarters 3 – 4 to be confirmed October Transport Committee	
Leeds	457	5,254	3,173	5,658		
WYCA	630	1,190	950	0		
Total	1,229	7,172	4,463	5,684		

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

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





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

Appendix 4

District	2013/14	2014/15	2015/16	
		Payment	Q1 (paid)	Q3 (proposed)
Bradford	264	292	169	99
Calderdale	70	727	31	75
Kirklees	230	485	65	77
Leeds	470	1,604	81	910
Wakefield	528	2,725	8,515*	5,647
WYCA	190	616	238	271
Resources	75	550	153	152
Advisors	290	300	100	100
<b>Sub Total</b>	<b>2,117</b>	<b>7299</b>	<b>852</b>	<b>7,331</b>
York	0	0	0	0
<b>GRAND TOTAL</b>	<b>2,117</b>	<b>7299</b>	<b>852</b>	<b>7,331</b>

\* Wakefield Quarter 1 payment includes £8.5m payment approved by March 2015 Transport Committee subject to Wakefield Council providing confirmation that the conditions set by WYCA in relation to the Wakefield Eastern Relief Road at Gateway 3 have been met.



Originator: Jeff English  
AD Integrated Transport



## ITEM 8

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Single Transport Plan Update

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### 1. Purpose

- 1.1 To provide an update on development of the West Yorkshire Single Transport Plan, including Bus Strategy and Connectivity Strategy.
- 1.2 To seek delegated approval to consultation on the West Yorkshire Low Emission Strategy.

### 2. Information

#### Single Transport Plan Update

- 2.1. The West Yorkshire Combined Authority (WYCA) has previously agreed to develop a West Yorkshire Single Transport Plan, updating the existing Local Transport Plan, and collecting a range of current strategic transport plans and programmes into one single plan. The Single Transport Plan will provide a clear statement of the Combined Authority's vision for transport and cover 20 years from 2016 to 2036. The WYCA agreed a phased approach to the development and consultation on the plan. The WYCA delegated oversight of technical work on developing the plan to the Transport Committee.
- 2.2 At its meeting of 12 June 2015 the Transport Committee noted the outcomes of the first phase of consultation on the plan's core principles, and agreed to proceed with the development of the plan on the basis of the core principles, amended to reflect consultation responses and to undertake further engagement. A full public consultation is planned for autumn 2015.
- 2.3 This report provides an update on Bus and Connectivity work for the Single Transport Plan and seeks delegated approval to consult on the draft West Yorkshire Low Emission Strategy.

## **Bus Strategy**

- 2.4 At the meeting of 12 June 2015 the Transport Committee agreed that the Single Transport Plan should incorporate a complementary workstream developing an updated West Yorkshire Bus Strategy and associated work on delivery models.
- 2.5 It is proposed that the updated Bus Strategy will form part of the Single Transport Plan, specifying on WYCA's strategic aims, outcomes and ambition for the 'Bus System' across West Yorkshire. Work has commenced on developing the Bus Strategy and will be progressed through consultation with the public and key stakeholders. It is suggested that the Bus Strategy should:
- Enable the West Yorkshire economy to reach its full potential, through supporting the 'one system' core principle of the Single Transport Plan;
  - Introduce a faster, more reliable and more modern bus system;
  - Contribute to improving air quality and reducing CO<sub>2</sub> emissions through technological improvements to bus fleet and encouraging mode shift from car;
  - Support towns and cities to be more economically resilient and attractive places to live, work and invest;
  - Deliver smart, simple and integrated ticketing that looks and feels like the London Oyster card, whilst allowing for future payment and ticketing technology.
- 2.6 The work in this area will take account of developments taking place at a national level with the progression of a Buses Bill and in the North East of England where the North East Combined Authority (NECA) Quality Contract Scheme (QCS) is currently being tested by hearing in front of an independent QCS Board to provide an opinion on whether the proposed quality contract schemes meets statutory public interest criteria. The Buses Bill is to provide Combined Authority areas with directly elected Mayors to be responsible for the running of their local bus services. Cornwall, through their signed devolution deal has been granted the ability to introduce Bus Franchising by 2018 and it is understood that this will be achieved through the Buses Bill.
- 2.7 It is proposed to hold a workshop with the Transport Committee members to provide steer on the strategic aims, outcomes and ambition for the Bus Strategy.

## **Connectivity Strategy**

- 2.8 The Single Transport Plan's One System core principle describes the ambition for a 'metro-style' public transport that will better integrate all transport modes into one system that is easily understood, easy to access by a range of options and offers

quick, convenient, integrated connections, and that will spread and maximise the benefits of High Speed Rail across the City Region.

- 2.9 Separate work is progressing on the HS2 and the Transport for the North (including Transnorth Rail/HS3) programmes.
- 2.10 A key requirement for the Single Transport Plan will be to develop and implement a city region tier of transport services to create the 'metro-style' network that complements the national and pan-northern offer. This vision could potentially include cross-city rail operations to make more efficient use of existing infrastructure capacity to deliver fast, frequent services accessible to the majority of the city region population, the introduction of light rail technology potentially running on street and high quality bus services. The connectivity work will also address improved connectivity to Leeds Bradford Airport and to economic / housing growth areas.
- 2.11 It is proposed to commence detailed work now to identify routes, network gaps and options with quantified costs and benefits. The technical work needed to take concepts to a more detailed proposition is estimated to cost £220k for which approval is sought. This work would be funded from the Local Transport Plan development budget.

#### **West Yorkshire Low Emission Strategy (WYLES)**

- 2.12 At the meeting of 12 June 2015 the Transport Committee agreed to develop a robust approach to air quality within The Single Transport Plan, to build on the evidence and recommendations of the draft West Yorkshire Low Emission Strategy (WYLES).
- 2.13 Improving air quality was initially highlighted within the Place Shaping core principle of the Single Transport Plan. Transport Committee (12 June 2015) agreed to combine improving air quality and reducing carbon in a new cross-cutting theme of 'Environmental Impact'.
- 2.14 The WYLES is being developed by the five West Yorkshire local authorities and WYCA. Input has been provided by District Council Directors of Public Health and by Public Health England (PHE). This work was initially part funded by PHE and the Department for Environment, Food and Rural Affairs (DEFRA).
- 2.15 West Yorkshire's urban areas have some of the highest levels of air pollution in the UK outside of London. Current projections suggest that European Commission (EC) air quality targets set for 2020 will not be fully achieved in West Yorkshire until 2030. The EC commenced proceedings against the UK Government in 2014 with a judgement expected in 2018. There is the threat of substantial infraction fines being imposed on the UK Government and these fines being passed down to the responsible local authorities.
- 2.16 There is evidence linking a range of health problems to exposure to high levels of Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>n</sub>), which impact on quality of life

and life expectancy. The Public Health Outcomes Indicator for air pollution points to one in twenty deaths each year in West Yorkshire being attributable to air pollution.

- 2.17 The WYLES seeks to reduce traffic related emissions of NO<sub>2</sub> and PM<sub>n</sub> from a range of vehicles, and to improve air quality and meet EC targets without adverse impact on the economy. The WYLES will summarise evidence and set out proposed aims and objectives to be achieved initially over a five year period from 2016–21, and will identify the key strategies and tools available to achieve the stated aims and objectives. Raising awareness of air quality issues and influencing behaviour are key themes. There will be actions and implications for WYCA, District local authorities and partner organisations.
- 2.18 A draft WYLES is currently being developed for consultation and expected to be finalised in August 2015. The West Yorkshire local authorities and WYCA propose to consult with the public and stakeholders on the draft WYLES in September 2015. As the next meeting of the Transport Committee is not until October, the Committee is asked to delegate approval to consult to the WYCA Acting Director Transport in consultation with the Committee Chair.
- 2.19 The content and approach of the WYLES will form a useful input to the Single Transport Plan and it is proposed that the final WYLES would form a technical appendix to the Single Transport Plan.

### **3. Financial Implications**

- 3.1. The report seeks approval for £220k of expenditure from the Local Transport Plan.

### **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 overseen the development of the draft plan to-date.
- 6.2 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 progress with the development of the Single Transport Plan.

- 7.2 That the Transport Committee approves funding of £220k to undertake development work on the proposed 'metro' style network.
- 7.3 That the Transport Committee delegates approval to consult on the West Yorkshire Low Emission Strategy to the WYCA Acting Director Transport.

**8. Background Documents**

- 8.1. Single Transport Plan Core Principles Discussion Document.
- 8.2 Single Transport Plan Phase 1 Full Consultation Report.





Originator: Neale Wallace,  
Bus Services Manager



## ITEM 9

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Boxing Day Services 2014 and 2015

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### 1. Purpose

- 1.1. To inform members of the outcome of Boxing Day services in 2014 and to suggest development of the 2015 service.

### 2. Information

#### Boxing Day 2014

- 2.1. WYCA has since 2007 funded a network of daytime bus services on 26 December. This network has been focussed on Leeds and Huddersfield where retailers have actively promoted Boxing Day shopping. Passenger usage has been within the approved metrics for the support of bus services, with the net cost being approximately £60k.
- 2.2. On Boxing Day 2014 over 58,000 passenger journeys were made on the services - a 5.6% increase on 2013. A new service to Wetherby was introduced (generating over 200 trips) and the frequency between Bradford and Leeds increased based on analysis of previous years' loadings.
- 2.3. Following Boxing Day an on line survey was undertaken with over 150 responses. The results were positive, with the highest score being value for money, with the lowest for frequency of service (which is significantly reduced from normal daytime operation). It is clear that the service provision is of value and is appreciated by users and retailers.

#### Proposals for 2015

- 2.4. The Westfield shopping centre in Bradford will open later this year and is expected to be trading on Saturday 26 December 2015. It is therefore proposed that the 2015 Boxing Day network is expanded to include Bradford city centre. It is also proposed to provide more services in Calderdale.

- 2.5. WYCA carries the revenue risk on Boxing Day services and a flat fare structure operates as this assists promotion and reflects that drivers may be assigned to routes that they are less familiar with. In previous years, de minimis contracts have been awarded to incumbent operators. It is proposed to market test these services in 2015 with Operators offered the opportunity to provide the better used services at their own revenue risk within the overall fares structure, prior to the procurement process.

### **New Year's Day**

- 2.6. With the exception of the Airport services, there has been no bus service operation on New Year's Day in West Yorkshire for many years. Consideration has also been given to the operation of bus services on New Year's Day on a similar basis to that which operates on Boxing Day. Demand for bus services on New Year's Day is unknown at this stage. Unlike on Boxing Day, a full rail service will be in operation. Retail activity is generally not as strong as on Boxing Day. As WYCA carried the revenue risk for such services, low passenger use would increase costs. It is not therefore proposed to trial New Year bus service operation this year but to focus activity on a wider network of Boxing Day services.

## **3. Financial Implications**

- 3.1. An expanded network that includes Bradford and Calderdale is likely to result in a modest increase in costs compared to the net cost of c£60,000 in 2014. There is provision within the 2015/16 Tendered Services Budget for an expanded network of Boxing Day services.

## **4. Legal Implications**

- 4.1. Procurement will be undertaken in line with WYCA's Standing Orders and Financial Regulations.

## **5. Staffing Implications**

- 5.1. As there is potentially a wider bus network operating on Boxing Day 2015 it is intended that WYCA has a service monitoring officer on duty on that day, as well as a call centre service for supporting customers.

## **6. Consultees**

- 6.1. The Acting Director Transport and Director of Resources have contributed to this report.

## **7. Recommendations**

- 7.1. That an expanded network of Boxing Day services is procured on competitive tender in 2015, as outlined in the report.

**8. Background Documents**

8.1. None.



Originator: Nick Winney,  
Secretary and Solicitor



## ITEM 10

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Approval to the Disposal of Surplus Operational Property

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### 1. Purpose

1.1. To seek formal approval to the disposal of the following parcels of freehold land and a building which are surplus to operational requirements:-

- Land and buildings at Crow Nest Lane, Leeds, which no longer serves any operational use;
- An area of paving adjacent to Huddersfield Bus Station via dedication as public highway to form a pedestrian crossing;
- A narrow strip of land at the site of the current Apperley Bridge new Rail Station Car Park development.
- Land at Low Moor Bradford which must be transferred to Network Rail prior to the commencement of construction of the new station.

### 2. Information

#### Crow Nest Lane

2.1. The Authority owns a building in Beeston, Leeds at Crow Nest Lane (CNL) which formerly housed asset maintenance and cleaning services team. This function was outsourced to contractors and the building was then partly leased to tenants, who have recently vacated the premises. Current uses include emergency systems for business continuity purposes and nine large printers for printing roadside displays. Part of the building is used for storage of documents. The majority of the building is vacant.

- 2.2. The site now costs WYCA £66,000 in business rates and maintenance costs per annum, when previously a rental income was paid by the tenant, who also defrayed most of the business rates liability for the premises.
- 2.3. There is no business requirement to retain this property and under the advice of external property surveyors the property has been marketed and an offer received.
- 2.4. An internal project team, would manage the relocation of the business assets and functions within CNL which will be completed by the end of September 2015 in order to expedite the proposed disposal.

#### **Land adjacent to Huddersfield Bus Station**

- 2.5. Kirklees District Council has built a new sports centre to the south of Huddersfield Bus Station. As part of that project, the Council installed a pedestrian crossing with lights across the exit road of the bus station, to improve pedestrian safety. On the side of the crossing nearest the bus station, the pedestrian lights and footpath are located on land owned by WYCA, and is not adopted highway. It is recommended that these areas, shown in red on the plan attached as Appendix 1, be dedicated so that they become part of the public highways and maintained as such.
- 2.6. It would be necessary for WYCA to enter into a deed of dedication in favour of Kirklees District Council.

#### **Land at Apperley Bridge, Bradford**

- 2.7. As part of the planning permission for the car park landscaping, Soakaway Urban Drain System (SUDS) were incorporated. At a later stage, it was a requirement to erect a 1.8 metre high close boarded fence along the boundary of the car park. This fence will form a new boundary structure along the whole of one resident's garden, as well as blocking potential access to the SUDS basin from the public road at Little Park. Local residents raised concerns about the close proximity and impact of this fence on their properties.
- 2.8. Due to the current boundary line being the existing garden fence of the resident, access by WYCA for maintenance and repair would be difficult. In order to address this it is recommended that the fence line be moved back one metre and that the strip of land left on the other side of the fence be transferred at notional consideration to the resident. The strip of land is shown on the plan attached as Appendix 2. One metre is the furthest the fence line can be moved due to the location of telecommunications cables and inspection chambers which must remain on the WYCA side of any fence.
- 2.9. Disposing of the strip is recommended as it will ensure the boundary line matches the actual legal title. Potential future liability as a land owner would be avoided and a right of access to maintain the fence will be reserved.

- 2.10. As the land was originally owned by Bradford, their consent to this transfer will be required. Legal transfer documents will be required from the resident.

**Land at Low Moor, Bradford**

- 2.11. As part of the development of the Low Moor new railway station, several parcels of land have been acquired at open market value during the CPO process. City of Bradford Metropolitan District Council has also transferred land to WYCA in order to facilitate the scheme.
- 2.12. Following finalisation of the design, the operational station footprint has been established and a small area of land acquired by WYCA must be transferred to Network Rail as it is their formal requirement to own all of the land upon which operational railway is to be built before construction commences. The land is shown as Appendix 3 to this report.
- 2.13. Following completion of the station, all surplus land acquired using funding from Bradford is intended to be transferred back to Bradford Council's ownership as part of a transactional structure which was approved by the former WYITA.

**3. Financial Implications**

**Crow Nest Lane**

- 3.1. Sale of the premises will produce a capital receipt which is expected to be in excess of the carrying value.
- 3.2. Sale of the building will bring revenue savings of approximately £66,000 per annum in relation to business rates, outgoings and maintenance.

**Huddersfield Crossing and Apperley Bridge land strips**

- 3.3. There are no financial considerations other than the legal costs which will be met within WYCA from existing budgets. If Apperley Bridge residents require legal advice, there may be some cost associated with this.

**4. Legal Implications**

- 4.1. The Authority must approve the disposal of any interest in land or the creation of rights in favour of 3<sup>rd</sup> parties over its land in accordance with the Transport Act 1968. The Transport Committee has delegated authority within its terms of reference to approve such matters.
- 4.2. All legal agreements and transfer deeds can be prepared via the use of in-house resources although third parties may have their own legal costs, such as with Apperley Bridge Residents.

**5. Staffing Implications**

- 5.1. Staff engaged in the functions that are to be relocated will not otherwise be affected.

**6. Consultees**

- 6.1. Directors and Assistant Director ICT have been consulted on these proposals.

**7. Recommendations**

- 7.1. That WYCA's interests in the land and buildings at Crow Nest Lane, land at Huddersfield Bus Station land at Apperley Bridge Bradford and Land at Dealburn Road Low Moor Bradford be disposed of as set out in part 2 of this report.
- 7.2. That all legal agreements and transfers required to effect these disposals be entered into subject to terms satisfactory to the Secretary and Solicitor.

**8. Background Documents**

- 8.1. Plans attached as appendices 1, 2 and 3.



  
N  
Multistorey  
Car Park

Threadneedle

EI  
Sub  
Sta

Club

8

Mac

Posts

Dedicated as Public  
Highway

MARKET STREET



**KEY**

- HEDGEROW PLANTING
- NATIVE TREES AND SHRUBS PLANTING
- FENCE AND PAVED ACCESS
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED
- PLANTING IN ADVANCE TO OPENINGS IN FOOTPATHS
- PLANTING IN ADVANCE TO OPENINGS IN FOOTPATHS



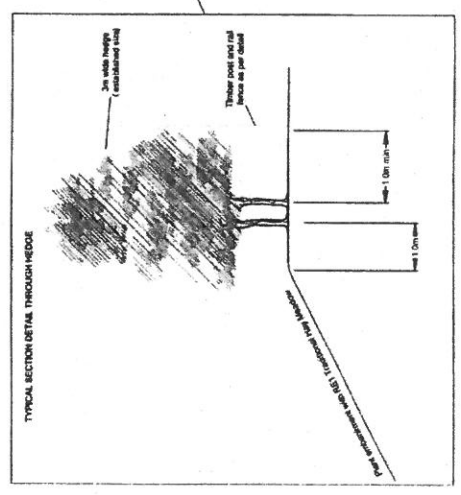
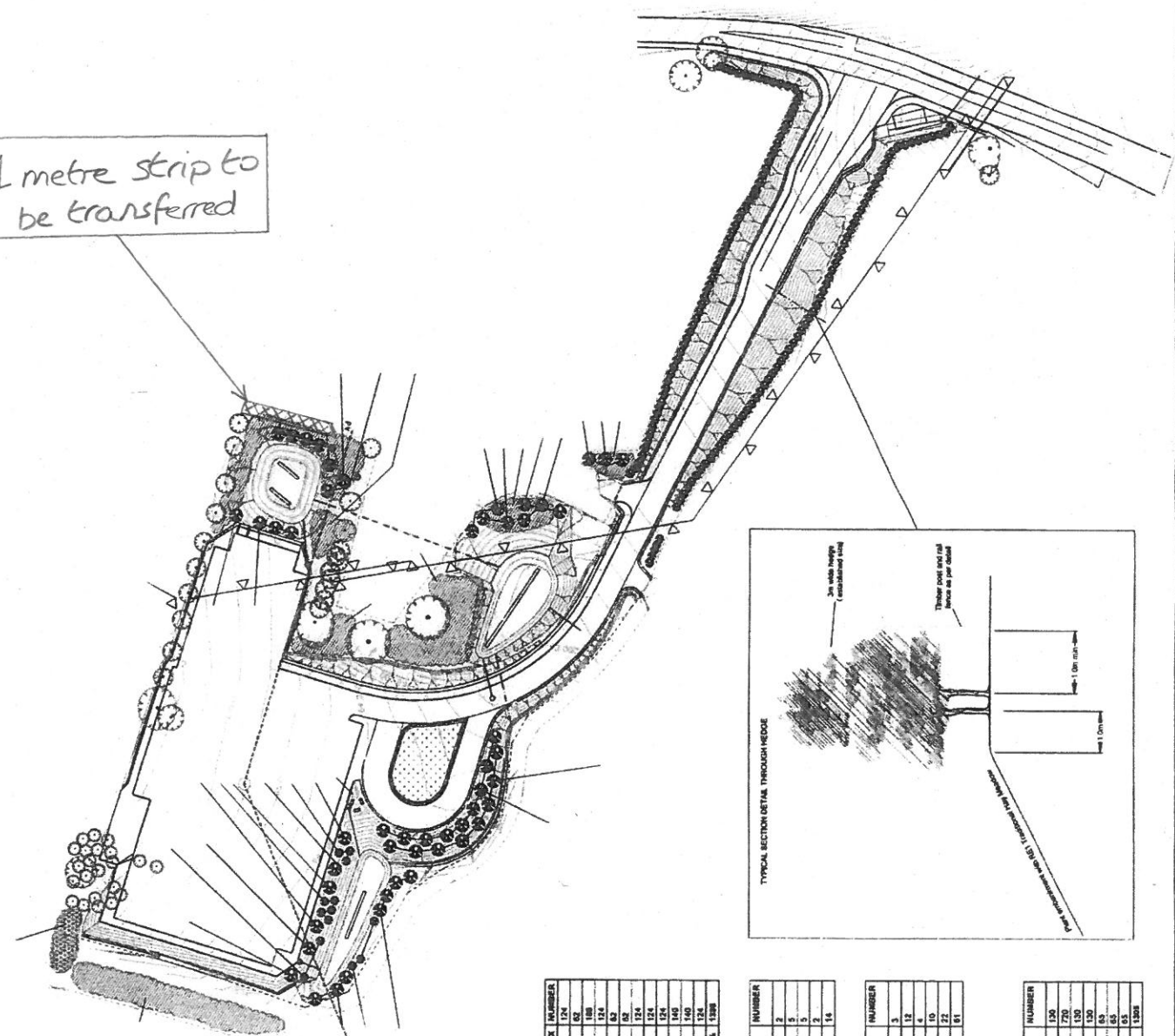
**NOTES**

- 1. The proposed hedgerow planting is shown in the drawing in black with a line width of 2.00mm.
- 2. GRASS SEEDING: Grass seed to be sown in the areas outlined in black.
- 3. EXISTING TREES TO BE RETAINED: All existing trees to be retained are shown in the drawing with a line width of 2.00mm.
- 4. EXISTING TREES TO BE REMOVED: All existing trees to be removed are shown in the drawing with a line width of 2.00mm.
- 5. PLANTING IN ADVANCE TO OPENINGS IN FOOTPATHS: All planting in advance to openings in footpaths is shown in the drawing with a line width of 2.00mm.
- 6. PLANTING IN ADVANCE TO OPENINGS IN FOOTPATHS: All planting in advance to openings in footpaths is shown in the drawing with a line width of 2.00mm.

**TREES AND SHRUBS PLANTING**

- 1. All trees to be planted shall be 100mm high, 100mm diameter at breast height (DBH) and shall be planted in the drawing with a line width of 2.00mm.
- 2. All shrubs to be planted shall be 100mm high, 100mm diameter at breast height (DBH) and shall be planted in the drawing with a line width of 2.00mm.

1 metre strip to be transferred



**NATIVE WOODLAND PLANTING MIX AREAS A TO G**

SPECIES	SIZE	SPEC.	CATERS	GROUPS	% MIX	NUMBER
Betula pubescens (Silver Birch)	60-80cm	Barb root	1.50cm	2-3	10	124
Betula pendula (Weeping Birch)	60-80cm	Barb root	1.50cm	2-3	5	62
Castanopsis sativa (Sweet Chestnut)	60-80cm	Barb root	1.50cm	3-7	15	188
Corylus avellana (Hazel)	60-80cm	Barb root	1.50cm	3-7	15	124
Ilex aquifolium (Holly)	40-70cm	pot	1.50cm	5	5	62
Prunus avium (Wild Cherry)	100cm	Barb root	1.50cm	2-3	5	62
Quercus petraea (Pedunculate Oak)	50-60cm	Barb root	1.50cm	3-5	10	124
Salix caprea (Crack Willow)	40-50cm	Barb root	1.50cm	2-3	5	62
Salix viminalis (Common Willow)	40-50cm	Barb root	1.50cm	2-3	5	62
Ulmus campestris (Common Elm)	60-80cm	Barb root	1.50cm	5-10	5	62
Malus sylvestris (Crab Apple)	60-80cm	Barb root	1.50cm	2-3	10	124
<b>Total</b>						<b>100%</b> 1208

**HEAVY STANDARD TREES (based on density of 16)**

SPECIES	GIRTH	HEIGHT	SPEC.	NUMBER
Betula pubescens (Silver Birch)	17-16cm	ref. 3.5m	roadball	2
Quercus robur (Common Oak)	17-16cm	ref. 3.5m	roadball	5
Carpinus betulus (Hornbeam)	17-16cm	ref. 3.5m	roadball	5
Acer campestre (Field Maple)	17-16cm	ref. 3.5m	roadball	14
<b>Total</b>				<b>16</b>

**STANDARD TREES**

SPECIES	GIRTH	HEIGHT	SPEC.	NUMBER
Betula pendula (Weeping Birch)	8-10cm	ref. 2.5m	roadball	3
Quercus robur (Common Oak)	8-10cm	ref. 2.5m	roadball	12
Carpinus betulus (Hornbeam)	8-10cm	ref. 2.5m	roadball	4
Acer campestre (Field Maple)	8-10cm	ref. 2.5m	roadball	10
Crataegus monogyna (Hawthorn)	8-10cm	ref. 2.5m	roadball	22
<b>Total</b>				<b>51</b>

**HEAVY LOW PLANTING MIX**

SPECIES	SIZE	SPEC.	GROUPS	% MIX	NUMBER
Acer campestre (Field Maple)	60-80cm	Barb root	1-3	10	120
Crataegus monogyna (Hawthorn)	60-80cm	Barb root	1-3	10	120
Cornus sanguinea (Dogwood)	60-80cm	Barb root	1-3	10	120
Corylus avellana (Hazel)	60-80cm	Barb root	1-3	10	120
Quercus petraea (Pedunculate Oak)	60-80cm	Barb root	1-3	5	60
Ulmus glabra (Wych Elm)	60-80cm	Barb root	1-3	5	60
Carpinus betulus (Hornbeam)	60-80cm	Barb root	1-3	5	60
<b>Total</b>					<b>100%</b> 1200

**ITEM 10 Appendix 2**

**City of Bradford MDC**  
**PLANNING & CONSERVATION**  
 Department of Recreation and Culture  
 Strategic Director: Sara Ma Ruan (sma@bradford.gov.uk)  
 Planning, Transportation & Highways Service  
 Landscape Design & Conservation  
 Bradford  
 MANCHESTER ROAD  
 BD1 1SN

Revision: 01  
 Date: 10/08/22

Author: SA  
 Checked: SA  
 Drawn: SA  
 Approved for printing: SA  
 Approved for printing: SA

Project Name: APPERLEY BRIDGE RAILWAY STATION LANDSCAPE PROPOSAL

Client: City of Bradford MDC

Project No: L/100539/LP001/D

Issue No: 1.000  
 Issue Date: 10/08/22

Project Title: APPERLEY BRIDGE RAILWAY STATION LANDSCAPE PROPOSAL



# ITEM 10 - APPENDIX 3

ITEM 10 APPENDIX 3



Esri/Oracle MapInfo - GIS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: landinfo@nra.co.uk  
 Esri/Oracle Mapping - GIS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: landinfo@nra.co.uk

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**Legend**  
 Purchase Area. 1076m<sup>2</sup>

## LOW MOOR, BRADFORD PURCHASE PLAN

Coordinates @ 416418E 428224N

Date:	10 Apr 2015	Drawn By:	Andy Oakes
Drawing No:	77335	Rev:	A
Scale:	1:500		@ A3



Originator: Angela Taylor,  
Director, Resources



## ITEM 11

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Developing the Medium Term Financial Strategy

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### 1. Purpose

1.1. To consider the work required to develop the medium term financial strategy.

### 2. Information

2.1. The WYCA approved a budget and set the transport levy for 2015/16 at its meeting on 29 January 2015. In order to achieve a balanced budget for the year it was agreed to release £1m of reserves and then undertake further work during 2015/16 to ensure the budgets available to WYCA were being used to best effect to deliver the priority areas of work and establish a balanced position for future years.

2.2. The Finance Working Group, which includes the Chair of the Transport Committee, has been tasked with ensuring a robust medium term financial strategy is established for the WYCA for 2016/17 onwards. This includes consideration of the reserves policy and treasury management arrangements as well as considering how existing budgets are spent. As part of this latter workstream work will need to be undertaken to identify options to reduce service costs, potentially by working more closely with District Councils or by revising policies and levels of service provision. Opportunities to generate more income will need to be considered along with opportunities for exploiting changes arising from ICT or other new ways of working (such as the move to smartcards for travel passes, which reduces significantly the requirement for travel surveys).

2.3. A detailed work programme is being overseen by the Finance Working Group to ensure proposals are available for consideration as part of the budget work in the autumn. It is proposed that a budget briefing for the Transport Committee take place in the autumn to enable a fuller consideration of the budget issues facing the Authority with regard to transport. This would enable members of the Committee to explore the options that exist to reduce expenditure and the consequences of doing

so. It should be noted that work is already underway to realise efficiencies and reduce costs in line with the budget agreed for this year.

**3. Financial Implications**

3.1. None arising directly from this report.

**4. Legal Implications**

4.1. None arising directly from this report.

**5. Staffing Implications**

5.1. None arising directly from this report.

**6. Recommendations**

6.1. That the Transport Committee note the work underway on updating the medium term financial strategy and that a briefing be arranged in the autumn to contribute to this work.



Originator: John Henkel  
Acting Director Transport



## ITEM 12

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**Report to:** Transport Committee

**Date:** 31 July 2015

**Subject:** Collaboration with Universities – Transport Research Programme

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### 1. Purpose

- 1.1. To seek approval in principle to collaboration with the Leeds University (Institute of Transport Studies) as part of the wider programme of working with academic institutions.

### 2. Information

- 2.1. The West Yorkshire Combined Authority has endorsed the value of closer working with the range of academic institutions across West Yorkshire.
- 2.2. Collaboration between public authorities and academic institutions supports a knowledge economy and, through foresight and other programmes, leads to better investment decisions. It can also 'unlock' other funds, such as support from the EU Horizon 2020 research programme.
- 2.3. The Institute of Transport Studies (Leeds University) is very highly regarded for its research and teaching. The Institute was the first academic unit in Britain to achieve ISO 9001 accreditation for research management and was awarded the Queen's Anniversary Prize for Higher and Further Education in 2009.
- 2.4. WYCA (and formerly WYITA/PTA/PTE) and West Yorkshire District Councils have a strong track record of joint working with ITS on a range of projects, including EU Interreg funded programmes. WYCA staff have also provided input into taught and research courses at ITS.
- 2.5. It is proposed to formalise this collaboration through a framework agreement for funded collaborative research, with an initial three year programme. This programme would consider the refinement of techniques to assess the economic impacts of transport investment, which is of great relevance to securing future Local

Growth Deal Funding, as well as foresight research on societal and technological developments affecting the future demand for transport services.

- 2.6. It is proposed that ITS would commit investment of £50k in the wider economic benefits aspects of the work (by funding a postdoctoral researcher for a year) as well as funding a one day a week secondment.
- 2.7. The programme would be jointly directed and managed by WYCA and ITS, ensuring that the activities were relevant to the Strategic Economic Plan and Single Transport Plan. There would also be an evaluation of the effectiveness of the programme.

### **3. Financial Implications**

- 3.1. ITS have proposed a WYCA contribution of around £100,000 over three years. There are a number of options for funding this contribution should the Transport Committee approve the principle of a more formal collaboration.

### **4. Legal Implications**

- 4.1. WYCA would enter into a legal agreement with ITS regarding funding arrangements, intellectual property rights, governance and termination.

### **5. Staffing Implications**

- 5.1. The proposed programme would be managed within existing staff resources.

### **6. Consultees**

- 6.1. The Director Development and Director of Resources have been consulted in the preparation of this report.

### **7. Recommendations**

- 7.1. That the Transport Committee approves in principle the proposed agreement with the Institute of Transport Studies (Leeds University) regarding funded collaborative research.
- 7.2. That funding of the proposed contribution be delegated to the Acting Director of Transport in conjunction with the Director of Resources.
- 7.3. That opportunities for collaboration with other academic institutions in the city region be explored.

### **8. Background Documents**

- 8.1. None.