

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 26 FEBRUARY 2016
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS

3. EXCLUSION OF THE PRESS AND PUBLIC

To identify items where resolutions may be moved to exclude the press and public.

**4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON
11 DECEMBER 2015
(pages 5 - 17)**

Copy attached.

**5. SINGLE TRANSPORT PLAN UPDATE
(pages 18 - 24)**

To consider the attached report.

**6. RAIL PROJECTS UPDATE
(pages 25 - 30)**

To consider the attached report.

7. LOCAL TRANSPORT PLAN APPROVALS
(pages 31 - 39)

To consider the attached report.

8. TRANSPORT FOR THE NORTH
(pages 40 - 44)

To consider the attached report.

9. WEST YORKSHIRE SAFER ROADS PARTNERSHIP
(pages 45 - 47)

To consider the attached report.

Minutes

10. MINUTES OF THE WORKSHOP ON THE SINGLE TRANSPORT PLAN HELD ON
22 JANUARY 2016
(page 48)

Copy attached.

11. MINUTES OF THE MEETINGS OF THE LEEDS BRADFORD AIRPORT PUBLIC
TRANSPORT ACCESS WORKING GROUP HELD ON:
(a) 18 December 2015 (pages 49 - 52)
(b) 29 January 2016 (pages 53 - 56)

Copies attached.

12. MINUTES OF THE CALDER VALLEY LINE DEVELOPMENT GROUP HELD ON
29 JANUARY 2016
(pages 57 - 61)

Copy attached.

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

(a) Calderdale – 12 January 2016 (pages 62 - 67)
(b) Kirklees – 13 January 2016 (pages 68 - 75)
(c) Bradford – 15 January 2016 (pages 76 - 84)

- (d) **Leeds – 18 January 2016 (pages 85 - 92)**
- (e) **Wakefield – 21 January 2016 (pages 93 - 98)**

Copies attached.

Signed:

A handwritten signature in black ink, consisting of the letters 'BGM' in a stylized, cursive font, followed by a horizontal line that ends in a small arrowhead pointing to the right.

WYCA Managing Director

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

- (a) Files containing documentation relating to items to be discussed at the meeting may be inspected by contacting the named officer as detailed below. Certain information may be confidential and not open to inspection.
- (b) The attached agenda items do not contain any exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	18 February 2016

ITEM 4

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 11 DECEMBER 2015 IN WELLINGTON HOUSE, LEEDS**

Present: Councillor K Wakefield (Chair)

Councillors N Buckley, E Firth, M Johnson, D Kirton, G Lloyd, M Lyons,
A Pinnock, R Poulsen, T Salam, L Smaje, and C Towler

In attendance: Councillors B Collins (Calderdale), P McBride (Kirklees),
V Slater (Bradford), T Howard (RMT), C Johnston (RMT), N Rafiq (RMT)

23. Deputation from RMT (National Union of Rail, Maritime & Transport Workers)

The Committee received a representation from members of the RMT regarding the recent award of the Northern and TransPennine Express rail franchises.

Referring to the recent announcement and the details of the franchise awards, the RMT representatives welcomed the news that passengers would benefit from additional services, new rolling stock and investment in infrastructure. They did, however, seek to highlight a number of their concerns as follows:-

- Driver only operation on trains – some services will be ‘driver only operated’ meaning that there will be no guard on the train. The role of the guard is to sell tickets, provide travel advice, deal with operational emergencies and signalling problems, assist passengers, help customers with disabilities to board the train and deal with any incidents of anti-social behaviour. Concerns were raised that the absence of a guard could compromise the safety of passengers and diminish customer service.
- De-staffing of stations/ticket office closures – the RMT representatives expressed concerns about customer service and passenger safety should staffing be withdrawn from stations.
- Job losses – the RMT expressed concerns that there may be job losses in the rail industry as a result of the driver only operation proposals and changes to

staffing levels on rail stations. Concerns were raised about the potential loss of jobs and what arrangements would be put in place for displaced staff.

- Rail North – the RMT welcomed the involvement of northern Transport Authorities in the management of the new franchises and encouraged Rail North to be transparent and accessible.

Resolved – that the deputation be thanked for attending the meeting and highlighting their concerns to the Committee.

24. Apologies for Absence

Apologies for absence were received from Councillors A Hussain, R Lewis, A Stubley, D Sutherland and M Ward.

25. Declarations of Disclosable Pecuniary Interests

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

26. Appointment of Managing Director, WYCA

It was reported that Ben Still, who had been appointed to the position of WYCA's Managing Director, would be taking up the position on 1 February 2016.

Members thanked John Henkel for the hard work and commitment he had shown over the past couple of years in leading on transport activities as the organisation has transitioned from an Integrated Transport Authority to a Combined Authority. The thanks of the Committee were also extended to other members of the leadership team and senior officers in recognition of their hard work.

27. Minutes of the meeting of the Transport Committee held on 9 October 2015

Minute 19 – Leeds City Region Growth Deal Delivery

Clarification was sought on the current position with the A65 Airport Link Road project which had been escalated to a red rating. Members were assured that the scheme was still progressing and the red rating had been given because of a slippage against the original programme. It was reported that a working group had been established to look at public transport access to the Airport, the first meeting of which was to be held on 18 December.

Resolved - That the minutes of the Transport Committee held on 9 October 2015 be approved and signed by the Chair.

28. Minutes of the briefing on the Medium Term Financial Strategy held on 9 October 2015

Resolved -

- (i) That Councillor L Smaje's attendance at the briefing be recorded.
- (ii) That, subject to the amendment detailed above, the minutes of the briefing held on 9 October 2015 be approved and signed by the Chair.

29. Minutes of the Workshop on the Single Transport Plan held on 25 September 2015

Resolved - That the minutes of the workshop held on 25 September 2015 be approved and signed by the Chair.

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

Resolved:

- (a) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 8 July 2015 be approved.
- (b) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 9 July 2015 be approved.
- (c) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 10 July 2015 be approved.
- (d) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 13 July 2015 be approved.
- (e) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 15 July 2015 be approved.

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

Leeds District Consultation Sub-Committee - 5 October
Minute 10 (Bus Services – Alwoodley)

In response to a request for a position update, it was reported that work was ongoing to identify measures to improve traffic flow in parts of Alwoodley.

Councillor Lyons also assured the meeting that proposals to unlock housing development in East Leeds were being progressed.

Kirklees District Consultation Sub-Committee - 7 October
Minute 9 – Dementia awareness training for bus and rail staff

It was reported that a discussion had taken place on dementia awareness training for staff of bus and rail operators and useful feedback had been received at the meeting. Good progress had been made in Kirklees with the help of the Kirklees Dementia Action Alliance and it was reported that WYCA were in the process of co-ordinating a shared dementia awareness scheme for West Yorkshire bus and rail operators. Initial feedback indicated that most operators were keen to be involved.

Bradford District Consultation Sub-Committee – 16 October
Minute 11 – Boxing Day Bus Services

In response to a request for an update on Boxing Day Bus Services, it was reported that the schedule of WYCA supported services operating on Boxing Day had now been agreed with operators and would be publicised on the website, on board buses and at bus stops.

Resolved:

- (a) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 5 October 2015 be approved.
- (b) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 7 October 2015 be approved.
- (c) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 13 October 2015 be approved.
- (d) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 15 October 2015 be approved.
- (e) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 16 October 2015 be approved.

32. Minutes of the joint meeting of the District Consultation Sub-Committees held on 28 September 2015

Resolved - That the minutes of the joint meeting of the District Consultation Sub-Committees held on 28 September 2015 be approved and signed by the Chair.

33. Transport Update

The Committee considered a report providing an update on national and regional transport developments impacting upon the Combined Authority.

Transport for the North

Members were provided with an update on Transport for the North detailing progress with governance arrangements, leadership and projects. The Devolution Bill was to be amended to establish Transport for the North as a statutory body and appointments had been made to the positions of Chief Executive and Chair.

The report detailed the importance of the work-stream being managed by WYCA staff on behalf of TfN on Strategic Local Connectivity. The focus of the work-stream was to identify major local transport investments which could have strategic pan-northern, as well as local, economic benefits and which could form part of the Transport for the North programme. Members were asked to consider three major projects which had been proposed as local priorities with pan-northern significance, the Calder Valley rail line; the Metro-style one system network and HS2 integrated rail hubs.

Rail North and Rail Franchising

It was reported that on 9th December the winning bidders for the Northern and TransPennine rail franchises had been announced as Arriva Trains North and First respectively. The new franchises would commence in April 2016 and would be managed in the offices of the WYCA by Rail North working in partnership with the DfT.

Members welcomed the outcome of the franchising process in which the 29 northern transport authorities had played a major part.

Whilst welcoming the outcome of the franchising process, members stressed that better connectivity remained of paramount importance, particularly electrification of the Calder Valley Line and faster links into the Hub. In connection with the increase in patronage on the rail network, members felt there could be an increase in anti-social behaviour which they were keen to ensure would be monitored and addressed.

Review of Network Rail

It was reported that Sir Peter Hendy's review of Network Rail's Control Period 5 programme and expenditure had been published alongside the Comprehensive Spending Review on 25 November. The review concluded that the vast majority of programmes and projects would go ahead for delivery by 2019. Key implications for West Yorkshire include a commitment to enhancements to Transpennine and Calder Valley services.

HS2

It was reported that the Higgins Report into the preferred solution for an HS2 station in Leeds had been published on 30 November and set out a preferred solution for

HS2 at Leeds station (the abutting 'T' solution) in line with the aspirations of WYCA, District partners and the Chamber of Commerce. It also further recommended integration with through routes on a future HS3 network.

The Secretary of State for Transport had published a Command Paper alongside the Higgins Report which identified the option to accelerate early delivery of the Birmingham to Crewe section of HS2 and highlighted the benefits of accelerating construction of the eastern arm from Leeds progressing south to Sheffield and Birmingham. Members discussed the benefits of starting work on the line in Leeds and then progressing south and agreed that the WYCA should commence lobbying to further the case.

Members expressed concerns that the UK suppliers did not have the appropriate skills and capacity to benefit from major rail investment programmes. It was acknowledged that the opportunity to create local jobs and boost the economy of the UK would be lost if contracts for HS2 and electrification were awarded outside of the country. Discussions took place about the best way to ensure that the UK workforce was skilled to carry out this work and opportunities were identified to do this via schools and colleges and the LEP.

East Coast Main Line Authorities Update

The Consortium of East Coast Main Line Authorities, of which the WYCA is a funding partner, represents local authorities throughout the area served by the East Coast Main Line and represents a unified voice to Government and the rail industry, working with business, to deliver the investment needed to enable economic growth. Members acknowledged that investment in the East Coast Main Line and its services was beneficial and complementary to the case for HS2. £250m had been identified in the rail industry investment programme during Control Period 5 for interventions on the ECML to bring about a reduction in journey times to key cities, including Leeds. Work had identified enhancements along the full length of the route from Kings Cross to Scotland to eradicate 'pinch points' which would deliver the speeding up of journey times and lobbying was ongoing for the works to go ahead.

Members noted the scale and scope of activity of the Consortium proposed for the 2016/17 financial year and were asked to consider the level of financial support required to enable the Consortium to lobby/provide evidence for ongoing enhancements on the East Coast Main Line.

Nexus Quality Contract Scheme Board and Buses Bill

It was reported that on 3 November, the Nexus Quality Contract Scheme Board had published their opinion of the proposed scheme which concluded that the Nexus proposed scheme failed to meet Public Interest Tests relating to consultation and proportionality. The outcome reflected the concerns of the WYCA and others with

the process and the need for viable options for securing a bus network to support the Authority's economic and policy ambitions.

Members noted that the Department for Transport were continuing to undertake preparatory work associated with a Buses Bill which was intended to enable city region elected mayors to exercise franchising powers, strengthen aspects of partnership working and address difficulties which authorities have experienced in trying to use Quality Contract Scheme powers. A regional workshop had been held with the DfT, hosted by WYCA, to enable input into the Bill and to share experiences of exploring the Quality Contract Scheme route.

Members discussed the opportunities which may be presented via the Buses Bill and it was suggested that an all-party approach be considered to lobby members of parliament on the key issues to be addressed in the Buses Bill.

Autumn Statement

Details of the Chancellor's autumn statement, summarised in a letter from the DfT and appended to the submitted report, contained some significant announcements relating to future transport investment, namely a 37% reduction in funding for local transport over the next 5 years. Bus Services Operators Grant (BSOG) had been retained at the current rate.

National Infrastructure Commission

It was reported that a National Infrastructure Commission, chaired by Lord Adonis, had been established in order to identify, prioritise and justify infrastructure investments of national significance, including improved connectivity between Northern cities.

Resolved -

- (i)** That the updates provided in the submitted report be noted.
- (ii)** That the locally proposed interventions for consideration as part of the Transport for the North Strategic Local Connectivity (SLC) work-stream, as set out in paragraph 2.6 of the submitted report, be endorsed.
- (iii)** That WYCA lobby, and provide evidence, to HS2 and Government for the acceleration of the delivery of the Eastern arm of HS2 starting with the Leeds to Sheffield section.
- (iv)** That a contribution of up to £12,000, to support the work of the Consortium of East Coast Main Line Authorities (ECMA) for 2016/17, be approved.
- (v)** That an all-party report be prepared to lobby parliament on the Buses Bill and the opportunities it may present to strengthen partnership working with the

bus operators and address difficulties which operators have had in trying to use Quality Contract powers.

- (vi) That WYCA contribute to a Transport for the North response to the National Infrastructure Commission call for evidence.

34. Single Transport Plan Update

The Committee considered a report providing an update on development of the West Yorkshire Single Transport Plan including the Bus Strategy and Low Emission Strategy.

The Committee had previously agreed to amend the timetable for developing the Single Transport Plan (STP) to align with the Local Enterprise Partnership's (LEPs) refresh of the Strategic Economic Plan (SEP) and key workstream inputs.

Following the workshop held on 25 September for Transport Committee and Transport Portfolio Advisory Group members, a draft set of overarching objectives had been developed as identified in paragraph 2.7 of the submitted report.

Work had progressed on the following key STP workstreams:

Bus Strategy

The Committee had previously agreed that the STP should incorporate a complementary workstream to develop an updated West Yorkshire Bus Strategy and had provided input into drafting the vision and principles of the Strategy. Stakeholder consultation on the vision and principles had been undertaken and over 300 individual stakeholders had been contacted via email, newsletters and telephone and 100 feedback forms or email responses had been received. The feedback received had been supportive and would be used to develop and shape the Strategy document for public consultation in early 2016.

Connectivity Strategy

Work had commenced on the Connectivity Strategy which will provide detailed analysis to identify routes, network gaps and options for a 'metro style' one-system public transport network. Initial outputs were expected in January 2016. A member working group (the 'Leeds Bradford Airport Public Transport Access Working Group') had been established to contribute to the Airport Fixed Link Study which was also underway and to provide advice to the WYCA in developing enhanced public transport access to the airport. The first meeting of the Group would be held on 18 December.

West Yorkshire Low Emission Strategy (WYLES)

Consultation had commenced on the West Yorkshire Low Emission Strategy, being developed by the five West Yorkshire local authorities and WYCA, which sought to

reduce traffic related emissions and improve air quality. The consultation was scheduled to run until 11 December. The outcomes of the consultation and a revised strategy would be reported to a future meeting of the Committee.

Integrated Sustainability Appraisal (ISA)

The STP is subject to the requirements of the EU Directive for a Strategic Environmental Assessment (SEA). This requirement had been incorporated within a broader Integrated Sustainability Appraisal (ISA) encompassing an Environmental, Habitats, Equalities and Health Impact Assessment of the STP and WY+TF. Initial outputs from the appraisal were expected in January 2016.

Members noted that a further workshop of the Transport Committee and TPAG was scheduled to be held on 22 January to consider the draft STP and SEP documents and ISA inputs. The outcome of the workshop would inform the preparation of a consultation draft of the STP for consideration by the Committee at its meeting in February 2016 followed by a 12 week consultation from April - June 2016, with the plan to be finalised and approved in summer 2016.

Resolved –

- (i) That the progress with the development of the Single Transport Plan be noted.
- (ii) That the proposed draft objectives identified in paragraph 2.7 be endorsed.
- (iii) That a workshop be held on Friday 22 January 2016 to provide input to the development of the consultation draft of the STP.

35. Transport Strategy and Health Impacts

The Committee considered a report providing an update on current transport strategy and delivery activities seeking to deliver positive health impacts.

It was reported that the work to develop the Single Transport Plan had identified a strong, shared political, stakeholder and public desire that it should achieve positive outcomes for Health and Quality of Life. Members were provided with an update on some of the activities taking place which sought to deliver health impacts in respect of air quality and active travel.

Air Quality

West Yorkshire Low Emission Strategy (WYLES)

It was reported that consultation was underway on the WYLES as detailed in minute 34 above. Members discussed strategy and the fact that some areas outside of cities

also suffered from poor air quality. It was considered that a county-wide strategy should be developed.

Ultra Low Emission Vehicles Programme (ULEV)

It was reported that following the launch of the £500m ULEV fund in June 2014, the WYCA had submitted bids to three capital funding schemes as follows:-

- £14m bid to the Go Ultra Low Scheme for range of 'mobility' packages aimed at supporting the replacement of older, polluting vehicles with ULEVs across West Yorkshire. WYCA was one of 12 authorities shortlisted for the funding and announcement of the winning bids was expected in January 2016.
- £350k bid to the Low Emission Bus Scheme for 8 hybrid electric buses for Leeds Park and Ride sites, match funded by the operator. An announcement of successful bidders was expected in January 2016.
- £20m Ultra Low Emission Taxi Scheme – the WYCA successfully bid for a funded feasibility study delivered by the Energy Savings Trust to feed into a capital bid submission for electric vehicle DDA compliant taxi vehicle purchases and charging infrastructure. It was expected that the announcement of successful authorities would be made in early 2016.

Clean Bus Technology Fund

WYCA had submitted a £422k bid to install clean engine technology on 26 older Access Buses in order to reduce NO2 emissions. Furthermore, Leeds City Council had submitted a £498k bid to install clean vehicle technology on up to 35 commercial bus vehicles across West Yorkshire.

It was reported that it was possible to clean up diesel bus emissions effectively by retro-fitting vehicles with 'clean vehicle technology' at a fraction of what it would cost to purchase a new vehicle. There were currently around 200,000 buses on the road in West Yorkshire and the aim was to ensure they were all emissions complaint before 2020.

New Generation Transport (NGT)

Funding had been conditionally secured for NGT which would provide a zero-emission rapid transit bus system between North and South Leeds. The outcome of the Transport and Works Act submission was awaited.

Active Travel

Local Sustainable Transport Fund (LSTF)

The current West Yorkshire LSTF 2015-16 programme, which was funded by way of revenue grant from the DfT, focussed on four travel packages aimed at supporting economic growth and access to employment through promotion of sustainable travel options.

CityConnect

As the Committee were aware, WYCA had secured a total of £40m funding from the DfT's Cycle City Ambition Grant programme to deliver two programmes of cycle infrastructure and behaviour change activities (CityConnect 1 and 2). It was reported that, to date, the two phases had been managed separately; but in order to create resource efficiencies and increase effectiveness, it was now proposed to combine the two programmes.

Resolved –

- (i) That the scope of work being undertaken to achieve health benefits from transport interventions be noted.
- (ii) That the proposal to combine the City Connect 1 and 2 projects for reasons of efficiency and effectiveness be endorsed.

36. Transport Committee Business Plan 2015/16 Progress

The Committee considered a report providing an update on progress with delivering the Transport Committee Business Plan for 2015/16 and to seek early input to the 2016/17 plan.

The Committee considered progress with actions they had previously approved in the 2015/16 plan as follows:-

- Three new rail stations were being constructed, with Apperley Bridge due to be opened on 13 December, and stations at Kirkstall Forge and Low Moor scheduled for opening in 2016.
- The Leeds Station Southern Entrance was scheduled for opening in early January 2016.
- Major role in the upgrading and regeneration of Wakefield Kirkgate rail station.
- Opening of the new Castleford Bus Station which had received a UK Bus Award.

- Extending the young person's concessionary travel entitlement to apprentices (and others under 19 not in full time education).
- Further efficiency savings of c£500,000 per annum on tendered services.
- Progressing the Transport Fund programme, with work on the Wakefield Eastern Relief Road underway.
- The establishment of Rail North, and new franchise awards with investment in new trains and other passenger benefits.

Members asked that efforts be made to ensure integration between the rail and bus timetable at Low Moor rail station prior to its opening in 2016.

It was reported that the planning process for the 2016/17 Business Plan was underway and members considered key actions/priorities, including:-

- Accelerating delivery of Transport Fund schemes;
- Completing the Single Transport Plan update, and new Bus Strategy; to complement the Strategic Economic Plan refresh;
- Replacing the bus real time information system;
- Further greening of the vehicle fleet (buses, taxis, private vehicles), subject to the successful outcome of ULEV bids as detailed in minute 35 above;
- Progressing, subject to the award of powers, the NGT scheme;
- Further efficiencies through effective management, procurement and contract management;
- Completing the City Connect 1 scheme and progressing City Connect 2.

Resolved - That progress on delivery of the 2015/16 Transport Business Plan be noted and the feedback of the Committee be taken into consideration in preparing the 2016/17 Business Plan.

37. Items Referred by the Finance Working Group

The Committee considered a report on items referred to it by the Finance Working Group.

It was reported that the Finance Working Group had asked that the Transport Committee consider issues relating to the procurement of taxi services and young persons' concessionary travel.

Taxi Service Procurement and Safeguarding

The Finance Working Group had asked the Transport Committee for confirmation of whether WYCA's policies and procedures in relation to adults and children's transport services provided via licensed taxis were in harmony with those of the

Districts in view of the current focus on and importance of dealing with the risk of Child Sexual Exploitation.

It was reported that WYCA undertook Special Educational Needs (SEN) taxi work on behalf of the relevant District Council, primarily in Wakefield and to a lesser extent in Leeds and Calderdale, by way of an Agency Agreement. Members noted the Authority's policies relating to the procurement of taxi services, and the close joint working relationship with District Council's as Taxi Licensing Authorities.

It was proposed that an independent review of the present arrangements be commissioned to provide further assurance that WYCA's police and procedures were robust in protecting vulnerable people from the risk of harm. The costs would be met from the budget for taxi service procurement.

It was reported that WYCA was currently in discussion with Calderdale, Kirklees and Leeds about undertaking SEN functions on their behalf and this had identified potential savings. Over the past year, WYCA had started to undertake eligibility work for Bradford and was now organising swimming transport for Kirklees, both had generated savings and economies of scale.

Young Persons' Concessionary Travel

It was suggested that the issue of a comparative analysis of young persons' concessionary travel be brought to a future meeting of the Committee.

Resolved –

- (i) That the arrangements for safeguarding young people be noted.
- (ii) That a review of the present arrangements in place for safeguarding vulnerable adults and children be commissioned.
- (iii) That a comparative analysis of young persons' concessionary travel be brought to a future meeting of the Committee.

***38. NGT – Chadwick Street Land Disposal**

The Committee considered a report seeking approval to dispose of land owned by WYCA at Chadwick Street, Leeds.

Resolved - That the disposal of land owned by the WYCA at Chadwick Street be approved.

ITEM 5

Report to: Transport Committee

Date: 26 February 2016

Subject: Single Transport Plan Update

1. Purpose

- 1.1 To provide an update regarding the development of the West Yorkshire Single Transport Plan.

2. Information

- 2.1. This reports provides an update on the ongoing development of the draft Single Transport Plan, reflecting Growth deal investments, the SEP re-fresh and development such as HS2 and Transport for the North.
- 2.2. The draft SEP refresh is currently the subject of a public consultation exercise. The consultation document can be accessed via <http://www.the-lep.com/seprefresh/>. Copies are also available from Committee Secretariat.
- 2.3. The draft SEP sets out the following requirements of the local transport system to provide connectivity and to support sustainable economic growth:
- **A modern, integrated transport system** - providing reliable journey times and a wide range of travel options;
 - **An efficient, resilient, well maintained highway network** - optimised by real-time traffic management and information systems, with additional orbital capacity to route vehicles away from town and city centres and, where needed, new or improved access to unlock development;
 - **A City Region mass transit public transport network** - spreading the economic benefits of investment in a HS2 station in Leeds and Northern Powerhouse rail in Trans-Pennine routes;
 - **Transformed bus and rail hub facilities** - providing modern, attractive gateways to our towns and cities and catalysts for the regeneration of those places;

- **Transformed, liveable, public places and streets in our town and city centres** – not dominated by traffic, noise and pollution but where pedestrians and business opportunities are prioritised;
- **A modern, stable and affordable bus network** - supporting economic growth and the enhanced accessibility and inclusion of disadvantaged and non-urban communities within the City Region;
- **Cycling and walking as important modes of transport** – with active travel a key contributor to a healthier workforce and the vitality of our neighbourhoods and local centres;
- **Achievement of clean air standards and substantial progress made towards a low carbon transport system** - underpinned by a move away from fossil fuels powering our transport system, with accelerated investment in the electrification of transport and a network of extensive recharging facilities for low emission vehicles;
- **New technologies fully exploited** to enhance the customer experience of transport - to build on recent progress in improving travel information, Smart card ticket products and payment systems but also to apply technology to the most efficient use of the transport assets we have.

2.4. The Transport Committee have endorsed some core policy principles as the building blocks of the Single Transport Plan. These principles are:

- **Places to live and work** – cities, towns and neighbourhoods as attractive places to live, work and visit;
- **One System** – a West Yorkshire wide mass public transit system that integrates all modes into one network, which is easily understood, easy to access by a range of options and offer quick, convenient connections;
- **Smart Futures** – using technology to improve customer experience and assist the effective management of the transport system;
- **Assets** – an asset base that is fit for the future, with a management framework that drives efficiency to get the best performance from our networks.

2.5. A fifth core principle – inclusion – is now included as a cross cutting principle along with environmental aspects, including air quality and low carbon, and health and well-being.

2.6. A gap analysis is currently underway to identify what additional interventions (e.g. additional to current investment proposals) will be required to realise the plan's vision and objectives.

2.7. Following on from last month's Transport Committee workshop, it is also proposed to develop a set of policy proposals to provide a framework for making future investment decisions. The draft proposals, which reflect the discussions at the workshop, will require further refinement and use of 'plain English'. The draft proposals are set out below:

Places to live and work

- Enhance urban realm and reduce motorised vehicle dominance in town and city centres;
- Provide additional orbital highway capacity to route vehicular traffic away from town and city centres;
- Support the development of liveable communities by, away from the Key Route Network, reducing traffic speeds and encouraging cycling and walking;
- Unlock the sustainable development of constrained housing and employment sites;
- Work with communities to plan our investment to ensure that we meet their needs.

One System

- Maximise the economic benefits to the city region arising from HS2 and Northern Powerhouse Rail;
- Connect the principal urban centres through high frequency, high quality rail services;
- Explore tram-train and other technologies to expand the catchment of segregated fixed track rail and link Leeds and Bradford to Leeds Bradford Airport;
- Develop the core network of NGT and high frequency bus services on corridors not served by a fixed track network;
- Develop an easily understood, integrated and stable public transport network with quick, frequent and reliable services;
- Enhance stations as high quality, integrated transport hub gateways to the main city and town centres;
- Optimise and manage the West Yorkshire Key Route Network for efficient vehicular movement.

Smart Futures

- Develop networks and support systems that facilitate flexible travel options without financial or time penalties;
- Invest in technology to enhance the customer experience, generate revenues for transport services in a cost effective way, provide better management information and inform appraisal of investment and service proposals;
- Support the provision of open data for exploitation by businesses and to empower citizens.

Assets

- Adopt whole-life costing, including environmental impacts, for sustainable asset management, resilient to climate change;
- Cost effective and timely interventions that minimise disruption.

Cross Cutting

- Adopt a mix of technological investment and behaviour change interventions to ensure all parts of West Yorkshire meet environmental standards;
- Enhance the safety and security of the transport system, moving towards a 'zero tolerance' of transport injury related deaths;

- Define minimum public transport service levels for non-urban communities - subject to value for money criteria;
 - Develop public transport pricing strategies that support travel by those who tend to be financially disadvantaged (young people, job seekers, senior and disabled citizens).
- 2.8. The Single Transport Plan will also consider a process for developing 5 year implementation plans and monitoring impacts and outcomes, including contribution to the SEP's growth objectives.
- 2.9. It is proposed to develop a number of 'daughter documents' to the Single Transport Plan, including an updated bus strategy that will provide the basis of any future decision on delivery methods in the context of the Buses Bill (see Appendix 1) and devolution. As requested by the Transport Committee, meetings are being held to communicate WYCA's expectation of the Buses Bill.
- 2.10. The draft Bus Strategy will set out the how local bus services should contribute to the achievement of the growth ambitions set out in the SEP. This will require an increase in bus patronage, in contrast to the long term trend of decline.
- 2.11. The Bus Strategy will set out required actions relating to integration (fares, ticketing, information and co-ordination), service standards, environmental standards and responsiveness to growth areas (housing and employment) identified in the SEP.
- 2.12. Based on analysis of local problems and issues with the bus system, the draft Bus Strategy outputs/outcomes can be summarised as:
- a single, integrated and strategically planned bus network, presented as a single brand entity;
 - simple, integrated and affordable ticket and product range (which reflects geography and travel patterns) for all customers across West Yorkshire. The ticketing and product range needs to provide for bus travel which is affordable and offers value for money. The emphasis will be on growing the market for bus as a whole;
 - communications, information and branding identity covering all aspects of the bus system, regardless of who operates the vehicles. This includes where and how to access information before a journey;
 - investment in customer focused interventions to provide a safe, comfortable customer experience. The Bus Plan will focus investment on a suite of customer-led interventions that generate customer trust and respond to individual customer's needs and requirements;
 - a modern, clean bus system operated with vehicles that do not pollute the local environment.

- 2.13. To complement the development of the Bus Strategy, WYCA is keen to see a programme of measures which can be delivered quickly to improve the buses. The short term measures being considered should:
- Help contribute to delivery of longer term Bus Strategy;
 - Be deliverable before 2018;
 - Provide tangible benefits to the customer;
 - Be deliverable within the current legislative framework;
 - Minimise any additional governance requirements; and
 - Not constrain any party in terms of longer term Strategy.
- 2.14. A series of meetings have been held between Bus Operators, coordinated through the Association of Bus Operators in West Yorkshire (ABOWY) and WYCA. Through these meetings ABOWY have proposed a number of short term measures in a number of areas, around network stability, communications with young people, air quality, ticketing, punctuality, customer service, information and communications. WYCA officers are working with ABOWY on delivering the detail of these measures in parallel to the development of the Bus Strategy.

Next Steps

- 2.15. It is proposed that the Transport Committee consider draft documents (Single Transport Plan and Bus Strategy) at their April 2016 meeting prior to consultation planned for a 12 week period after the local elections.
- 2.16. The consultation methods will include an online survey, focus groups and workshops, as used in the Phase 1 consultation. Additionally, public drop-in sessions are also proposed for each of the districts with locations to possibly include bus stations, shopping centres and town centres. All legally required consultees plus those members of the public and organisational stakeholders involved with the Phase 1 consultation will be contacted as a minimum to advise them of the consultation. It is anticipated that there will be sector specific workshops, for example with the health sector or business community, and bespoke arrangements will be made to consult with a range of equality groups, as was the case with the Phase 1 consultation. Particular efforts will be made to engage with car drivers.
- 2.17. Appendix 1 provides a Buses Bill update produced by the Department for Transport.

3. Financial Implications

- 3.1 None as a result of this report.

4. Legal Implications

- 4.1 The Combined Authority is the Local Transport Authority for West Yorkshire. WYCA has a statutory duty to produce and review a Local Transport Plan. The Department for Transport's Local Transport Plan guidance (2009) sets out the requirements for consultation on Local Transport Plans.

5. Staffing Implications

5.1 None as a result of this report.

6. Consultees

6.1 John Henkel (Director, Passenger Services) and Angela Taylor (Director, Resources) have provided advice in the preparation of this report.

7. Recommendations

7.1 It is recommended that the Transport Committee provide feedback on the information set out in this report.

8. Background Documents

- DfT Buses Bill Update – February 2016

Buses Bill Update

This update is to give you the latest information on the Buses Bill. The Bill will introduce:

- New franchising powers. These powers are clearer and simpler to use than the current Quality Contract Scheme process.
- Stronger arrangements to allow local government to work in partnership with bus operators and other local stakeholders.
- A step change in the information available to bus passengers making it easier for them to access details of timetables, fares and routes.

We are continuing to hold discussions with key stakeholders and other interested parties to ensure that any issues and concerns are considered fully as the Bill progresses.

UK Bus Summit

Buses Minister Andrew Jones gave the keynote speech at the UK Bus Summit on Thursday 11 February 2016. He used the speech to outline in more detail: why the Buses Bill is being introduced; what the Bill will do and some of the changes that can be expected as a result of the Bill.

The speech has been published on the .GOV.UK website at:

<https://www.gov.uk/government/speeches/the-buses-bill>

Next steps

Work continues on the drafting of the Bill. Its introduction will depend on the Parliamentary timetable, but everyone is working to ensure Royal Assent by early 2017.

We continue to welcome your comments and feedback. These should be sent to: Busworkshops2015@dft.gsi.gov.uk. This inbox is regularly monitored and the comments received are shared with the relevant policy leads.

**Buses Bill Policy Team
February 2016**

ITEM 6

Report to: Transport Committee

Date: 26 February 2016

Subject: Rail Projects Update

1. Purpose

- 1.1. To provide an update in relation to current WYCA rail projects.

2. Information

Leeds Station Southern Entrance (LSSE)

- 2.1 Leeds Station Southern Entrance opened on Monday 4 January. The scheme, which was funded by WYCA, Leeds CC and DfT, is expected to be used by around 20% of station patronage as it provides a direct link with the south part of Leeds city centre. The new pedestrian entrance is accessible from Granary Wharf, Little Neville Street and Dark Neville Street and passengers can take either the escalators, lifts or stairs up to the extended western footbridge within the station where they can buy or collect tickets from the new vending machines before passing through the ticket gates into the station.
- 2.2 Leeds City Council urban realm works on Little Neville Street have now commenced and are due to be completed by summer 2016. The scheme to improve Dark Neville Street to complement LSSE and the Little Neville Street improvements is in the design phase and expected to start on site in the summer.

Apperley Bridge Rail Station

- 2.3 The first day of operation at Apperley Bridge was at the start of the new rail timetable on 13 December. Over 50 people came to travel on the first train on the Sunday (13th) morning with good local film and radio coverage, and a full press launch was held on Friday 18 December. Passenger use has increased more quickly than expected. Passenger surveys are being scheduled to be undertaken in the next few weeks, including questionnaires and pedestrian and vehicle counts.

Kirkstall Forge Rail Station

- 2.4 Kirkstall Forge station is being built at the same time as Apperley Bridge to take advantage of economies of scale. Construction was substantially completed in mid-December and the final supply of permanent power and BT is currently underway. The new access road and footpath link from the new junction on the A65 is being delivered by a separate contractor and is due for practical completion on 1st April. Network Rail are progressing the required technical sign-off process and the opening is dependent on the sign off of both the Common Safety Method (CSM) and Railway Interoperability Regulations (RIR) by Office of Rail and Road. The target date for opening is in mid-April 2016. Opening 'ceremonial' events will have to be delayed until the end of the 'purdah' period for local elections.

Low Moor Station

- 2.5 Work to deliver Low Moor station continues and good progress has been made since the substantive start on site in September 2015. Construction work is advancing; with the formation of the two new station platforms well advanced, completion of the reduced level excavation for the car park, and construction of the main site retaining walls. All the necessary track adjustment works are also practically complete including tamping the existing track bed and stressing the existing rails. Most of the (Section 278) highways works have also been progressed including; forming the new vehicular access to the station car park, off New Works Road, and the provision of a new parking area for local residents.
- 2.6 During the main site works, a previously reported key project risk major materialised, which was the discovery of a previously unrecorded mine shaft. This shaft sits where the proposed new passenger lift and footbridge foundations must go and, therefore, directly affects the critical path of the construction programme. Remediation of the mine shaft is well underway but is delaying delivery of the new station with the completion date now rescheduled for July 2016.

Elland Station

- 2.7 The Transport Committee have previously prioritised four locations (Cross Hills, Elland, East Leeds and Haxby) for new rail stations.
- 2.8 Staff resources, who were working on Apperley Bridge and Kirkstall Forge stations are now available to manage the assessment of the technical, operational and economic aspects of the proposed station at Elland. Feasibility work will take six months from inception to taking to the point of seeking approval to proceed to the next stage, which is detailed feasibility work. This work will identify and understand the key issues to be faced in delivering a new rail station at this location.

East Leeds Parkway

- 2.9 The West Yorkshire Plus Transport Fund includes an allocation for an East Leeds Parkway Station. One of the aims of building a rail station in this area is to provide a strategic park and ride station for both local commuter journeys to Leeds and direct trains to further destinations such as Manchester, York and possibly London.
- 2.10 There are, however, a significant number of issues to resolve in taking East Leeds Parkway forward, including impact of the ambition to serve Thorpe Park on station location. Feasibility work has considered a number of locations for the station including Micklefield, Garforth and Thorpe Park, but the lack of current clarity around any Northern Powerhouse Rail (formerly known as HS3) alignment to the east of Leeds could also mean that any new station built on the current East Leeds Rail Corridor may in the future only be able to offer local stopping services to Leeds, rather than the longer distance destinations identified above.
- 2.11 With respect to proposals for journey time improvements to the east of Leeds, WYCA is aware of a DfT request to Network Rail for enhancements between Leeds and York, recently published as part of the Sir Peter Hendy review of Network Rail's enhancement programme, which refers to a possible 'Garforth Area Capacity Enhancement Scheme'. Any service changes that may be proposed in the Garforth area will need to take into account the views of WYCA and be agreed by the Rail North/DfT Partnership, of which we are a member.
- 2.12 In view of the above, it is proposed to review options for an East Leeds Parkway Station, including a location that would serve the Thorpe Park development area. A report will be brought back to Transport Committee when this has been undertaken.

Leeds Bradford Airport Public Transport Access

- 2.13 WYCA appointed consultants to undertake a further study of public transport access options to Leeds Bradford Airport. Leeds and Bradford were represented in the officer steering group, and an informal Member group oversaw the work.
- 2.14 The objectives of the study were to:
- Update the evidence base to overcome short-comings in economic input to the Department for Transport study by incorporating the latest airport land-use changes proposed by the Masterplan, local housing and commercial development and forecast passenger demand;
 - Establish the outline design feasibility of a heavy rail, light rail or tram train link from the Harrogate Line and the feasibility of an onward rail link to Guiseley in order to ensure that any potential rail alignment is not compromised by the proposed highway (Link Road) alignment; and
 - Consider whether other connectivity options (including new stations, heavy rail, light rail, tram-train) should be investigated further.

2.15 These draft conclusions are summarised as below :

Demand assessment – The level of demand for public transport to LBA on the basis of the airport masterplan and a proposed park and ride hub would increase from approximately 700,000 trips per annum currently to 2.2million in 2030. This level of demand is in the capacity range of a high frequency bus or a heavy /light rail service (dependent on business case), dependent on the profile of demand.

Attractiveness of journey options – A fixed and direct rail service link provides the most attractive solution in terms of journey times. Any new Parkway station proposal(s) would be less attractive due to the need to interchange.

Topography – All the potential fixed link alignments considered in this study significantly exceed the typical maximum gradient that heavy rail can operate over a sustained distance. The majority of the route options on the eastern side of the airport (towards Horsforth) are at the highest gradient of any light rail system in the UK. The routes on the western side of the airport (towards Bradford) involve gradient profiles which are in excess of any current UK light rail system over a significant section.

Technology options – The report suggests that viable solutions would be focused on bus based technology on the western side of the airport and Tram-Train (which, subject to the Sheffield trial, could share tracks with conventional heavy rail vehicles) on the eastern side of the airport in the long term. A new Parkway station option located north of Horsforth station was also deemed to merit further investigation.

Cost - Tram Train and light rail systems would require significant capital investment (£70m to £360m). The cost of the bus based solution would be considerably less.

Implications for the proposed link road - There is a possibility that bus based options could be incorporated in the link road proposal. There is also opportunity to build in measures to ensure the link road scheme is future proofed should light rail / Tram Train be pursued in the future. This, however, may have cost implications (potentially on both road and rail schemes).

2.16 In line with the findings of the previously commissioned DfT study, the work confirmed that the Link Road scheme and any potential fixed link project would have different delivery timescales and would each serve distinct travel markets. The work supports the view that it is not a case of delivering one or the other, but that the case could be made for requiring both schemes.

2.17 It would therefore appear that a heavy rail link will be unachievable on a direct surface alignment (which exceeds permissible gradient) and longer alignments would involve extensive tunnelling and cuttings which would incur significant additional costs and compromise the business case.

- 2.18 The most viable option for a fixed link would therefore appear to involve light rail or Tram Train technology. However, the topography towards Bradford is extremely challenging and would require extensive tunnelling and associated significant cost. There is an alternative scenario of a Tram-Train option from the Harrogate line to be extended to Bradford using the existing Airedale rail line.
- 2.19 There is currently no funding identified for a fixed public transport link. Further work would be required to develop the investment business case for a preferred option. There may be State Aid implications to consider.

Leeds City Region 'Metro'

- 2.20 The draft West Yorkshire Transport Strategy'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.
- 2.21 Working towards this ambition, a study has recently been commissioned to develop the case for a Leeds City Region 'Metro', which will be multi-modal in a way that is comparable with other European City Region integrated transport networks, and will provide the detailed analysis to identify routes, network gaps and options with quantified costs and benefits.
- 2.22 The commission will consider a variety of modes of transport including Heavy Rail, Light Rail, Tram-Train and NGT solutions, and will seek to develop a Strategic Case and a high level business case for enhancing transport efficiency in the City Region.
- 2.23 The appointed consultants are due to report in April 2016, following which a more detailed study will commence to take forward the preferred options. Updates will be brought back to Transport Committee.

3. Financial Implications

- 3.1. The construction of new rail stations is in accordance with rail industry standards, utilising the approved risk-share model. Rail projects are recognised as being particularly complex and work is still underway to produce the final accounts on these projects and establish the final cost to the Authority. Approvals in place for each scheme allowed for an element of contingency and it is expected that the costs will fall within these approved budgets. The final outturns for each project will be reported as part of the year end capital expenditure figures.

4. Legal Implications

- 4.1. None arising from this report.

5. Staffing Implications

5.1. None arising from this report.

6. Consultees

6.1. John Henkel (Director, Passenger Services) has been consulted in the preparation of this report.

7. Recommendations

7.1. That the report is noted.

7.2. That the Transport Committee endorse further consideration of a Parkway station to the east of Leeds, including how best to serve the significant development at Thorpe Park.

8. Background Documents

None.

Originator: Jeff English
Assistant Director,
Integrated Transport



ITEM 7

Report to: Transport Committee

Date: 26 February 2016

Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek approval for Quarter 4 2015/16 payments for the following programmes:

- Local Transport Plan (LTP) Integrated Transport and Highway Maintenance Blocks
- Cycle City Ambition Grant

1.2. To seek funding approval for the following IP2 (Implementation Plan 2) schemes:

- AccessBus Enhancement Programme
- Desktop Computer Replacement

2. Information

Quarterly Payments

2.1. The Transport Committee is requested to approve quarterly payment to District Council partners as set out below.

Integrated Transport Block Funding

2.2. Responsibility for delivering the interventions identified in IP2 is shared between the Combined Authority and District Councils. The Integrated Transport (IT) Block element of the LTP funding is distributed by the Combined Authority between the LTP Partners based on the value of the Implementation Plan each partner is responsible for delivering.

- 2.3. The Quarter 4 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 Council area.

Highways Maintenance Block Funding

- 2.4. The Highway Maintenance (HM) Block funding is distributed between the District Councils in accordance with Department for Transport (DfT) formulaic allocation.
- 2.5. The distribution of the HM Block funding is set out in Appendix 2. The proposed Quarter 4 payments are shown in Table 1.

Cycle City Ambition Grant (CCAG) Funding

- 2.6. The City Connect 1 and 2 projects have been combined for reasons of efficiency and effectiveness following Transport Committee approval in December 2015. Accordingly CCAG funding will be managed through a single quarterly payment to each partner.
- 2.7. The Cycle City Ambition Grant funding is managed in accordance with the principles established for LTP funding, with funding allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.8. The funding to be allocated in quarter 4 of 2015/16, as agreed with the partners involved is set out in Appendix 3. The proposed Quarter 4 payments are shown in Table 1.

Local Transport Plan – Implementation Plan 2 approvals

AccessBus Enhancement Programme (Clean Bus Technology Fund)

- 2.9. In October 2015, the DfT announced a new round of the 'Clean Bus Technology Fund', aimed at improving emissions to the latest standards by fitting catalytic convertors and NOx filtration to older buses.
- 2.10. Members are advised that WYCA has been successful in a bid to part fund the fitting of 26 Accessbus vehicles owned by the Authority, and operating in Leeds, Bradford and Wakefield.
- 2.11. The buses average around 30,000 miles per bus per annum, with almost all journeys starting, finishing, or passing through Air Quality Management Areas, or areas of major concern, including the M1/M62 Corridor, Bradford and Leeds city centres. The new equipment will ensure emissions from these vehicles is reduced to below the latest Euro 6 standard, as adopted by the European Commission in September 2015.
- 2.12. The 26 buses will also be refurbished (and re-liveried) to extend their operating life by five years, until 2022, with the revenue savings and deferred capital expenditure

on new vehicles. This reflects the approach that was adopted for WYCA's MyBus (yellow bus) fleet.

- 2.13. Approval is therefore sought for £895,000 of capital expenditure in 2016/17, comprising £422,000 DfT grant, and £473,000 to be funded through the Local Transport Plan.

Desktop Computer Replacement

- 2.14. WYCA's current ICT Strategy sets out an intention to replace the organisation's desktop computers with more cost effective devices over a three year period.
- 2.15. When compared with traditional PCs, these thin devices are physically smaller, significantly cheaper, more environmentally friendly, and use less power. The new computers will allow for more flexible working and desktop virtualisation.
- 2.16. The ICT Strategy also recommended the introduction of a new generation of tablet computers to enable more effective mobile working, and approval is sought for the purchase of 70 devices.
- 2.17. Approval is sought for £195,000 to be funded from the Local Transport Plan over a three year period commencing in 2015/16.

3. Financial implications

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

Table 1 – Quarter 4 2015/16 Payments (£000s)

District	IT	Maintenance	CCAG	Total
Bradford	76	1,545	112	1,733
Calderdale	92	985	0	1,077
Kirklees	115	1,529	35	1,679
Leeds	262	2,175	4,019	6,456
Wakefield	278	1,069	0	1,347
WYCA	-911	0	90	-821
York	0	0	74	74
Total	-88	7303	4,330	11,545

4. Legal Implications

- 4.1. None.

5. Staffing Implications

- 5.1. None.

6. Consultees

- 6.1. John Henkel (Director, Passenger Services) and Angela Taylor (Director, Resources) 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 expenditure of £895,000 for the refitting and refurbishment of 26 Accessbus vehicles, £422,000 of which is DfT grant funding, and £473,000 to be funded from the Local Transport Plan in 2016/17.
- 7.3. That the Transport Committee approves the expenditure of £195,000 from the Local Transport Plan over a three year period commencing in 2015/16 for Desktop Computer replacement.

8. Background Documents

- Business Plan – Transport Capital Programme and Revenue Budget, 16 January 2015, Item 8

Appendix 1

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

District		2014/15	2015/16	2016/17	TOTAL
Bradford	Approved Oct 15	1,037	1,935	1,572	4,544
	Proposed Adjustment	0	-375	375	0
	Proposed Feb 16	1,037	1,560	1,947	4,544
Calderdale	Approved Oct 15	1,243	1,140	870	3,253
	Proposed Adjustment	0	-196	186	-10
	Proposed Feb 16	1,243	944	1,056	3,243
Kirklees	Approved Oct 15	1,489	3,271	1,518	6,278
	Proposed Adjustment	0	-693	738	45
	Proposed Feb 16	1,489	2,578	2,256	6,323
Leeds	Approved Oct 15	3,640	4,248	3,029	10,917
	Proposed Adjustment	0	-704	679	-25
	Proposed Feb 16	3,640	3,545	3,708	10,892
Wakefield	Approved Oct 15	1,446	1,444	1,360	4,250
	Proposed Adjustment	0	-66	81	15
	Proposed Feb 16	1,446	1,378	1,441	4,265
Combined Authority	Approved Oct 15	10,808	12,861	3,821	27,490
	Proposed Adjustment	0	-4,085	6,285	2,160
	Proposed Feb 16	10,808	8,776	10,066	29,650
Centrally held funding	Approved Oct 15	0	521	1,664	2,185
	Proposed Adjustment	0	-521	-1,664	-2,185
	Proposed Feb 16	0	0	0	0
TOTAL	Approved Oct 15	19,663	25,420	13,834	58,917
	Proposed Adjustment	0	-6,640	6,640	0
	Proposed Feb 16	19,663	18,781	20,474	58,917

Notes

General: Carry forwards requested for all partners to fund committed or prioritised schemes where delivery has been reprogrammed for 2016/17

Bradford: -£375k in 2015/16 +£375k in 16/17

- Shipley Cycle/Rail link – delivery of scheme delayed to 2016/17 due to securing legal agreements
- Network Management – some elements of Data Communications procurement delayed to 16/17 due to internal resource issues
- Westfield Information signs retentions payment to be paid in 16/17
- Safer Roads programme – resource issues in delivering 15/16 programme has led to delivery of some being reprogrammed for 16/17

Calderdale: -£196k in 2015/16 +£186k in 2016/17

- Elland bus facilities minor scheme – revised scheme delivery expected to extend into 2016/17
- King Cross St/ Parkinson Ln junction scheme delayed to 2016/17 to align with highway maintenance programme
- VMS programme – delays to joint procurement has resulted in delivery planned for 16/17
- West Vale minor junction widening – delivery being reviewed due to increased costs of statutory undertakers. Potential build reprogrammed for 16/17
- Adjustment for revised Low Carbon programme

Kirklees: -£693k in 2015/16 +£738k in 2016/17

- Huddersfield Town Centre scheme delivery expected to extend into 2016/17
- VMS programme – delays to joint procurement has resulted in delivery planned for 16/17
- Safer Roads programme – Schemes ready to construct but contractor resource limitations mean delivery of some schemes expected to extend into 2016/17
- Low Carbon Fleet Management – new scheme administered by Kirklees with delivery across 2015/16 and 2016/17

Leeds: -£704k in 2015/16 +£679k in 2016/17

- Claypit Lane junction – development delayed so junction scheme now reprogrammed into 2016/17 in line as part of wider Development site programme
- VMS programme – delays to joint procurement has resulted in delivery planned for 16/17
- Thornbury Roundabout – scheme completed; provision for claims expected to extend into 2016/17 and future years

Wakefield: -£66 in 2015/16 +£81k in 2016/17

- Safer Roads programme – some scheme delivery reprofiled into 2016/17

- Dewsbury Road Bus Lane Associated works – additional scheme elements identified for delivery in 2016/17 (reallocated from WYCA)

WYCA: -£4,085k in 2015/16

+£6,285k in 2016/17

- Low Moor Station – scheme programme revised to reflect delays in delivery due to unexpected ground conditions
- Dewsbury Road Bus Lane – reallocation of funds to Wakefield to deliver associated works identified
- Adjustments relating to revised Low Carbon programme
- Reallocation from Centrally Held Funding for Cycle City Ambition Grant Match funding, to be distributed to partners for scheme delivery in 2016/17

Centrally held funding: -£521k in 2015/16 -£1,664k in 2016/17

- Adjustments relating to revised Low Carbon programme
- Reallocation to WYCA for Cycle City Ambition Grant Match funding to be distributed to partners for scheme delivery in 2016/17

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

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

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

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

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

CCAG Funding Profile - Combined Programme (all figures in £000s)

Partner	2013/14 (paid)	2014/15 (paid)	2015/16			
			Q1 (paid)	Q2 (paid)	Q3 (paid)	Q4 (proposed)
Bradford	142	758	340	26	46	112
Calderdale	N/A	N/A	100	0	0	0
Kirklees	N/A	N/A	100	0	48	35
Leeds	457	5,254	3,273	5,658	2,868	4,019
Wakefield	N/A	N/A	100	0	0	0
WYCA	630	1,190	1050	0	543	90
York	N/A	N/A	0	0	0	74
Total	1,229	7,172	4,963	5,684	3,505	4,330

ITEM 8

Report to: Transport Committee

Date: 26 February 2016

Subject: Transport for the North

1. Purpose

- 1.1. To provide an update in relation to Transport for the North.

2. Information

Background

- 2.1 Royal Assent has been given to the establishment of Transport for the North as a Statutory Sub National Transport body. Advice on constitutional arrangements, including integration of Rail North Ltd, functions and powers is being sought through external legal expertise.
- 2.2 David Brown has been appointed as the Chief Executive of Transport for the North and John Cridland (former Director General of the CBI) has been appointed as the Chair. A meeting between David Brown, John Cridland and WYCA members took place on 10 February.
- 2.3 It is understood that a proposal will be made that Transport for the North has 'bases' in both Leeds and Manchester.
- 2.4 Transport for the North is progressing a number of work-streams feeding into a March update report. Two of these work-streams (Local Strategic Connectivity and Integrated and Smart Travel) are being led by WYCA, with John Henkel as the SRO and representing Leeds City Region on the Transport for the North Executive Board. Roger Marsh and Cllr Keith Wakefield represent LCR on the Partnership Board.

2.5 The work-streams are set out below:

Rail	<p>Considering how to meet a Conditional Output specification for significantly reduced journey times between key northern cities. Content for the March report is now being developed. There are issues to resolve about a consistent approach to forecasting future demand arising from a transformed economy.</p> <p>It is proposed that WYCA commission work to set out the economic case for a high speed rail alignment that provides economic benefit to other centres of West Yorkshire, as well as to Leeds, and connecting into a high quality Leeds station hub. The work undertaken by Arup, looking at an alignment that would benefit Bradford, is of interest.</p>
Road	<p>The Strategic Roads Network strategic studies have moved on significantly, as follows:</p> <p>The Trans Pennine Tunnel Strategic Study Interim report has been published, and work is underway to develop a prioritised list of corridors, along with indicative analysis of two routes.</p> <p>The M60 Strategic Study Stage 1 report has been drafted and is currently out for comment, with transport objectives agreed and a long list of transport interventions identified.</p> <p>The Northern Trans Pennine Strategic Study interim report has been drafted and circulated for comment, with an options workshop to take place in mid-January.</p> <p>Work is being undertaken to understand TfN's role regarding the next round of the roads' investment programme and we need to be ready to feed in our view of Highways England's network. As the studies above show, HE is willing to look at new solutions and not be constrained by the existing network.</p>
Freight	<p>The demand forecasting element of the Freight Study is now largely complete and the outline of the draft strategy is being prepared. Discussions have been held between TfN and DfT on the requirement for the analytical assurance of the freight modelling, and the Executive Board have supported a proposal for a Quality Assurance and Peer Review exercise. Agreement with DfT is required to ensure this exercise will not prevent the use of the Freight Study outputs as part of the March report.</p>

Strategic Local Connectivity	<p>SDG has been appointed to support the Strategic Local Connectivity (SLC) workstream. The SDG commission will be supported by SQW.</p> <p>The SLC work will integrate with the Independent Economic Report, other TfN workstreams and other key stakeholders, with a draft report (that will not confirm a set of prioritised projects) to be completed by the end of February, 2016 for inclusion into the March report.</p> <p>From the LCR perspective, it is important to develop the case for the Calder Valley route as a pan-northern priority.</p>
Integrated and Smart Travel	<p>The contract with the Integrated and Smart Travel team's Development Partner (PwC) – to assist with producing a Scheme Design, Implementation Plan and Strategic Outline Business Case (SOBC) – is now completed and the work is underway.</p> <p>For March, HMT's Smart requirements comprise a multi-modal SOBC, together with an implementation plan (including a strong management case) with deliverable tranches, timescales and budgets.</p> <p>Further clarity on assurance is being worked through with DfT, with timescales dictating that assurance will need to occur in parallel with the SOBC development.</p>
International Connectivity	<p>This workstream commenced later, with a preferred contractor recently identified. Attention will be needed to ensure that initial outputs are useful for the Northern Transport Strategy update in what is a compressed timescale.</p>

- 2.6 An Independent Economic Review has also been commissioned from SQW consultants. The Independent Economic Review is intended to strengthen the evidence base for transport investment to transform the economy of the north. Work has also been commissioned on funding and financing options to consider ways of using Government funding but also the scale of possible local contributions.
- 2.7 Funding for Transport for the North in 2016/ 17 will be subject to the preparation of a formal business case, which will be submitted to DfT in March 2016. Clarity on the breakdown of the various funding announcements (including the £150m for TfN to deliver a smart ticketing solution and the £300m to create a new Transport Development Fund), and gateway processes required to draw-down the funds, will be required.

- 2.8 The recently established National Infrastructure Commission is also considering how better to connect the cities of the north, as well as considering transport issues in London and power generation. LCR contributed to the Transport for the North initial input to the National Infrastructure Commission, as well as submitting a supplemental response.

Issues for the Transport Committee to Consider

- 2.9 It is suggested that the Transport Committee consider these issues in relation to the Transport for the North Programme:
- Developing a strong, coherent message about the city region's priorities and expectations from national and Transport for the North investment programmes;
 - Shaping input to the roads and freight work-streams so that Highways England and other proposals alleviate pressure on the M62 route;
 - Developing economic evidence to inform the Northern Powerhouse Rail alignment to maximise benefits to locations such as Huddersfield and Bradford as well as Leeds;
 - Advancing the case of the Calder Valley Line, city region connectivity (including access to Leeds Bradford Airport) and HS2/NPR Hub to be Transport for the North priorities'
 - Ensuring that local smart ticketing developments complement the Transport for the North programme, with the potential for some local 'proof of concepts' projects;
 - Ensuring the role of Leeds Bradford Airport is reflected in the international connectivity work-stream.

3. Financial Implications

- 3.1. There are no financial implications arising from this report.

4. Legal Implications

- 4.1. None arising from this report.

5. Staffing Implications

- 5.1. None arising from this report.

6. Consultees

- 6.1. The Transport for the North Programme Manager has been consulted.

7. Recommendations

- 7.1. That the Transport Committee consider the Transport for the North developments and the issues set out in para 2.9.

8. Background Documents

None.

Originator: Jeff English
Assistant Director Integrated Transport
Simon D'Vali
WY Safer Roads Partnership



ITEM 9

Report to: Transport Committee

Date: 26 February 2016

Subject: West Yorkshire Safer Roads Partnership

1. Purpose

- 1.1. The West Yorkshire Combined Authority is the Local Transport Authority for West Yorkshire, with responsibility for the oversight of the West Yorkshire Local Transport Plan (WY LTP). Road Safety is one component of the LTP.
- 1.2. Road Safety is delivered collaboratively across West Yorkshire through the West Yorkshire Safer Roads Partnership, comprising the WY District Councils, WYCA, WY Police, WY Fire and Rescue, WY Ambulance and Highways England.
- 1.3. This report provides an update from the West Yorkshire Safer Roads Partnership on casualty data for 2015.

2. Information

- 2.1. The West Yorkshire Safer Roads Partnership oversees the delivery and effectiveness of road safety measures in West Yorkshire including engineering, education, training, publicity, and safety cameras.
- 2.2. Overall, the number of fatally injured people on West Yorkshire's roads fell in 2015 compared with the previous year. Those people who suffered serious injury remained static and the number of people with slight injuries increased, as set out below:
 - Fatalities – 48 in 2015, down by 25% from the 61 recorded in 2014
 - Serious Injuries – 868 in 2015, same as in 2014
 - Slight injuries – 6,276 in 2015, an increase of 5% from the 6,013 recorded in 2014.

- 2.3. Accident statistics do vary in the short term from one year to another, but the overall long term trend of casualties in West Yorkshire is downward. This requires a continued focus to achieve the current LTP targets.
- 2.4. The role of the Partnership involves analysis of the nature of road collisions in order to inform future strategies. The most recent analysis from 2015 data includes:
- Total number of casualties is made up of 49% of driver or rider of all motored vehicles, 26% of passengers of all vehicles, 16% of pedestrian and 9% cyclist;
 - Majority of collisions involved cars or taxis, but with 11% of all collisions involving Power Two Wheelers (PTW) and 13% involving cyclists;
 - 74% of collisions involved vehicles going ahead, whilst 18% involved right turns and 18% loss of control;
 - 29% of collisions occurred on wet surfaces, whilst 24% happened during darkness and 16% during adverse weather;
 - Car occupants (60%) has the largest number of casualties, followed by pedestrians (16%) and cyclists (9%).
- 2.5. The 2015 data will be considered to develop the Safer Roads Programme and Schemes for 2016/17, including a detailed examination of each District Authority's casualty data.
- 2.6. Looking forward, a sustained and substantial effort needs to continue to be focused on education programmes and speed limit reductions, as well as focused efforts on reducing the severity of injuries.
3. **Financial implications**
- 3.1. The data will be used to inform the Safer Roads programme as part of the Single Transport Plan under development.
4. **Legal Implications**
- 4.1. None.
5. **Staffing Implications**
- 5.1. None.
6. **Consultees**
- 6.1. This report has been produced with input from the West Yorkshire Safer Roads Partnership.

7. **Recommendations**

- 7.1. That the Transport Committee endorse the work of the West Yorkshire Safer Roads Partnership.

8. **Background Documents**

None.

ITEM 10

MINUTES OF THE WORKSHOP FOR TRANSPORT COMMITTEE MEMBERS HELD ON FRIDAY 22 JANUARY 2016 AT WELLINGTON HOUSE, LEEDS

PRESENT: Councillor E Firth (Chair)

Councillors M Johnson, D Kirton, G Lloyd, M Lyons, A Pinnock, R Poulsen,
T Salam, L Smaje, D Sutherland and K Wakefield

In attendance: Councillors V Slater (Bradford), M Shafiq (Bradford)

39. Apologies for Absence

Apologies for absence were received from Councillors N Buckley, D Dagger, I Gillies,
P McBride, C Towler and M Ward.

40. Single Transport Plan

Members of the WYCA's Transport Committee and District Council Portfolio Holders
were given a presentation and took part in a workshop concerning the development
of the Single Transport Plan and the draft core policy approaches.

Members were given the opportunity to ask questions and provide feedback,
including:

- There was support for the vision, objectives and policy objectives.
- The diversity of West Yorkshire, with rural as well as urban areas, should be reflected.
- Reducing traffic congestion should be highlighted as a priority outcome.
- Bus franchising may be required to improving services.
- The Plan should introduce demand management as a potential tool for achieving policy objectives.
- Management of freight movements into urban centres in order to reduce impacts should be highlighted.
- Reducing diesel engine emissions of particulates and NOx should be specifically mentioned.

RESOLVED - That the feedback received by members be noted and officers be
thanked for their presentation.

ITEM 11a

MINUTES OF THE MEETING OF THE LEEDS BRADFORD AIRPORT PUBLIC TRANSPORT ACCESS WORKING GROUP HELD ON FRIDAY 18 DECEMBER 2015 IN WELLINGTON HOUSE, LEEDS

Present: Councillor K Wakefield (Chair) - Chair of WYCA Transport Committee

Councillor V Slater - Bradford MDC

Councillor I Gillies - City of York Council

Councillor C Trotter - North Yorkshire County Council

In attendance:

J Jackson - Bradford MDC

A Hall - Leeds City Council

N Tucker - Leeds Bradford Airport

M Holmes - WYG/WSP Consultants

D Haskins - WYCA

R Cheung - WYCA

A Shearon - WYCA

1. Apologies for Absence

There were no apologies for absence.

2. Terms of Reference

The Group were asked to consider the Terms of Reference of the working group, as attached at Agenda Item 2.

Resolved: That the terms of reference be approved.

3. Project Update

Background

The Group considered a report which provided an overview of surface access issues relating to Leeds Bradford Airport (LBA) and background to the ongoing work looking at fixed link access proposals.

It was reported that LBA plays an important role in the Leeds City Region economy both as an employer and in facilitating economic growth and was predominantly used by leisure travellers (90%) with the preferred mode of transport being car. Forecasts indicated that passengers using the airport were expected to increase significantly within the next 15 years from the current 3.3m to anything between 6.5 and 7.1m. Proposals were also in place for a future expansion of employment land at the airport which was expected to attract business investment, create jobs and generate more surface travel. It was acknowledged therefore that the provision of appropriate surface access transport was key to facilitate the growth of the airport.

Works completed so far

It was reported that, through close working with LBA and local bus operators, improvements to public transport access have been made in recent years by enhancing bus links to Leeds and Bradford centres. Furthermore, a funding allocation had been approved for an Airport Link Road as part of the West Yorkshire Plus Transport Fund and public consultation on the scheme was currently underway.

Various feasibility studies have been undertaken in the past considering a range of options to improve connectivity and accessibility to the airport, including heavy rail and tram-train links to both Leeds and Bradford.

Further Investigations

It was recognised that a fixed rail link (heavy or light rail) would provide benefits to both airport and non-airport users and facilitate growth at the airport and that its integration with the wider City Region transport network would offer wider geographical benefits. It was therefore critical to examine the interface between the A65 Link Road and any proposed fixed rail link and highway and rail options should not be seen as mutually exclusive as they would deliver different benefits. The likely high scheme costs of any proposed rail link was a key factor and funding was a major consideration in any proposal.

It was reported that consultants, WSP/PB, had been appointed by WYCA in November 2015 to carry out a high level piece of work, the objectives of which were:-

- to update the evidence base to overcome previously imposed limitations in terms of the latest airport land-use changes proposed by the Masterplan, local housing and commercial development and forecast passenger demand;
- to establish the outline design feasibility of a heavy rail, light rail or tram train link from the Harrogate Line and feasibility of an onward rail link to Guiseley in order to ensure that any potential rail alignment was not compromised by the highway (link road) alignment; and
- to consider all connectivity options including new stations, heavy rail, light rail, tram-train and NGT with the intention to reduce the number of options for future development.

Members were given a presentation by Mike Holmes from WSP/PB setting out the scope of the study, the progress which had been made to date and a detailed assessment of the various options available to provide links to the airport, including heavy and light rail, tram-train and road/bus.

Members recognised that the delivery of a long-term local aspiration for a fixed rail link to the airport was not without significant challenges with local topography being a major consideration in terms of the deliverability of a heavy rail option.

Members discussed the various options for a fixed link and in particular the difficulties presented by the topography, particularly the gradient profiles at Guiseley (which presents a significant deliverability challenge), and Horsforth. The following comments were made:-

- It was important for any public transport access solution to complement the highway link.
- It would be useful to have a demographic of where people who use the airport travel from and for what purpose (business/leisure).
- It was important to have a clear understanding of the value/priority of the airport locally.
- The expectations and needs of all users should be carefully considered. For example, a tram-train facility may be the most cost effective for users living in the Leeds/Harrogate/York areas, however users living further afield in North/East Yorkshire and the western part of West Yorkshire, would not find it an attractive proposition to have to swap modes of transport. If the journey to the airport involved changing modes of transport, users may find it preferable to drive.
- Quicker transfer times would undoubtedly attract more users.
- With regard to heavy rail, would Leeds Bradford be the ultimate destination or just a stop on the way from A to B?
- A developed scheme should be in place in the event that a funding opportunity became available.
- Should the link to the airport be built first to encourage growth or the other way round?
- Opportunities for funding contributions from LBA and local housing developments should be explored.
- This eastern side of the Pennines needs an international hub.

It was noted that in addition to the LBA Link Road project, a further study is also underway which is being undertaken by WSP/PB. This study is multi modal in nature and is seeking to define a future City Region network that would be HS2/HS3 ready, would drive economic growth and be able to cater for increased housing and population growth. There are clear synergies between the two studies in particular relating to how wider network development would strengthen the case for taking LBA options forward. It is anticipated that the LBA work would be completed in spring 2016 and the results of the work would be fed into the wider LCR Metro and Single Transport Plan work.

Resolved:

- (i) The Group thanked Mike Holmes (WSP/PB) for the presentation.
- (ii) The requirement to better connect Leeds Bradford Airport through a fixed link transport alignment, together with enhanced road links and bus services, be reaffirmed.
- (iii) That the feedback provided by members be taken into consideration.
- (iv) That a progress report be submitted to the next meeting of the Group to be held on 29 January 2016.

ITEM 11b

MINUTES OF THE MEETING OF THE LEEDS BRADFORD AIRPORT PUBLIC TRANSPORT ACCESS WORKING GROUP HELD ON FRIDAY 29 JANUARY 2016 IN WELLINGTON HOUSE, LEEDS

Present:

Councillor K Wakefield (Chair)	-	Chair of WYCA Transport Committee
Councillor V Slater	-	Bradford MDC
Councillor M Shafiq	-	Bradford MDC
Councillor I Gillies	-	City of York Council
Councillor C Trotter	-	North Yorkshire County Council

In attendance:

J Jackson	-	Bradford MDC
N Tucker	-	Leeds Bradford Airport
M Holmes	-	WSP/PB
D Haskins	-	WYCA
R Cheung	-	WYCA

4. Apologies for Absence

Apologies for absence were received from Cllr Rebecca Burnett (Harrogate Borough Council) and Andrew Hall (Leeds City Council).

5. Minutes of the meeting held on 18 December 2015

Resolved: That the minutes of the meeting held on 18 December 2015 be approved.

6. Project Update

The Group considered a report which provided an update of the draft conclusions of a study that considered various public transport connectivity proposals to Leeds Bradford Airport (LBA).

7. Project Findings

Members were given a presentation by Mike Holmes (from WSP/PB) presenting the draft conclusions of the study.

It was reported that the study took into account the following:-

- Spatial Planning
- Local Transport Planning
- Airport Masterplan
- Pan Regional Planning

Members noted the emerging conclusions of the study which were:-

- There is general policy and strategy support for LBA, but no clear funding mechanism for further development of transport interventions.
- Stakeholders have no clear or consistent view on a transport solution.
- A fixed and direct link that provides competitive journey times offers the best solution.
- Fixed link solutions have a high cost – business case would have to be proven.
- Heavy rail appears to be undeliverable and tram-train provides the most cost effective solution to provide full integration. However, it is unlikely that either can be delivered to Bradford directly.
- A Bus Rapid Transit/NGT option would be more viable to the west of LBA towards Bradford.
- Demand forecasts give sufficient total demand for light rail capacities, but would be subject to spatial distribution.
- Interactions need to be considered further including:
 - Link Road interface and future proof measures will have cost implications;
 - Demand between modes and impact on existing bus services.

Members recognised that any proposed transport interventions should aim at improving the generalised journey time otherwise it would be likely that a business case would not be justified.

It was recognised that a new Parkway Station would be less attractive than the existing bus service due to the requirement for another interchange.

Members recognised that there were significant challenges for the implementation of heavy rail options due to local topographical issues.

It was also recognised that light rail was not deliverable on the western side of the airport (towards Bradford) as the gradient profiles were in excess of any current UK light rail system over a significant section which would require significant earth

works and incur significant costs. Longer alignments would have an impact on journey times and compromise the business case. Light rail options on the western side of the LBA were therefore ruled out in both engineering and business case terms.

The Group was informed that land ownership issues were not considered as part of the study but any fixed link options would require significant land acquisition.

Members discussed the draft conclusions. The following comments were made:-

- It would be useful to have a demographic distribution of where people who use the airport travel from and for what purpose (business/leisure).
- With Trans-Pennine electrification, the journey time from Bradford and York to Manchester will be significantly improved. The links to Manchester Airport would be important for business travel.
- Passengers' perception is important. BRT/NGT would be a significant improvement from traditional bus services.
- If an option involved a further interchange, any connecting shuttle bus services must be frequent to make the journey attractive.

It was noted that the results of the LBA work would be incorporated as part of the LCR Metro study which would be completed in Spring 2016.

A further meeting is currently being sought with LBA's new non-executive Director, Robin Gisby.

It was noted that a technical report would be produced, but would not be circulated until a briefing session had been offered to the Leader/Chief Executive of Bradford Council.

Resolved:

- (i) The Group thanked Mike Holmes (WSP/PB) and officers for the presentation and the study.
- (ii) The Group noted the draft conclusions of the study.
- (iii) That the feedback provided by members be taken into consideration.
- (iv) That the key conclusions of the study be incorporated as part of the LCR Metro study which will seek to define a future City Region network that will be Northern Powerhouse Rail and HS3 ready and will drive economic growth in the Region.

- (v)** That a report be submitted to a future meeting of the West Yorkshire Combined Authority.
- (vi)** That briefing meetings be offered to the Leader/Chief Executive of Bradford Council.

ITEM 12

MINUTES OF THE MEETING OF THE CALDER VALLEY LINE DEVELOPMENT GROUP HELD ON FRIDAY 29 JANUARY 2016 IN WELLINGTON HOUSE, LEEDS

Present:	Councillor T Swift (Chair)	-	WYCA
	Councillor K Wakefield	-	WYCA Transport Committee
	Councillor E Firth	-	WYCA Transport Committee
	Councillor V Slater	-	Bradford MDC
	Councillor M Shafiq	-	Bradford MDC
	Councillor B Collins	-	Calderdale MBC
	Councillor R Lewis	-	Leeds CC
	Councillor J Hartley	-	Rochdale MBC
	Councillor G Harkin	-	TfGM
In attendance:	N Moore	-	Bradford MDC
	M Farrar	-	Calderdale MBC
	R Chapman	-	Rochdale MBC
	O Roberts	-	TfGM
	J Nutter	-	WYCA
	N Winney	-	WYCA
	H Jarvis	-	Steer Davies Gleave
	A Hutchinson	-	Steer Davies Gleave
	R Bickers	-	Arup

4. Introductions and Apologies for Absence

Apologies for absence were received from Councillors A Fender (TfGM) and J Fillis (Lancashire CC)

5. Minutes of the Meeting held on 25 September 2015

Resolved - That the minutes of the meeting held on 25 September 2015 be noted.

6. Calder Valley Line Update

The Group considered a report which provided an update on the following:

New Arriva Rail North Franchise and the Calder Valley

Members were advised of the particular benefits afforded to the Calder Valley Line by the Arriva Rail North franchises which would commence in April 2016 and be delivered between 2017 and 2019/20.

The Group welcomed the several benefits for passengers using stations along the Calder Valley Line that were detailed in the report, including greater capacity, upgraded trains, better station facilities and increased trains per hour on a number of routes.

However the Group highlighted several areas where the view was that more needed to be done to attain the level of passenger services and facilities that the public really needed including:

- A twice-hourly service was required for Sowerby Bridge and Brighouse.
- Services between Rochdale and Bradford should be increased to two trains per hour to meet passenger expectations.
- A fast train to serve Brighouse having regard to the 340% increase in footfall at the station since it re-opened.
- Improved station car parks, for example at Sowerby Bridge, which was always full from early in the morning, to encourage off-peak patronage.
- All trains from York to Blackpool should stop at Sowerby Bridge.
- Greater clarity on the impacts for the new Low Moor station, which was under construction, of the planned service changes under the franchises.

The Group was advised that all of these aspirations would be channelled through Rail North being the partnership body for franchise management and working with the new operator regarding enhancement.

Hendy Review and Network Rail Enhancement Programme

The Group was advised of recent discussions with Sir Peter Hendy in London when he had advised that further electrification including routes such as the Calder Valley Line would not commence until the current programmes were complete. The Group was disappointed but not surprised at the timetable and agreed that the clarity on timing should encourage other work on improvements to be undertaken in advance and in anticipation for electrification from 2019.

The Hendy Review was discussed and, in particular, its concerns over project management within Network Rail. It was acknowledged that Sir Peter was best placed to ensure that Network Rail did deliver. The Group asked that officers commence dialogue with Network Rail immediately to focus on what could be delivered in that regard prior to 2019 and a report would be brought back to a future meeting. Links with Rail North and Transport for the North would form the fulcrum for discussion with DfT and Network Rail.

Cllr Wakefield advised that Sir Peter Hendy had confirmed that Network Rail's future plans would be fit for purpose and would be implemented efficiently without unnecessary duplication.

Regeneration and Transport Project Update

The Group noted the updates provided in respect of the following schemes which were detailed in the submitted report:

- West Yorkshire plus Transport Fund - Calder Valley Line Infrastructure Scheme
- West Yorkshire plus Transport Fund - Halifax Station Gateway
- West Yorkshire plus Transport Fund - Bradford Interchange Station Gateway
- West Yorkshire plus Transport Fund - Rail Station Car Park Expansion – Mytholmroyd
- West Yorkshire Rail Station Development Plans – Todmorden and Sowerby Bridge
- Access for All Scheme – Hebden Bridge
- Elland New Station
- Todmorden Curve
- East Lancashire Railway Extension Scheme Update
- Castleton Economic Growth Area
- Rochdale Regeneration
- Manchester Victoria/Salford Growth Area

In respect of:

- Bradford Interchange Station Gateway, more detail was provided about the local benefits of the significant regeneration which would also impact positively on the city centre around the station. A further report would be welcomed in due course.
- Elland new station, Cllrs Slater and Collins welcomed the plans to carry out a feasibility study.

Resolved - That members' comments be noted.

7. Advancing the Case for Investment

The Group considered a report which dealt with the following issues:

- Electrification Task Force – next steps
- Transport for the North/HS2 Update
- Communications Plan update
- Strategic and Economic Case for Investment Study

In respect of:

- The Electrification Task Force, it was noted Rail North was liaising with the Minister in relation to considering electrification proposals following the North of England Electrification Task Force “Northern Sparks” report.
- The Transport for the North/HS2 Update, the Group noted that TfN would be publishing an update report in March 2016 and that it had a new Chair, John Cridland. The Group noted the absence of Bradford within the cities listed in the Northern Powerhouse Rail output table set out in paragraph 2.5 of the report. They were advised that the table was produced by Transport for the North (TfN) and that any changes to it had to be agreed by the TfN Partnership Board. The Group accepted the importance of Bradford, but it was also noted that any plans to improve rail services to Bradford could have consequential impacts in other districts which TfN would be taking into account.

With regard to the communications plan update, the Group agreed that communications activity needed to be focussed at a point in time when conclusions from the commissioned work were known. Furthermore, the Group acknowledged that the audience for communications was changing given the important role of Rail North and Transport for the North.

In respect of the Strategic and Economic Case for Investment, the Group received a presentation from Steer Davis Gleave, a central focus of which was a request to the Group for local knowledge on issues relating to rail services and their role in the local economy to inform SDG’s work on the Strategic and Economic Investment Case that the Group had previously commissioned.

From the presentation the Group raised or noted the following points in particular:

- The local context would be invaluable to support evidence directed to maximising Control Period 6 opportunities.
- Stations on the Calder Valley Line were all in areas with a lower than average GVA, and the gap had widened in the last ten years.
- A narrative that covered access to leisure, health and education facilities would help identify how the current rail service was or was not adequate.
- Services from Manchester to Bradford did not compare favourably to similar services to Leeds in terms of journey time, which needed to be addressed.
- What impact on connectivity did the inadequacy of station parking have?
- If the table at paragraph 2.5 of the report was redrawn to include Bradford, what would it look like?
- Were aspirations ambitious enough? Would the plans ensure that HS2 benefits would be fully leveraged? Should there be a study on what the maximum technical capacity of the Calder Valley Line could be?
- New ways of working with smart technology were changing the transport services that people needed – the car was ceasing to be the most popular way to travel for people that worked on the move.

- Was there full understanding of the needs of business re freight movement.
- Onward connectivity at each station should be reviewed to ensure that bus, taxi and cycle facilities were fit for purpose.
- Population growth projections should be factored into future plans.

It was noted that SDG's conclusions would be completed by March 2016 and an update would be provided at the next meeting of the Group.

Resolved –

- (i) That the information provided in the report and presentation and the further work being done to progress the case for investment in rail connectivity for the Calder Valley cities, towns and communities be noted.
- (ii) That the proposal not to develop a communications plan at the present time be noted.
- (iii) That members would, via their respective authorities, provide input to and feedback on the emerging “story” arising from the work to update the strategic and economic case for continued investment in rail connectivity for the Calder Valley.
- (iv) That Lancashire County Council, Transport for Greater Manchester and the West Yorkshire Combined Authority be asked to endorse the Calder Valley as a pan-northern priority for Transport for the North.
- (v) That an update on Steer Davies Gleave's conclusions be provided at the next meeting of the Group.

8. Northern Powerhouse Rail

The Group received a presentation from Arup Consultants in relation to proposals for a Trans North Rail link to improve connectivity across the major Northern Cities.

Significant interest was raised by the 3rd Option – the Northern Route – which would see a new rail link via tunnels under the Pennines and linking Manchester, via Rochdale, Halifax and Bradford, to Leeds (and thus HS2) and then York and Sheffield. This would improve journey times very significantly across the North. Tunnelling costs were identified as being manageable, based on the experiences of delivering Crossrail.

The Group thanked Arup for their informative presentation.

Resolved – That the information provided by Arup in their presentation be noted.

**MINUTES OF THE MEETING OF THE
 CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
 HELD ON TUESDAY 12 JANUARY 2016 AT THE TOWN HALL, HALIFAX**

PRESENT: Councillor Dan Sutherland (Chair)

**WYCA TRANSPORT
 COMMITTEE**

Keith Wakefield

PUBLIC REPRESENTATIVES

Myra James
 Peter Melling
 John Myddelton

John Sheppard
 Peter Stocks
 John Sykes
 John Whiteley

CALDERDALE MC

Janet Battye
 Barry Collins
 Rob Holden

Also in attendance:-

O Haworth	-	First
A Clayton	-	First
D Randle	-	First
N Walsh	-	T J Walsh
H Huggett	-	Yorkshire Tiger
P Myers	-	Northern Rail

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor D Kirton.

14. MINUTES

RESOLVED – That the minutes of the meeting held on 13 October 2015 be noted.

15. 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:

Disability Access at Todmorden and Hebden Bridge Stations

Further to the discussion in respect of disability access at the previous meeting, it was reported that Network Rail were investigating the possibility of providing a stair lift as a temporary measure at Todmorden and a site survey was to be carried out by Stannah. It was highlighted that there were some technical and cost issues to overcome and if the stair lift was installed it would only be available when the station was staffed.

With regard to accessibility at Hebden Bridge station, it was reported that the lifts would be installed and operational by 2019.

Bus Services Reliability/Punctuality

It was reported that a fire at Yorkshire Tiger's depot had damaged ten of their buses and because they did not have sufficient spare vehicles, services had been disrupted. It was hoped that the reliability and punctuality issues would improve as additional vehicles were being made available for them.

Flooding in Calderdale

The Committee discussed the devastating damage to homes and businesses and disruption to public transport as a result of the recent flooding in the Calderdale district and other parts of Yorkshire. It was recognised that significant financial assistance would be needed to help Calderdale to recover from the impact of the floods and the Government and other agencies were becoming involved.

In respect of the disruption to public transport, the Committee thanked Northern for providing free travel between Rochdale and Hebden Bridge when the roads were closed. They also thanked T J Walsh for providing the shuttle service because of the closure of Elland Bridge.

Mr Myddelton reported that before Christmas, due to the inclement weather all trains scheduled to call at Hebden Bridge were terminated leaving many passengers stranded. However the non-stopping services were continuing to run on the line, passing through the station and Mr Myers would report back to the next meeting with the reasons for the decision.

Todmorden Health Centre - Bus Stops

In response to a question raised by Councillor Battye regarding the criteria for the siting of bus stops, members were advised that in this case, the bus operators (TLC)

had re-registered the section of route via Todmorden Health Centre to operate as a Hail and Ride service. This was welcomed by members and it was suggested that this be advertised in the Health Centre to promote the service and advise people.

Rail Revenue Collection

Councillor Holden commented on the number of Northern staff collecting fares at Sowerby Bridge. In response Mr Myers advised the Committee that the presence of revenue collection teams had helped to ease the ticket queues at Manchester as well as helping to tackle the problem of fare evasion.

16. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 13 October 2015 and to report the action taken.

At the last meeting members were consulted on Account Based Ticketing and Customer Self Service and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

17. INFORMATION REPORT

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

Halifax Town Centre Proposals

It was reported that work had commenced on a revised bus routing and strategy for Halifax Town Centre. The main purpose of the strategy and plan was to assist in the regeneration of the town centre which would provide employment opportunities. Details of the work were outlined in the submitted report and the plans included the construction of a new Bus Rail Interchange, a revised bus station and on street 'bus hubs'. Consultation would be undertaken with the bus operators and DCSC members would have an opportunity to provide input at a future meeting. It was requested that the Disability Partnership also be involved in the consultation.

Members asked whether there were any plans to provide a transport hub in Elland, particularly as there was land available on the site where the swimming baths had been demolished. It was reported that a business case would need to be prepared but there was also no available funding to develop a scheme at the present time.

First Bus Audio Information Trial

The Committee was advised that First Bus had undertaken an 8 week trial of a 'Next Stop' on-bus announcement system on 3 vehicles on the Leeds City Bus service providing audio and visual information. The pilot scheme was due to run until mid-January 2016 and feedback was sought from passengers and local organisations. Mr Melling reported that he had attended the launch and the system was good. However he commented that the female announcements were clearer than the male ones and suggested that a speaker be fitted at the rear of the bus.

New Northern and Transpennine Rail Franchises

It was reported that Arriva Trains North were the winning bidders for the Northern franchise and First for the Transpennine franchise. The benefits for West Yorkshire were highlighted in the submitted report and included capacity improvements and new and refurbished rolling stock. Members were provided with a briefing note which provided additional information in respect of the awards.

Cycling Infrastructure

Members noted the detail of the ongoing works to the Superhighway which were outlined in the submitted report. Completion of the scheme was scheduled for April 2016 and various launch events would be arranged.

Bus Strategy

It was noted that work on the Single Transport Plan included updating the Bus Strategy to align bus service provision with economic and other policy objectives. Comments made through stakeholder engagement were being used to develop the Strategy document which would be used as the basis for the forthcoming fuller public and stakeholder consultation, planned for late February. It was proposed that a joint DCSC workshop would be arranged to give members the opportunity to provide feedback as well as through the public consultation channels.

Clean Bus Technology Fund

The Committee was advised that the bid for £422,000 made to the Department for Transport's Clean Bus Technology Fund (CBTF) had been successful. It was reported that this would allow WYCA to install clean engine technology on its 26 Optare Solo AccessBuses.

WYCA Managing Director

It was reported that Ben Still had been appointed as Managing Director of WYCA and would take up his position in February 2016.

RESOLVED - That the report be noted.

18. CONSULTATION ITEMS
(a) Future Consultation Items
(b) Bus Stations and Local Communities

Future Consultation Items

The Committee was given a presentation highlighting some of the consultation items covered during 2015. Members were asked which items/topics they had found of most interest and for suggestions for consultation items during 2016. The following suggestions were made:

- Revisit Quality Contracts/Buses Bill
- Members' experiences in respect of electronic and printed information
- Halifax Bus Station

Members discussed the design of Halifax Bus Station including the difficulty and confusion encountered by passengers in respect of the allocation of stands and the positioning of the departure screen. Councillor Collins commented that consultation would be undertaken on the town centre proposals which would include the new bus station design and the proposed rail interchange. However in the interim, it was requested that Halifax Bus Station be discussed at a future meeting of the Committee and investigations made to see if any improvements could be made to the existing bus station.

Bus Stations and Local Communities

It was reported that WYCA owned eight staffed bus stations and five smaller unstaffed sites. A number of initiatives had been developed by the Bus Station Managers and their teams aimed to make the bus station a focal point of the community. Members were given a presentation and asked for their suggestions on further initiatives that could be developed.

The Committee considered that the initiatives and activities reported were a good idea but commented that the layout at Halifax Bus Station did not allow for events such as fun days, book exchanges and charity fund raising to easily take place.

However, whilst recognising that the design of Halifax Bus Station was more challenging, the following suggestions were made:

- Follow the initiative at Leeds Rail Station and put pianos in bus stations.
- Utilise the empty café at Halifax bus station.
- Provide somewhere warm and comfortable for passengers to wait.
- Concourse based bus station design was good for passengers.
- There were still no audio buttons at Brighouse Bus Station for use by the visually impaired which was a long-standing issue.

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

RESOLVED – That members' feedback be noted.

ITEM 13b

MINUTES OF THE MEETING OF THE KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE HELD ON WEDNESDAY 13 JANUARY 2016 AT THE TOWN HALL, HUDDERSFIELD

PRESENT: Amanda Stubley (Chair)

WYCA TRANSPORT COMMITTEE

E Firth
A Pinnock
L Smaje

PUBLIC REPRESENTATIVES

John Appleyard	Keith Parry
Mark Denton	Chris Taylor
Kathleen O'Shea	

KIRKLEES MC

G Lowe

Also in attendance:-

A Weeks	-	Arriva Yorkshire
O Howarth	-	First Bus
P Calcott	-	First
S Cunningham	-	First Transpennine Express
C Bamford	-	First Transpennine
J Waddington	-	Kirklees Council
H Albakri	-	Kirklees Council
W Burton	-	Yorkshire Tiger

13. CHAIR'S COMMENTS

The Committee were advised that public representative and former Metro employee, Brian Kenyon, had sadly passed away in October.

Brian had been a valued member of the Committee since 2010 and his contributions would be greatly missed. The Committee held a minute's silence in memory of Brian.

14. APOLOGIES FOR ABSENCE

An apology for absence was received from Christopher Jones.

15. MINUTES

Minutes of 8 July 2015

Councillor Lowe asked that the minutes of the meeting held on 8 July 2015 be amended to reflect the fact that she had been in attendance at the meeting on 8 July in Huddersfield.

Minutes of 7 October 2015

Councillor Firth asked that the minutes of the meeting held on 7 October 2015 be amended to reflect the fact that the meeting had been held in Dewsbury and not Huddersfield.

Service Changes

Concerns were raised that the views of people living in Flockton, Netherton, Grange Moor, Horbury and Middlestown had not been sought in the public consultation undertaken on Services 231, 242, 246.

Members were advised that the services which were subject to consultation were predominantly commercial, although some evening and Sunday services were supported by WYCA. The comments of the Committee were noted and further surveys would be considered. Surveys were also available to complete on line.

RESOLVED –

- (i) That the minutes of the meeting held on 8 July 2015 be amended as detailed above.
- (ii) That, subject to the amendment detailed above, the minutes of the meeting held on 7 October 2015 be noted.

16. 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:

Flooding in Kirklees

The Committee discussed the devastating damage to homes and businesses and disruption to public transport as a result of the recent flooding in the Kirklees district and other parts of Yorkshire. It was recognised that significant financial assistance would be needed to help Kirklees to recover from the impact of the floods and the Government and other agencies were becoming involved.

In respect of the impact of the flooding on public transport, the Committee were advised of the following disruptions and the measures which had been put in place to mitigate the effect on the travelling public:-

- Closure of Elland Bridge – this had resulted in an increase in traffic on the bypass and on West Vale. Elland Wood Bottom had become inaccessible and in the short term a shuttle service had been operating between Elland and Brighouse. It was likely that this would be the case for approximately 12 months and it may therefore be necessary to put the service out to tender.
- Closure of bridge affecting Linton to Wetherby services. A shuttle service was in operation.
- It had been necessary to implement changes to some school services in the Calderdale area as a direct consequence of the flooding.

It was reported that there was a direct cost to WYCA of providing shuttle services because of the damaged bridges. However, WYCA and the bus operators had responded quickly to the challenges arising from the floods and had worked closely to try and minimise the impact on passengers. Information had been disseminated to the travelling public by various mediums, including use of social media, and arrangements were in place for WYCA and the bus operators to meet to discuss the impact of the recent floods and plans for dealing with any future incidents.

Councillor Pinnock commented that the floods had caused substantial damage to a bridge in Brighouse and that scaffolding had recently been erected at the bridge. It was felt that it may be prudent to keep a watching brief on the situations as any further flooding may cause additional damage which, if it rendered the bridge unfit for use, could potentially affect travel across three Districts.

Charlotte Bronte Celebrations

Mr Appleyard advised the Committee that the 21st April marked the 200th anniversary of Charlotte Bronte's birth. There were a number of events currently being planned to coincide with the anniversary which could potentially bring increased numbers of tourists to the area. Mr Appleyard asked whether, in view of the Bronte family's links with the railway, the rail (and bus) companies would consider marking the occasion and also asked that transport providers and WYCA consider the potential increase in usage of public transport and associated publicity. It was agreed that Mr Appleyard would liaise directly with Mike Nolan, WYCA's Information and Marketing Co-ordinator, regarding the planned events.

17. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 7 October 2015 and to report the action taken.

At the last meeting members were consulted on Account Based Ticketing and Customer Self Service and the key points raised were outlined in the submitted report.

Dementia Awareness

It was reported that, since the last meeting of the Committee, key contacts had been identified at Northern Rail and Transpennine Express and arrangements were in place to meet with them in the very near future. Feedback would be provided to the next meeting of the Committee.

Safe Places

It was reported that use of the Safe Places scheme was increasing and there was an appetite to expand the scheme, although expansion was dependent on funding. Links were being established with other agencies, such as MENCAP, and regular update meetings were being held with relevant stakeholders. Safety tours of bus stations were also being offered to disabled and vulnerable user groups. Members were pleased to note that all five West Yorkshire Districts now had a Safe Places scheme.

The Committee discussed the difficulties of providing Safe Places in unstaffed bus stations, such as Batley and Cleckheaton, but were keen to ensure that opportunities to work with other agencies to identify Safe Places were explored, for example by working with retail outlets.

RESOLVED - That the report be noted.

18. INFORMATION REPORT

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

Service Changes

It was reported that following a value for money review of local bus services, revised contracts had been re-tendered for supported services in North Kirklees. This had resulted in a number of changes to the network which would be introduced on 20 February. A small number of journeys had been withdrawn as they did not demonstrate value for money. Highlights of the changes included:-

- A new service between IKEA, Morley and the White Rose shopping centre.

- A new service between Batley and Leeds via Morley, operated by First.

It was noted that contracts had been awarded to Arriva, Ladies Only Travel and First.

The Committee were informed that WYCA would shortly be tendering for the Holme Valley minibuss network as they had not been market tested for some time and for the minibuss network in Meltham, Marsden, Slaithwaite and Holmfirth. An update would be provided to the Committee at the April meeting.

Further details would be available in the Changing Times leaflet and on the website at www.wymetro.com.

Boxing Day

Members were advised that although the number of bus services operating on Boxing Day 2015 had increased, indications were that patronage was down on the previous year which was considered to be the result of bad weather conditions. An update would be provided to members at the next meeting of the Committee.

Huddersfield Bus Station Book Exchange

Members congratulated staff on the success of Huddersfield Bus Station's book exchange scheme which to date had raised £3,000 for Kirkwood Hospice. Members were encouraged to donate any unwanted books to the scheme by leaving them on the bookshelves in the bus station.

Extension of Concessionary Fares to 16-18 Year Olds

Members welcomed the extension to the Young Persons Concessionary Travel Scheme to include all 16 to 18 years olds and not just those in full time further education as had previously been the case. It was recognised that this would help more young people access apprenticeship and training places and employment opportunities.

Near Field Communication (NFC)/Quick Response (QR) Codes

It was reported that to date around 13,640 QR and NFC tags had been fixed to bus stop timetable displays across West Yorkshire. When these are scanned or tagged by a smartphone, users are directed to a web page showing real time information for the stop. Data indicated that the tags had been used around 25,000 times to date.

First Bus Audio Information Trial

The Committee was advised that First Bus had undertaken an 8 week trial of a 'Next Stop' on-bus announcement system on 3 vehicles on the Leeds City Bus service providing audio and visual information. The pilot scheme was due to run until 16 January 2016 and feedback was sought from passengers and local organisations.

On the whole, members welcomed the trial and felt that the facility should be provided on all buses and be incorporated as a standard design feature of new buses. It was, however, suggested that some passengers may find announcements intrusive and that rather than being provided as a standard feature, announcements be turned on at the request of an individual.

Members felt that it would be useful to roll the trial out to other areas of West Yorkshire to better gauge public opinion. It was reported that Arriva currently have audio announcements on some of their Sapphire services, in particular the 110 service which operates in the Wakefield area.

New Northern and Transpennine Rail Franchises

It was reported that Arriva Trains North were the winning bidders for the Northern franchise and First for the Transpennine franchise. The benefits for West Yorkshire were highlighted in the submitted report and included capacity improvements and new and refurbished rolling stock. Members were provided with a briefing note which provided additional information in respect of the awards.

Members welcomed the promise of new trains, increased capacity and faster journey times to Leeds and Manchester, an additional hourly TPE service to Newcastle, new link to Edinburgh and free wi-fi on trains and at some rail stations,

Councillor Firth commented that he would expect the new TransPennine franchise to present an opportunity to look at enhancing the timetable for Dewsbury which it was felt was wholly inadequate. First TPE's representative reported that enhancements to the timetable were planned which would benefit Dewsbury and undertook to provide Councillor Firth with details.

Bus Strategy

It was noted that work on the Single Transport Plan included updating the Bus Strategy to align bus service provision with economic and other policy objectives. Comments made through stakeholder engagement were being used to develop the Strategy document which would be used as the basis for the forthcoming fuller public and stakeholder consultation, planned for late February. It was proposed that a joint DCSC workshop would be arranged to give members the opportunity to provide feedback as well as through the public consultation channels.

West Yorkshire Low Emissions Strategy

It was noted that consultation on the West Yorkshire Low Emissions Strategy, which sought to reduce emissions from all vehicle types in the future, had closed in December 2015. Almost 200 responses were received and these, together with feedback from Calderdale Friends of the Earth, were currently being analysed.

Clean Bus Technology Fund

The Committee was advised that the bid for £422,000 made to the Department for Transport's Clean Bus Technology Fund (CBTF) had been successful. It was reported that this would allow WYCA to install clean engine technology on its 26 Optare Solo AccessBuses. The Committee noted that Leeds City Council had also been successful in bidding, on behalf of the five West Yorkshire District Councils, for £498,500 to install Clean Vehicle technology on up to 35 commercial bus service vehicles across West Yorkshire.

The Committee welcomed the successful funding bids recognising the importance of air quality. Members discussed the poor air quality resulting from vehicle emissions in areas of Kirklees outside of the city centres and were keen to ensure that any future funding opportunities be explored and that dialogue continued with the bus operators about reducing bus emissions.

WYCA Managing Director

It was reported that Ben Still had been appointed as Managing Director of WYCA and would take up his position in February 2016.

RESOLVED - That the report be noted.

19. CONSULTATION ITEMS

(a) Future Consultation Items

(b) Bus Stations and Local Communities

Future Consultation Items

The Committee was given a presentation highlighting some of the consultation items covered during 2015. Members were asked which items/topics they had found of most interest and for suggestions for consultation items during 2016. The following suggestions were made:

- Bus Strategy
- Buses Bill
- Statistics indicating use of bus, rail and cars in West Yorkshire
- Updates on rail franchising

Bus Stations and Local Communities

It was reported that WYCA owned eight staffed bus stations and five smaller unstaffed sites. A number of initiatives had been developed by the Bus Station Managers and their teams aimed to make the bus station a focal point of the community. Members were given a presentation and asked for their suggestions on further initiatives that could be developed.

The Committee felt that the initiatives and activities reported were good and made the following comments and suggestions:

- Follow the initiative at Leeds Rail Station and put pianos in bus stations.
- Group tours of bus stations for users with disabilities to make them feel more comfortable using public transport and bus station facilities.
- Organise events at bus stations to encourage and promote the use of public transport.
- Explore the use of space at bus stations for craft stalls/pop-up retail use.
- Address the issue of anti-social behaviour and youths hanging around in bus stations to enable travellers to feel safe and not intimidated. Comment was made that there is a particular problem at Cleckheaton bus station at the moment with youths congregating there.
- Explore further Safe Place initiatives at bus stations, particularly at unstaffed stations.
- Use of bus stations to promote community schemes, such as Neighbourhood Watch Schemes, and make them a focal point of the community.

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

RESOLVED – That members' feedback be noted.

ITEM 13c

MINUTES OF THE MEETING OF THE BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON FRIDAY 15 JANUARY 2016 AT CITY HALL, BRADFORD

PRESENT: Councillor Michael Johnson (Chair)

WYCA TRANSPORT COMMITTEE

A Hussain
R Poulsen
T Salam
K Wakefield (observer)

PUBLIC REPRESENTATIVES

Jane Gibbon
Fred Gilbert
Andrew Jewsbury
Gordon Lakin
Graham Peacock
John Prestage
Keith Renshaw
Rosie Watson

BRADFORD MDC

R Jamil
H Khan

Also in attendance:-

K Sharrock	-	First
P Myers	-	Northern Rail
C Booth	-	Transdev (Keighley & District)
W Gibbon	-	Bradford MDC (observer)
A Hawkesworth	-	Bradford MDC (observer)
M Smith	-	Bradford MDC (observer)
J Henry	-	Ilkley Resident (observer)
C Rickaby	-	Observer

13. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor M Ellis (Bradford MDC) and public representatives Barry Rigg and Andrew Wowk.

14. MINUTES

Question and Answer - Changes to Service 607 - It was requested that the minutes be amended to reflect that members were very worried about the impact of the evening service changes to the travelling public.

RESOLVED - That, subject to the above amendment, the minutes of the meeting held on 16 October 2015 be noted.

15. QUESTION AND ANSWER SESSION

Members were invited to raise questions with a focus on matters of wider interest within the Bradford district.

Car Parking in Ilkley

The Committee was addressed by the Ward and Parish Councillors and a resident of Ilkley in order to make members aware of the significant problems residents are experiencing with issues of car driving commuters using Ilkley rail station parking outside residents' properties. It was noted that Ilkley rail station was located at the head of the rail service and yet it had no car parking provision. This was also the case at Ilkley's sister station at Ben Rhydding. As a result, commuters, many of whom were believed to be travelling cross boundary to catch trains into Leeds and Bradford, were parking their vehicles, in many cases double parking, outside residents' properties. This in turn was preventing residents from parking outside their own properties as well as having adverse effect on deliveries and prospective visitors. The Ilkley Councillors advised that there was increasing residential pressure to introduce permit/residential parking sanctions in order to combat the issue. It was suggested that a comprehensive review of parking in the area be undertaken to ascertain the level of need for parking at the station and to consider options such as out of town parking at locations, like Addingham, the bottom of the bypass and use of part of the car park at the Tesco complex. They reported that Andrew Jones MP had become involved in an attempt to engage Network Rail and that a strategic view was needed with all parties to resolve this issue. Comment was made that both commuter and town parking were linked and that a full review of car park availability to both commuters and tourists in the vicinity was required.

It was acknowledged that a key way forward was the integration of transport in order to encourage less car usage. It was also confirmed that a meeting had been arranged between Councillor Hawkesworth and the Chairman of the Transport Committee in order to discuss these issues further and that this meeting would take place within the very near future.

Bus Stop/Layby at Bingley Shopping Centre

It was reported that car drivers were utilising the bus stop and layby by the shopping centre in order to access the ATM machine located nearby. This was having an

adverse effect on stopping bus services, which were being delayed due to the indiscriminate car parking. It was agreed that WYCA officers would contact Bradford Council in order to make them aware of the problem and to ascertain what action could be taken.

Bus Shelter on Sunbridge Road

It was reported that waiting passengers were not able to see the real time screen clearly due to a support bracket in the shelter blocking the screen. WYCA officers agreed to investigate this issue.

Market Street Bus Shelters

Following changes to the number of bus shelters located on Market Street, it was commented that service/stop numbers could not be seen by approaching bus drivers. This could cause considerable confusion to drivers, particularly those unfamiliar with the area. It was agreed by officers that this would be looked at and an update on the situation provided to a future meeting of the Committee.

Manchester Road Guideway - Pedestrian Crossings

Councillor Salam had advised the Committee of a number of incidents involving members of the public being on their mobile phones unaware of approaching bus services as they crossed the pedestrian crossings. Councillor Salam was concerned that a serious accident could occur in the future and had been asked by local residents to bring this matter to the attention of the Committee. It was reported that this would be discussed with Bradford Council as the highway authority.

16. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 16 October 2015 and to report the action taken.

At the last meeting members were consulted on Account Based Ticketing and Customer Self Service and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

17. 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 were introduced in Bradford and Leeds in December 2015 to mitigate the impact of operator service changes made at the end of October 2015. Operators were also making changes to a number of services at the end of February 2016. An overview of the changes was provided to members, however, it was noted that further details would be available in the Changing Times leaflet and on the website at www.wymetro.com.

Members welcomed the changes to the Otley bus services and requested that consideration be given to extending the services to include the Leeds Bradford International Airport. Officers agreed to approach the relevant operators and make them aware of this suggestion.

City Centre Bus Routes

It was reported that the link to the John Street area of the city from Wrose had now been restored and consideration was being given to providing a link to the markets from services 846/847 in South Bradford.

Bradford Interchange Stand Allocations

It was reported that following recent service changes, WYCA was consulting with operators and working on a revised stand allocation at Bradford Interchange. It was intended that, where possible, buses along the same corridors would depart from the same or adjacent stands.

Extension of Concessionary Fares to 16-18 Year Olds

It was reported that WYCA had extended the Young Persons Concessionary Travel Scheme to include all 16 to 18 years olds which would help more young people access apprenticeship and training places and employment opportunities.

Smartcard and Information Programme

Members were updated on the projects being undertaken in the current phase of the Smartcard and Information Programme and details were outlined in the submitted report.

Near Field Communication (NFC)/Quick Response (QR) Codes

It was reported that to date around 13640 QR and NFC tags had been fixed to bus stop timetable displays across West Yorkshire. When these are scanned or tagged by a smartphone, users are directed to a web page showing real time information for the stop. Members commended the scheme and suggested that it be rolled out to include rail travel.

First Bus Audio Information Trial

The Committee was advised that First Bus had undertaken an 8 week trial of a 'Next Stop' on-bus announcement system on 3 vehicles on the Leeds City bus service providing audio and visual information. The pilot scheme was due to run until 16 January 2016 and feedback was sought from passengers and local organisations.

e-services

Members were advised that from January 2016 there would be a campaign aimed to promote WYCA's online and mobile channels that provide quick and easy access to the latest public transport information. This would include a trial of an online information point which would be situated in Leeds Travel Centre where the latest public transport information could be accessed via a tablet.

Road Side Displays

It was reported that there had been issues with some Road Side Displays and work was ongoing to address the problem.

Settle - Carlisle Rail Offer

The Committee was provided with details of the of the Settle-Carlisle rail offer which would run until 19 March 2016 (except for 13-20 February 2016).

Apperley Bridge

It was reported that the new rail station had opened on 13 December 2015 and facilities included car parking, cycle storage and a rail ticket vending machine.

Low Moor Rail Station

Members were advised that work on the construction of the new rail station was progressing well. It was noted that Bradford Council were progressing the necessary Traffic Regulation Orders and most of the foundations and block work cross walls on the two new station platforms had been completed.

HS2 and Leeds Station

It was noted that a report by Sir David Higgins into the preferred solution for an HS2 station in Leeds had been published and had recommended the redevelopment of Leeds station as a 'Yorkshire Hub'. A paper had also been published by the Secretary of State for Transport which responded to the work on Leeds and provided an update on the rest of HS2 Phase 2 from Birmingham to Leeds and Manchester and some of the key relevant points for Leeds City Region were outlined in the submitted report.

New Northern and Transpennine Rail Franchises

It was reported that Arriva Trains North were the winning bidders for the Northern franchise and First for the Transpennine franchise. The benefits for West Yorkshire were highlighted in the submitted report and included capacity improvements and new and refurbished rolling stock. Members were provided with a briefing note which provided additional information in respect of the awards.

Network Rail Reviews

The Committee noted that Sir Peter Hendy's report on the re-planning of Network Rail's Investment Programme had been published. Whilst no infrastructure schemes had been cancelled, some would be delayed until the next 'control period' which commenced in 2019. The report confirmed the previous announcement that the Transpennine electrification scheme would be delivered by 2022 and would include infrastructure measures to deliver faster journeys and more capacity.

Cycling Infrastructure

Members noted the detail of the ongoing works to the Superhighway which were outlined in the submitted report. Completion of the scheme was scheduled for April 2016 and various launch events would be arranged.

go:walking

The Committee was updated on the project, managed by the Living Streets charity, which aimed to increase activity levels by encouraging walking to be the preferred choice for short journeys. The project, which would continue until 31 March 2016, had engaged over 17,725 people to date.

Single Transport Plan

It was reported that the Single Transport Plan was being developed in alignment with the objectives and timescales for the refresh of the Single Economic Plan (SEP). Consultation on the draft vision and principles for the Single Transport Plan had been carried out with stakeholders in November 2015 and further consultation with stakeholders and members of the public was planned for Spring 2016.

Bus Strategy

It was noted that work on the Single Transport Plan included updating the Bus Strategy to align bus service provision with economic and other policy objectives. Comments made through stakeholder engagement were being used to develop the Strategy document which would be used as the basis for the forthcoming fuller public and stakeholder consultation, planned for late February. It was proposed that a joint DCSC workshop would be arranged to give members the opportunity to provide feedback as well as through the public consultation channels.

West Yorkshire Plus Transport Fund

The Committee was provided with an update on the Transport Fund programme and recent developments were highlighted in the submitted report.

Autumn Budget Statement

Members noted the details of the Autumn settlement which had resulted in a mixed impact on the Department for Transport budget details of which were outlined in the submitted report.

Transport for the North

It was reported that the Devolution Bill was being amended to establish Transport for the North as a Statutory Body. Members were advised that David Brown had been appointed as Chief Executive and John Cridland as an independent Chair.

West Yorkshire Low Emissions Strategy

It was noted that consultation on the West Yorkshire Low Emissions Strategy, which sought to reduce emissions from all vehicle types in the future, had closed in December 2015. Almost 200 responses were received and these, together with feedback from Calderdale Friends of the Earth, were currently being analysed.

Ultra Low Emission Vehicles (ULEV) Programme

The Committee was updated on the three schemes which WYCA had submitted or were developing bids for ULEV funding. Details of the bids were outlined in the submitted report and included:

- Go Ultra Low City Scheme
- Low Emission Bus Scheme
- Ultra Low Emission Taxi Scheme

It was reported that the bid for an Office for Low Emission Vehicles (OLEV) funded feasibility study for the Ultra Low Emission Taxi Scheme had been successful and announcements in respect of the other two schemes were expected in January 2016.

Clean Bus Technology Fund

The Committee was advised that the bid for £422,000 made to the Department for Transport's Clean Bus Technology Fund (CBTF) had been successful. It was reported that this would allow WYCA to install clean engine technology on its 26 Optare Solo Access buses which are owned by WYCA.

WYCA Managing Director

It was reported that Ben Still had been appointed as Managing Director of WYCA and would take up his position in February 2016.

Flooding in West Yorkshire

The Committee noted the devastating damage to homes and businesses and disruption to public transport as a result of the recent flooding in West Yorkshire. The Committee commended the efficiency of bus operators in ensuring that services were maintained where possible during this very difficult time. WYCA officers confirmed that a meeting would be held with the bus operators in order to review their operational procedures during the period in order to ascertain whether further improvements could have been made.

Proposed One Way System Scheme in Keighley

Mr Booth of TransDev commented on a recent decision to not implement a one way system in Keighley, which could have eased congestion and delays to bus services in the town. The Chair advised that this matter was an issue for Bradford Council's relevant Area Committee and not the Transport Committee. He would ensure that the Chair of the Area Committee responsible for the scheme was made aware of Mr Booth's interest.

RESOLVED - That the report be noted.

18. CONSULTATION ITEMS

(a) Future Consultation Items
(b) Bus Stations and Local Communities

Future Consultation Items

The Committee was given a presentation highlighting some of the consultation items covered during 2015. Members were asked which items/topics they had found of most interest and for suggestions for consultation items during 2016. The following suggestions were made.

- The opportunity to have greater input into service changes.
- Integrated Transport - how and what does this mean, particularly for the Bradford district. Members would welcome a comprehensive presentation and discussion on this matter in order to achieve a greater understanding.
- West Yorkshire Transport Plan - members would welcome the opportunity to discuss and feed into this.

- Presentations on Transport for the North, Combined Authority Rail North in order to outline to members each organisation's responsibilities and remits.

Bus Stations and Local Communities

It was reported that WYCA owned eight staffed bus stations and five smaller unstaffed sites. A number of initiatives had been developed by the Bus Station Managers and their teams aimed to make the bus station a focal point of the community. Members were given a presentation and asked for their suggestions on further initiatives that could be developed. The following comments were made.

- Invite local voluntary services and organisations to utilise the bus stations for their events at certain parts of the year.
- Use the stations for community services such as 'pop up' markets and book libraries.
- Enlist Guide Dogs for the Blind in order to ensure the bus stations are 'guide dog' friendly. Comment was made that the stations did used to have yellow walk ways that assisted the dogs.
- Allow society groups, for the example the Heritage Society, to use the stations to conduct events, such as heritage walks. The stations could be used as meeting points.

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

RESOLVED - That members' feedback be noted.

ITEM 13d

MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY 18 JANUARY 2016 IN WELLINGTON HOUSE, LEEDS

PRESENT: Councillor Mick Lyons (Chair)

WYCA TRANSPORT COMMITTEE

C Towler

PUBLIC REPRESENTATIVES

David Brady
Paul Chadwick
Catherine Keighley
Hazel Lee

Eric Smith
Ann Stocks
Charles Stones
Bill Tymms

LEEDS CC

A Khan
B Urry
P Wadsworth

Also in attendance:-

B Dorr	-	First
M Fenwick	-	Arriva Yorkshire
G Owen	-	Yorkshire Tiger
P Myers	-	Northern Rail
S Cunningham	-	First TransPennine Express
G Owen	-	Leeds City Council
J Elvy	-	University of Leeds
T Chigbo	-	Leeds Citizens

14. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Neil Buckley, Colin Campbell and Keith Wakefield and public representatives David Hope, Alan Oldroyd, Judith Rhodes and Peter Wood.

15. MINUTES

RESOLVED – That the minutes of the meeting held on 5 October 2015 be noted.

16. 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:

Public transport links to Leeds/Bradford Airport

Mr Tymms asked whether there would be public consultation on rail links to the airport in the same way as there had been consultation on road links. It was reported that work had been ongoing to explore both road and rail links to the airport and WYCA's Transport Committee had been involved in that work. The comments of the Committee would be fed back to the Chair of the Transport Committee.

Bus Shelters – York Road

Mrs Stocks enquired when the bus shelters near to the Dog and Duck public house on York Road, which had been removed over 12 months ago to facilitate the cycle highway works, would be reinstated. It was agreed to investigate this with a view to reinstatement.

Cycleways

Councillor Wadsworth asked whether there was a policy in place which determined whether cycleways would be positioned away from the carriageway. It was reported that cycleway design was evolving but there was no one solution to suit every location; some cycleways would share use with pedestrians whilst others would have to be located on the carriageway. A copy of the approach would be provided to Councillor Wadsworth.

Request for bus service – Belle Vue Road, Leeds

Councillor Towler enquired about the possible provision of a bus service to accommodate passengers in the Belle Vue Road area. It was reported that WYCA had previously investigated providing a service, although it had not been possible to do so as it would involve re-routing buses from elsewhere. Officers undertook to meet with Councillor Towler and to re-investigate provision but indicated that, because of previous difficulties, they would not wish to raise expectations.

17. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 5 October 2015 and to report the action taken.

At the last meeting members were consulted on Account Based Ticketing and Customer Self Service and the key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

18. INFORMATION REPORT

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

Service Changes

It was reported that a number of changes had been introduced to bus services in Bradford and Leeds in December 2015 to mitigate the impact of operator service changes made at the end of October 2015.

Following representations on the loss of a link between Calverley and Pudsey in October 2015, Service 30 (previously Horsforth Vale to Horsforth) had been extended to Calverley and Pudsey in the off peak, thereby also providing a link between Calverley and Horsforth.

It was noted that from 10 January, Transdev had extended Service 762 (Keighley-Ilkley) hourly to Otley and Harrogate and that from 18 January, Service X53 would be withdrawn and Service X52 enhanced to hourly operation between Ilkley, Otley and Harrogate.

Operators were also making further changes to a number of services at the end of February 2016. The key changes included:-

- New hourly Service 54, replacing service 213 between Batley and Morley, providing new direct links to Leeds from areas of Batley and Morley and a half hourly service between Morley and Leeds.
- New Service 214 providing links between Birstall Retail Park, Morley and White Rose.
- Service 410 Leeds-Pontefract extended to Chequerfields to serve the Hospital.
- Service 711 (Bradford-Pudsey-White Rose) will be operated by Ladies Only Travel and will now also operate during school holidays.

Further details of the changes would be available in the Changing Times leaflet and on the website at www.wymetro.com.

Leeds City Bus

It was reported that, in order to ensure continuation of the service and address punctuality issues elsewhere on the network, from 20 February First would be making changes to the Leeds City Bus service incorporating it into Service 5.

The service would continue to serve Clarendon Road and the Hospitals but with an amended route within the City at a 10 minute frequency with larger vehicles (still branded Leeds City Bus) which would now also operate on Sundays. First had indicated that a £1 single flat fare would be introduced on the route and that concessions would still apply and Mcard holders would be able to travel on the service at no further charge.

The existing Service 5 from Leeds to Old Farnley would be replaced by new Service 15 starting from Leeds Kirkgate to Old Farnley operating every half hour during the daytime.

Mr Tymms enquired about ownership of the vehicles currently in service on the Leeds City Bus route. It was reported that WYCA owned the vehicles currently in service, but that First were planning to introduce new vehicles onto Service 5. The existing vehicles would be deployed on other WYCA services or disposed of.

Boxing Day

Members were advised that although the number of bus services operating on Boxing Day 2015 had increased, indications were that patronage was down on the previous year which was considered to be the result of bad weather conditions. An update would be provided to members at the next meeting of the Committee.

Victoria Gate Development

The report provided an update on the bus stopping arrangements from January 2016 due to the major pavement and pedestrian crossing works being undertaken on Vicar Lane as part of the new development.

Extension of Concessionary Fares to 16-18 Year Olds

It was reported that WYCA had extended the Young Persons Concessionary Travel Scheme to include all 16 to 18 years olds which would help more young people access apprenticeship and training places and employment opportunities.

Members welcomed the extension to the scheme and asked that statistics on uptake of the new concession be provided to a future meeting of the Committee.

First Bus Audio Information Trial

The Committee was advised that First Bus had undertaken an 8 week trial of a 'Next Stop' on-bus announcement system on 3 vehicles on the Leeds City Bus service providing audio and visual information. The pilot scheme was due to run until 16 January 2016 and feedback was sought from passengers and local organisations. Members welcomed the news and hoped that the trial would be successful and would become a standard feature on all bus services.

Leeds Station Southern Entrance

It was noted that the new Leeds Station Southern Entrance had opened on 4 January 2016 and provided a direct link with the south part of the city centre.

Kirkstall Forge

Members were updated on the construction of Kirkstall Forge rail station. It was reported that the station was substantially complete and was now only waiting for the access road to be completed. It was anticipated that the work would be complete and the station opened around March 2016.

It was reported that the Airedale and Wharfedale lines had been affected by the recent flooding which had necessitated repairs to the railway track. It was noted that the lines were now up and running and WYCA, Network Rail and the rail operators were holding discussions about future precautionary measures.

Members commented that the local rail service was often full to capacity with standing room only from Guiseley onwards and questioned the impact on capacity on the route resulting from the introduction of an additional station. Northern's representative (Mr Myers) responded that the service was currently diagrammed to operate with 4 coaches which should be sufficient to cope with capacity. In the longer term, additional capacity was planned for the Airedale/Wharfedale line from 2017.

HS2 and Leeds Station

It was noted that a report by Sir David Higgins into the preferred solution for an HS2 station in Leeds had been published and had recommended the redevelopment of Leeds station as a 'Yorkshire Hub'. A paper had also been published by the Secretary of State for Transport which responded to the work on Leeds and provided an update on the rest of HS2 Phase 2 from Birmingham to Leeds and Manchester and some of the key relevant points for Leeds City Region were outlined in the submitted report.

New Northern and Transpennine Rail Franchises

It was reported that Arriva Trains North were the winning bidders for the Northern franchise and First for the Transpennine franchise. The benefits for West Yorkshire were highlighted in the submitted report and included capacity improvements and new and refurbished rolling stock. Members were provided with a briefing note which provided additional information in respect of the awards.

Members asked whether there would be a loss of jobs at Northern as the franchise transferred to Arriva. It was reported that the understanding was that the majority of Northern staff would be subject to TUPE transfer to Arriva.

Cycling Infrastructure

The report provided an update on the ongoing works to the Superhighway. Completion of the scheme was scheduled for April 2016 and various launch events would be arranged.

Single Transport Plan

It was reported that the Single Transport Plan was being developed in alignment with the objectives and timescales for the refresh of the Single Economic Plan (SEP). Consultation on the draft vision and principles for the Single Transport Plan had been carried out with stakeholders in November 2015 and further consultation with stakeholders and members of the public was planned for Spring 2016.

Bus Strategy

It was noted that work on the Single Transport Plan included updating the Bus Strategy to align bus service provision with economic and other policy objectives. Comments made through stakeholder engagement were being used to develop the Strategy document which would be used as the basis for the forthcoming fuller public and stakeholder consultation, planned for late February. It was proposed that a joint DCSC workshop would be arranged to give members the opportunity to provide feedback as well as through the public consultation channels.

Comment was made that Leeds was desperately in need of a rapid transit system and without it would continue to suffer from congestion and slow loadings on bus services at peak times.

Mr Chigbo from Leeds Citizens suggested that his group, through their links within the community, would welcome the opportunity to work with WYCA to gain the input of young people into the next stage of the Bus Strategy consultation.

West Yorkshire Low Emissions Strategy

It was noted that consultation on the West Yorkshire Low Emissions Strategy, which sought to reduce emissions from all vehicle types in the future, had closed in December 2015. Almost 200 responses had been received and were currently being analysed.

Clean Bus Technology Fund

The Committee was advised that the bid for £422,000 made to the Department for Transport's Clean Bus Technology Fund (CBTF) had been successful. It was reported that this would allow WYCA to install clean engine technology on its 26 Optare Solo AccessBuses, including 13 buses in Leeds.

WYCA Managing Director

It was reported that Ben Still had been appointed as Managing Director of WYCA and would take up his position in February 2016.

RESOLVED - That the report be noted.

19. CONSULTATION ITEMS

(a) Future Consultation Items
(b) Bus Stations and Local Communities

Future Consultation Items

The Committee was given a presentation highlighting some of the consultation items covered during 2015. Members were asked which items/topics they had found of most interest and for suggestions for consultation items during 2016. The following suggestions were made:

- Tour de Yorkshire
- Leeds Triathlon
- Bus service / network changes
- Smartcards / new technologies
- Upgrade of the Realtime Information System

Bus Stations and Local Communities

It was reported that WYCA owned eight staffed bus stations and five smaller unstaffed sites. A number of initiatives had been developed by the Bus Station Managers and their teams aimed to make the bus station a focal point of the community. Members were given a presentation and asked for their suggestions on further initiatives that could be developed. The following comments/suggestions were made:

- Follow the initiative at Leeds Rail Station and have pianos in bus stations.
- Have bands, choirs, carol singing etc.
- Explore the use of space at bus stations for craft stalls/pop-up retail use.
- Transport themed information events (for example – information on where you can purchase tickets and smartcards outside of bus stations)

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

RESOLVED – That members' feedback be noted.

**MINUTES OF THE MEETING OF THE
 WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
 HELD ON THURSDAY 21 JANUARY 2016 AT COUNTY HALL, WAKEFIELD**

PRESENT: Councillor Glyn Lloyd

**WYCA TRANSPORT
 COMMITTEE**

M Ward

PUBLIC REPRESENTATIVES

B Cooper

J Churms

M Dalton

B Fruish

D Pattinson

WAKEFIELD MDC

M Graham

Also in attendance:-

M Fenwick	-	Arriva Yorkshire
P Myers	-	Northern
F Darlison	-	Ackworth Residents

14. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor L Malkin and public representatives Pauline Blackburn and Barbara Darlison.

15. MINUTES

RESOLVED – That the minutes of the meeting held on 15 October 2015 be noted.

16. 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:

Subway – Castleford Rail Station

Further to concerns raised at the previous meeting, Mrs Fruish provided an update on the condition of the subway. She reported that there was no improvement, there was graffiti on the black painted walls, the lights needed cleaning and although a grate had been installed, the rainwater was still pooling in the subway which made the area very muddy.

It was reported that a proposed scheme to upgrade facilities at Castleford Rail Station was being developed and, subject to funding approval, was currently planned for completion in 2017/18. It was proposed that the subway walls would be cladded and the pathway resurfaced as part of the scheme. Officers would investigate whether any additional improvements could be included. Councillor Lloyd asked to be provided with the details.

Service 183

Comment was made that changes had been made to Service 183 and Mrs Fruish asked whether it would be possible to provide a later return journey from Pontefract via Half Acres Estate, Castleford as the last service was currently at 11.48 am. Officers would discuss the request with the operator.

Punctuality and Reliability of Bus Services

In response to reports of cancelled and late running services, Mr Fenwick advised the Committee that Arriva had undertaken a network review of services in the Castleford and Knottingley area. As a result changes would be made to some services with effect from 22 February 2016 and it was hoped that this would address the problems being experienced and improve punctuality and reliability. Details of the changes were distributed at the meeting and Mr Fenwick was available to discuss the forthcoming changes and individual matters with members at the close of the meeting.

Realtime Information Displays

Mrs Fruish reported that passengers were unaware when services were cancelled at Castleford Bus Station because the realtime screens were not displaying them and no announcements were being made. Members were advised that all bus operators had the facility to update the information on the screens as problems arose or they could contact the Bus Station Managers at staffed bus stations so that passengers could be advised. It was however acknowledged that cancellations were often at short notice due to disruption caused by accidents/traffic flow which was beyond the operators' control.

17. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 15 October 2015 and to report the action taken.

At the last meeting members were consulted on Account Based Ticketing and Customer Self Service and the key points raised were outlined in the submitted report.

Ackworth Bus Services

It was reported that in respect of the concerns previously raised regarding the lack of bus services in Ackworth/Lower Ackworth, WYCA had contacted the bus operators to see if they would be prepared to increase the level of service in the village. Unfortunately none had been willing to do so on a commercial basis and consideration was being given to see if any additional services could be provided using smaller minibuses operators.

Councillor Ward thanked officers for the efforts being made but commented that many people living in Ackworth were isolated. Mr Darlison, who attended the meeting on behalf of residents, advised that Ackworth had a population of 10,000 and two thirds of the village had no bus service at all, resulting in some people having to walk up to 2 miles to catch a bus. It was agreed that further consideration and investigations would be made to providing additional services for Lower Ackworth but it was stressed that any service would have to meet WYCA's value for money criteria.

Normanton Hub

The Committee was provided with details of the shelter type installed at Normanton Hub. Mr Churms advised that one of newly fitted shelters did not have any timetable information and a kick board was missing. These items would be reported to WYCA's timetable and infrastructure teams.

RESOLVED - That the report be noted.

18. INFORMATION REPORT

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

Boxing Day

Members were advised that indications were that patronage on Boxing Day services was 5% down on the previous year, which was considered to be the result of bad weather conditions.

Extension of Concessionary Fares to 16-18 Year Olds

It was reported that WYCA had extended the Young Persons Concessionary Travel Scheme to include all 16 to 18 years olds which would help more young people access apprenticeship and training places and employment opportunities.

First Bus Audio Information Trial

The Committee was advised that First Bus had undertaken an 8 week trial of a 'Next Stop' on-bus announcement system on 3 vehicles on the Leeds City Bus service providing audio and visual information. The pilot scheme was due to run until 16 January 2016 and feedback was sought from passengers and local organisations.

Wakefield Kirkgate

Members were updated on the retail activities at Kirkgate Station. These included a café and photography and makeover studio which had now opened and a taxi office would also be opening in the near future. Mr Myers advised the Committee that discussions were ongoing regarding the provision of an outlet for ticket sales at the station.

New Northern and Transpennine Rail Franchises

It was reported that Arriva Trains North were the winning bidders for the Northern franchise and First for the Transpennine franchise. The benefits for West Yorkshire were highlighted in the submitted report and included capacity improvements and new and refurbished rolling stock. Members were provided with a briefing note which provided additional information in respect of the awards.

In response to a query raised by Councillor Graham, members were advised that a small car park extension was planned for Sandal and Agbrigg Rail Station. It was reported that there was a need for additional car parking spaces at several local rail stations but the opportunities to extend them were limited because of the lack of nearby available land.

With regard to concerns expressed regarding the proposed one man operation of trains, Mr Myers advised the Committee that there would be a second person available on the train but the doors would be operated by the driver.

Bus Strategy

It was noted that work on the Single Transport Plan included updating the Bus Strategy to align bus service provision with economic and other policy objectives. Comments made through stakeholder engagement were being used to develop the Strategy document which would be used as the basis for the forthcoming fuller public and stakeholder consultation, planned for the Spring. It was proposed that a

joint DCSC workshop would be arranged to give members the opportunity to provide feedback as well as through the public consultation channels.

Clean Bus Technology Fund

The Committee was advised that the bid for £422,000 made to the Department for Transport's Clean Bus Technology Fund (CBTF) had been successful. It was reported that this would allow WYCA to install clean engine technology on its 26 Optare Solo AccessBuses, including 4 buses in Wakefield.

WYCA Managing Director

It was reported that Ben Still had been appointed as Managing Director of WYCA and would take up his position in February 2016.

RESOLVED - That the report be noted.

19. CONSULTATION ITEMS

(a) Future Consultation Items

(b) Bus Stations and Local Communities

Bus Stations and Local Communities

It was reported that WYCA owned eight staffed bus stations and five smaller unstaffed sites. A number of initiatives had been developed by the Bus Station Managers and their teams aimed to make the bus station a focal point of the community. Members were given a presentation and asked for their suggestions on further initiatives that could be developed.

The Committee discussed the security arrangements at bus stations and were advised of the good working relationships that had been formed between bus station staff and the Police. It was noted that all the bus stations had 24 hour CCTV which was monitored by a team based in Leeds and there were 10 PCSOs in West Yorkshire which were available to target any problem 'hotspot' areas.

Future Consultation Items

The Committee was given a presentation highlighting some of the consultation items covered during 2015. Members were asked which items/topics they had found of most interest and for suggestions for consultation items during 2016. The following suggestions were made:

- The ways in which the public can get their views/suggestions heard.
Comment was made that not everyone can participate in online consultation.
- New Rail Franchises (once they have commenced).
- HS2 and the effects it will have on local rail services.

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

RESOLVED – That members' feedback be noted.