

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 15 APRIL 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
26 FEBRUARY 2016
(pages 4 - 12)**

Copy attached.

**5. WEST YORKSHIRE TRANSPORT STRATEGY AND BUS STRATEGY
(pages 13 - 21)**

To consider the attached report.

**6. REVIEW OF BUS SERVICE CHANGES AND CONTRACT AWARDS 2015/16
(pages 22 - 24)**

To consider the attached report.

**7. SHORT TERM BUS INITIATIVES
(pages 25 - 27)**

To consider the attached report.

8. LOCAL TRANSPORT PLAN APPROVALS
(pages 28 - 37)

To consider the attached report.

9. TRANSPORT ACT 2000 - TICKETING SCHEME
(pages 38 - 40)

To consider the attached report.

10. YOUNG PERSONS CONCESSIONARY TRAVEL – COMPARATIVE DATA
(pages 41 - 45)

To consider the attached report.

11. TRANSPORT UPDATE
(pages 46 - 60)

To consider the attached report.

12. FEEDBACK FROM SPOKESPERSONS REPRESENTING THE WYCA ON EXTERNAL BODIES (Verbal update)

- 25 February 2016 – TfN Partnership Board (Cllr Wakefield)
- 25 February 2016 – Rail North Board (Cllr Wakefield)
- 7 March 2016 – East Coast Main Line Authorities Meeting (Cllr Eric Firth)

***13. LAND DISPOSAL AT THORPE LANE, TINGLEY**
(pages 61 - 64)

To consider the attached report.

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

Inspection of Documents

- (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.

Exempt Information

- (b) Agenda Item 13 contains exempt information as defined in paragraph 3 of Schedule 12A, Local Government Act 1972 (*Information relating to the financial or business affairs of any particular person (including the authority holding that information)*).

The Authority may exclude the press and public from the meeting during the consideration of this item if it is satisfied that the public interest in being present is outweighed by the public interest in maintaining the exemption.

It is recommended that because disclosure of Item 13 (Land Disposal at Thorpe Lane, Tingley) would reveal details of commercial negotiations, the public interest would be better served by maintaining the exemption and, therefore, the press and public should be excluded from the meeting.

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	7 April 2016

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY 26 FEBRUARY 2016 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, L Smaje, A Stubley, D Sutherland, T Swift, C Towler and
M Ward

In attendance: Councillors P McBride (Kirklees), V Slater (Bradford) and
I Gillies (York)

43. Apologies for Absence

Apologies for absence were received from Councillors B Collins, A Hussain, R Lewis
and T Salam.

44. Declarations of Disclosable Pecuniary Interests

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

45. Minutes of the meeting of the Transport Committee held on 11 December 2015

Minute 37 – Items referred by the Finance Working Group

In relation to the report which members had previously asked to see setting out a
comparative analysis of young persons' concessionary travel, it was reported that
this would be brought before the Committee in the new financial year to ensure that
the impact of any change to concessionary arrangements in other areas were
reflected.

Resolved - That the minutes of the Transport Committee held on 11 December 2015
be approved and signed by the Chair.

46. Single Transport Plan Update

The Committee considered a report providing an update on the development of the draft Single Transport Plan (STP) reflecting Growth Deal investments, the Strategic Economic Plan refresh and developments such as HS2 and Transport for the North.

The Committee had previously endorsed the four core principles, as set out in paragraph 2.4 of the submitted report, as the building blocks of the STP. It had been agreed to include Inclusion as a cross cutting principle along with environmental considerations, including air quality and low carbon, health and well-being. Furthermore, following feedback at the Transport Committee Workshop held on 22 January, a draft set of policy proposals, as detailed in paragraph 2.7 of the submitted report, had been formulated to provide a framework for making future investment decisions.

A number of 'daughter' documents to the Plan were to be developed, including an updated Bus Strategy, which would provide the basis of any future decision on delivery methods in the context of the Buses Bill and devolution and would set out how local bus services should contribute to the achievement of the growth ambitions set out in the SEP. In the short term, a programme of measures which could be delivered quickly to improve buses had been proposed and WYCA officers were working with the Association of Bus Operators in West Yorkshire (ABOWY) on the delivery of those measures.

Members provided the following feedback:

- It was considered that air quality and health and well-being should be given more prominence to address issues surrounding air quality and health.
- Reference was made to rural transport in the 'Cross Cutting' principle – it was felt that more emphasis should be placed on the provision of transport in rural and semi-rural communities.
- Members felt that a common policy should be developed across the Districts Councils on the use of bus lanes, gates and bus clearways (ie who is able to use them and at what times) and that enforcement be tightened up,
- Integration should be included in the Strategy.
- The Committee asked to see the outcome of the gap analysis work being undertaken.
- The Committee asked to be provided with feedback on the meetings being held to communicate WYCA's expectations of the Buses Bill referred to in paragraph 2.9 of the submitted report.

- Members agreed that it was important to recognise why the legislation to introduce Quality Contracts had not been successful and agreed that a list of WYCA's aspirations for the Buses Bill be formulated.
- It was agreed that it was essential to feed back any priorities identified into the work being carried out by Transport for the North and Rail North.

It was proposed that the Committee should consider the draft Single Transport Plan and Bus Strategy documents at its meeting on 15 April prior to a 12 week period of public consultation following which a seminar would be held for members to discuss and agree the draft submission to Transport for the North. It was hoped to be able to finalise and approve the Plan by the end of 2016.

It was reported that, following the publication of the agenda papers, the DfT had launched a new revenue funding opportunity for Local Transport Authorities, a £20m 'Sustainable Travel Transition Year' fund which was part of the £80m Access Fund that had been announced in the November 2015 Spending Announcement. The Local Sustainable Transport Fund (LSTF) was coming to an end on 31 March and the new £20m fund was an opportunity to bridge the gap in funding. The first £20m would be awarded in 2016/17 with the remaining £60m to be formally launched later in 2016 for award in 2017/18. The initial fund would focus on improving access to employment, education and services and particularly encouraged low carbon travel and actively promoting increased levels of physical activity through walking and cycling. Submissions were expected to demonstrate how they would build on previously successful sustainable transport initiatives such as the successful LSTF proposal but were also expected to look towards the future implementation of Local Growth Fund Scheme. WYCA, as a consortium of constituent authorities, was eligible to submit a bid up to a maximum of £2.5m with a requirement for 10% local match funding. It was proposed that, as the deadline for submission of bids was 29 March, the Committee delegate authority to the Chair and the Director of Passenger Services, to submit a bid.

Resolved -

- (i) That the report be noted.
- (ii) That a seminar be arranged for members of the Committee to discuss the implications of, and WYCA's aspirations for, the Buses Bill.
- (iii) That a report be submitted to a future meeting of the Committee on the use of bus lanes, gateways and clearways.
- (iv) That delegated authority be given to the Chair of the Transport Committee and the Director of Passenger Services, to submit a bid to the Sustainable Travel Transition Year Fund by the deadline of 29 March 2016.

47. Rail Projects Update

The Committee considered a report providing an update on current WYCA rail projects.

Members were provided with updates on the following projects as set out in paragraphs 2.1 to 2.23 of the submitted report:-

- Leeds Station Southern Entrance
- Apperley Bridge Rail Station
- Kirkstall Forge Rail Station
- Low Moor Rail Station
- Elland Station
- East Leeds Parkway
- Leeds Bradford Airport Public Transport Access
- Leeds City Region 'Metro'

Leeds Station Southern Entrance

Members asked to be kept informed of any slippage on the Little Neville Street works.

Elland Station

Members welcomed that pre-detailed feasibility work was underway on Elland Station and discussed the importance of the development of a station at Elland along with the required improvements to the Calder Valley Line, including signalling at Milner Royd. Despite the fact that the schemes were being financed via different funding streams, members were keen to ensure that they were delivered as a single programme.

East Leeds Parkway

Members discussed the East Leeds Parkway project, particularly the importance of the station location. It was agreed that in order to deliver maximum benefits, in terms of employment, and transporting people, the station would be best located at Thorpe Park which would help to relieve road traffic congestion in the east of Leeds. It was proposed that options for the East Leeds Parkway station be reviewed, particularly in view of the ambition for the station to serve the Thorpe Park development area.

Leeds Bradford Airport Public Transport Access

It was reported that the recent study which had been undertaken to look at the feasibility of fixed link options to the Airport had concluded that gradients made a heavy rail link unachievable and therefore the most viable option would appear to be light rail or tram/train technology. There was currently no funding identified for a

fixed public transport link and further work would be required to develop the investment business case for a preferred option. Members expressed disappointment that topography had ruled out a heavy rail link to Leeds and Bradford but were keen to see other options explored.

Resolved –

- (i) That progress with the projects, as set out in the submitted report, be noted.
- (ii) That further options for a Parkway station to the east of Leeds be explored, including how best to serve the significant development of Thorpe Park, and a report be brought back to the Committee at the earliest opportunity.

48. Local Transport Plan Approvals

The Committee considered a report which sought 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

Approval was also sought for the following Implementation Plan 2 (IP2) schemes:

- AccessBus Enhancement Programme
- Desktop Computer Replacement

Integrated Transport Block and Highways Maintenance Block Quarter 4, 2015/16 Allocations

Members considered the Integrated Transport Block and Highways Maintenance Block payments to be made to partners in Quarter 4 of 2015/16 as set out in Table 1 of the submitted report.

Cycle City Ambition Grant (CCAG) Funding

At the December meeting of the Committee, approval had been given to combine the City Connect 1 and 2 projects which would be managed by way of a single quarterly payment to each partner. Members considered the payments to be made to partners in Quarter 4 of 2015/16 which were set out in Table 1 of the submitted report.

Local Transport Plan – Implementation Plan 2 Approvals

AccessBus Enhancement Programme (Clean Bus Technology Fund)

It was reported that WYCA had been successful in a bid to the DfT ‘Clean Bus Technology Fund’ to part fund the refurbishment, re-livery and fitting of catalytic convertors and NOx filtration to 26 Accessbus vehicles owned by the Authority. Approval was 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

In line with WYCA’s ICT Strategy, approval was sought for £195,000 to replace WYCA’s desktop computers with more cost effective devices and to purchase 70 tablet computers to enable more effective mobile working to be funded from the Local Transport Plan.

Members commented that the Local Transport Plan Working Group, which had been a member/officer working group of the former West Yorkshire Integrated Transport Authority, had played a valuable role in overseeing the allocation of LTP funding. Members felt that a similar mechanism would ensure both member/officer input into the distribution of funding. Members were keen to ensure that their views be fed back to the Combined Authority. As WYCA’s representative on the Transport Committee, Councillor Swift undertook to report back the comments of the Committee but advised that there would be implications for transport spending as a result of the proposed Devolution deal.

Resolved –

- (i)** That the quarterly payments set out in Table 1 be approved.
- (ii)** That expenditure of £895,000 for the refitting and refurbishment of 26 Accessbus vehicles (£422,000 to be DfT grant funded, and £473,000 to be funded from the Local Transport Plan) in 2016/17, be approved.
- (iii)** That expenditure of £195,000 from the Local Transport Plan over a three year period commencing in 2015/16 for Desktop Computer replacement be approved.
- (iv)** That the comments of members in relation to the mechanisms in place for determining the distribution of Integrated Transport Block and Highways Maintenance Block funding be reported back to the WYCA.
- (v)** That a report setting out the implications for transport spending as a result of the Devolution deal be submitted to a future meeting of the Committee.

49. Transport for the North

The Committee considered a report providing an update on Transport for the North work-streams and the Independent Economic Review.

It was reported that the establishment of Transport for the North (TfN) as a Statutory Sub National Transport Body had now received Royal Assent and David Brown had been appointed as Chief Executive and John Cridland as Chair. Funding for TfN in 2016/17 was subject to the preparation of a formal business case to be submitted to the Department for Transport in March 2016 and clarity on the funding announcements and gateway processes to draw-down the funds would be required.

Members noted that, at a meeting held on 10 February with David Brown and John Cridland, WYCA members had the opportunity to set out the Authority's priorities, including the Calder Valley Line and Integrated Ticketing. The TfN Partnership Board had also met on 25 February and had considered the March progress report and the submission relating to the Integrated and Smart Travel work-stream being led by WYCA.

Members made the following observations:

- They supported the need to develop a strong, coherent message about the city region's priorities and expectations from national and Transport for the North investment programmes.
- It was recognised that more work was needed to advance the Leeds City Region position, including ensuring that Transport for the North has a base in Leeds as well as Manchester.
- The Calder Valley Line, city region connectivity (including access to Leeds Bradford Airport) and HS2/NPR Hub should be advanced as Transport for the North priorities.
- Members felt that it was important to shape input to the roads and freight work-streams, particularly looking at ports, in order to address congestion on roads such as the M62.
- It was important to ensure that any local smart ticketing developments complemented the Transport for the North programme. Members hoped to see some quick wins on some of the integrated ticketing projects.
- The role of Leeds Bradford Airport should be reflected in the international connectivity work-stream.
- The expectations and priorities identified for Transport for the North should be fed into the draft Single Transport Plan.

Members discussed integrated ticketing and their aspirations for the both the long and short term. It was reported that Sir Peter Hendy had offered help with a review from Transport for London to see whether it may be possible to accelerate the implementation of integrated, smart ticketing. The Committee would be kept up to date on any developments.

Members noted the an Independent Economic Review had been commissioned with the intention of strengthening the evidence base for transport investment to transform the economy of the north and that the National Infrastructure Commission were considering how best to connect the cities of the north.

Resolved –

- (i) That the developments with Transport for the North be noted.
- (ii) That the feedback provided by members be reported to the Authority

50. West Yorkshire Safer Roads Partnership

The Committee considered a report providing an update from the West Yorkshire Safer Roads Partnership on casualty data for 2015.

The West Yorkshire Safer Roads Partnership comprising of West Yorkshire District Councils, WYCA, West Yorkshire Police, West Yorkshire Fire and Rescue, West Yorkshire Ambulance and Highways England, were responsible for overseeing the delivery and effectiveness of road safety measures in West Yorkshire including engineering, education, training, publicity, and safety cameras.

Members noted that 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.

It was reported that the 2015 data would be considered in the development of the Safer Roads Programme and Schemes for 2016/17, and would include a detailed examination of each District Authority's casualty data. It was recognised that, going forward, a sustained and substantial effort should be made to focus on education programmes and speed limit reductions, as well as reducing the severity of injuries.

Resolved – That the work of the West Yorkshire Safer Roads Partnership be endorsed.

51. Minutes of the Workshop on the Single Transport Plan held on 22 January 2016

Resolved - That the minutes of the Workshop on the Single Transport Plan held on 22 January 2016 be approved and signed by the Chair.

52. Minutes of the meeting of the Leeds Bradford Airport Public Transport Access Working Group held on 18 December 2015

Resolved - That the minutes of the meeting of the Leeds Bradford Airport Public Transport Access Working Group held on 18 December 2015 be noted.

53. Minutes of the meeting of the Leeds Bradford Airport Public Transport Access Working Group held on 29 January 2016

Resolved - That the minutes of the meeting of the Leeds Bradford Airport Public Transport Access Working Group held on 29 January 2016 be noted.

54. Minutes of the meeting of the Calder Valley Line Development Group held on 29 January 2016

Resolved - That the minutes of the meeting of the Calder Valley Line Development Group held on 29 January 2016 be noted.

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

Resolved:

- (i) That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 12 January 2016 be approved.
- (ii) That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 13 January 2016 be approved.
- (iii) That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 15 January 2016 be approved.
- (iv) That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 18 January 2016 be approved.
- (v) That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 21 January 2016 be approved.

Originators: Steve Heckley, Planning Manager
& Tom Gifford, Business Case Manager



ITEM 5

Report to: Transport Committee

Date: 15 April 2016

Subject: West Yorkshire Transport Strategy and Bus Strategy

1. Purpose

- 1.1. To seek further input to the development of the West Yorkshire Transport Strategy and Bus Strategy.
- 1.2. To seek approval to commence a public and stakeholder consultation on the West Yorkshire Transport Strategy and Bus Strategy.

2. Information

Overview

- 2.1. The West Yorkshire Combined Authority (WYCA) has previously agreed to update the existing West Yorkshire Local Transport Plan (LTP) which was adopted in 2011. The working title for the new LTP has been the 'Single Transport Plan', to communicate its intended role in collecting a range of current strategic transport plans and programmes into one single plan to provide a clear statement of the Combined Authority's vision for transport. The WYCA delegated the oversight of technical work on developing new policies and strategies to the Transport Committee. It is proposed to call the new LTP the West Yorkshire Transport Strategy.
- 2.2. The West Yorkshire Transport Strategy has been developed in the context of the Leeds City Region Strategic Economic Plan (SEP) refresh and has also been informed by complementary work to develop the HS2 and the Northern Powerhouse Rail propositions for investment in transport across the North.
- 2.3. The Transport Committee has previously considered:
 - A set of high level objectives for the strategy;
 - A set of core principles/themes, and cross-cutting themes, to provide shape and direction for the strategy;

- A set of policy proposals intended to steer investment decisions made within future implementation plans; and
 - A timeframe for the strategy of 20 years, to cover the period from 2016 to 2036.
- 2.4. Initial public consultation on the new transport strategy took place in March to May 2015, to test the ambition and direction of the objectives, themes and core principles early in the development of the documentation. The early engagement was well received and showed the approach to be supported by stakeholders and that the core principles appeared robust. Consultation outcomes were reported to Transport Committee and were fed into the further development of the strategy.
- 2.5. Transport Committee agreed a revised programme for the Transport Strategy to accommodate work to refresh the Leeds City Region Strategic Economic Plan (SEP). The SEP is produced by the Leeds City Region Local Enterprise Partnership (LEP), working with the Combined Authority and other partners in the City Region. The first SEP (2014), secured one of the country's largest 'Growth Deal' settlements resulting in over £800m in government investment, which alongside local commitments has been used to establish the £1.4 billion Transport Fund for West Yorkshire and York. The refreshed SEP has now been adopted by the LEP Board, and endorsed by the Combined Authority.
- 2.6. The refreshed SEP covers the same 20 year period from 2016 to 2036 as the proposed Transport Strategy. The refreshed SEP introduces the concept of good growth with a focus on sustainability, inclusion and quality of life. Investment in transport infrastructure is identified as a key action area and the SEP sets out its expectations for the transformation of transport in West Yorkshire:
- An **integrated, accessible transport system** which meets the needs of people and business and connects new and existing centres of work and of population; including transport infrastructure and services to support the growth and regeneration of Spatial Priority Areas;
 - An **efficient, well maintained and resilient highways network**, optimised by real time traffic management and information systems, providing new or improved access to unlock development, and where possible designed to move traffic away from town and city centres;
 - A **fully integrated 'metro style' City Region public transport network**, further enhancing rail travel and spreading the benefits to communities of rail schemes such as HS2 and improved Trans-Pennine rail links, and integrating a bus network that delivers what customers want and which supports growth, inclusion and accessibility;
 - Full exploitation of **new and 'smart' technologies** to provide travel information, smart ticketing and payment systems and better traffic management;
 - **Environmental improvements** through the reduction of carbon emissions and air pollution from transport; the achievement of clean air standards and the creation

of liveable centres and neighbourhoods; steps to reduce demand for travel, influence modal choices and support electrified transport options;

- **Cycling** established as a major mode of transport, with increased active travel benefiting health;
- Ensuring that transport systems **serve all communities**, including disadvantaged and rural ones.

2.7. The refreshed SEP identifies the spatial priorities for jobs and housing growth. This provides the starting point for the consideration of targeted public transport interventions, which will be developed through the Leeds City Region Metro Connectivity Study being progressed by the Combined Authority and reported to the Transport Committee on 26 February 2016. Work is progressing to provide the detailed analysis to identify routes, network gaps and options with quantified costs and benefits. The West Yorkshire Transport Strategy identifies the approach for this detailed work but cannot include the detail at this stage. Further updates on the Leeds City Region Metro Connectivity Study will be brought back to the Transport Committee.

West Yorkshire Transport Strategy - content and approach

2.8. In accordance with the Transport Act 2000, there is a statutory requirement for the Local Transport Authority to produce and maintain a Local Transport Plan. It is intended that the West Yorkshire Transport Strategy would become West Yorkshire's 'Local Transport Plan' document.

2.9. It is proposed that the West Yorkshire Transport Strategy should be a concise, high level document, which sets out:

- The strategic and policy context – provided by the SEP and the national (HS2) and pan-northern (Transport for the North, Rail North) proposals for investment in transport – which provide a framework for our regional and local proposals;
- The current role and performance of the West Yorkshire transport system in meeting the requirements of our economic, environmental and social goals;
- The key gaps are in our current networks and plans;
- Our transport objectives;
- The policy proposals that are intended to deliver transformational change in our transport system;
- The Transport Strategy concludes with consideration of funding for the strategy and the implementation plan process.

2.10. The Transport Committee of 11 December 2016 endorsed three draft Transport Strategy objectives:

- **Economic Growth:** To improve levels of connectivity and reduce congestion, thereby increasing business productivity and providing access to wider labour markets;

- **Quality of Life:** To create a 'sense of place', encouraging active travel and health benefits and increasing access to opportunities in a safe way.
- **Sustainability:** To have a positive impact on our built and natural environment, improving development viability and increasing longer term resilience;

2.11. The approach to realising the Transport Strategy's objectives will be through the core themes and a set of related policy proposals under each theme. The core themes provide structure to the policy proposals and are related to the aspects which the public and stakeholders identified as most important in earlier consultation. A new, additional core theme of the 'Road Network' has been added in response to stakeholder input. In total, five core themes are proposed:

- **Road Network** – our ambition is for a road network that works better, enabling users, including freight, to move around more efficiently and effectively and balancing the competing demands for road space;
- **Places to live and work** - our ambition is to make our cities, towns and neighbourhoods more attractive places to live, work and visit;
- **One System Public Transport** - our ambition is for a transformational metro style public transport system that integrates different modes of transport into one network.
- **Smart Futures** - our ambition is to use technology to better plan and manage the transport system and improve the experience of the people using it;
- **Asset Management** - our ambition is to ensure that our transport assets are fit for the future and properly managed in a sustainable, environmentally friendly, and cost-effective way.

There are also a series of individual cross cutting themes covering:

- **Environment, Health and Well Being, and Inclusion** – our ambition is to improve the transport system of West Yorkshire in such a way that it contributes to improving the health and overall wellbeing of people living or working here.

2.12. The Transport Strategy provides a chapter for each of the core themes and the cross cutting themes. Each of these chapter ends with the identification of a number of proposed policy proposals intended to provide a framework for making investment decisions. The policy proposals were discussed by the Transport Committee workshop on the 22 January 2016. The proposed policy proposals identified in the draft Transport Strategy are:

Road Network – policy proposals

- **Key Route Network** – manage a key road network that makes it easier for vehicles to move around;
- **Car** – maintain the number of car journeys at today's level at peak periods;
- **Freight** – work with freight industry partners to make freight journeys more efficient;

- **Taxi** – work with taxi trade to strengthen safeguarding protection and the provision of environmentally friendly taxis at key hubs;
- **Motorcycles** – improve the highway network and parking facilities to be safer and more effective for motorcycle users;
- **Walking and Cycling** - improve the highway network to be safer and more effective for pedestrians and bicycle users.

Places to live and work – policy proposals:

- **People Friendly Streets** – improve streets, reduce the number of vehicles travelling into town/city centres and support safe, attractive, convenient routes and facilities for pedestrians and cyclists;
- **Work with Communities** – to improve local neighbourhoods by reducing traffic speeds, encouraging walking/cycling and making areas greener and healthier;
- **New Roads** - New links to take traffic out of town/city centres;
- **Development** - Provide sustainable transport links to new housing and employment sites.

One System Public Transport – policy proposals:

- **Transport Hubs and Links** - Improve rail and bus stations and links, including park and ride, cycle and pedestrian links, so it is easier to access and change between different types of transport, supported by a simple and affordable ticket range for customers across West Yorkshire, which offers value for money;
- **Rail** – connect main towns and cities and other key hubs with high frequency rail or tram train services, ensuring that there are good links to High Speed Rail services when they are introduced;
- **Bus** – develop a quick, frequent, reliable stable bus network, serving busy roads and providing local connections, including New Generation Transport.

Smart Futures – policy proposals:

- **Network management** - use of technology and data to better manage the transport network, improving capacity and efficiency;
- **‘Mobility as a service’** – Registered users able to travel flexibly by any transport mode (including buses, rail, car clubs etc.) with a fair price guarantee, with technology used to simplify paying for travel;
- **Information** – Provide improved travel information to make planning journeys easier;
- **Open data** – allow others to make use of our transport information for the benefit of customers travelling on our networks.

Asset Management – policy proposals:

- **Efficiencies** – continue to roll out the Department for Transport’s Highways Maintenance Efficiency Programme, introduce better long term planning and environmental audits to manage assets cheaper and better;
- **Resilience** – Make sure that we have a practical understanding of all assets and that they are regularly checked to identify potential problems before they can cause disruption;
- **Invest to save** – invest in replacement assets to save operating costs in the longer term.

Cross cutting - policy proposals:

- **Reducing emissions and noise** - fund technology (e.g. electric vehicles) and behaviour change interventions (e.g. encouraging more walking and cycling instead of car driving) to ensure all parts of West Yorkshire meet environmental standards for air quality and noise
- **Improving Safety** - make the transport system safer, moving towards a ‘zero tolerance’ transport injury related deaths
- **Encouraging Healthy Travel** – providing more opportunities for walking and cycling
- **Including Communities** – develop the total transport approach, as well as access to green spaces, and severance and isolation problems.

- 2.13. Delivery of the plan will be targeted through five year Implementation Plans, to ensure that they are manageable and deliverable. This presents the opportunity to engage on the impact of previous implementation plans and the details of the type and location of further investment.

West Yorkshire Bus Strategy: Vision and Policy Proposals

- 2.14. Bus is an integral element of the broader West Yorkshire Transport Strategy and the Leeds City Region SEP. As a result, our more detailed strategy for development of bus, as part of the wider West Yorkshire Transport Strategy are identified in a West Yorkshire Bus Strategy.
- 2.15. More people in West Yorkshire travel by bus than any other form of public transport. Buses take people to work to school, college and university; to hospital; to shops; and to a range of other social and leisure activities across West Yorkshire. They provide significant economic, social and environmental benefits to the wider community.
- 2.16. There is an extensive body of evidence on how buses contribute to economic development and regeneration, how they support town and city centre economies and rural communities, and how they help to achieve environmental and quality of life goals.

- 2.17. A vision for the Bus Strategy has been developed which draws together the strategic challenges and the customer focused problems facing the Bus System across West Yorkshire: *“Our vision is of a financially sustainable and growing bus system which puts the customer first and contributes to the delivery of West Yorkshire’s economic, environmental and quality of life ambitions set out in the Strategic Economic Plan and West Yorkshire Transport Strategy.”* The Bus Strategy covers the 20 year period from 2016 to 2036.
- 2.18. To realise the vision and its accompanying objectives, the Bus Strategy includes a range of policy proposals, which will be tested through the consultation. The proposals contained within the Bus Strategy can be summarised as:
1. Bus Services and Infrastructure:
 - A coherent, integrated and coordinated bus system, which facilitates WYCA’s strategic objectives.
 2. Fares and Ticketing:
 - A simple and affordable ticket range for customers across West Yorkshire, which offers value for money.
 3. Customer Experience:
 - A consistent and excellent customer service experience
 4. Information and Brand:
 - A clear and simple brand across the entire West Yorkshire bus system.
 - High quality and reliable information, which pulls all elements of the bus offer together, across all services.
 5. Environment:
 - To move towards a near-to-zero emissions bus fleet
 - To make the bus an attractive option, to encourage more car drivers to use buses
- 2.19. In delivering these policy proposals, the Bus Strategy must put the needs of the customer first. In addition the strategy must, create a safe and secure environmental for all, be affordable and support the long-term financial sustainability of the West Yorkshire bus system.

Consultation

- 2.20. It is proposed to hold a public and stakeholder consultation on the Transport Strategy and Bus Strategy over 3 months commencing on 23 May 2016.
- 2.21. Whilst there has already been engagement with statutory consultees (e.g. local highway authorities) in developing the Strategy documents, this will be the statutory consultation as required under the Transport Act 2000. The purpose of the consultation is to gain feedback and comments on the draft Transport Strategy and

Bus Strategy documents. It is intended that the consultation will present the proposals to the widest range of statutory consultees, industry representatives, the general public and also representative/special interest groups. Those comments will then be consolidated and reported back to a future Transport Committee, for consideration in finalising the strategy documents.

- 2.22. The consultation will involve a set of specific questions and includes an online survey, focus groups and workshops, with scope for parties to respond more generally as well. It is anticipated that there will be sector specific workshops, for example with the health sector or business community, and a range of equality groups. Additionally, public drop-in sessions are also proposed for each of the districts with locations to including bus stations, shopping centres and libraries.
- 2.23. The consultation document will be accompanied by a questionnaire, with a paper version made available as a substitute for the online questionnaire, for those that prefer hard copy. Copies of consultation materials will be available from district councils, local libraries, at stakeholder meetings and on request via email or by phoning, or online.

3. Financial Implications

- 3.1. The consultation will be funded from within existing resources.

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, in accordance with the Local Transport Act 2008, Section 109. 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. The consultation will be undertaken from within existing resources.

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 provides further input on the draft Transport Strategy and Bus Strategy.
- 7.2. For the purposes of commencing consultation on 23 May 2016, that the Transport Committee delegates approval of the final editing of the Transport Strategy and Bus

Strategy documents to the Chair of the Transport Committee and the Director of Passenger Services.

8. Background Documents

- 8.1. The latest draft of the Transport Strategy and Bus Strategy documents are available to Members separately.

Originator:
Neale Wallace, Bus Services
Manager



ITEM 6

Report to: Transport Committee

Date: 15 April 2016

Subject: Review of Bus Service Changes and Contract Awards 2015/16

1. Purpose

1.1. To update the Committee on significant changes in bus service provision and the procurement of supported services over the last year.

2. Information

2.1. Bus service changes are generated by:

- Operators changing services for commercial and/or operational reasons
- WYCA revising parts of its supported socially necessary services in accordance with the Authority's policies as part of a programme of network reviews.
- Withdrawal or reduction of commercial services by operators necessitating replacement by WYCA of the socially necessary elements
- Maintaining provision when operators cease operations as a result of commercial difficulties.

2.2. The Authority has also implemented a series of network reviews which have realised savings of around £5m per annum since 2011. The programme of network reviews have involved close engagement with local members and communities. The reviews have encouraged greater competition for tenders through more sophisticated network planning and by developing capacity in small operators. A core principle of the reviews is that all services on core high frequency corridors should be operated on a commercial basis without subsidy.

2.3. In 2015/16 the bus network remained relatively stable with most operator bus service changes being driven to improve punctuality and reliability. In Bradford, First West Yorkshire altered its network, which required WYCA to fill some socially necessary gaps. A new commercial service linking areas of north Bradford with the new Apperley Bridge rail station was launched on a trial basis by TLC Travel.

- 2.4. During 2015, WYCA reviewed it supported services in Bradford, Calderdale, Huddersfield, Keighley, North Kirklees, and Wakefield in consultation with local members and communities. Preparatory work is underway for area reviews in South Huddersfield/Holme Valley, Leeds and Wharfedale /Leeds Bradford Airport.
- 2.5. In 2015/16 the Authority let contracts for the provision of local bus services to the value of £5.5m. These were awarded following application of the adopted value for money criteria and in accordance with the Authority's procurement processes.
- 2.6. WYCA manage a range of schools services on behalf of each respective Education Authority. In 2015/16, a move to gross cost contracts (where the Authority retains revenue) in Leeds stimulated greater competition, with eighteen bidders.
- 2.7. The Authority also managed the impact on passengers of two significant business failures during 2015/16. Geldard's Coaches' receivership occurred two weeks into the new academic year prompting rapid action from the Education Transport Team who within three days had re-allocated over 20 contracts with alternative operators, minimising inconvenience to school children. Early in 2016, Barnsley based Tates Travel went out of business affecting services in the Wakefield and Kirklees areas.
- 2.8. A summary of the main changes in 2015 is attached as **Appendix 1**.

3. Financial Implications

- 3.1. Changes and the extension of WYCA supported services in 2015/16 has been achieved within the approved budget.

4. Legal Implications

- 4.1. Tenders were let in accordance with WYCA Standing Orders and Financial Regulations.

5. Staffing Implications

- 5.1. None

6. Consultees

- 6.1. The Director of Passenger Services has contributed to this report.

7. Recommendations

- 7.1. That the report is noted.

8. Background Documents

- 8.1. None.

Appendix 1

Month	Summary of major changes – WYCA funded and contracted changes in italics
April	<p><i>New service 70 launched linking Leeds Railway Station and Leeds Dock/Royal Armouries.</i></p> <p><i>WYCA Bradford Network Review implemented including Transdev extending into South Bradford.</i></p> <p><i>New service 407 introduced linking Pontefract and Darrington Caravan Park.</i></p> <p><i>New service on Westfield Lane, Kippax.</i></p> <p><i>Revised Cross Green, Leeds services</i></p> <p><i>New Wakefield City network, part-supported</i></p>
July	<p><i>WYCA outer Wakefield Network Review implemented</i></p> <p><i>SGI Buses in North Kirklees ceased trading</i></p>
September	<p><i>New home to schools contracts commence at start of academic year.</i></p> <p><i>Additional schools contracts to maintain services following Geldard's business failure.</i></p>
October	<p>Commercial changes by Yorkshire Tiger in Leeds mainly affecting Pudsey and Cross Green.</p> <p><i>WYCA Huddersfield Network review implemented including five new buses to latest emissions standards.</i></p> <p>Arriva revise commercial services in South East Wakefield.</p> <p>First Bradford introduce major network changes, reducing some frequencies, severing links and leaving some areas unserved. WYCA responds by contracting services 676 (Cottingley – Wrose - Bradford) and service 635 (Bradford – East Bowling - Rooley lane)</p>
December	<p><i>Supported service 30 extended to Calverley and Pudsey to replace Yorkshire Tiger service reduction.</i></p> <p>TLC begin operation of new service to Apperley Bridge commercially.</p>
February	<p><i>WYCA North Kirklees Network Review implemented including new service to IKEA and new links to Leeds from Batley, Bruntcliffe Road and King George Avenue.</i></p> <p>Arriva are revising the East Wakefield commercial network including a new link from Airedale to Glasshoughton.</p> <p><i>Additional contracts issued to maintain services following Tates Travel business failure.</i></p>

Originator: Dave Pearson
Assistant Director, Transport Services



ITEM 7

Report to: Transport Committee

Date: 15 April 2016

Subject: Short Term Bus Initiatives

1. Purpose

1.1. To seek the Committee's endorsement of a programme of short term initiatives to provide customer benefits, address bus passenger concerns and stimulate patronage growth.

2. Information

2.1. A separate report on this agenda sets out the development of a West Yorkshire Bus Plan. The impending Buses Bill is expected to provide a new legislative framework replacing the current Quality Partnership and Contract provisions.

2.2. Pending the new legislative provisions, it is appropriate to progress customer benefits which are deliverable under the current regime. A range of short term initiatives has therefore been developed which would not compromise the Authority's response to the Buses Bill when enacted.

2.3. Discussions held with the Association of Bus Operators in West Yorkshire (ABOWY) have established a programme of initiatives which:

- are deliverable before 2018;
- provide tangible benefits to the customer;
- are deliverable within the current legislative framework;
- minimise any additional governance requirements; and
- do not constrain any party in terms of the longer term strategy.

2.4. The programme is seeking to address the customer concerns expressed in the recently published Transport Focus market research, WYCA's tracker survey and feedback from customers and elected members. The following outline programme has been developed with ABOWY:-

- Ticketing –grow Mcard use and develop new multi operator products. Improve on-line information about bus fares.
- Network Stability – limit changes to services and to consult on significant changes to routes and frequencies.
- Young People – improve engagement with and promotion to young people. Bus operators to increase apprenticeships.
- Air Quality – to monitor the emissions standard of fleet and to set a trajectory towards a benchmark standard of Euro 6 or better.
- Punctuality – identify corridors for improved operational performance linked to physical measures funded through the Authority’s capital programme.
- Information – a joint working group will review the presentation of information at bus stops and interchanges.
- Customer Service – prescribe and publicise service standards, explore scope for refunds to customers.

2.5. A Steering Group of ABOWY representatives and WYCA officers has been established to deliver these initiatives which will operate under the working title “Buses 2018”. Progress with this programme will be reported periodically to the Transport Committee. ABOWY have requested that the Chair of the Transport Committee meet quarterly with ABOWY to discuss progress with these initiatives.

3. Financial Implications

3.1. The actions within the programme to be delivered by WYCA can be achieved within approved budgets and staff resources.

4. Legal Implications

4.1. The programme would be delivered within the current legislative framework by working together with bus operators. The programme of works will be delivered without any legal contract.

5. Staffing Implications

5.1. The actions for WYCA in this programme can be delivered from the existing staff resources.

6. Consultees

6.1. Director of Passenger Services has contributed to this report.

7. Recommendations

- 7.1. That the Committee endorses the programme of short term initiatives to be implemented by March 2018.

8. Background Documents

- 8.1. The Transport Focus Bus Passenger Survey published March 2016.

Originator: Jeff English
Assistant Director, Integrated
Transport Development



ITEM 8

Report to: Transport Committee

Date: 15 April 2016

Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek approval for Quarter 1 2016/17 payments for the following programmes:

- LTP IP2 Integrated Transport and Highway Maintenance Blocks
- Cycle City Ambition Grant (CCAG)

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

- New Shelters Programme 2016/17
- Shelter Refurbishment
- Smartcard and Information Programme (SCIP)
- Combined Services and Assets System (COSA)- extended life project
- Web Project
- Beacons Project

2. Information

2.1. The former West Yorkshire Integrated Transport Authority (WY ITA) approved the Local Transport Plan 3 (LTP3) second Implementation Plan (IP2) 2014/17 at their meeting in January 2014.

2.2. Table 1 shows the payments to be made to partners. LTP Payments are based on the current allocations as reported to Transport Committee in February 2016 and are set out in **Appendix 1**.

Quarterly Payments

Integrated Transport Block Funding

- 2.3. Responsibility for delivering the interventions identified in IP2 is shared between the Combined Authority and District Councils. The agreed approach is that 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 (less any over-programming).
- 2.4. The Quarter 1 payments for each of the Partners, reflecting the latest progress in developing and delivery of IP2, is set out in Table 1.

Highways Maintenance Block Funding

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

Cycle City Ambition Grant (CCAG) Funding

- 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 this case including York City Council who were in partner in the successful bid) in accordance with the forecast spend at the beginning of each quarter.
- 2.8. The funding to be allocated in Quarter 1 of 2016/17, 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

New Bus Shelters Programme 2016/17

- 2.9. Passenger waiting facilities are an important part of the public transport infrastructure. Recent surveys show that passenger satisfaction with WYCA's facilities has increased significantly as a result of a sustained investment programme to replace life-expired shelters with new installations, and to re-furbish other shelters to extend their asset life. The shelter programme has also rationalised the shelter stock, reducing on-going maintenance and repair costs. A programme to extend the life of modern style shelters installed over 15 years ago has been developed and is subject to a separate request for approval within this report.

- 2.10. There are 100 shelters life expired 'non-standard' shelters requiring replacement in IP2 (2014-2017) from the indicative allocation of £735,000 for the shelter replacement programme. This investment will complete the process of standardising the shelter stock, with the exception of a relatively small number of brick or stone shelters in all District Council areas, and the listed wooden shelter outside Huddersfield. Some of these non-standard shelters are owned by Parish Councils.
- 2.11. Approval is sought for expenditure of £235,000, to be funded from the LTP, for the replacement of up to 30 life expired shelters in 2016/17.

Shelter Refurbishment

- 2.12. The Authority previously approved a programme for the refurbishment of 650 shelters (of a make known as Smart 4), which was completed in 2010. The refurbishment programme returned the shelters to an 'as new condition' and extended their asset life of these shelters at a significantly lower cost than that of replacing the shelters.
- 2.13. It is now proposed to refurbish a further 541 life expired bus passenger shelters installed between 1996 and 2001. These shelters are showing signs of deterioration, with powder coating no longer protecting the structure of the shelter from corrosion.
- 2.14. This refurbishment will provide a new, secure glazing system using full length glazing bars, a full repaint, the replacement of electrical installations and repair of any shelter damage as required.
- 2.15. Refurbished shelters will help achieve LTP3 objectives by providing high quality bus passenger infrastructure which is fit for purpose and safe to use.
- 2.16. The refurbishment will extend the life of shelters by up to 15 years at an estimated cost of £1.75m. This represents good value for money compared with the estimated £3.8m cost of replacing the shelters.
- 2.17. Approval is therefore sought for expenditure of £1.75m from the LTP to fund the programme of life expired bus passenger shelter refurbishment works.

Smartcard and Information (SCIP) Programme

- 2.18. WYCA is working with transport operators to implement smartcard ticketing and enhanced passenger information, with programme objectives of increased customer satisfaction and lower unit transaction costs. The management of the roll out and change management for these activities is via the programme known as the Smartcard and Information Programme (SCIP) and the ICT renewal projects.

- 2.19. Work on SCIP to date has been very successful with 525,000 live smartcards in use within West Yorkshire. Customers are now using smartcards for 1.2 million trips per week, approximately one- third of transactions. WYCA now has the largest smartcard system (by some measures) in the UK outside of London. The SCIP programme has also realised revenue savings by replacing manual processes with modern data management techniques.
- 2.20. It is proposed that the final phase of the SCIP programme should contain the following three component projects:
- The next smartcard customer offers, following the planned launch of a bus carnet in April 2016, include “Pay As You Go” (London style use of an e-purse to pay bus fares), “hotlisting” (whereby a lost card can be “blocked”) and the use of a mobile phone and web to purchase smart tickets. The estimated cost of these initiatives is £225,000.
 - A new, easily adaptable, customer database to manage smartcards (eg order, re-order, hotlist) as well as providing a co-ordinated view of customer information within WYCA. This system will allow the on-line application for concessionary travel entitlement cards and other cards (pink cards for period products, “Pay as You Go”, Park and Ride), purchase of products (for example weekly and monthly) and account management services. The estimated cost of these initiatives is £370,000.
 - Information system development providing timely information regarding disruption information and alternative journey options, in part through the previously approved Innovate UK project. Other developments include enhanced mapping for customer information, support of open data/ business intelligence as well as the roll out of customer information points following the success of the trial unit installation at Leeds bus station. The cost of these initiatives is estimated to be £255,000.
- 2.21. This final phase of the SCIP programme will also assist in reducing revenue costs by enhancing ‘self-service’ options and allowing front line staff to focus on more complex customer enquiries.
- 2.22. Discussions are continuing regarding smartcard ‘capping’ and top-up from a linked bank account. These are unlikely to be progressed in 2016/17 and would be the subject of a further report.
- 2.23. The total estimated cost of the above items is £988,000 (including an allowance for contingency of £138,000).
- 2.24. Approval is therefore sought for expenditure on the SCIP of £988,000, funded from the LTP.

Combined Services and Assets System (COSA) - extended life project

- 2.25. COSA is a key database which enables WYCA to manage public transport information, bus stop and shelter assets, bus and taxi service procurement and home to school transport. COSA was introduced ten years ago and resulted in efficiency savings as well as better financial management of asset management and service procurement budgets. Changes are now needed to COSA to support the new business processes arising from enhanced passenger information and smart transactions.
- 2.26. It is proposed to enter into a new five year contract the supplier from April 2016 which incorporates software development to adapt the system to meet current and planned business needs. This would require the £250,000 of capital in 2016/17 to fund the updating of the system, but would reduce annual revenue costs. Over five years, the arrangement would deliver a £66,000 saving.
- 2.27. Approval is therefore sought for expenditure of £250,000, funded through the LTP for the COSA extended life project.

Web Project

- 2.28. West Yorkshire Combined Authorities (WYCA) websites were updated in 2013 in the Web1 project which resulted in a significant increase in the use of the organisation's online service. Numbers of page views for the wymetro.com travel information site have increased by around 30% to around 2.5m page views per month, with 70% of users accessing the site using a mobile device.
- 2.29. Work that builds on the success of the Web 1 project, by improving the infrastructure resource to ensure that the WYCA's websites are better able to withstand the continuing increase in customer usage, is currently underway. These improvements will ensure the sites remain resilient at times of increased usage during periods of bad weather when they can see a month's normal traffic in one day.
- 2.30. Further capital approval is sought for work to commence on the Web 2 project to move the WYCA sites to a more robust hosting and Content Management System. Once implemented, WYCA will be able to maintain its websites more efficiently and ensure they are fully scalable to allow for any immediate surge in visitor numbers.
- 2.31. Approval is therefore sought for expenditure of £202,000 in 2016/17 funded from the LTP.

Beacons Project

- 2.32. The Beacons project is a pilot scheme which will seek to demonstrate the use of mobile phones and Bluetooth beacon technology as a means of allowing customers to pay for bus journeys, complementing smartcard investments through the use of a

shared back office for payment calculation. The mobile phone interacts with beacons placed at bus stops and on-buses to record bus journeys, thereby allowing a fare to be calculated. The project will inform future developments by WYCA and Transport for the North.

- 2.33. A bid for £350,000 funding for the scheme was submitted to the Department for Culture, Media and Sport (DCMS). WYCA have now been notified of the successful outcome of this bid.
- 2.34. Approval is therefore sought for expenditure of £350,000, funded by Department for Culture, Media and Sport.

3. Financial implications

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

Table 1 – Quarter 1 2016/17 Payments (£000s)

District	IT	Maintenance	CCAG	Total
Bradford	487	1,415	54	1,956
Calderdale	264	902	0	1,166
Kirklees	564	1,401	72	2,037
Leeds	927	1,993	1,589	4,509
Wakefield	360	979	0	1,339
WYCA	2,517	5	500	3,022
York			28	28
Total	5,119	6,695	2,243	14,057

Note: York City Council are a partner in the successful joint bid for Cycle City Ambition grant funding.

4. Legal Implications

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

5. Staffing Implications

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

6. Consultees

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

7. Recommendations

- 7.1. That the Transport Committee approves the quarterly payments set out in Table 1.
- 7.2. That the Transport Committee approves the expenditure of £235,000 for the 2016/17 New Shelter Programme to be funded from the Local Transport Plan
- 7.3. That the Transport Committee approves expenditure of £1,750,000 for the refurbishment of 541 older shelters, to be funded from the Local Transport Plan in 2016/17.
- 7.4. That the Transport Committee approves expenditure of £988,000 from the Local Transport Plan in 2016/17 for the SCIP Programme.
- 7.5. That the Transport Committee approves expenditure of £250,000 in 2016/17 for the CoSA Extended Life Project.
- 7.6. That the Transport Committee approves expenditure of £202,000 from the Local Transport Plan in 2016/17 to progress Web Development.
- 7.7. That the Transport Committee approves expenditure of £350,000 from the Department of Culture, Media and Sport for the Beacons Project.

8. Background Documents

Appendix 1

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

District		2014/15	2015/16	2016/17	TOTAL
Bradford	Approved Feb 16	1,037	1,560	1,947	4,544
	Proposed Adjustment	0	0	0	0
	Proposed April 16	1,037	1,560	1,947	4,544
Calderdale	Approved Feb 16	1,243	944	1,056	3,243
	Proposed Adjustment	0	0	0	0
	Proposed April 16	1,243	944	1,056	3,243
Kirklees	Approved Feb 16	1,489	2,578	2,256	6,323
	Proposed Adjustment	0	0	0	0
	Proposed April 16	1,489	2,578	2,256	6,323
Leeds	Approved Feb 16	3,640	3,545	3,708	10,892
	Proposed Adjustment	0	0	0	0
	Proposed April 16	3,640	3,545	3,708	10,892
Wakefield	Approved Feb 16	1,446	1,378	1,441	4,265
	Proposed Adjustment	0	0	0	0
	Proposed April 16	1,446	1,378	1,441	4,265
Combined Authority	Approved Feb 16	10,808	8,776	10,066	29,650
	Proposed Adjustment	0	0	0	0
	Proposed April 16	10,808	8,776	10,066	29,650
Centrally held funding	Approved Feb 16	0	0	0	0
	Proposed Adjustment	0	0	0	0
	Proposed April 16	0	0	0	0
TOTAL	Approved Feb 16	19,663	18,781	20,474	58,917
	Proposed Adjustment	0	0	0	0
	Proposed April 16	19,663	18,781	20,474	58,917

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	5,660
Calderdale	3,365	3,941	3,608
Kirklees	4,331*	6,116	5,602
Leeds	6,855	8,701**	7,971
Wakefield	2,978	4,276	3,915
Combined Authority	10#	0	25##
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)

Topslice to fund Highways Maintenance Incentive Fund

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

Partner	2013/14 (paid)	2014/15 (paid)	2015/16 (paid)	2016/17
				Q1 (proposed)
Bradford	142	758	524	54
Calderdale	N/A	N/A	100	0
Kirklees	N/A	N/A	183	72
Leeds	457	5,254	15,818	1,589
Wakefield	N/A	N/A	100	0
WYCA	630	1,190	1,683	500
York	N/A	N/A	74	28
Total	1,229	7,172	18,482	2,243

ITEM 9

Report to: Transport Committee

Date: 15 April 2016

Subject: Transport Act 2000 - Ticketing Scheme

1. Purpose

- 1.1. To consider the outcome of consultation regarding the adoption of a Ticketing Scheme and to recommend the making of a statutory ticketing scheme under Section 135 of the Transport Act 2000 to the Combined Authority.

2. Information

- 2.1. The current MCard range of bus and rail tickets is managed by West Yorkshire Ticketing Company Ltd (WYTCL) which comprises bus and rail operators and WYCA. The current arrangements are governed by a Joint Venture Agreement (JVA) under which WYTCL commissions WYCA to administer the scheme. Membership of WYTCL and JVA is voluntary, although rail operators are required to participate under conditions imposed in their franchise agreements.
- 2.2. In recent years, WYCA has invested over £5 million in providing the infrastructure to enable smart ticketing. There are now over 525,000 live smartcard and over million smartcard transactions every week. There is a risk that the value of WYCA's investment would be jeopardised if operators chose to withdraw from the current pre-paid ticketing scheme. Customers who currently purchase MCard ticket products would be disadvantaged and a resultant reduction in sales would weaken the product and discourage public transport use.
- 2.3. Section 135 of the Transport Act 2000 gives a Local Transport Authority (LTA) power to introduce a ticketing scheme in respect of bus services if the LTA considers that the proposed scheme would be in the interest of the public and would contribute to the implementation of its local transport policies. The current scheme promotes the use of public transport by enabling customers to pay for travel using multiple modes and/or operators. It is considered that mandating participation in a ticketing scheme protects it from the effects of operator withdrawal and therefore is in the interest of the public. The powers do not extend to setting prices, administering sales and

distributing revenues. The Authority would need to ensure that bus and rail operators were engaged in setting prices and that appropriate arrangements were in place to ensure the promotion of the products and the administration of sales. These provisions have been used in Bath & NE Somerset and on Merseyside.

2.4 Accordingly, on 5 December 2014, the Committee resolved to consult on the adoption of a statutory scheme. The Act prescribes formal advertising of the proposed scheme; this took place in April 2015.

2.5 Responses to the consultation were received from Transpennine Express, First, Transdev, Arriva and Yorkshire Tiger. The following summarises the points made:-

- Currently all operators are members of WYTCL which is an effective means of administering the scheme. Protection from withdrawal of operators could alternatively be achieved by requiring a longer period of notice within the JVA which all members of the scheme sign up to.
- Variation of a statutory scheme would require a formal process which could restrict the ability of the scheme to adapt to change.
- Whilst the statutory provisions would compel operators to participate in the scheme, they cannot compel them or WYTCL to join the administrative arrangements.

2.6 It is proposed to proceed with the making of a statutory ticketing scheme. The operators' concerns can be addressed as follows:-

- The scheme will identify WYTCL as the body who would administer the scheme with the JVA amended accordingly. The statutory scheme would therefore strengthen rather than replace the current arrangements. A further benefit of a statutory scheme is that, were WYTCL to fold, the Mcard products would remain with WYCA introducing alternative administrative arrangements.
- The statutory scheme would simply prescribe participation in the scheme and would not define ticket products or other administrative arrangements. On this basis, the requirement to make formal changes to the scheme would be minimised.
- If an operator chooses not to join WYTCL it would be obliged by the Ticketing Scheme to accept the ticketing products and would be reimbursed in accordance with the distribution mechanism established by WYTCL. The operator would therefore have no representation in the setting of prices or the methods of distribution.

2.7 The proposition to proceed with the making of a statutory ticketing scheme has been discussed with WYTCL. Whilst individual operators remain concerned that the scheme could restrict their flexibility, the WYTCL Board are willing to fulfil the oversight role as set out in 2.6. The Joint Venture Agreement is currently under

review to incorporate the distribution of revenues using smart transaction data and to amend the governance arrangements to enable an independent chair of the WYTCL Board. This revision could incorporate the changes necessary to link to the statutory scheme.

3. Financial Implications

- 3.1. The administrative arrangements necessary to make a statutory ticketing scheme can be funded from existing budgets.

4. Legal Implications

- 4.1. The Authority has fulfilled its obligations under Section 136 of the Act with regard to advertising its intention to make a scheme. The Transport Committee is recommended to propose the making of a scheme to the meeting of the Combined Authority in June. Under Section 137, the scheme shall come into effect no earlier than three months after the scheme is made. The scheme would therefore come into effect in October 2016.

5. Staffing Implications

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

6. Consultees

- 6.1. Consultation with WYTCL and all bus and rail operators in West Yorkshire took place between April and June 2015. Subsequent discussions have been held with the Board of WYTCL regarding the proposals in this report.

7. Recommendations

- 7.1. That the Committee recommends the making of a statutory ticketing scheme under Section 135 of the Transport Act 2000 to the Combined Authority.

8. Background Documents

- 8.1. Notice of consultation on a statutory ticketing scheme issued 1 April 2015 and subsequent responses from bus and rail operators.

Originator: John Keady,
Concessions and Integrated
Ticketing Manager



ITEM 10

Report to: Transport Committee

Date: 15 April 2016

Subject: Young Persons Concessionary Travel – Comparative Data

1. Purpose

- 1.1. The Finance Working Group requested that the Transport Committee was provided with comparative data in respect of Young Persons Concessionary Travel provision across the English metropolitan areas.

2. Information

Background

- 2.1. WYCA provides concessionary travel for all eligible young people as defined in the 1985 Transport Act, including young people aged between 5 and 16 and between 16 and 18 who are in full time further education.
- 2.2. At the meeting held on 31 July 2015 the WYCA approved the use of well-being powers to extend the Transport Act 1985 Concessionary Travel Scheme to include all 16 to 18 year olds who are resident in West Yorkshire, with effect from 1 November 2015.
- 2.3. The WYCA 'offer' to young people is arguably the most comprehensive of the metropolitan and city areas, with the exception of Transport for London.

Context

- 2.4. In many cases, bus operators take a holistic view of English National Concessionary Travel Scheme (ENCTS), Young Persons Concessions and supported bus service payments, and the various elements of cost recovery, such as bus station departure charges.

- 2.5. A brief outline of the various elements of payment to operators.

Subsidised Bus Services

- 2.6. Subsidised bus service is the WYCA's second largest revenue budget at £19.6m per annum. The amount paid to operators has been significantly reduced (in excess of £5m per annum) whilst largely protecting the bus network in West Yorkshire.

English National Concessionary Travel Scheme (ENCTS)

- 2.7. The ENCTS budget is the WYCA's largest revenue budget at £45m per annum (30% of overall budget and 40% of the Levy).
- 2.8. WYCA (and previously WYITA/PTE) have entered into Settlement Agreements with large operators to ensure value for money and stability. Operators put a value on the stability of payments from WYCA as part of their budget and business planning process.

Young Person Concessionary Travel

- 2.9. The concessionary travel provision for young people across the metropolitan areas is very diverse and caution should be exercised in comparing travel provision and costs between areas. West Yorkshire has a comprehensive half fare scheme that covers peak and off peak times and provides half fare for single journeys and day, weekly and monthly period tickets. Payments to operators is calculated on the basis that operators would charge a 2/3rd fare (i.e. give a commercial discount of 1/3rd) if a concessionary travel scheme did not exist).
- 2.10. The reimbursement formula takes account of travel that is generated as a result of young people paying half fare. The average reimbursement rate per trip made is approximately 35p, but will vary between operators depending on journey lengths and fare scales.
- 2.11. There is the same legal requirement as in the ENCTS scheme to ensure that operators are financially no better or worse off as a result of being in the scheme. Operators could withdraw from the Young Persons Scheme on the grounds of inadequate reimbursement.
- 2.12. The formula used to calculate reimbursement rates takes into account the travel that is generated as a result of young people paying half fare as well as the availability of day, weekly and monthly tickets.
- 2.13. Whilst the attached table sets out the headline concessionary travel provision and costs across comparable areas it is difficult to draw meaningful conclusions because to the differing nature of the provisions offered.

3. Financial Implications

- 3.1. The cost of providing concessionary travel for young people in West Yorkshire is currently £9.9m per annum.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

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

6. Consultees

- 6.1. The Director of Resources and the Director Passenger Services.

7. Recommendations

- 7.1. That the Transport Committee notes the report.

8. Background Documents

- 8.1. Report to Transport Committee on 27 March 2015.
- 8.2. Report to WYCA on 23 July 2015.

APPENDIX 1

Concessionary Offer – Children and Young People

Authority	Concessions offered to children and young people	Cost £m p.a.	Eligible Population	£ per eligible person
Nexus	Under 16 with Pop card (valid bus/metro): <ul style="list-style-type: none"> - 60p anytime single - £1.10 all day - £209 annual scholars' pass (unlimited term time travel) 	£4.7	187,000	£25
Centro	Peak half-fare under 16	£13.5 *	547,000	£25
Merseytravel	Concessionary top-up on young person pre-paid tickets £2 all day bus ticket to all under 19s	£4.2	234,000	£18
TfGM	Half fare bus, train, tram for children under 16 Half fare to/from college for 16-19	£4.8	498,000	£10
SYPT	Under 16; 16-18 FT education: 70p flat fare bus and tram Under 18 Barnsley: 40p flat fare to/from Barnsley Micard 50p fare Single operator child prepaid ticket Contribution to Zero fare statutory home to school travel	£8.0	240,000	£33
WYCA	Half fare bus and rail 5 -16 Half fare bus and rail for all 16 to 18 year olds with effect from 1 November 2015 (previously only applied to 16 to 18 year olds in full time further education) School Plus Weekly and Monthly MCard Half Fare all operator Day Tickets	£9.9	419,000	£24

	<p>Single operator day and weekly tickets</p> <p>Contribution to Zero fare statutory home to school travel</p>			
Nottingham	<p>Low income school children over 2 miles: free bus, tram, train in Greater Nottingham on school days</p> <p>Low income college children: free bus, tram, train on school days</p>	£0.4	59,000	£7
London	<p>Children under 11 can travel free on buses/trams at any time</p> <p>Children under 11 can travel on any other mode including Underground & NR when accompanied by an Adult or when travelling with a valid 5-10 photocard (costs £10)</p> <p>Children aged 11-15 can travel free on buses/trams with a valid 11-15 photocard (costs £15)</p> <p>Children aged 11-15 can travel for child rates (approx. 25% of Adult) on any other mode with a valid 11-15 photocard</p> <p>Children aged 16-18 can travel free on buses/trams, if they live in London and have a 16-18 photocard (costs £20). They also pay half rate on PAYG and can buy child rate period Travelcards & Bus Passes.</p> <p>Children aged 16-18, living outside London, can apply for a 16-18 photocard (costs £20). They pay half rate on PAYG and can buy child rate period Travelcards & Bus Passes.</p>	No separate costs for young people available	N/A	N/A

NB The data provided does not include other arrangements that may be in place in other areas that may affect the cost of young persons' concessionary travel.

Originator: Steve Heckley
Planning Manager, Integrated
Transport



ITEM 11

Report to: Transport Committee

Date: 15 April 2016

Subject: Transport Update

1. Purpose

- 1.1. To provide the Transport Committee with an update on national and regional transport developments impacting upon the Combined Authority.

2. Information

Budget 2016

- 2.1 The budget announced on 16 March 2016 contained details for transport expenditure affecting the region. Specific allocations included:
- £75m to develop plans for an 18-mile road tunnel under the Peak District to speed up journey times between Manchester and Sheffield;
 - £60m for the development of an improved HS3 east-west rail link to reduce journey times from 50 minutes to about 30 minutes between Leeds and Manchester;
 - £4m to support the development of High Speed 2 Growth Strategies for Manchester Piccadilly, Manchester Airport and Leeds stations;
 - £161m for Highways England to accelerate the extension of the M62 to 4-lane smart motorway (Warrington-Eccles; Rochdale-Brighouse);
 - Accelerated funding for M62 Lofthouse (J29) and Simister Island (J18) junctions and M1 35a-39 Rotherham-Wakefield.
- 2.2 Most of the budget announcements for Transport in the North / Leeds City Region were monies previously announced. The monies allocated in the Budget for east-west road tunnel and HS3 rail link are for developing the schemes.

Transport for the North

- 2.1. Transport for the North (TfN) is the regional transport body across the north of England comprising all the northern city regions, Local Enterprise Partnerships,

Highways England, Network Rail and HS2 Ltd, that has been commissioned by the government to drive forward the delivery of transformational Northern Powerhouse transport investment projects.

- 2.2. Royal Assent has been granted for changes to primary legislation to allow TfN to progress to its aim of being the first statutory Sub-Regional Transport Body by the end of 2016. Governance arrangements are already in place to ensure representation from all transport authorities across the North and an independent chair and Chief Executive have been appointed.
- 2.3 TfN's Project Management Office is now resourced and work is progressing to develop the overall strategic growth narrative for the North. The various work streams are developing a robust, strategic evidence base. The next phase of work for TfN is to develop a coherent programme and agree mechanisms to deliver against the priorities.
- 2.4 All three strategic highway studies are on track. The interim report for the Trans-Pennine tunnel has been completed. The Northern Trans Pennine and Manchester NW Quadrant reports were published as part of the Northern Transport Strategy on 8 March.
- 2.5 The Integrated and Smart Travel Strategic Outline Business Case has now been submitted to the Department for Transport. The programme will now define the next phase of work and resource required, progress Outline Business Case, scope business specification requirements (back office, quick wins, validators) and develop potential programme governance structure.
- 2.6 The Strategic Local Connectivity (SLC) workstream is appraising a total of 112 schemes, with a final report due in June 2016. The next steps will be to identify and agree programme management, ensure integration with other work streams and identify delivery mechanisms for SLC programme
- 2.7 The Northern Freight and Logistics Strategy offers the potential for considerable transformational benefit in return for comparatively modest level of public sector intervention for a package of measures that will create the environment needed to attract private sector action and investment. A final report is due in May 2016.
- 2.8 The International Connectivity workstream has had consultants appointed to identify the most critical existing international air routes and those which would best support the future growth of the North and then identifying surface access improvements.
- 2.9 The most recent Transport for the North newsletter (Issue 7, April 2016) is attached to this report as **Appendix 1**.

National Infrastructure Commission

- 2.10 A National Infrastructure Commission (NIC), chaired by Lord Adonis, was established to advise government about national infrastructure needs. The commission was tasked with publishing budget advice relating to:
- Improving connectivity between cities in the north of England;
 - Large scale transport infrastructure improvements in London;
 - Improving how electricity demand and supply are balanced.
- 2.11 The NIC report was published in April 2016. The report recommended improved East-West rail links with an initial focus on Leeds-Manchester. It also suggested that the North should play a greater role in the specification of infrastructure upgrades in the North as part of a continuous programme.
- 2.12 The report can be accessed at <https://www.gov.uk/government/publications/high-speed-north-a-national-infrastructure-commission-report>

Review of Network Rail

- 2.13 The review being undertaken by Nicola Shaw (the Shaw report) investigating the longer term shape and financing of Network Rail was published in April 2016.
- 2.14 The Shaw report contains 7 recommendations:
- Place the needs of passengers and freight shippers at the heart of rail infrastructure management
 - Focus on the customer through deeper route devolution, supported by independent regulation
 - Create a route for the North
 - Clarify the government's role in the railway and Network Rail
 - Plan the railway based on customer, passenger and freight needs
 - Explore new ways of paying for the growth in passengers and freight on the railway
- 2.15 The Shaw report rules out Network Rail privatisation and instead focusses on reforms that may be appropriate for certain parts of Network Rail as well as for specific enhancement projects and on seeking new sources of finance including private sector finance. Devolution is a key theme, with each route set to play a greater role. The report calls for 'a step-change in the degree of autonomy of routes to deliver more flexibly and responsively for their customers' and recommends that there should be a greater emphasis on the North of England, with a new route created to concentrate on the region and work with TfN and other bodies. Network Rail are tasked with working with the DfT, the rail industry and other organisations.

- 2.16 The report can be accessed at <https://www.gov.uk/government/speeches/rail-reform-the-shaw-report>

Rail Franchising (Northern and Transpennine Franchises)

- 2.17 The new Northern and TransPennine rail franchises came into operation on 1 April 2016, with Arriva Rail North and First respectively taking over operation of the franchises. Oversight of the delivery of the franchises has been handed over to the Rail North/ DfT Partnership based in Leeds.
- 2.18 Both franchises involve a significant level of investment in rolling stock. Arriva have ordered 285 new carriages, a mix of electric and diesel units. They will withdraw all Pacer railcars and will refurbish all remaining rolling stock. TransPennine Express has ordered 19 five-car bi-mode trains, capable of operating on both electric power and diesel power. New and refurbished rolling stock on both franchises will commence operation in 2017. Significant changes to services will take place in December 2017 and 2019. The Committee will be advised of the programme for introducing new rolling stock, investment in stations and of the details of changes to services.

Highways England - Growth and Housing Fund update

- 2.19 Highways England has established a new £100m fund, included in their Road Investment Strategy, to contribute towards the cost of road improvement works, relating to their Strategic Route Network (SRN), in order to allow development sites to progress. Highways England has identified some sites nationally but wants, through engagement with Local Enterprise Partnerships and local authorities, to identify suitable sites in their areas where highway capacity, related to the SRN, has been identified as a constraint on development sites.
- 2.20 Highways England will consider contributing to a maximum of £5m for a scheme, which would form 50% match funding against other sources e.g. developer contributions or local authority funding. Applications must demonstrate that funding from the new fund would resolve a viability/funding gap for highways works required as part of a development scheme. Schemes would have to be delivered before 2021 with delivery expected from 2016/17.
- 2.21 Discussions have been held with the LEP and Highways England, who suggest that a scheme on the A629 leading to M62 J24 at Ainley Top/Lindley Moor could meet their criteria. Other potential interventions will be considered through further discussions.

Cycling and Walking Investment Strategy

- 2.22 Under the Infrastructure Act 2015, the Government is required to set a Cycling and Walking Investment Strategy (CWIS) for England. The CWIS will set out a long-term vision for walking and cycling to 2040. The government stated aim is for walking and cycling to become the norm for short journey or as part of a longer journey. This vision will be progressed through a series of shorter term, 5 year strategies.

2.23 The Department for Transport published on 27 March 2016 a draft of the first CWIS for consultation. The Investment Strategy aims to improve public health, reduce congestion, improve air quality and improve the attractiveness of places and communities. The Government has identified a target of doubling cycling levels by 2025, reversing the decline in walking journeys and reducing cycle related accidents year on year. The Statement of funds available that will support the Investment Plan will be published in early 2016.

2.24 The current consultation runs to 23 May 2016. The draft Cycling and Walking Investment Strategy can be accessed at <https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy>. It is proposed that WYCA contribute to an Urban Transport Group response.

DfT Sustainable Travel Transition Year Revenue Competition Bid

2.25 In February 2016 the DfT launched a new £20m Sustainable Travel Transition Year Revenue Competition for which local transport authorities were invited to bid. This fund bridges the gap between the Local Sustainable Transport Fund (LSTF, 2011-16) and the £80m Access Fund (2017-20) that was announced in the November 2015 Spending Review. The Transition Year fund uses the first £20m of the £80m Access Fund and is for award in 2016-17.

2.26 The DfT's focus is on the continuation of targeted projects from LSTF and / or new projects that will lead to improvements in access to jobs, skills training and education. Bids are required to show collaboration with the LEP and be 'ready to go' with implementation starting in May 2016 and all funding must be committed for spend by March 2017. The stated objectives of the Fund are:

- Support the local economy and facilitate economic development;
- Reduce carbon emissions;
- Help to deliver wider social & economic benefits (e.g. access to employment, education and services);
- Actively promote increased levels of physical activity through walking and cycling.

2.27 The deadline for bid submissions was 29 March 2016. WYCA submitted a £2m bid titled "go:greener for Growth in West Yorkshire", in line with the approval given at the Transport Committee meeting of 26th February 2016. The bid consists of three separate work packages focussed on Access to Jobs; Access to Skills and Training; and Access to Education. These work packages include the continuation of work programmes previously funded through LSTF in 2015/16, which will be strengthened with a particular focus on contributing to growth and delivery of the SEP, through access to employment and training in areas of strategic growth in West Yorkshire.

2.28 The activities will include the successful go:cycling and go:walking programmes, working with employers and employees to promote and provide training for walking and cycling to exist as a realistic mode of travel to get to jobs, interviews and training and apprenticeship opportunities. This will be complemented by programmes of

sustainable travel promotion in schools to embed sustainable and active travel as a leading choice for travel to school.

Ultra Low Emission Vehicle Taxi Scheme

- 2.29 WYCA have previously been successful with a stage 1 award from the Government's Office of Low Emission Vehicles (OLEV) of £30k to fund feasibility work to assess the scope of take up of electric taxis, with a view to support a further stage 2 bid by WYCA to install infrastructure and provide grants for vehicle purchase.
- 2.30 The Energy Savings Trust (EST) undertook the survey of West Yorkshire Taxi (Private Hire and Hackney) fleet and provided their report in March 2016. The report recommends a series of changes to taxi licensing standards in West Yorkshire District Council areas to assist an uptake in electric taxis. The amount funding available from OLEV is influenced by the magnitude of change that is adopted.
- 2.31 The West Yorkshire District Councils are currently considering their response to the recommendations in the EST report. The deadline for a stage 2 submission is expected to be in summer 2016.

Transport Focus

- 2.32 Transport Focus published its Bus Passenger Survey in March 2016. The survey report is appended to the separate Short Term Bus Initiatives report which is item 7 on this agenda. Transport Focus consult 47,000 passengers nationally a year to produce the survey and measure passengers' satisfaction with their local bus service for a representative sample of journeys. Passengers rate their satisfaction with a wide range of aspects of their bus journey including the bus stop, waiting for the bus, on the bus, the outside of the bus and the bus driver as well as their overall satisfaction with that bus journey and their rating of value for money. Customer satisfaction with bus travel in West Yorkshire has remained relatively constant.

Transport and Mental Health

- 2.33 The Department for Transport in February 2016 sponsored a national Mental Health and Transport Summit. Organised by Anxiety UK and the Mental Health Action Group, the summit was designed to highlight accessibility issues for those living with long term mental ill health, including conditions such as anxiety, depression and dementia. Mental illness currently represents the largest single cause of disability in the UK, with 1 in 4 people experiencing a mental health condition at some time in their lives and 1 in 10 people living with a long term mental health condition.
- 2.34 The event focused on key questions that highlight how transport providers can deliver better services for those people experiencing a mental health condition, and provided an opportunity to showcase existing good practice, such as 'flash cards' to show transport staff that you may need extra assistance and training for transport staff.

- 2.35 It is understood that the Department for Transport will be developing a revised Accessibility Action Plan that will include details of how it will aim to support all operators so they can improve the quality of the disability awareness training and the travel assistance they offer to meet the needs of passengers with mental health issues across all modes. It is anticipated that the Accessibility Action Plan will be ready for consultation in the summer of 2016 and that it will be published by the end of the year.
- 2.36 WYCA already works to support people with conditions that may affect their travel. As an example, a note summarising WYCA's work to address transport issues for people living with dementia, including details of Travel Assistance 'flash cards' and staff training, is attached as **Appendix 2**.

3. Financial Implications

- 3.1. None as a result of this report.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. None as a result of this report.

6. Consultees

- 6.1. Director of Passenger Services was consulted in the preparation of this report.

7. Recommendations

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

8. Background Documents

- 8.1. As identified in the report.

TfN Newsletter • Issue 7 • April 2016

ALL POINTS NORTH

UPDATES AND DEVELOPMENTS FROM TRANSPORT FOR THE NORTH

Northern Transport Strategy
One Agenda, One Economy, One North



Welcome to the latest edition of All Points North, the monthly newsletter from Transport for the North

It's been a busy month for Transport for the North (TfN), with the release of our Spring Update Report on the Northern Transport Strategy taking place on 7th March. [Click here to read our Spring Report.](#)

A week later we welcomed the National Infrastructure Commission's report, *High Speed North*, which calls for immediate and sustained investment to transform Northern Transport links. You can read more on our response to the National Infrastructure Commission's recommendations later in this email.

Also in this bulletin we'll be giving our reaction to the Shaw Report into the future of Network Rail, hearing about the development of Smart North and rounding up some of the coverage of TfN in the media. Scroll down or click on the links below to find out more.

- [What next after the Northern Transport Strategy Spring Report?](#)
- [TfN responds to the budget](#)
- [Time to get Smart! Alison Pilling tells us all about plans for smart and integrated ticketing](#)
- [High Speed North: TfN reacts to the National Infrastructure Report on Northern Connectivity](#)
- [Shaw Report into Network Rail recommends a dedicated 'route for the north'](#)
- [In the news: media coverage of TfN](#)

What next after the Northern Transport Strategy Spring Report?



On 7th March TfN's Chair, John Cridland, and Chief Executive, David Brown, joined Transport Minister Andrew Jones at the A1 Improvement Scheme in Gateshead to launch the Northern Transport Strategy Spring 2016 Report. The report gives an update on all of Transport for the North's current work streams. [If you haven't already read it you can view the whole report here.](#)

Over the next year, we'll be seeing substantial development in much of TfN's work. Below is a brief timeline of what's coming up:



[Back to top](#)

TfN responds to announcement of funding in the Spring Budget Statement



As part of the Budget on 16th March, the Chancellor committed £300m for transport projects in the North:

- £60m to develop plans for Northern Powerhouse Rail to improve rail links between the North's major cities (this is allocated from the Transport Development Fund which was announced in the 2015 Autumn Statement);
- £75m for further feasibility work on the three strategic roads studies that will look at how to transform east-west road connections (this is allocated from the Transport Development Fund which was announced in the 2015 Autumn Statement) that includes:
 - A new Trans-Pennine tunnel between Sheffield and Manchester
 - Enhancing the A66 and A69 corridors that link the North East and Tees Valley with Cumbria
 - Improvements to the north-west quadrant of the M60
- £161m to accelerate major improvements to the M62 between junctions 10-12 Warrington to Eccles and junctions 20-25 Rochdale to Brighouse;
- £4m to develop HS2 Growth Strategies for Manchester Piccadilly, Manchester Airport and Leeds stations.

David Brown, TfN's Chief Executive, said,

"The money in the budget will allow us by the end of the year to establish a more detailed view of the physical work required to deliver each option for Northern Powerhouse rail. We're pleased that the chancellor has picked up on the NIC's recommendations and welcome additional funding to develop a well-researched and integrated strategy to drive forward Northern Powerhouse Rail/HS3.

TfN is currently investigating the best options for revolutionising journey times and train frequency between the North's six principal city regions and the region's biggest airport. By 2017 we will have a fully costed and developed proposal for the Northern Powerhouse Rail network, potentially including a new link between Manchester and Leeds as well as improved connections between other Northern cities. This will include timescales for building Northern Powerhouse Rail.

We also welcome the release of money to bring forward the M62 upgrade, alongside funding to enable development of longer term improvements to the North's strategic

road network. We look forward to working closely with Highways England to accelerate this work.

Work is already underway to develop transformational plans to enhance connectivity across the North. We look forward to working with the NIC and government as we develop an ambitious cross-modal transport strategy to create a central pillar of the Northern Powerhouse.”

[Back to top](#)

Time to get Smart!



We talk to Alison Pilling, Programme Director for TfN’s Smart & Integrated Ticketing work stream



Smart North is one of Transport for the North’s six work streams, with a team developing a smart ticketing system that can be used across the North of England. We caught up with Alison Pilling, who is Programme Director for Smart North, to find out more.

Alison entered the transport world about twenty years ago, with a role encouraging young people to use public transport before moving to Metro (which later became the West Yorkshire Combined Authority) to work on sustainable transport. She started working in smart ticketing in 2010, acting as Business Change Manager for the customer-facing side of West Yorkshire Smart Card and Information Programme. Alison now heads up the team developing Smart North, a pan-Northern integrated ticketing system for the future.

We asked Alison how she got involved with Smart North:

“I started working on plans for a cross-northern smart ticketing system about a year ago, when a small team of people from across the Northern city regions got together with the Department for Transport to start looking at how such a system could work. As the plans evolved into a coherent programme I applied for the role to run this and when offered, I said yes, please!”

The Chancellor announced £150 million to fund a pan-Northern smart ticketing system, now named Smart North, in the Autumn 2015 Statement, but as Alison explains, the money hasn't been invested just yet:

“Understandably, we have had to come up with a detailed plan for Smart North to justify such a large investment of public money. We'll be submitting our finalised Strategic Outline Business Case to DfT's Investment Committee for consideration shortly as the first step towards setting out the detailed proposals that we hope will unlock initial funding later in the autumn.”

[Click here to read more about Alison and her team's plans for Smart North.](#)

[Back to top](#)

High Speed North: TfN reacts to the National Infrastructure Report on Northern Connectivity



Transport for the North (TfN) has welcomed a report from the National Infrastructure Commission (NIC) which calls for immediate and sustained investment to transform transport links across the North, including funding to further develop a long-term plan for a transformation of east-west rail links.

The *High Speed North* report, which was launched by Lord Adonis and his team at Manchester Piccadilly station on 15th March, calls for immediate investment in action now, accompanied with a plan for longer term investment to reduce journey times, increase capacity and improve reliability.

The report calls on Transport for the North to prepare a single integrated strategy on Northern Powerhouse Rail by the end of 2017. It is recommended that the short-term focus should be improving connections between Manchester and Leeds and that this should be developed and implemented by 2022. High Speed North also calls for accelerating investments in the strategic road network to increase capacity on the M62 and develop long-term proposals to improve pan-Northern strategic road links.

[Click here to read the full *High Speed North* report](#)

[Back to top](#)

Shaw Report into Network Rail recommends a dedicated 'route for the north'



On Wednesday 16th March, Nicola Shaw released her report into the future shape and financing of Network Rail. She recommended that the needs of passengers and freight shippers should be placed at the heart of rail infrastructure management and also that a dedicated 'route for the north' be created to enable better planning and development of rail infrastructure across the region.

Transport for the North's long term vision is to directly commission rail services across the North of England, putting the needs of customers at the heart of this process. This would meet with the aspiration for greater devolution, with the Northern Powerhouse being given direct control over its own transport infrastructure.

With this in mind, we welcome the recommendations of the Shaw Report that Network Rail should provide a dedicated 'route for the North' and that routes are given the freedom to build plans based on the passenger and freight needs of their area. The provision of a northern route will ensure that TfN can reliably engage with one team to drive forward rail improvements across the North, including East-West connectivity alongside North-South links.

[Click here to read the Shaw Report in full.](#)

[Back to top](#)

In the news



Understandably, with so much happening over the last month, TfN and our exciting plans for revolutionising travel across the North have been hitting the headlines! Here are some of the highlights:

- [BBC North West's Sunday Politics show](#) had a specific focus on transport on Sunday 13th March, which featured an interview with our Chief Executive David Brown.
- [The Yorkshire Post's](#) Political Editor says 'It's time for Osbourne to get "transformational"' in an analysis of TfN Spring Report
- [The Newcastle Chronicle & Echo](#) looked at what was in the Northern Transport Strategy Spring Report for the North East

- [The Times](#) reported that rail journey times could halve under ambitious plans for Northern Powerhouse Rail
- [The Financial Times](#) reported a new focus on the North's powerhouse potential in a special supplement on Doing Business In The North.

[Back to top](#)

Don't forget

You can get in touch by emailing newsletter@transportforthenorth.com to let us know what you think and share your suggestions for future updates.

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West Yorkshire Combined Authority – Supporting Dementia Friendly Communities

Dementia Action Alliances and their members are working to improve the lives of people with dementia – including meeting the ambition of creating dementia friendly communities. Dementia friendly communities enable people to live as independently as possible and continue to be a part of their community; they are places where people can feel confident in accessing shops, banks, transport and leisure facilities.

WYCA is a member of the Yorkshire & Humber Dementia Action Alliance (DAA), and liaises with local Dementia Action Alliance Coordinators in districts across West Yorkshire.

Progress to date includes:

- We have worked with the Alzheimer’s Society to provide dementia awareness for WYCA staff – including customer facing staff in bus stations and travel centres and for staff based at Wellington House.
- Staff based in our bus stations regularly provide extra support and reassurance to people with dementia in the bus station.
- WYCA and local Dementia Action Alliance coordinators are keen for all local bus operators to provide dementia awareness for bus drivers, and we have been working to develop an approach that will work for bus operators. Arriva has already worked with a local Dementia Action Alliance to provide dementia awareness sessions for staff.
- All of the staffed bus stations in West Yorkshire are members of their local Safe Place Scheme, and Safe Places schemes in Kirklees, Bradford and Wakefield have extended their schemes to include people with dementia.
- Bus station managers are also in touch with their local DAAs and identify opportunities for joint work where possible.
- We have produced ‘Travel Assistance Cards’ which can be used by passengers to alert transport staff to the fact that they may need extra assistance or patience when travelling, or may need to be seated before the driver sets off.
- We recently part funded, with Bradford Council, Dementia Access Audits at Bradford Interchange and Forster Square, as part of a larger programme of audits commissioned by BMDC.

Further work is planned to:

- Provide refresher awareness sessions for WYCA staff.
- Continue working with local Dementia Action Alliances to promote Dementia Awareness for bus drivers.
- Identify opportunities for joint work with local rail operating companies and Dementia Action Alliances.