

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 14 OCTOBER 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
1 JULY 2016 (pages 5 - 17)**

Copy attached.

**5. APPOINTMENT OF CHAIR OF KIRKLEES DISTRICT CONSULTATION SUB
COMMITTEE (pages 18 – 19)**

Copy attached.

**6. WEST YORKSHIRE'S RAIL DELIVERY AND AMBITION
(pages 20 - 26)**

To consider the attached report.

**7. DEVELOPING THE RAIL FRANCHISES SERVING THE LEEDS CITY REGION
(pages 27 - 40)**

To consider the attached report.

8. YORKSHIRE HUB REQUIREMENTS
(pages 41 - 46)

To consider the attached report.

9. TRANSPORT FOR THE NORTH UPDATE
(pages 47 - 55)

To consider the attached report.

10. CITY REGION TRANSPORT UPDATE
(pages 56 - 65)

To consider the attached report.

11. CONCESSIONARY TRAVEL SCHEME
(pages 66 - 68)

To consider the attached report.

12. CITYCONNECT (CCAG) PROGRAMME UPDATE
(pages 69 - 75)

To consider the attached report.

13. LOCAL TRANSPORT PLAN APPROVALS
(pages 76 - 82)

To consider the attached report.

14. WYCA BUDGET AND TRANSPORT LEVY
(pages 83 - 84)

To consider the attached report.

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

- 22 September 2016 – General Meeting of Rail North Ltd (Cllr Firth)
- 22 September 2016 – Association of Rail North Partner Authorities (Cllr Firth)
- 22 September 2016 – Transport for the North Partnership Board (Cllr Firth)
- 3 October 2016 – East Coast Main Line Authorities Meeting (Cllr Firth)

Minutes

- 16. MINUTES OF THE JOINT DISTRICT CONSULTATION SUB-COMMITTEE HELD ON 11 JULY 2016**
(page 85 - 87)

Copy attached.

Signed:

A handwritten signature in black ink, appearing to be 'B. M. M.', written over a horizontal line. The signature is contained within a rectangular box.

WYCA Managing Director

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

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

Compilation of Agenda by:	Angie Shearon
Telephone No:	Leeds (0113) 251 7220
Date:	6 October 2016

ITEM 4

MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON FRIDAY 1 JULY 2016 IN WELLINGTON HOUSE, LEEDS

Present: Councillor K Wakefield (Chair)

WYCA Transport Committee:

Cllr Martyn Bolt
Cllr Neil Buckley
Cllr Peter Caffrey
Cllr Eric Firth
Cllr Ian Gillies
Cllr Abid Hussain
Cllr Hassan Khan
Cllr Glynn Lloyd
Cllr Mick Lyons
Cllr Andrew Pinnock
Cllr Taj Salam
Cllr Mohan Sokhal
Cllr Dan Sutherland
Cllr Kevin Swift
Cllr Tim Swift
Cllr Christine Towler

In Attendance:

Cllr Barry Collins (Calderdale)
Cllr Richard Lewis (Leeds)
Cllr Peter McBride (Kirklees)
Ben Still (WYCA)
Rob Norreys (WYCA)
Dave Haskins (WYCA)
Dave Pearson (WYCA)
Tom Gifford (WYCA)
Melanie Taylor (WYCA)
Ruth Chaplin (WYCA)

1. Jo Cox MP

The Committee held a minute's silence in memory of Jo Cox, the MP for Batley & Spen.

2. Chair's Comments

Councillor Wakefield welcomed Councillors Peter Caffrey, Hassan Khan, Mohan Sokhal and Kevin Swift to their first meeting of the Transport Committee and also Councillor Martyn Bolt who had been a member of the former Integrated Transport Authority.

The Chair paid tribute to Councillor Liz Smaje and advised members that he had sent a letter thanking her for her hard work, commitment and contributions to the

Transport Committee. Following the changes in membership, it was noted that Councillor Martyn Bolt would be the Leader of the Opposition.

3. Apologies for Absence

Apologies for absence were received from Councillor Rebecca Poulsen.

4. Declarations of Disclosable Pecuniary Interests

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

5. Minutes of the meeting of the Transport Committee held on 15 April 2016

Further to minute 68, it was reported that the bid for the DfT Sustainable Travel Transition Year Revenue Competition had been unsuccessful.

Resolved - That the minutes of the Transport Committee held on 15 April 2016 be approved and signed by the Chair.

6. Minutes of the meeting of the Transport Committee Workshop held on 15 April 2016

Resolved - That the minutes of the Transport Committee workshop held on 15 April 2016 be approved and signed by the Chair.

7. Major Schemes Bid/Growth Deal 3

The Committee considered a report which:

- provided an update on the procedures for City Region bids for Growth Deal and Large Local Major Schemes funding; and
- provided options for consideration in respect of Large Major Scheme Funding bids from Leeds City Region.

It was reported that LEPs had been invited to submit proposals for a new round of Growth Deals (Growth Deal 3) and, in parallel, the Department for Transport had invited bids for schemes from the £475m Large Local Major Schemes Fund. The LEP Board had discussed the broad parameters of both the main Growth Deal 3 bid and the Local Transport Majors and members noted their views regarding the parameters of the bids which were detailed in the submitted report.

The following two schemes were proposed for the Large Majors Fund:

North Kirklees Orbital Road

The Committee discussed the scheme which was for a new road and junctions with access from junctions on the M1 and M62. It was considered that this scheme also had

fundamental importance for other districts as it would unlock development sites and had the potential to kick start transformational regeneration. Councillors Bolt and Pinnock requested further information in respect of the scheme and this would be provided by their own authority.

A1237 York Northern Outer Ring Road

The Committee noted that the scheme was to upgrade the existing 10 miles-long single carriageway A1237 York Northern Outer Ring Road to dual carriageway which was critical for the delivery of housing and employment growth in York. It was noted that this scheme had also been put forward by the York, North Yorkshire & East Riding (YNYER) LEP and it was explained that this was because York was a member of both LEP areas.

It was reported that WYCA was working closely with the relevant District Councils to develop the schemes and that the DfT had clearly stated that they did not expect to receive more than one or two bids from a single LEP area. The proposed bids would be considered by the LEP Board on 19 July 2016 prior to their submission on 21 July 2016. It was expected that funding decisions would be made by the Government in the Autumn.

Resolved -

- (i) That the procedures for Growth Deal 3 and Local Transport Majors bidding set out by government and also the views of the LEP Board with regard to the broad parameters of the Leeds City Region bids be noted.
- (ii) That the Committee's views in respect of the initial Large Local Majors proposals be passed on to the LEP Board.

8. Local Transport Plan Approvals

The Committee considered a report which sought approval for Quarter 2, 2016/17 payments for the following programmes:

- Local Transport Plan (LTP) Implementation Plan 2 (IP2) Integrated Transport and Highway Maintenance Blocks
- Highways Maintenance Incentive Funding
- Cycle City Ambition Grant (CCAG)

Approval was also sought for the following IP2 schemes:

- CCTV Digital Upgrade
- West Yorkshire Rail Capacity Study
- Bradford Northern Powerhouse Rail (NPR) Hub

- Lancashire – Leeds City Region – North Yorkshire, East – West Study

Integrated Transport Block and Highways Maintenance Block Quarter 1, 2016/17 Allocations

Members considered the Integrated Transport Block and Highways Maintenance Block payments to be made to partners in Quarter 2 of 2016/17 as set out in Table 1 of the submitted report. It was noted that the payments were based on the current allocations set out in Appendix 1 and details of the distribution of the indicative Highways Maintenance Block Funding 2014-2017 were set out in Appendix 2.

Highway Maintenance Incentive Funding

It was reported that the Highway Maintenance Incentive Fund rewarded councils who demonstrated that they were delivering value for money in carrying out cost effective improvements. The Department for Transport had advised that all West Yorkshire local highway authorities had achieved Band 2 status and the Committee considered the Quarter 1 and Quarter 2 allocations to district partners which were set out in Table 1 of the submitted report. Councillor Caffrey requested further information in respect of the set criteria used for the banded scores which determined the level of funding to be received by each highway authority.

Cycle City Ambition Grant (CCAG) Funding

Members considered the proposed Quarter 2 payments of 2016/17 which were set out in Table 1 and Appendix 3 of the submitted report. It was reported that the CCAG delivery programme was expected to extend into 2018/19. This would require a re-profiling of a proportion of the West Yorkshire Local Transport Plan match funding from 2017/18 into 2018/19 and a report would be prepared for a future meeting.

It was reported that the cycle superhighway connecting Leeds and Bradford was now open and featured segregation and increased safety measures. Councillor Buckley asked for information in respect of existing usage figures for cycling, the cost per mile and how use of the new cycleway would be measured. Councillor Bolt stressed the need to ensure that the cycleway was properly maintained including sweeping and gritting in the winter. A report on cycling would be prepared for a future meeting including the bids that had been made to Central Government for the scheme.

Local Transport Plan – Implementation Plan 2 approvals

CCTV Digital Upgrade

It was reported that the Authority currently had an extensive analogue CCTV system covering bus stations, Crow Nest Lane, Wellington House and King Lane Park and Ride. Approval was sought for expenditure of £550,000, funded through the LTP, to

convert the current system to a digital system which would result in a reduction in annual revenue costs of around £180,000, a reduction in energy use and improve the performance and resilience of the CCTV system.

In response to a query raised by Councillor Buckley, further information in respect of the effectiveness of CCTV in reducing vandalism at bus shelters, particularly at King Lane and how this was monitored would be provided.

Rail Development Programme - West Yorkshire Rail Capacity Study

Members were advised that the Authority's input was required into the Department for Transport (DfT) led 2017 'High Level Output Statement' in order to ensure that it makes provision for growth in rail passenger demand across West Yorkshire. Rail North/Transport for the North will be asking partner authorities for evidence to support a robust case for investment by Network Rail to cater for increased passenger numbers and it was proposed to carry out a West Yorkshire Rail Capacity Study which would provide a key input to the joint work being undertaken by the DfT and Rail North/Transport for the North. Approval was sought for expenditure of up to £100,000, funded through the LTP, to undertake this work.

Rail Development Programme - Bradford Northern Powerhouse Rail (NPR) Hub

It was reported that in order to support delivery of the Leeds City Region SEP objectives, the Authority was undertaking complementary work to that was being led by Transport for the North to set out what the Leeds City Region requires from the Northern Powerhouse Rail (NPR) work-stream. Members discussed the proposal that NPR should include an intermediate call (eg. between Leeds and Manchester) and noted that the work should consider both Parkway and city centre options for Bradford. Approval was sought for expenditure of up to £100,000, funded through the LTP, to undertake this work.

Rail Development Programme - Lancashire – Leeds City Region – North Yorkshire, East – West Study

The Committee was advised of proposals by the Lancashire LEP to carry out and co-fund a piece of work to identify the potential economic benefits in improving the strategic east-west transport corridor linking Lancashire, the Leeds City Region and North Yorkshire. The study would identify whether a strategic case exists for new interventions on both road and rail networks and determine whether or not there is a compelling case for Transport for the North to undertake or support further more in-depth work to improve connectivity in this corridor. Lancashire County Council were seeking WYCA involvement and a financial contribution and approval was sought for expenditure of £25,000, funded through the LTP, to undertake this work.

Resolved –

- (i) That the quarterly payments set out in Table 1 be approved.

- (ii) That expenditure of £550,000 funded from the Local Transport Plan in 2016/17 to convert the existing analogue CCTV system to a digital system be approved.
- (iii) That expenditure of up to £100,000 funded from the Local Transport Plan in 2016/17 to fund the West Yorkshire Rail Capacity Study be approved.
- (iv) That expenditure of up to £100,000 funded from the Local Transport Plan in 2016/17 to explore options for the Northern Powerhouse Rail (NPR) Hub be approved.
- (v) That expenditure of £25,000 funded from the Local Transport Plan in 2016/17 for a contribution towards the Lancashire – Leeds City Region – North Yorkshire, East – West Study be approved.

9. Transport for the North Update

The Committee considered a report which:

- provided an update regarding Transport for the North (TfN), including issues relating to Governance and Powers;
- advised of the Competition and Markets Authority investigation following the award of the Northern franchise to Arriva.

It was noted that Transport for the North would be the first Sub National Transport Body across the north England and they had been commissioned by the government to drive forward the delivery of Northern Powerhouse transport investment projects. The Leeds City Region (WYCA and LEP) is represented on the Transport for the North Partnership Board.

It was reported that the WYCA meeting held on 23 June 2016 had been attended by John Cridland (Chair) and David Brown (Chief Executive) of Transport for the North. They had outlined the vision and objectives for TfN, its business plan for 2016/17 and provided an overview of the legislation and how TfN expects to interact with Combined Authorities in the future.

The Committee discussed the details outlined in the submitted report and appendices and considered that WYCA should seek to ensure that:

- Combined Authorities/Local Transport Authorities be consulted on the draft order/scheme/detailed proposals in advance of any submission to Government in 'summer'.
- TfN should articulate clearly the case for concurrent powers over the (more inclusive) model of each Local Transport Authority exercising its own power to the same effect.

- LEPs should be asked to consider whether they consider the business engagement proposals adequate.

Members discussed the governance issues outlined in the appendix and the proposals to date which sought to balance the interests of large transport authorities (Combined Authorities/LEP areas) with smaller authorities through a weighted voting system and a super-majority vote (eg. over 50% support for key decisions).

It was reported that WYCA was leading on a piece of work to develop the Leeds City Region position on Northern Powerhouse Rail (NPR) which was developing the case for transformational change in rail connectivity improvements in the north. There had been concerns that the TfN remit was too narrow and, following extensive discussions with district and business partners within the Leeds City Region, the following areas of consensus had emerged:

- A more holistic view should be taken on the highways work-stream, rather than a focus only of the Highway England strategic roads network.
- Northern Powerhouse Rail is one part of the region's connectivity requirements and there are other layers and supporting measures that are needed.
- Efforts should be made to avoid reducing the connectivity (current or future through committed investments/improvements e.g. improved services committed through the new Northern and Trans-pennine Express rail franchises, and Trans-pennine electrification/route upgrade).
- The design and connectivity provided by Northern Powerhouse Rail stations are fundamental, enabling connections to other rail and transport services seamlessly including between HS2, NPR and local connections.
- There should be a Northern Powerhouse Rail stop at York, to serve the northern and eastern parts of the city region.
- There should be a West Yorkshire Northern Powerhouse Rail stop between Leeds and Manchester.
- Freight considerations should extend beyond the role of coastal ports, including consideration of a 'Leeds inland port'.

In discussing and noting the above suggestions, members asked that the wording be strengthened in respect of bullet point 3 to "*an imperative commitment* should be made to avoid reducing the connectivity".

Members also requested that the relationship and protocol arrangements in respect of TfN be closely monitored and that update reports be prepared for future meetings.

The Committee noted the update regarding the Competition and Markets Authority investigation following the award of the Northern franchise to Arriva. It was reported that WYCA officers had provided technical input to this investigation.

Resolved –

- (i) That the relationship and protocol arrangements in respect of TfN governance and legislation be monitored and update reports be prepared for future meetings.
- (ii) That the updates provided in the report be noted.

10. Buses Bill

The Committee considered a report which provided an update on the Bus Services Bill.

Members noted that the Bus Services Bill had had its second reading in the House of Lords with Royal Assent expected in early 2017. It was however recognised that the Bill presented a number of challenges which needed to be resolved and the key issues were detailed in the submitted report. The Committee was also made aware that should a General Election be called during the Autumn, there was the likelihood that the passage of the Bus Services Bill would be halted and the new government would need to decide whether to progress a new Bill.

It was reported that WYCA's input to the Bus Services Bill was coordinated through the Urban Transport Group (UTG) and MPs from across Leeds City Region had been invited to support and comment on the legislation by the Chair of the LEP and Chair of the Transport Committee. It was noted that briefings had also been circulated to several members of the House of Lords.

Further information on the Bill was provided in the Department for Transport's briefing note which was attached to the submitted report.

Resolved –

- (i) That the Bus Services Bill be welcomed.
- (ii) That the desirability of all Local Transport Authorities being able to use the measures set out in the Bill to improve local bus services be endorsed.

11. NGT Decision

The Committee considered a report which:

- provided an update on the recent outcome of the Transport and Works Act Order for the NGT project;

- provided information on the next steps relating to the allocated funding;
- proposed referral to the Overview and Scrutiny Committee.

Members noted that no challenge would be made to the decision that the Transport and Works Act Order would not be granted and the NGT scheme would not proceed. However, the Department for Transport had announced that the previously allocated £173.5m funding for NGT would be awarded for public transport improvements in Leeds. In this respect, a Leeds Transport Summit was called by Councillor Judith Blake to seek views on future transport needs for Leeds and strategic direction. This was held on 10 June 2016 and was attended by a wide range of stakeholders. Leeds City Council and WYCA officers are working with the Department for Transport to agree the process for the funding allocation and terms of expenditure.

It was reported that Leeds City Council were to hold a scrutiny session to establish any areas where things could have been done differently and it was proposed that the WYCA Overview & Scrutiny Committee also consider the scheme and future developments from a City Region perspective.

Resolved –

- (i) That the report be noted.
- (ii) That WYCA co-operates fully in the Leeds City Council scrutiny process.
- (iii) That the WYCA Overview & Scrutiny Committee be requested to consider the outcome from a City Region perspective.

12. Green Infrastructure Refresh

The Committee considered a report on the work being undertaken to refresh the Green Infrastructure Strategy, setting out the potential implications of integrating green infrastructure into transport investments.

It was reported that the Leeds City Region Green Infrastructure Strategy was published in 2010. However in view of the devastating floods in 2015, it was considered that green infrastructure had an increasingly important role to play in reducing flood risk and flood management. Whilst green infrastructure was already being embedded with transport policy and projects, the strategy refresh provided the opportunity for the Committee to highlight issues to be considered.

Councillor Tim Swift welcomed the opportunity to be involved in the refresh and advised the Committee that Calderdale's Catchment Plan had to be completed by October 2016. In view of the tight timescales he asked that urgent discussions be held between Calderdale Council and the LEP Green Economy Panel.

The following further comments/suggestions were made:

- Provide trees in new housing developments (but ensure they are contained - perhaps planted in boxes) and embed this in all local plans.
- Air Quality is a high priority and this needs to tie in with the strategy.
- Cycleways should be included in the strategy as they contribute towards green infrastructure.

It was suggested that in order to discuss further ideas and suggestions it may be useful for a joint meeting to be arranged with the Green Economy Panel at the earliest opportunity.

Resolved – That the work planned to deliver a green infrastructure refresh in the Leeds City Region and the potential benefits that it can bring to transport schemes be noted.

13. District Consultation Sub Committees and the Bus Services Working Group

The Committee considered a report on the appointment of the District Consultation Sub Committees (of the Transport Committee) and a Bus Services Working Group for 2016/17.

It was noted that the Transport Committee had previously expressed a desire to improve engagement with young people and WYCA was working with the Youth Association to pilot a new approach.

It was suggested that the Transport Committee review the function of the District Consultation Sub Committees to determine if other methods of consultation would be more effective and efficient. It was proposed that Councillor Firth chair a review group and the terms of reference for the review would be considered at the next meeting. However, whilst the review was being undertaken the District Consultation Sub Committees would continue in their present form for 2016/17 with the terms of reference set out in Appendix 1 and the current public members be invited to continue to attend.

The Chairs of the District Council Sub Committees for 2016/17 were appointed as follows:

Bradford	-	Councillor Taj Salam
Calderdale	-	Councillor Dan Sutherland
Kirklees	-	To be advised
Leeds	-	Councillor Mick Lyons
Wakefield	-	Councillor Glyn Lloyd

The Committee also considered and agreed the proposal to re-establish the Bus Services Working Group with the terms of reference and arrangements as set out in Appendix 2 to the submitted report.

Resolved –

- (i) That the District Consultation Sub Committees be established for 2016/17 with the terms of reference as set out in Appendix 1 to the submitted report.
- (ii) That the Transport Committee members co-opted from each district be appointed to their respective Sub Committee.
- (iii) That the current public members attending the Sub Committees be invited to continue to attend.
- (iv) That the Chairs of the District Consultation Sub Committees be appointed for 2016/17 as follows:
 - Bradford - Councillor Taj Salam
 - Calderdale - Councillor Dan Sutherland
 - Leeds - Councillor Mick Lyons
 - Wakefield - Councillor Glyn Lloyd
- (v) That the function of the District Consultation Sub Committees be reviewed to determine if other methods of consultation would be more effective and efficient.
- (vi) That the terms of reference of the review be considered at the next meeting of the Transport Committee.
- (vii) That the Local Bus Services Working Group be established in accordance with Appendix 2 to the submitted report.

14. Feedback from Spokespersons Representing the WYCA on External Bodies

The Committee was provided with feedback from Councillor Wakefield who represented the WYCA on the following external bodies:

Rail North Ltd Board – 12 May 2016

Items considered at the meeting had included the setting up of a North East Regional Management Unit and Rail North governance proposals in relation to it becoming part of Transport for the North. It was reported that Bill Reeve, Commercial Director at Transport Scotland had been appointed as Independent Chair of the Rail North Partnership Strategic Board and he would be invited to a future meeting of the Transport Committee.

TfN Partnership Board – 9 June 2016

The TfN Partnership Board had considered the business plan for 2016/17 and a key component was agreeing what powers TfN should have and how they should be exercised. There was general agreement that Transport for the North should have powers to formulate a pan-northern transport strategy, influence/ direct the investment plans of Highways England and Network Rail, let and manage rail franchises and implement pan-northern interventions, such as ticketing. Also that powers should be exercised in conjunction with the relevant local authority. It was suggested that governance would include voting rights proportional to population, although a different approach would be required to Rail North when it was subsumed with TfN. The draft Order, powers and governance would be considered at a future meeting of WYCA.

Association of Rail North Partner Authorities – 9 June 2016

The meeting had been provided with updates on franchise mobilisation including the new regional business unit structure in the Northern franchise, rolling stock procurement and rolling stock changes July 2016. The rolling stock changes were as a result of a commitment for some Transpennine rolling stock to go to Chiltern Railways. Both companies had worked together to mitigate the impact of this which will provide an overall uplift in peak capacity across the north. It was noted that there were some specific changes on the Calder Valley line and Northern were working with Rail North/DfT on communication plans.

Resolved - That the feedback from the Rail North Ltd Board, TfN Partnership Board, and Association of Rail North Partner Authorities meetings be noted.

15. Exclusion of the Press and Public

The Committee considered a recommendation to exclude the press and public from Agenda Item 13, which contained exempt information defined in Paragraph 3 of Schedule 12A Local Government Act 1972.

RESOLVED: It was agreed that because disclosure of Item 13 (Disposal of Land at Smiddles Lane) might prejudice future negotiations, the public interest would be better served by maintaining the exemption and, therefore, the press and public were excluded from the meeting.

***16. Disposal of the Redundant Bus Lay-By Off Smiddles Lane, Bradford**

The Committee considered a report which sought consent to the disposal of the redundant bus lay-by off Smiddles Lane, Bradford on the terms set out in the submitted report.

Resolved - That the sale of the land jointly with Bradford MDC with overage provisions as set out in the submitted report, subject to Bradford MDC also approving the disposal on the same terms, be approved.

17. Minutes of the Meetings of the District Consultation Sub-Committees

With regard to the minutes of the Calderdale District Consultation Sub-Committee held on 12 April 2016, Councillor Sutherland advised that members the work on a proposed rail station at Elland had been welcomed. Calderdale MBC was continuing to strengthen the case in the local plan as it was considered a priority and the funding was available.

Resolved:

- (i)** That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 4 April 2016 be approved.
- (ii)** That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 6 April 2016 be approved.
- (iii)** That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 8 April 2016 be approved.
- (iv)** That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 12 April 2016 be approved.
- (v)** That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 14 April 2016 be approved.

Director/Head of: Caroline Allen, Head of Legal & Democratic Services
Author: Angie Shearon, Acting Democratic Services Manager



ITEM 5

Report to: Transport Committee

Date: 14 October 2016

Subject: Appointment of Chair of Kirklees District Consultation Sub-Committee

1. Purpose

1.1. To appoint the chair of the Kirklees District Consultation Sub-Committee.

2. Information

2.1. The Transport Committee has authority to appoint sub committees and the chairs of any such sub-committees. The Transport Committee has previously resolved to establish five sub-committees of its members to act as a conduit for consultation within each of the five constituent District Council areas.

2.2. At its meeting on 1 July 2016, the Committee appointed chairs to the Bradford, Calderdale, Leeds and Wakefield District Consultation Sub-Committees.

2.3. A chair has yet to be appointed to the Kirklees District Consultation Sub-Committee.

3. Financial Implications

3.1. The position attracts a Special Responsibility Allowance of £1,575 under the Members' Allowances Scheme and for which there is provision within the budget.

4. Legal Implications

4.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. Consultees

None.

7. Recommendations

- 7.1. That the Committee appoint a Chair of the Kirklees District Consultation Sub-Committee.

8. Background Documents

- 8.1. None.

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: James Nutter, Rail Manager



ITEM 6

Report to: Transport Committee

Date: 14 October 2016

Subject: West Yorkshire's Rail Delivery and Ambition

1. Purpose

- 1.1. To outline and seek approval for West Yorkshire's rail delivery and ambition through a proposed rail narrative – a framework that WYCA will seek to pursue / develop / implement by working with District partners, Government, Transport for the North (TfN), Rail North and the rail industry.

2. Information

Background

- 2.1. The draft West Yorkshire Transport Strategy is available for consultation until 21st October 2016. The draft strategy seeks to help deliver the outcomes set out in the Leeds City Region Strategic Economic Plan (SEP), including the vision for 'Good Growth'.
- 2.2. The draft strategy contains a number of proposed spatial themes and policies, with improvements to rail connectivity featuring highly across a number of areas. This paper provides a concise summary of the rail narrative proposed in the draft strategy. More detailed proposals underpinning the narrative can be found in **Appendices 1 and 2**.
- 2.3. Rail has an important role to play in achieving the SEP's vision of delivering 'Good Growth'. Rail has become increasingly important as the region's economy has changed with economic activity focussed increasingly in city centres. Rail will help support delivery of the SEP by facilitating the continued change in our economic geography, enabling the environmentally sustainable movement of relatively large and growing numbers of people, and freight, for commuting, business and leisure. It will help achieve this particularly across medium to longer distances, both within our city region, and between our city region and other city regions around the country.

- 2.4 Rail is a competitive mode of transport for journeys between city/large town centres, and between city/large town centres and their suburban and rural hinterland. This is particularly the case where corresponding highway connectivity is relatively poor, and the rail customer experience is of a relatively high quality. Passenger demand and rail's modal share in such cases can be very high e.g. for journeys between Shipley and Leeds, rail has a circa 70% modal share.
- 2.5 A proposed West Yorkshire rail narrative outlines the rail priorities and framework that WYCA will be seeking to pursue, develop and implement in the short, medium and long terms. National and north of England connectivity is primarily led by DfT and TfN, with WYCA playing an important role influencing/ shaping the future strategy. Combined with improved city region connectivity and stations, WYCA can then achieve the best possible outcomes for the region.

West Yorkshire's Proposed Rail Narrative

- 2.6 West Yorkshire's rail narrative is all about providing for growth in rail passenger and freight demand, as part of a wider "One System", multi-modal, integrated transport network. It can be summarised as the requirement for transformational improvements to the customer rail offer across five broad categories:
- **National rail connectivity** through the introduction of the new HS2 line and services, and improvements to infrastructure and services using the East Coast Main Line. This will better connect Leeds City Region with the Midlands, the North East, South West, Scotland, East Anglia, London and the near continent (via a link between HS2 and HS1). The creation of the '**Yorkshire Hub**' in Leeds as *the* gateway of national significance in the city region will help spread the benefits.
 - **North of England rail connectivity** through the introduction of new and radically upgraded Northern Powerhouse Rail infrastructure and services including stops at Leeds, York and Bradford. Also improvements to infrastructure and services (including through making best use of released capacity) using other pan-northern rail lines e.g. the Calder Valley, between Leeds City Region and other city regions and large towns across the north of England.
 - **Leeds City Region rail connectivity** through improvements to infrastructure and services to provide high quality connectivity from our district hubs (representing our most substantial, key economic centres and areas of growth) to each other, and with our major transport hubs at Leeds, York, Bradford and Leeds Bradford Airport. Also improvements to infrastructure and services between our major economic centres/transport gateways and stations in the urban and rural hinterland.

This will mean replicating across the city region the quality of rail travel currently enjoyed by customers using services between Leeds, Bradford Forster Square, Skipton and Ilkley. Where there is a case to do so, new stations will be introduced, with the priorities in the short term being at Elland and Thorpe Park.

Pre-feasibility work is underway for a proposed rail station near Leeds Bradford Airport (LBA) to support connectivity and access to LBA which is identified as one of the region's key assets in the SEP.

- **Station gateways** through place-making led improvements to station facilities and access by all modes of transport. Improvements will be focussed on ensuring stations are fitting gateways to our cities, towns and communities, as well as to the rail network, ensuring they are easily accessible to the communities they serve and contribute to the delivery of relevant local spatial and economic plans.
- **Customer-led integration** of ticketing, fares, information and critically, service timetables, both between rail journeys and between rail and other modes of transport. This will make journeys involving an interchange feasible and attractive, and is particularly relevant to our poly-centric city region.

2.7 More details of the different categories of improvement can be found in appendices 1 and 2. Item 7 on the meeting agenda provides more detail as to the service improvements being sought in the short to medium term through the new Northern and Transpennine Express rail franchises. Also Item 8 on the meeting agenda provides more detail as to the requirements of the Yorkshire Hub.

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. The Managing Director and Assistant Director (Integrated Transport) have been consulted during the preparation of this report.

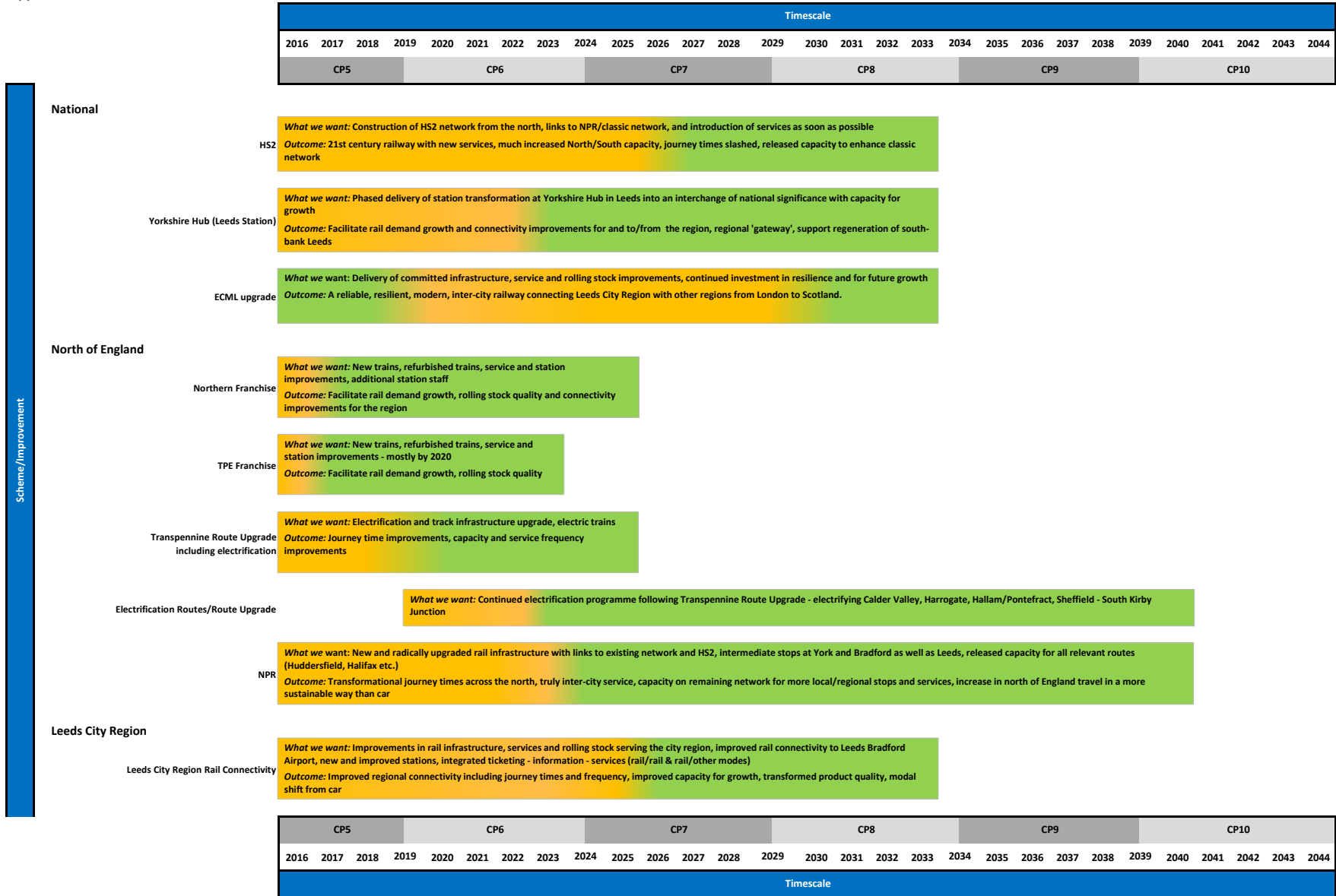
7. Recommendations

7.1. That the proposed West Yorkshire rail delivery and ambition contained in this report and found in more detail in appendices 1 and 2 is approved.

8. Background Documents

8.1. Draft West Yorkshire Transport Strategy.

Appendix 1 - Timetable for Rail Enhancements



Key
■ Planning/Development
■ Construction/Delivery

APPENDIX 2 - Rail Delivery and Ambition Table

	Timescale	Outputs	Benefits	Evidence to back up
National Rail Connectivity				
HS2	HS2 – 2033	<ul style="list-style-type: none"> • 3 tph Leeds to London • 2 tph Leeds to Birmingham • HS2 – HS1 link to enable domestic and international connectivity to the South East and near continent. • Much increased North/South capacity – able to carry up to 26,000 people per hour. 15 trains per hour • Journey time improvements <ul style="list-style-type: none"> ○ Leeds to London 1hr 23mins (current 2hrs 12mins) ○ Leeds to Birmingham 57mins (current 1hr 58mins) ○ Leeds to Sheffield 19mins (current 52mins/frequency) • Capacity • Released capacity giving opportunity to enhance classic network refining existing service patterns and defining new services to create economic benefit. 	<ul style="list-style-type: none"> • National/international connectivity • Rebalancing economy North/South • Improved access to opportunity • Improved access to Labour markets • Modal shift to public transport – environmental/economic/ social benefits • Much need additional commuter capacity on classic network • Local and regional services that were previously not possible • Opportunity for increased freight 	<ul style="list-style-type: none"> • HS2 body of evidence • HS2 East evidence • WYCA Yorkshire Network, HS2 connectivity, HS1 link
Yorkshire Hub (Leeds Station)	Yorkshire Hub – Ongoing from 2016 - 2033	<ul style="list-style-type: none"> • Integrated station/Hub for the region • Growth – provision for 114% additional capacity by 2043 • All modes • Interchange • Place making 		<ul style="list-style-type: none"> • Yorkshire Hub Masterplan
ECML	ECML – By CP6 & ongoing	<ul style="list-style-type: none"> • Capacity and incremented journey time improvement (short term) • New rolling stock – IEP trains by 2019 • Connectivity improvements to Bradford and Harrogate by 2019 • New connectivity (long term > Connection to Cambridge) 		<ul style="list-style-type: none"> • ECMA studies • NR LTPP + route study
North of England Rail Connectivity				
Northern Franchise	Mostly by 2020 – All by 2025	<ul style="list-style-type: none"> • New trains from 2018/trains refurbished back to as-new condition between 2016-2018, all Pacer trains removed by 2019 • Service increments – New timetable in December 2017 will provide 100 new direct connection journey opportunities across regional hubs. More than 2,000 extra services a week including earlier and later trains and 400 extra services on Sundays by late 2019 • Northern Connect – 12 enhanced, long distance routes with new branding linking major cities of the North from December 2019 - improved services, improved station facilities, increased staffing (0600 to 2200 daily) with catering facilities and free Wi-Fi. • Station investment – £38m to invest across all stations in franchise area with a focus on customer information, security and customer service, passenger waiting facilities, ticketing facilities • Free on-board Wi-Fi and at seat power sockets by late 2019 • 45 previously unstaffed stations to be staffed 	<ul style="list-style-type: none"> • Improved connectivity • Improved access • Improved access to opportunity • Improved access to Labour markets • Model shift to public transport – environmental/economic/ social benefits • Social inclusion • Improved journey experience 	<ul style="list-style-type: none"> • Northern Hub • NR LTPP • Rail North LTRS • Franchise preparation body of evidence
TPE Franchise	Mostly by 2020 – All by 2023	<ul style="list-style-type: none"> • 220 new trains by 2020/£20m+ investment in refurbishing existing trains up to as-new standard • Service increments – 55% increase in connections between seven largest cities on network by 2019, six trains per hour between Leeds and Manchester, two services an hour in both directions to Newcastle, service every 20mins between Dewsbury and Huddersfield, restoration of an hourly service between Dewsbury and Manchester Airport, timetable improvements to introduce same level of services on weekends as on weekdays, more earlier and later trains • From 2019 new direct hourly service to and from Edinburgh on brand new five carriage intercity trains • Significant increase in capacity between Leeds and Manchester • Station investment - £18m to invest across 19 stations, customer information systems 		

	Timescale	Outputs	Benefits	Evidence to back up
		at stations, improved ticket offices, extra car and cycle parking, ticket gates at Dewsbury, new ticket machines		
Transpennine Route Upgrade including electrification	By Dec 2022	<ul style="list-style-type: none"> • Electric trains • Journey time improvements – taking 15mins of today’s journey time • Line capacity significantly improved between Manchester, Leeds and York. • Frequency – allowing for up to 6 fast or semi-fast trains per hour 	<ul style="list-style-type: none"> • Rebalancing economy • Also business to business connectivity - agglomeration benefits • Reduced operating costs from electrification • Environment/energy benefits from electrification • Faster services 	<ul style="list-style-type: none"> • Northern Hub • NR LTPP • Rail North LTRS
Electrification routes/Route Upgrade	CP6+	<p>Electrification, journey time, frequency and capacity improvements on the following lines:</p> <ul style="list-style-type: none"> • Calder Valley – Leeds to Manchester and Preston via Bradford and Brighouse • Harrogate – Leeds to York via Harrogate • Hallam/Pontefract • Sheffield – South Kirby Junction 	<ul style="list-style-type: none"> • Cost effective way to provide improved connectivity/quality/capacity • Reduced operating costs • Environmental/energy benefits – reduced greenhouse gas emissions • Benefits to current and future passengers – attracting users of other modes • Better performance of electric trains may create paths for additional trains without the need for additional infrastructure work • Sparks effect 	<ul style="list-style-type: none"> • Electrification Task Force “Northern Sparks” • Harrogate Line Business Case • Calder Valley Economic Case
Northern Powerhouse Rail (NPR)	2033- 2040 – Some benefits could be delivered earlier	<p>Transformational connectivity improvements</p> <ul style="list-style-type: none"> • Journey time and frequency: <ul style="list-style-type: none"> ○ Up to 6 trains per hour • Intermediate stops at York and Bradford for NPR services • Released capacity for all relevant routes (Huddersfield, Halifax etc.) 	<ul style="list-style-type: none"> • Rebalancing economy North/South • Transform city to city rail connectivity east/west and north/south through both HS2 and NPR • Ensure there is capacity that a resurgent North will need in rail commuter services • Deliver the full HS2 ‘Y’ network as soon as possible, including consideration of accelerating construction of Leeds-Sheffield • Fundamental that NPR investment is delivered as part of wider regeneration and growth strategies for the relevant locations. 	<ul style="list-style-type: none"> • One North / emerging TfN work • Northern Powerhouse Rail in the Leeds City Region • Independent Economic Review (IER)
Leeds City Region Rail Connectivity				
Train service improvements Better rolling stock Improved frequency Improved capacity Rail infrastructure improvements	Ongoing to 2033	<p>Improved Sub-Regional Centre Connectivity: Replicate the quality of product enjoyed by customers using rail services between Leeds/Bradford Forster Square and Ilkley/Skipton, across the Leeds City Region.</p> <p><i>Minimum level of connectivity:</i></p> <ul style="list-style-type: none"> • Rail travel times less than 75% of the off-peak drive time • A minimum of 2 off-peak trains per hour between all stations and economic/transport hubs. Frequency will generally be greater between the hubs themselves - the nature of the LCR rail network means that this minimum standard means that many hubs have a higher frequency than 2 trains per hour • Minimised rail to rail interchange times • Consistent station quality with minimum standards 	<ul style="list-style-type: none"> • Spreading the benefits of HS2 / NPR • Significant increase in GVA across Leeds City Region • Up to £12bn of benefits • Improved connectivity • Improved access • Improved access to opportunity • Improved access to Labour markets • Modal shift to public transport – environmental/economic/ social benefits • Social inclusion 	<ul style="list-style-type: none"> • Yorkshire Rail Network Study – Phase 1 - Conditional Output Statement - March 2012 • Yorkshire Rail Network Study – Phase 2 – Network Strategy & Planning Technical Report – September 2014 • LCR Metro Study • My Journey – West Yorkshire Local Transport Plan 2011-2026 Railplan 7

	Timescale	Outputs	Benefits	Evidence to back up
		<ul style="list-style-type: none"> • Minimum rolling stock quality • Adequate capacity to accommodate future demand <p><i>New connectivity:</i></p> <ul style="list-style-type: none"> • Introduction of alternative technologies on corridors between district hubs currently not served by rail. • Leeds Bradford Airport: Improved rail connectivity in the medium and long terms, including the potential for a station and fixed link respectively. • Leeds – East Leeds: Potential rail extension to ELOR. 	<ul style="list-style-type: none"> • Improved quality and journey experience • Improved reliability • LCR Metro has a good value for money business case for up to £600m of improvements for local rail transport links targeting reducing congestion, making it easier for people to commute to and from expected growth areas. 	<ul style="list-style-type: none"> • Capacity studies • Train service requirements business cases • Leeds Bradford International Airport Connectivity Study – option Assessment Report – November 2014 • Connectivity to Leeds Bradford International Airport – Outline Option Appraisal – March 2016
New Stations	Phased delivery 2016 to 2033	<ul style="list-style-type: none"> • Elland • East Leeds Parkway at Thorpe Park • Future programme – Possible stations at LBA, and replacement station at White Rose 	<ul style="list-style-type: none"> • Improved connectivity • Modal shift • Enhanced access to the rail network • Increased park & ride opportunity 	<ul style="list-style-type: none"> • New Station Study • Specific feasibility studies underway.
Station Gateways				
Creation of Station Gateways/District Hubs and station Improvements across West Yorkshire	Phased delivery 2016 to 2033	<ul style="list-style-type: none"> • Stations that are high quality gateways to both the railway and to the communities they serve which support economic development, regeneration and job creation in their locality as identified in local plans. • Gateway schemes: Bradford Forster Square, Bradford Interchange, Castleford, Halifax, Huddersfield and Leeds. • Step free access at all West Yorkshire stations, modern, good quality and sufficient facilities for waiting, paying for fares. • High quality and logical access between stations and the communities they serve, across all modes of transport. 	<ul style="list-style-type: none"> • Stations facilitate more/better economic outputs in the locality in which they are situated. • Improved journey experience • Better quality of station facilities • Consistent level of facilities at stations • Greater number of stations meeting Railplan 7 station standards 	<ul style="list-style-type: none"> • Station Masterplans • Station Development Plans • Step-free access studies

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: James Nutter, Rail Manager



ITEM 7

Report to: Transport Committee

Date: 14 October 2016

Subject: Developing the Rail Franchises serving the Leeds City Region

1. Purpose

- 1.1. To provide an overview of the areas where the train service specifications of the new Northern and Trans-Pennine Express franchises leave gaps as against the aspirations of the Leeds City Region.
- 1.2. To seek approval for WYCA to work together with Rail North and the two rail franchisees to explore options to move towards delivering further improvements that will close the gaps identified and provide an overall better and more coherent service.
- 1.3. To provide an update on the new Direct Award DfT has granted to Arriva Cross-Country.

2. Information

Background: Train services under the new Northern and Trans-Pennine franchises

- 2.1. On 1 April 2016, the Northern and Trans-Pennine Express rail franchises were passed to new operators. Both are required to deliver substantial improvements in services, covering train quality, capacity, station standards and in service levels – amongst other areas. This will lead to marked improvements over much of the network.
- 2.2. In the area of train services, the two franchisees' train service requirements documents set out the minimum level of service that will be operated over their routes, including first trains, last trains and through linkages as well as the frequency of trains. The train service requirements reflect the improvements – in some areas radical – which the franchises must deliver, with the most important timetable changes taking place in December 2017 and December 2019.

2.3 In the Leeds City Region as elsewhere, the train service requirements confirm significant improvements, such as:

- an additional train every hour from Bradford through the Calder Valley to Manchester;
- direct hourly links from the Calder Valley to Manchester Airport, Chester and Liverpool;
- a new hourly train from Bradford via Leeds and Wakefield Westgate to Sheffield and Nottingham, faster than the current Leeds – Nottingham service;
- improvements on the routes from Leeds to Carlisle and Lancaster;
- an hourly through train from Knottingley and Pontefract to Leeds via Wakefield;
- a direct link from Castleford to Huddersfield via Wakefield;
- an additional hourly train from Leeds to Hull;
- a doubling of the standard service on the Harrogate line, giving four trains per hour between Leeds and Harrogate off-peak;
- a general upgrade to the Trans-Pennine Express network (including local services between Leeds and Huddersfield) including a doubling of the Newcastle service and an extension to Edinburgh;
- better evening and Sunday services on many routes.

A summary of the improvements is included in **Appendices A and B** for Northern and Trans-Pennine Express respectively, based on material from the train operators.

2.4 However, there remain areas where the train service requirements appear to have scope to be improved. Other than minor clarifications/corrections, there are:

- *Adjustments / smaller changes*: areas where we consider that the train service requirements fall short in some way, and where there may be good prospects of achieving improvements within the next couple of years. For example:
 - Sunday trains Leeds – Dewsbury – Brighouse – Calder Valley – Manchester, and Huddersfield – Wakefield
 - Additional stops at Kirkstall Forge and Low Moor
 - Better first or last trains on some routes
- *Enhancements*: more significant enhancements, in line with the Yorkshire Rail Network Study, Rail Plan 7 and/or other evidence, still potentially deliverable within the current franchises, though likely post-Dec 2019. Examples include:
 - Uplifts on several lines from hourly to 2 trains per hour (or bi-hourly to hourly on Sundays);
 - Connectivity aspirations in the Pontefract / Five Towns area (e.g. regular services on York – Pontefract – Sheffield; Leeds – Knottingley – Goole and Leeds – Pontefract – Doncaster routes);
 - Upgrading the Settle-Carlisle[-Glasgow] route to interurban standard;
 - A move to four trains hourly between Bradford and Manchester; and
 - Generally bringing Sunday services closer to weekday levels.

Beyond these, which are based on existing WYCA policies and evidence, further proposals from Members and/or Districts are invited in terms of any additional “service gaps” that they consider relevant for exploration with industry partners.

The need and opportunity for further improvements

- 2.5 **Appendix C** and **Appendix D** are, respectively, a list of the adjustments and enhancements that WYCA would wish to see made to the Northern and Trans-Pennine Express services, beyond the existing franchise commitments.
- 2.6 It is worth noting in this context that the major changes to the two franchisees’ train service requirements are those that coincide with the December 2017 and December 2019 timetable changes. It is clear that the franchisees’ principal focus will therefore be on meeting these targets alongside other franchise commitments (such as new and refurbished rolling stock, station improvements, etc.), not least as the franchisees would suffer significant penalties if they failed to deliver these contractual obligations. However, the franchises continue after this until 2023 (Trans-Pennine Express) and 2025 (Northern), and may be extended beyond these dates; it is not expected that there should be no further service improvements between December 2019 and the ends of the two franchises. In addition, the new Network Rail five-year “control period” commences in April 2019 (“CP6” – the 2019-24 period), and it is hoped / expected that this will see a commitment to delivering infrastructure changes that will enable service improvement to be delivered that the network will not currently allow.
- 2.7 The aspirations listed have previously formed part of WYCA’s submissions to Rail North during the process of franchise specification, and have been discussed informally more recently with Rail North and with Northern. It is WYCA’s intention, subject to the Committee’s approval, to approach both franchisees (Northern and Trans-Pennine Express) again for more detailed discussions about the scope to deliver these aspirations. These discussions will explore their views on the proposed service developments, including resourcing and cost implications and any barriers to delivery. WYCA also proposes to continue to work together with Rail North colleagues to ensure that these aspirations are reflected in Rail North’s submissions to the rail industry’s investment planning process for CP6, and in its planning for the evolution of the two franchises.
- 2.8 The franchise agreement itself contains provisions to provide opportunities for service development during its lifetime, with a clear mechanism to achieve this. Both franchise agreements are formally between the respective train operating companies and the Rail North / DfT Partnership. Therefore all future changes, including to reflect the service developments WYCA would wish to see, such as those outlined in this paper, would need a business case and be agreed by the Partnership. The way to do this is by working closely together with Rail North as well as with the respective train operating companies and Network Rail, in order to ensure that the franchise changes needed can be brought in by agreement as soon as practicable and affordable. WYCA was a founding member of Rail North, and Rail North is

continuing to develop its mechanisms to ensure that its members' aspirations are fully reflected in its business planning.

Context: Route modernisation and electrification

- 2.9 The Northern Hub and Trans-Pennine Route Upgrade programmes were originally intended for delivery during Network Rail's investment Control Period 5, 2014-2019, including electrification of the York/Selby – Leeds – Huddersfield – Manchester corridor by December 2018. However, for various reasons this slipped, and the expected date for completion of Trans-Pennine Route Upgrade is now December 2022, but this remains subject to confirmation of a work programme, itself not confirmed until late 2017/early 2018 – this means that, at least technically, as a Control Period 6 (2019-2024) programme, the bulk of Trans-Pennine Route Upgrade is not actually committed. Other programmes, such as additional train capacity and improved speeds on the Calder Valley line via Hebden Bridge, have not been affected as much and are still expected to be delivered by the end of 2018.
- 2.10 While none of the train service requirement commitments in the Northern or Trans-Pennine franchises are dependent on infrastructure changes that are not yet committed, when Trans-Pennine Route Upgrade is delivered, it will enable further changes to services – indeed they will be needed in order to make best use of the enhanced infrastructure, such as the electrified and upgraded Diggle Trans-Pennine line, and potentially also the Calder Valley. Therefore train service requirement changes using the mechanisms outlined in this paper are very likely, particularly on the Northern franchise, which continues until 2025.

Arriva Cross-Country: franchise extension via direct award

- 2.11 The Arriva Cross-Country franchise has been operating since 2007, and provides hourly services on the Scotland – Newcastle – York – Leeds – Wakefield – Sheffield – West Midlands – South-West axis; these provide the only fast trains between Leeds and Sheffield at present. This franchise is not devolved – i.e. it is specified and let by DfT from London. The franchise was due to expire in March 2016, but was extended by some months. It has now been further extended by three years to October 2019 by means of a Direct Award – that is, a directly negotiated agreement without a competition between bidders to operate the franchise.
- 2.12 WYCA has, in common with other city regions and wider stakeholders, raised concerns at frequently severe crowding (particularly on the York – Leeds – Wakefield – Sheffield), poor rolling-stock quality, variable punctuality and high fares. Unfortunately the Direct Award can be considered disappointing, in that it contains only minimal commitments to improvements relevant to the Leeds City Region. Other than increased premium payments to Government and a commitment to improved passenger information and customer services facilities, the only changes of which we are aware are:

- An increase in the number of seats on our route which amounts to only a little over 100 per day (on one specific train service) and can be regarded as marginal at best.
- Updating some of the rolling stock, such as replacing the outdated slam doors and track-discharge toilets.
- Wi-fi and 4G connectivity upgrades.

2.13 While there may be some scope for WYCA informally to encourage Arriva Cross-Country to make better use of their fleet to provide some further capacity, there is unlikely to be scope for significant changes until the franchise is re-let. While the replacement franchise will only begin in October 2019, the preparations for doing so can be expected to commence during 2017, and WYCA will, both directly and via Rail North / Transport for the North, work to ensure that commitments to significant upgrades are included in the specification for the 2019 replacement franchise.

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. The Managing Director has been consulted in the preparation of this report.

7. Recommendations

7.1. That the Committee confirm its agreement that WYCA officers should continue to work together with Arriva Rail North, with Trans-Pennine Express, with Rail North and Network Rail (and with the wider industry) to seek to deliver service improvements to address the aspirations summarised in this paper and listed in the appendices.

8. Background Documents

8.1. See Appendices A, B, C and D.

Arriva Rail North: Summary of committed service improvements¹

Rail passengers across the North will soon benefit from new trains, a 37 per cent increase in peak time capacity and revamped ticketing as Arriva launches the new-look Northern rail franchise today.

One of the largest transport networks in the UK, Northern provides more than 16,000 weekly train services to a population of 15 million people. By 2019, Arriva will have increased services to more than 18,000 each week whilst also replacing the unpopular Pacer trains through a multi-million pound rolling stock investment programme.

The unveiling of the new franchise, which has also seen 5,000 employees joining Arriva, was marked at a ceremony held at Manchester Piccadilly station this morning, where Transport Minister Andrew Jones joined Arriva UK Trains managing director Chris Burchell, managing director of Northern Alex Hynes, and transport partners from Rail North.

The start of the franchise marks only the beginning of Arriva's plans to transform rail travel in the North of England. By injecting a total of £1bn throughout the next nine-years, Arriva's plans include:

- **New and refurbished trains:** Within three years, Arriva will introduce 281 new carriages, fully refurbish the remaining fleet and remove all Pacer trains. All trains will have free WiFi by 2019.
- **More services and faster journeys:** A 12 per cent increase in the number of services by 2019 – giving passengers greater choice with over 2,000 more services each week. Beginning in December 2017, new timetables will also provide 100 new through journey opportunities across Leeds, Manchester, Newcastle, Sheffield and other regional hubs.
- **More capacity:** With more and longer trains, there will be a 37 per cent increase in peak time capacity within the next three years.
- **Improved connections through Northern Connect:** Launching in 2019 with new trains, inter-urban Northern Connect services will provide faster city connections through a network of 12 long distance routes. They will provide faster connections to Leeds, Liverpool, Manchester, Newcastle and Sheffield, including new services from Bradford to Manchester Airport and Lincoln to Leeds. Northern Connect services will offer free WiFi, plug sockets, tables, air conditioning and seat reservations.
- **Significant station improvements:** Investing in stations to give customers easier access to information and providing new seating and waiting areas. This includes

¹ Source: <http://www.arriva.co.uk/media/news/2016/01-04-2016>

video help points being introduced at 447 stations and customer information screens at more than 160 new locations.

- **Value for money and choice:** Creating easier ticketing options, including advanced and off-peak fares - encouraging leisure journeys and reducing peak overcrowding.
- **Northern employees:** 45 currently unstaffed stations will be staffed and there will be extended opening hours at 54 locations.

Trans-Pennine Express: Summary of committed service improvements²

Key benefits of the new TransPennine Express franchise:

New and improved trains

- 44 new state of the art intercity trains, 220 new carriages introduced by 2019
- Fleet size increases by two-thirds, with over 70% of it new
- Existing trains all fully refurbished.

More capacity

- 20,000 extra peak seats per day giving an 80% increase into five largest cities in the North; with 13 million more seats across our timetable each year by 2019
- More than double existing capacity on Sundays.

New and better connections

- 55% increase in TransPennine Express connections between seven largest cities on the network by 2019
- New 125mph rolling stock supporting reductions in journey time across the region
- Direct trains from Newcastle to/from Manchester Airport reinstated in December 2016 with two trains per hour service to Newcastle in December 2017
- New direct services from Liverpool to Glasgow from December 2018
- Extension of TransPennine Express services beyond Newcastle to Edinburgh from December 2019
- 16 additional services per day from Glasgow and Edinburgh to Manchester by 2019
- Six trains an hour between Manchester and Leeds every hour – over 100 services a day
- Weekend services at similar frequency to weekdays
- More early and late trains supporting the economic development of the region
- An integrated network with better connections with local rail, bus and light rail
- 13 new destinations served including St Helens and Morpeth added to the TransPennine Express network from 2017 and 2019, respectively. Both gaining new hourly direct links to Edinburgh, Leeds, Liverpool, Manchester, Newcastle and York.

Modern, flexible and value for money ticketing

- Paperless tickets via mobile, available on all routes and for bus/rail journeys
- Enabling Smart in the North – integrated ticketing with local smart card schemes
- More through ticketing with bus, Manchester Metrolink and other tram or light rail systems
- Discounted fares available for 16-18 year olds and for job-seekers
- Online direct debit season ticket purchase and further group travel discounts
- Bookings available up to 26 weeks in advance for Anglo-Scottish services
- Delay Repay when things go wrong; automatic compensation for registered customers.

² Source: <https://www.tpexpress.co.uk/news/2016/04/new-transpennine-express-franchise-launches/>

Better connected, better informed, better customer experience

- Free Wi-Fi on Anglo-Scottish services and at all stations by summer 2017
- Free Wi-Fi on all trains by July 2018 with free TV programmes and films on demand
- Improved on-board catering, and plugs and USB ports accessible at every seat
- Real-time passenger information screens on all trains by April 2019
- New mobile app with journey planner; real-time seat availability on the app and website
- 24/7 social media team; hearing loops on every train; cycle storage on board.

Station improvements

- Total of £18m invested in stations across the franchise (19 stations in all)
- £2.8m investment in customer information systems at stations
- £1.4m Hull station retail development
- New or improved ticket offices at Manchester Airport, Huddersfield and Hull
- Extra car parking spaces and additional cycle parking
- Improved customer facilities at stations including Click & Collect.

Community and sustainability benefits

- 30% reduction in train carbon emissions
- 31% reduction in non-traction energy use
- 90% of waste to be recycled or prepared for re-use (from 2018)
- A Living Wage employer, covering all of our employees and contracted staff
- Dedicated fund to help small businesses grow through innovative use of our stations
- £29m of funding to support customer and community identified improvements in the franchise.

Arriva Rail North: future service developments for WYCA and Northern to discuss

Airedale line (Leeds/Bradford FS – Shipley – Skipton – Carlisle/Lancaster)

Adjustments and smaller changes:

- How can we move towards 2 trains per hour at Kirkstall Forge, initially in peaks and then all day? (Also we want usable connectivity from Kirkstall Forge towards Bradford/Skipton and Ilkley, not just Leeds).

Enhancements:

- Longer-term strategic aspiration of fast interurban services via Carlisle to Glasgow.

Penistone line (Huddersfield – Penistone – Barnsley – Sheffield)

Adjustments and smaller changes:

- Nothing seems to have been done about arrival of first train into Sheffield and the poor connection into London service. Will / can this be rectified?

Enhancements:

None at present beyond current commitments (longer-term aspiration however to move towards 2 trains per hour, but need to develop the case for this further).

York / Selby line (Leeds – Selby – Hull / York – Scarborough / Middlesborough / Newcastle)

Adjustments and smaller changes:

- Appears to be a gap in the evening eastbound service at South Milford – if this is correct, backfill the service (could be Northern or TPE).

Enhancements:

- Move towards daily operation of the new Halifax – Leeds – Hull – Bridlington service (currently no commitment to Sunday service).

Hallam line (Leeds – Woodlesford – Castleford – Wakefield Kirkgate – Barnsley – Sheffield)

Adjustments and smaller changes:

- Last Saturday train Leeds – Castleford – Wakefield – Darton (– Barnsley – Sheffield) will be much earlier than weekdays. Can this be rectified?
- Normanton still has only 1 train per hour to Leeds. Desirable to move to 2 trains per hour; in the medium term (until the Sheffield – Barnsley – Castleford – Leeds stopper can itself be improved to 2 trains per hour), consider stopping one of the Sheffield “fasts” at Normanton – possibly after the Nottingham express switches to the Wakefield Westgate route in 2019.

Enhancements:

- Move towards daily operation of the new Halifax – Leeds – Hull – Bridlington service (currently no commitment to Sunday service).
- Improve Sunday services Sheffield – Barnsley – Castleford – Leeds to 1 train per hour from 0.5 trains per hour.
- Longer-term: move to 2 trains per hour stopping Sheffield – Barnsley – Castleford – Leeds.

Pontefract line (Leeds – Woodlesford – Castleford – Pontefract Monkhill – Knottingley – Goole and Leeds – Wakefield Westgate – Wakefield Kirkgate – Pontefract Monkhill – Knottingley, also Huddersfield – Wakefield Kirkgate – Castleford)

Adjustments and smaller changes:

- Last Saturday train Leeds – Castleford – Pontefract – Knottingley is an hour earlier than weekdays. Can this be rectified?
- Sunday trains Huddersfield – Wakefield – Castleford [in future to Pontefract?]: one of two routes in Leeds CR which will continue to have no Sunday service at all.

Enhancements:

- Extend Huddersfield – Wakefield – Castleford trains to Pontefract
- 2 trains per hour Leeds – Castleford – Pontefract – Knottingley
- Through trains to Doncaster / Lincoln
- Regular services to Goole

Dearne Valley line (York – Pontefract Baghill – Sheffield)

Adjustments and smaller changes:

None: basic service is current 'parliamentary' level so larger enhancement needed.

Enhancements:

- Introduce regular services (1 train per hour)

Calder Valley line (Leeds – Bradford – Halifax – Hebden Bridge – Manchester and Leeds – Dewsbury – Hebden Bridge – Manchester, also Leeds – Bradford – Halifax – Hebden Bridge – Preston and Leeds – Bradford – Halifax – Huddersfield)

Adjustments and smaller changes:

- How can we move towards 2 trains per hour at Low Moor, initially in peaks and then all day?
- Not clear whether late Leeds to Burnley/Blackburn train operates on Saturdays; if not, move to doing so.
- Sunday trains Leeds – Dewsbury – Calder – Manchester: one of two routes in Leeds CR with no Sunday service.
- First Sunday arrivals into Leeds from a number of routes, particularly Hebden Bridge and Brighouse / Bradford are late: move to earlier services.

- Explore scope for weekday Manchester Airport through services to/from Calder Valley to start earlier than December 2019 (Sunday ones start December 2017), even if initially on limited basis.

Enhancements:

- Move towards daily operation of the Bradford – Leeds - Wakefield W – Sheffield – Nottingham service (currently no commitment to Sunday services).
- WYCA goal is 4 trains per hour between Bradford and Manchester, with restoration of link between local stations like Walsden and Bradford.

Huddersfield line (Leeds – Dewsbury – Huddersfield – Stalybridge [– Manchester])

Adjustments and smaller changes:

- Sunday trains: Huddersfield – Wakefield – Castleford: one of two routes in Leeds CR with no Sunday service.

Enhancements:

- Work with both franchisees towards introducing better service patterns on this line, with a consistent pattern of fast and stopping services, rather than mix of skip-stopping trains.

Enhancements may only be possible when the Trans-Pennine Route Upgrade is complete.

Wakefield line (Leeds – Wakefield Westgate – Doncaster / Sheffield)

Adjustments and smaller changes:

None beyond current commitments

Enhancements:

- Move towards daily operation of the Bradford – Leeds - Wakefield W – Sheffield – Nottingham service (currently no commitment to Sunday services).
- Assuming Virgin Trains East Coast operate 0.5 trains per hour fast Leeds – Doncaster – London KX with their Harrogate service, there will be a gap every other hour between Leeds and Doncaster; potential to infill this with a 0.5 trains per hour fast Northern service Leeds – Doncaster, possibly linking on to Lincoln.

NB WYCA's longer-term aspiration on this route (per YRNS etc.) is to move towards 2 trains per hour on Leeds – Moorthorpe – Sheffield stopping services as well as Leeds – Doncaster ones; however this is understood not to be possible until network capacity improvements have been delivered.

Harrogate line (Leeds – Harrogate – Knaresborough – York)

Adjustments and smaller changes:

- Franchised service details suggest possible gaps in Sunday morning service; if these are not an error, rectify them.

- Headingley and Burley Park appear only to have 2 trains per hour stopping, of the full 4 trains per hour operating between Leeds and Harrogate. Likely case for more to stop at these busy stations.

Enhancements:

None identified beyond current commitments.

General

1. Sundays remain markedly inferior to weekdays and Saturdays (in contrast to TPE); what are the reasons and how can we work in the medium term to bring them to the same or similar levels?
2. A common theme is Saturday night late services ending earlier than weekdays – this seems likely to relate to Network Rail engineering possessions, but we are keen to see this change and would like to work with Northern, Rail North and Network Rail colleagues to explore this.
3. Offpeak connections between services, especially Leeds in evenings, to avoid long waiting times for a journey such as Harrogate to Ilkley.
4. Franchise commitment to run 60 services on Boxing Day across the Northern network:
 - Where will these be?
 - It is quite a modest number; how will this be built upon?

Trans-Pennine Express: future service developments for WYCA and Trans-Pennine Express to discuss

Huddersfield line (Leeds – Dewsbury – Huddersfield – Manchester)

Adjustments and smaller changes:

None at present beyond current commitments

Enhancements:

1. Work with both franchisees towards introducing better service patterns on this line, with a consistent pattern of fast and stopping services, rather than mix of skip-stopping trains
2. Move towards at least 1 train per hour on Sundays at all stations, including Deighton and Ravensthorpe

On this line, enhancements may well only be possible once the Trans-Pennine Route Upgrade is complete.

York / Selby line (Leeds – Selby – Hull / York – Scarborough / Middlesborough / Newcastle)

Adjustments and smaller changes:

1. Appears to be a gap in the evening eastbound service at South Milford – if this is correct, backfill the service (could be Northern or TPE)

Enhancements:

None at present beyond current commitments (Northern Powerhouse Rail being developed for longer term)

General

Unlike Northern's, the TPE franchise agreement contains no clear requirement to operate services on Boxing Day, but there is a general move towards doing so across the North. We wish to verify the situation and discuss TPE's future strategy.

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: Rebecca Cheung, Rail Development Leader



ITEM 8

Report to: Transport Committee

Date: 14 October 2016

Subject: Yorkshire Hub requirements

1. Purpose

- 1.1. To outline the requirements of “Yorkshire Hub” that WYCA will pursue by working closely with HS2, Government, Transport for the North (TfN) and the rail industry.

2. Information

Background

- 2.1. The draft West Yorkshire Transport Strategy seeks to help deliver the outcomes set out in the Leeds City Region Strategic Economic Plan (SEP), including the vision for ‘Good Growth’.
- 2.2. To help delivering the outcomes of the draft West Yorkshire Transport Strategy and SEP, the West Yorkshire’s proposed rail story outlined in Item 6 provides a foundation for growth in rail passengers and freight demand as part of a wider “One System”, multi-modal, integrated transport network.
- 2.3. To support the vision of the SEP, Leeds station has an important role to play. Following the publication of the Yorkshire Hub report by David Higgins in November 2015, there is a broad consensus about the need to create a single integrated transport hub in Leeds to support the ambitions of the city and the region.
- 2.4. Leeds station is already a key interchange within Yorkshire serving both commuter and long distance markets. It is the busiest station in the north comparable with St Pancras station in London, used by around 28 million people a year. Network Rail Market Studies suggest that peak demand into Leeds will grow by 135% by 2043 including HS2 and Northern Powerhouse Rail (NPR) services.
- 2.5. These potential changes require a complete rethink of the station configuration including concourse, interchange and gateways to accommodate these rail

investments. Leeds station's role in the city region's transport network needs to be further strengthened to ensure the benefits of HS2 and NPR are to be spread across the city region and beyond.

- 2.6 WYCA together with the members of the Leeds Station Joint Board is leading the Yorkshire Hub – Leeds station masterplanning study. The Leeds Station Joint Board is comprised of Leeds City Council, Department for Transport, WYCA, Network Rail, HS2, TfN, and Rail North, Department for Business, Innovation and Skills (BIS), Department for Communities and Local Government (DCLG) and HS2 Growth Partnership.
- 2.7 The study will provide a programme-level 'blue-print' – a framework that will ensure each component project can be defined, designed and delivered in a harmonised manner over time that will ultimately realise the greatest overall value for money. The focus of the work will be on all the common areas that connect the respective rail platforms, the other modal facilities (including walking, cycling, bus, taxi, car parking) and the city's urban realm to reflect the significance of Leeds station not just for the city, but for the region and Yorkshire. The requirements of the Yorkshire Hub in Leeds are summarised as below:
- **Common concourse:** The existing station and the HS2 station shall share a common concourse for passengers to allow easy access between HS2 and other services including improved city region and NPR services.
 - **Integrated transport hub:** The combined station should have improved car, taxi, bus, public transport, walking and cycling facilities and access to create a properly integrated transport hub to enhance connectivity for the region.
 - **Capacity:** Leeds station should have sufficient capacity to allow for increase in rail demand to cater for traffic as a result of improved city region services, Trans Pennine Route Upgrade, NPR, and HS2.
 - **Affordability and value of investment:** The study is seeking to optimise commercial development opportunities over and adjoining the existing and proposed station infrastructure. This is required to assist the funding of the Leeds station works as well as providing attractive facilities for passengers, local communities and other visitors.
 - **Deliverability and phasing:** The masterplan should be capable of implementation in phases over time with the potential to materialise early wins that achieve the overall station vision.
 - **Support growth:** the masterplan will seek to enhance station environment and public realm that aligns with the Leeds City Council's South Bank Regeneration framework and ambitions for City Square.
- 2.8 It is envisaged that the study will complete in summer 2017. The results of the study will inform the rail industry station investment planning process, Leeds City Council's

submission of growth strategy to central government, HS2 Hybrid Bill development and future funding decisions. Results of the study will be shared with the Committee in the future meetings.

- 2.9 The current study area is shown in **Appendix A**. An initial design concept of the future HS2 station is shown in **Appendix B**. The Leeds station and rail network investment pipeline is shown in **Appendix C**.

3. Financial Implications

- 3.1. None as a result of this report.

4. Legal Implications

- 4.1. The study will identify (at a high level) any complementary powers or consents that may be required for developing the station.

5. Staffing Implications

- 5.1. The work will be accommodated within the current resources of the Rail Team.

6. Consultees

- 6.1. Assistant Director (Integrated Transport) has been consulted during the preparation of this report.

7. Recommendations

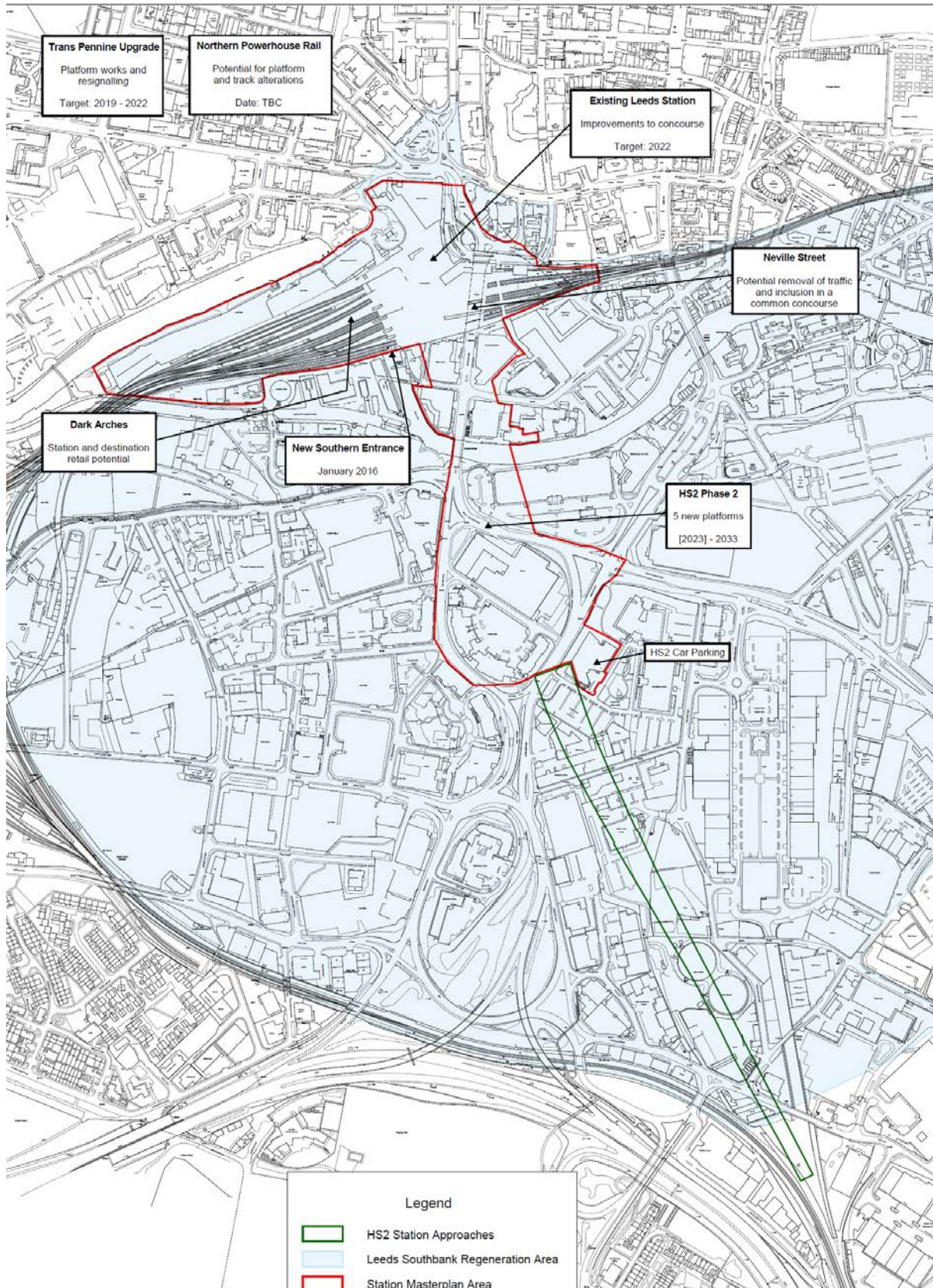
- 7.1. That the proposed requirements outlined in paragraph 2.7 of this report is approved.

8. Background Documents

- 8.1. The Yorkshire Hub: An interim report on the redevelopment of Leeds station (30 November 2015, HS2 Ltd)

APPENDIX A

LCR PROPERTY
DRAFT - OFFICIAL SENSITIVE
WEST YORKSHIRE

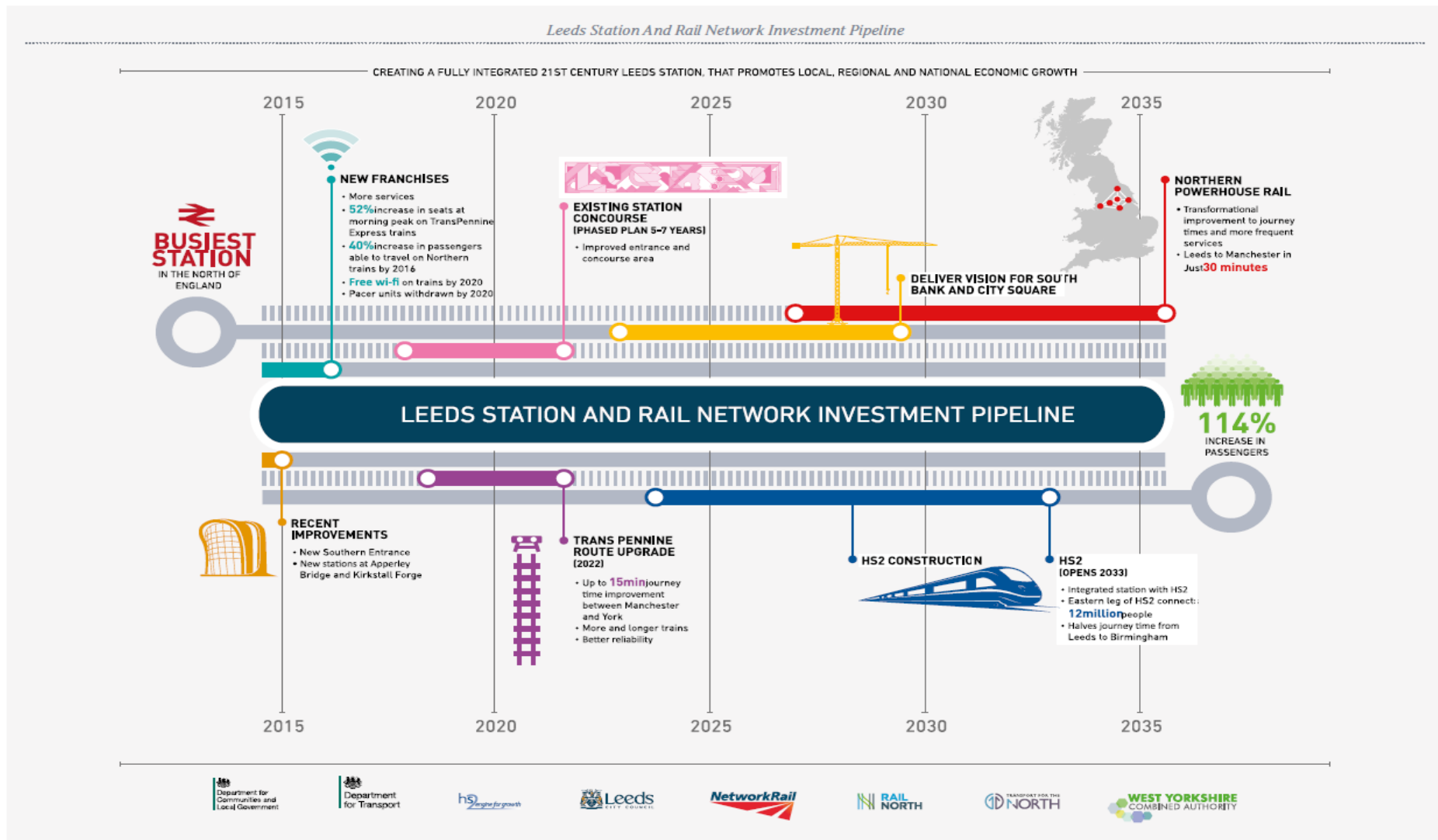


Design Concept the future HS2 station (view from Neville Street)



Work in progress. Design concept, view from Neville Street, Leeds

Image: Leeds City Council



Director/Author: Dave Haskins,
Assistant Director, Integrated Transport



ITEM 9

Report to: Transport Committee

Date: 14 October 2016

Subject: Transport for the North Update

1. Purpose

- 1.1. To provide the Transport Committee with an update on current Transport for the North, including Northern Powerhouse Rail.

2. Information

- 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. TfN has a number of sources of funding that it can access, all of which originate from DfT. Whilst TfN has flexibility around how it uses its core funding, there are 2 areas of funding which are ring-fenced (Smart and Transport Development Fund – TDF). The composition of the current year £31.8m budget is as follows:

- Core Funding (£10m) – released based on supply of 2016/17 business plan to DfT. No restrictions on this funding.
- Carry-forward from 2015/16 (£10.9m) – No restrictions on this funding.
- TDF: Northern Powerhouse Rail (£8.3m) – First tranche of £60m to develop the project.
- TDF: Roads (£0.75m) – First tranche of a total allocation of £75m to the three northern strategic road projects; and
- Smart (£1.85m) – First tranche of an allocation of £150m.

Leeds City Region Input to Northern Powerhouse Rail

- 2.3. Working with northern City Regions, the Department for Transport, HS2 and Network Rail, Transport for North (TfN) are continuing to develop the case for transformational change in rail connectivity improvements between the north's city regions, currently known as Northern Powerhouse Rail (NPR - also referred to as HS3).
- 2.4. Whilst still conceptual in nature, TfN is working at pace to develop the business case for NPR, including infrastructure options that can be implemented over time in the run up to, alongside and post the construction of HS2. The next 6 – 12 months are an important period in the development of NPR, in which it will move from being conceptual with a large number of rail infrastructure alignment options being examined, to a more defined, smaller number of options that will be designed in more depth.
- 2.5. TfN's work is at present in the early stages of defining what form and alignments NPR might take, as well as understanding what the demand for it might be in a Northern Powerhouse economy scenario. Also being considered by TfN is the case for NPR to serve other significant economic centres in the north, including York, Bradford, Huddersfield and Wakefield within Leeds City Region.
- 2.6. The current phase of work concludes this autumn, and includes a prioritisation exercise of alignment options. Consultants are working to an agreed plan to:
 - Establish and agree remaining prioritisation criteria;
 - Facilitate the prioritisation process; and
 - Assurance and reporting of the above.
- 2.7. Prioritisation workshops for all corridors are planned for mid-October with a recommendation for the next phase of option development. The output of these sessions, including evidence used to assess options will be compiled into a single report, for submission to the TfN Partnership Board for approval.
- 2.8. An engagement plan for stakeholders and leaders has been developed, with the aim of providing early sight of emerging findings. In summary, the planned activities by month are:

September:

- Developing and defining the remaining prioritisation criteria.
- Preparing the ground for what's to come with senior officers and Partnership Board members.

October:

- Communicating Sequence 2 outputs locally.
- Running the prioritisation workshops.

November:

- Communicating draft outputs of prioritisation locally.
- Briefing senior officers and Partnership Board members for discussions on options to be progressed.

2.9. In recent meetings, Members have been provided with updates relating to the work that has been undertaken by WYCA to understand the scale of economic benefits that could be derived through an intermediate NPR station. On the basis of the findings of the work, a consensus view was formed by the LCR authorities around this being located either in Bradford centre, or as a Parkway option. The findings of this work have been submitted to Jon Cridland at TfN, and further high level feasibility work is currently underway looking at developing the Bradford option.

Transport Strategy Development

2.10. In Spring 2017 TfN are to become a Statutory Transport Body (STB). Setting the transport strategy for the STB is a requirement under the 2015 Cities and Local Government Devolution Act.

2.11. Work has recently commenced to develop TfN's Strategic Transport Plan (STP). The STP will build on the 2014 One North report and the March 2015 Northern Transport Strategy and provide a sequenced - and multi-year long-term - portfolio of investments set alongside a decision making framework.

2.12. Over the coming 18 months, TfN will continue to develop the existing TfN programmes, including Smart, Freight and International Connectivity whilst in parallel developing the STP.

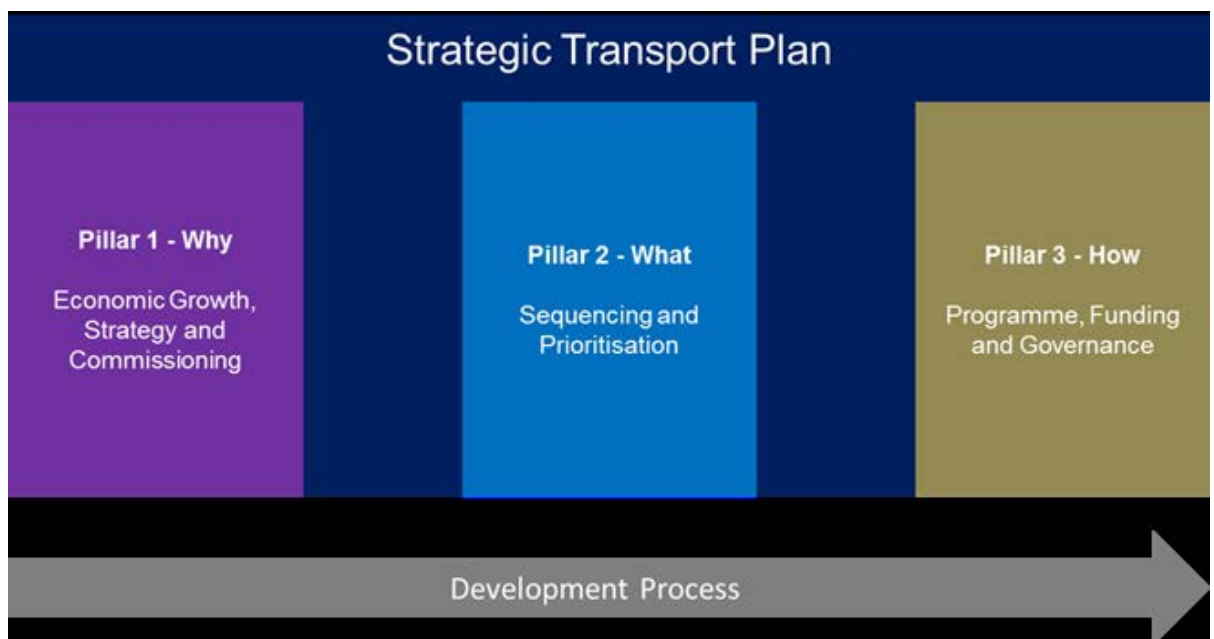
2.13. The scope of the STP has been designed to be integrated and multi-modal covering the Northern Powerhouse economic geography of 11 LEP areas and 19 Local Transport Bodies (LTB's). The STP will set out long-term, sequenced, investment priorities for TfN focused on enabling a transformational improvement in economic prosperity for the North. This STP will identify:

- Schemes of national significance.
- Schemes of pan-Northern significance.
- Schemes of local significance (at sub-regional level) which would enable all the LEP areas of the North to connect into, and benefits from, the enhanced connectivity delivered by the national and pan- Northern improvements.

- Cross boundary connections which are important to the North such as to Scotland, Wales and the East-Midlands.
- A prioritised programme of proposed connectivity needs sequenced in development and delivery; and
- A clear development and delivery plan including key legislative milestones.

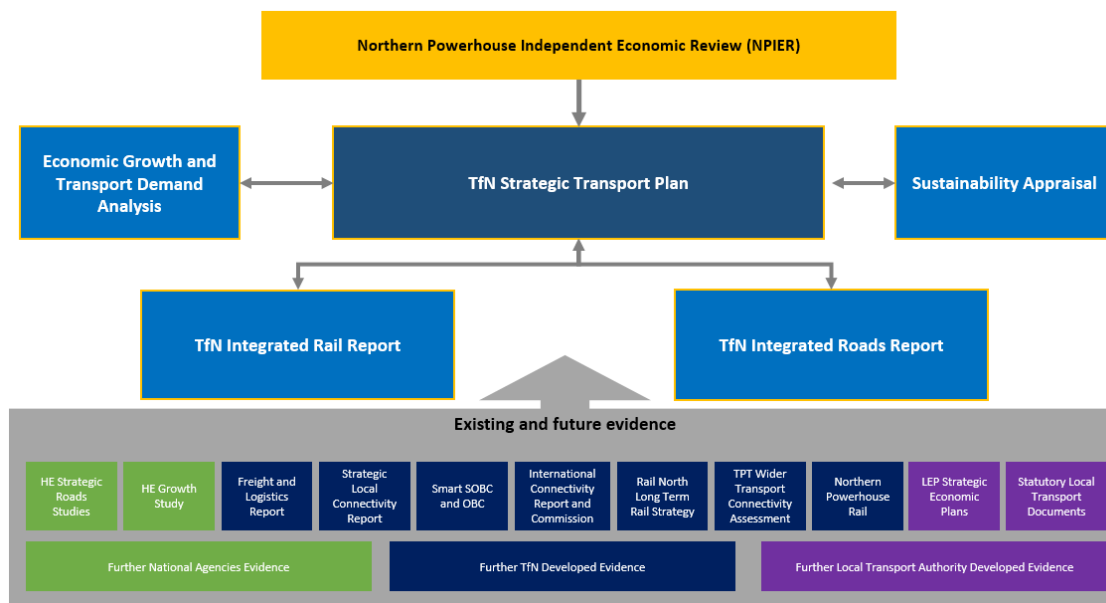
2.14. The STP, will build on the findings of the Northern Powerhouse Independent Economic Review (NPIER) published in June 2016 to identify the implications for transport from transformational economic growth. This will specifically provide analysis of economic growth, transport distribution, and labour mobility. The STP is structured by three pillars noted below in Figure 1.

Figure 1: STP Structure



2.15. The Strategic Transport Plan (STP) will bring together the extensive evidence undertaken by the TfN programmes to date, as well as locally developed evidence and industry partners. Four additional key pieces of work to support the development of the STP are also being undertaken by TfN. These are Economic Growth and Transport Demand Analysis, an Integrated Rail Report, an Integrated Roads Report, and a Sustainability Appraisal (a legal requirement for the STP), shown below in Figure 2.

Figure 2: TfN Evidence Base



- 2.16. Economic Analysis and Travel Demand: TfN is developing the future travel demand forecasts shaped by transformational employment and GVA growth set out in the Northern Powerhouse Independent Economic Review (NPIER). This key piece of work is a foundation to Pillar 1 of the STP, supporting the development a compelling evidence-based narrative to show the contribution and causal effect of transport investment in respect to economic growth. The growth projections co-exist with existing travel demand analyses that have been developed by TfN’s partners over recent years which are used to inform their respective strategic planning processes.
- 2.17. Integrated Rail Report: An Integrated Rail Report, is being produced by TfN, working in strong collaboration with Rail North and Network Rail. This report will provide key evidence to support the STP. The Integrated Rail Report is a fundamental component of a sequential investment portfolio that sets the context for investment up to 2050 , including a detailed 5-10 year plan (to influence control period 6 (CP6)), and a medium to long-term sequencing of priorities. Critically this report will cover pan-Northern rail investment needs in pursuit of economic growth for the full Northern Powerhouse geography of 11 LEP areas and 19 transport bodies.
- 2.18. Integrated Roads Report: An Integrated Roads Report will, like its rail counterpart (highlighted above), set out a comprehensive, consistent and coordinated programme for connectivity priorities for the North of England’s major roads. This work will identify interventions needed to support the findings of the NPIER; build upon work on the three east-west Strategic Road Studies; influence and build upon evidence from Highway’s England Route Strategies process. The ultimate aim is to provide an important evidence base used to inform and influence the Government’s Road Investment Strategy (RIS2) for 2020-2025 and perhaps more importantly the long-term network enhancements; by identifying gaps and opportunities for the network not already addressed in these programmes including additional east-west highway capability and capacity.

- 2.19. From the WYCA perspective, we have held discussions with Bradford MDC who are seeking to progress the consideration of a new strategic highways route, linking the M65 in Lancashire to the A1(M) motorway in the east. Bradford have submitted their strategic proposition to Highways England, which will now be fed into their RIS2 process as described above.
- 2.20. Existing TfN programmes: The process in developing the STP will ensure the integration and outputs from the existing TfN programmes, evidencing the significant work delivered to date. The recently published Freight and Logistics Report will feed in to support the Roads and Rail Reports, together with outputs of the Strategic Local Connectivity programme. The recently established International Connectivity Commission will report later in 2016, with their recommendations forming part of the priorities and approach of the STP. The programmes of work on Northern Powerhouse Rail (NPR) and Smart and Integrated Travel continue to be developed. Prioritisation for NPR will feed in to the STP work once that work with partners has been agreed.
- 2.21. Industry Partners and the DfT: TfN's evidence base will also include input from Industry Partners. Within this there is a commitment between TfN and Highways England to share information as the Route Strategies process and TfN Road Report are developed. Within a rail context, Network Rail have constructively and proactively mobilised with TfN and Rail North to provide data and intelligence to shaping the rail report as part of an integrated team. Supporting this the DfT are helping TfN to position the document to chime with government. This will include a clear steer on communicating and socialising the STP within government and with HMT.
- 2.22. The TfN Northern Partners: TfN are working with local partners including WYCA to agree the effective utilisation of existing local evidence. Critically, a significant amount of local partner intelligence and evidence already exists, and the STP will need to draw on key local documents, such as Strategic Economic Plans and Local Transport Plans, rail and road strategies. This will help to ensure that the final STP supports the LTA priorities for transformational investment and growth, whilst being clear that the role of TfN is about pan-Northern connectivity improvements.

Next Steps

- 2.23. The TfN Partnership Board will shape and agree the development of the STP over the next 18 months.
- 2.24. An outline of the STP will be presented to the Partnership Board in December 2016, with a Final Draft and Engagement Plan presented in February 2017. It is proposed that the Draft STP alongside other strategic priorities including Northern Powerhouse Rail (NPR) will be published in March 2017 for a soft consultation and considered to influence Spending Round priorities in Spring 2017.

- 2.25. Public Engagement on the STP will run from March until May 2017. Following the inclusion of comments raised from this engagement, a proposed Final STP will be completed in September 2017. It is anticipated that Formal Public Consultation of STP will take place in early 2018, with adoption of the STP by TfN in July 2018. This will include all statutory requirements such as the Sustainability Appraisal. The key milestones are noted below:
- September 2016 – Agree the approach and principles to developing the STP.
 - December 2016 - Consider the emerging priorities and evidence.
 - February 2016 - Agree the draft STP including the emerging portfolio of priorities, set alongside a decision making framework and public consultation plan.
 - June 2017 - Consider the emerging sequencing of priorities, and response from the consultations.
 - September 2017 - Agree the final draft STP and sequenced portfolio.
 - December 2017 - Agree the final publication version.
 - January 2018 - Formal consultation.
- 2.26. To ensure the process to develop the plan is inclusive, there is an agreed structure of officer meetings and all key issues are taken to the TfN Executive Board.
- 2.27. In addition, an outward facing approach will be taken on shaping this document with business and wider civil society, which TfN envisage will encompass events, workshops and focused meetings on key issues, with businesses, industry experts and users, with a commitment to ensure public and business buy in.

Integrated and Smart Travel

- 2.28. The Integrated and Smart Travel (IST) programme will be a key component of the overall TfN strategy and will seek to maximise public transport's role in supporting pan-northern economic activity. The programme will enable customers to:
- easily access information for planning journeys as well as informing customers about the performance of the transport system (eg disruptions to planned services), fares and ticketing / payment options.
 - use smartcards and smartphones to pre-purchase travel across the north (with barcodes for rail travel also being as part of a national initiative by the rail industry.
 - use contactless bank cards, smartphones and smartcards as a 'token' linked to a bank account so that, if they wish, they can be charged retrospectively for their travel, with a 'fair price promise' (replicating the contactless bank card offer pioneered by Transport for London); and

- benefit from a consistent, and familiar, experience as they travel.
- 2.29. The benefits for customers will be easier and simpler journey planning and payment options, with simpler fare structures and ticket ranges suited to customer requirements, as well as the knowledge that they will not be penalised for having incomplete knowledge of their future travel needs or their (lack of) understanding of available options.
 - 2.30. This programme would therefore simplify travel, as well as reinforcing the sense that the North will be a joined up and connected economy – rather than separate, disconnected economic areas with the potential to perform better.
 - 2.31. TfN is liaising with local transport authorities across the north to understand local partners’ aspirations and how these could be supported by a Transport for the North sponsored project. A key partner aspiration is to allow customers to use a contactless bank card, or other ‘token’ to use the transport system with the confidence they will be correctly charged, with daily and weekly ‘fair price’ promise caps.
 - 2.32. The most significant TfN initiative will be co-ordinating the development, specification, procurement and management of a back office for managing travel using a contactless bank card (or other ‘token’), determining customer journeys and the appropriate fare, and the charging customers and reimbursing operators. This will require a sophisticated back office which is best procured through the collaborative approach described above. TfN is working closely with local transport authorities, transport operators, Transport for London, the UK Cards Association and others in the initial development of the back office.
 - 2.33. TfN will also have a role in contactless travel by co-ordinating mechanisms, such as an Advanced Ticketing Scheme using the provisions in the Bus Services Bill, providing support for smaller operators, investigating fares simplification and working with Rail North in relation to current, and future, franchise obligations.
 - 2.34. It is also envisaged that TfN will have a role in funding some essential equipment such as platform validators, rail station gates not required through franchise obligations, back office systems, a test centre and development resources (staff and advisors).
 - 2.35. TfN is currently preparing the programme Outline Business Case (which seeks approval to commence procurements) for submission to the Department for Transport (DfT) and Treasury (HMT) by December. The Outline Business Case will, in addition to proposals for contactless bank card travel described above, include proposals for ‘quick wins’ implementations during early years of the programme.

- 2.36. The proposals for quick wins are being refined through discussion with partners relating to:
- Making rail season tickets and carnet tickets, for part time workers, available on ITSO smartcards;
 - Enhanced customer information, such as the inclusion of bus fares in journey planners, through collaboration with Traveline (the national information service);
 - A pan-northern 'pay as you go' concession for young people, that would complement schemes such as the West Yorkshire concessionary travel scheme;
 - Procurement of a HOPS (part of the back office systems for ITSO smartcards) for use by any authority in the north of England, with potential cost savings;
- 2.37. In addition, WYCA is sponsoring two 'proof of concept' projects relating to using a smartphone to act (emulate) an ITSO smartcard and the use of low cost Bluetooth beacons in conjunction with smart phones to enable customers to pay for their travel.

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. The Managing Director 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.

Director/Author: Dave Pearson,
Director of Transport Services



ITEM 10

Report to: Transport Committee

Date: 14 October 2016

Subject: City Region Transport Update

1. Purpose

1.1. To provide the Transport Committee with an update on current issues.

2. Information

Transport and Bus Strategy Consultation

2.1 The three month public consultations on the Transport and Bus Strategies end on Friday 21 October 2016. West Yorkshire Combined Authority is producing the new, 20-year West Yorkshire Bus and Transport strategies, in partnership with district councils and bus operators First West Yorkshire, Arriva and Transdev.

2.2 The new strategies will support the recently-updated Leeds City Region Strategic Economic Plan's targets of creating an additional 35,700 jobs for local people over the next 20 years, and growing the City Region economy at a faster rate than the national average. They will be used to update the current West Yorkshire Local Transport Plan, setting out how a modern, effective and integrated transport system can help people make the journeys they need to for jobs, education and leisure.

2.3 By mid-September, almost 4,000 people had already taken part in the consultation. Almost 80 drop-in sessions are being held across West Yorkshire. Of the completed responses to the Bus Strategy questionnaire, the responses by district is provided below:

Bradford	Calderdale	Kirklees	Leeds	Wakefield
16%	16%	20%	41%	8%

- 2.4 To complement the drop-in events, a range of workshops with a variety of stakeholders are continuing to be held, with events focused on young people, equalities groups as well as bus operators.
- 2.5 Regular updates and reminders on when and where the drop-in sessions are taking place continue to be posted on social media. Twitter: [@yrtravelyrsay](#) and [@WestYorkshireCA](#) Facebook: [Yourtravelyoursay](#) as well as at [www.yourtravelyoursay.co.uk](#) Additional targeted promotion of the consultation via social media has taken place for young people, motorists and Wakefield residents (where response rates have been lower).
- 2.6 In late September, reminder press releases, newsletters and emails about the consultation have been issued to groups including parish councils, local interest groups, equalities groups and businesses.
- 2.7 Once the consultation closes, a full independent report analysing all the results will be produced. Following which, the strategies will be updated to reflect comments made. The strategies will subsequently brought back to Transport Committee for review and endorsement.

Leeds Transport Strategy Update

- 2.8 In parallel, Leeds City Council has also invited everyone in the city to “join in the conversation” on the future of transport in Leeds and to take part in an online survey at [www.leeds.gov.uk/transportconversation](#). This is the first stage of the Conversation, which it is envisaged will extend into the Spring/ Summer of 2017 and evolve into a long term 20 year strategy for Leeds.
- 2.9 The first phase of the “Transport conversation” was launched by an on-line survey on the 2 August ([www.leeds.gov.uk/TransportConversationSurvey](#)) and was proposed to close on the 20th September but has now been extended to the 11th November. Paper copies have been made available at Hubs, One stop centres and Branch Libraries along with being sent directly to access group members without online access. The online survey has been circulated to a wide range of networks across the city and includes the following communication activities and events.
- 2.10 These Channels include the distribution of 10,000 Postcards, advertising the questionnaire at events such as City Connect, South Bank Consultation. With Posters, postcards and paper copies available at the Community Hubs and One stops Branch Libraries Housing offices and arts centres. There is to be a wide range of marketing employed including advertising on the radio, on bus rears and sides, advertising at various rail sites, social media and press releases.
- 2.11 Following on from the Transport Summit workshop, further workshops were held with key stakeholders (15th and 20th September) and interest groups as well as one to ones with Bus Operators, Business, Special interest User Groups, Access and equality groups. The Conversation is also presenting at nine Community Committees

through September and also holding then Community Committee workshops in October which will include WYCA representatives The Transport Conversation is also working alongside the West Yorkshire Combined Authority (WYCA) and partners to set up an Independent Panel of experts to help inform the programme, the first meeting of which will be the 7th October.

2.12 Leeds City Council will be reporting progress to a forthcoming Executive Board, to set out the emerging conclusions from the conversation, as well as way forwards in terms of the Leeds Transport Strategy as well as the initiatives to spend the £173m DfT funding on. The Department for Transport has set out that the funding is for public transport improvements within Leeds District. As a result, it is proposed that the funding be used to:

- Align the spend within the context of the existing schemes being delivered such as Leeds City Centre Package, the emerging Leeds Transport Strategy, West Yorkshire Transport and Bus Strategies, as well as the national/pan northern growth strategies including HS2 and Northern Powerhouse Rail;
- Deliver schemes which reflect the key messages from the ‘Conversation’; and
- Deliver benefits in short term to communities across Leeds, whilst also enabling the delivery of the longer term strategy.

Bus Services Bill Update

2.13 The Bill was introduced into the House of Lords on Thursday 19 May 2016 and first published on Friday 20 May 2016. Second reading – a general debate on all aspects of the Bill – took place on Wednesday 8 June 2016. Committee stage – a line by line examination of the Bill – took place over three days: Wednesday 29 June, Monday 4 July and Wednesday 20 July 2016.

The Bus Services Bill seeks to “expand the range of tools available” to directly elected mayors and local transport authorities (LTAs) in areas in England outside of London to improve local bus services. The Government has said that the Bill would:

- Give elected mayors and LTAs “the power to improve bus services for the people who use them”.
- Provide directly elected mayors with “London-style powers to franchise local services”.
- Make available to app developers data about routes, fares and times across the country to give “passengers better information about how to make the most of local bus services”.

2.14 The Bill makes provision in the following areas:

- Partnerships (clauses 1 to 3 and 9 to 15)
- Bus franchising (clauses 4 to 6)

- Ticketing improvements (clauses 7 to 8)
- Bus registration and open data (clauses 16 to 20)

2.15 It is an enabling bill and extends to England and Wales, although it is intended to apply only to areas in England outside of London. The Explanatory Notes state that the “Government would not mandate which approach is to be taken, encouraging LTAs to pursue the most suitable solution for their area”. Several clauses in the Bill include provisions that would allow the Secretary of State to make regulations or guidance. The Government has confirmed that while the Bill is progressing through Parliament it will consult on, and aim to finalise, any such draft regulations and guidance. The latest version of the Bill, as amended in committee, was published on 20 July 2016 and can be found at: http://www.publications.parliament.uk/pa/bills/lbill/2016-2017/0058/lbill_2016-20170058_en_1.htm

2.16 The Report Stage, giving all members of the Lords a further opportunity to examine and make amendments to the Bill, will be on Wednesday 12 October 2016. In addition, DfT are continuing discussions with stakeholders including WYCA in order to inform the detailed content of the regulations and guidance associated with the Bill, which have included a series of workshops and meetings coordinated through UTG at DfT’s offices. It is still the DfT’s intention to publish draft regulations and guidance, for formal consultation, in the autumn.

DfT are still anticipating the Bill to receive Royal Ascent in spring 2017, such that the powers will be available to the first tranche of Mayoral Combined Authorities. Lead WYCA Transport Committee members have written to all Leeds City Region MPs to set out their broad support for the Bill but that one area of detail where we share the concerns of many parties is that all Transport Authorities should have equal access to franchise powers. A copy of this letter is attached to this report at **Appendix A**.

2.17 The Transport Select Committee launched an Inquiry on the Bus Services Bill. The Transport Committee are anticipated to produce a short report on the Bill to inform the specification of the Bill prior to Royal Ascent. The Committee is interested in the extent to which legislation is required in this area, and if so, whether the current Bill addresses the correct issues. The Committee requested evidence on a range of themes, including:

- How Advanced Quality Partnerships and Enhanced Partnerships are likely to contribute to the Government's aims of improving services for passengers and enabling a successful commercial sector.
- The appropriateness of limiting the automatic right to introduce franchising to combined authorities with elected mayors.
- The likely effect of franchising on small and medium operators.
- The effectiveness of the measures relating to open data and how these could improve the accessibility of bus transport.

- The basis for a prohibition on new municipal bus companies delivering bus services, particularly in non-franchised areas.
- Measures in the Bill relating to ticketing schemes and new technologies.

2.18 Responses were submitted by a range of organisations, including bus operators and Local Transport Authorities. WYCA worked with the Urban Transport Group in producing a response to the Inquiry, which took place on 12 September 2016. Reports and transcripts of the sessions are available here:
<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2015/bus-services-bill-16-17/>

The committee report will be available in the coming months, to inform the Bill as it passes through parliament.

Bus 18

2.19 At its meeting in April 2016, the Transport Committee endorsed a range of short term initiatives to be progressed with the bus operators in West Yorkshire pending the introduction of the Buses Act. These initiatives sought to:

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

2.20 Progress has been made on the key themes of the programme;

- **Ticketing** – the Day Saver smartcard carnet ticket and Pay as you Go Mcard have been launched
- **Network Stability** – bus operators and WYCA have agreed that major route changes will only occur on set times of the year following consultation. The agreement will take effect in January 2017
- **Young People** – bus operators are working together to increase apprenticeships. Engagement activities with young people are in progress .
- **Air Quality** –the ECO Stars scheme will be adopted later in the year where buses will display an environmental star rating. This will enable a clear and measurable basis upon which to set targets to improve.
- **Punctuality** – detailed work has commenced on identifying highway and operational measures that can improve performance on six key corridors.
- **Information** – a review the presentation of information at bus stops and interchanges has commenced.
- **Customer Service** – bus operators are developing common, transparent service standards

2.21 A public launch of the Bus 18 programme is planned for 28 October 2016. A launch event for the ECOStars initiative will follow later in the year. A "managers

conference” is to be arranged in order to embed the objectives of the Bus Strategy, the Bus 18 programme and foster partnership amongst Operators, District Authorities and WYCA.

Access Fund

- 2.22 DfT announced a new funding programme, the Access Fund for Sustainable Travel (“Access Fund”), on 5 July 2016. The Access Fund is a £60m revenue funding competition over three years (2017 - 2020) aimed at programmes that:
- support the economy by supporting access to new and existing employment, education and training,
 - actively promote increased levels of physical activity through walking and cycling.
- 2.23 WYCA as the Local Transport Authority for West Yorkshire were the eligible body to submit a bid and WYCA officers have developed a bid in conjunction with District partners (including Directors of Public Health), Public Health England and LCR Enterprise Partnership. The West Yorkshire bid, “Delivering Good Growth through an Active Economy”, was submitted within the deadline of 9 September 2016.
- 2.24 Due to the absence of Committee meetings available between the funding announcement and the submission deadline, a briefing was held with the Chair of the Transport Committee prior to the submission of the bid.
- 2.25 The West Yorkshire bid seeks revenue funding to engage with two distinct audiences:
- Employers and their employees
 - Jobseekers, Apprentices and those preparing for the work - through training and study
- 2.26 The programme will provide support to enable and encourage these audiences to switch to walk and cycle to either to existing jobs or opportunities for employment, apprenticeship, training and skills. A range of offers and support measures, based on current programmes delivered by WYCA and partners, would be provided to those businesses and individuals that are interested in taking part.
- 2.27 The programme proposed for delivery through the Access Fund totals £7.5m. £5.75m of revenue funding is sought from Government for behaviour change activities that will maximise and be supported by £1.75m of capital match funding. The capital match funding is made up of £1m from the Growth Deal 3 programme (subject to funding confirmation) and £750k from the West Yorkshire LTP Integrated Transport block. The bid therefore provides the minimum 10% match funding contribution (from the LTP) but offers further match through Growth Deal 3 (without the bid being reliant on securing this funding).
- 2.28 The outcome of the Access Fund funding competition is expected to be announced in December 2016 with funding starting from April 2017.

- 2.29 The Access Fund follows on from the Sustainable Travel Transition Year 2016-17 funding, announced in March 2016 which provided funding to continue behaviour change activities delivered through the Local Sustainable Transport Fund which ended in March 2016. The West Yorkshire bid to the Sustainable Travel Transition Fund was unsuccessful and feedback was received from DfT.

Leeds Bus Station

- 2.30 Works to resurface the carriageways were completed successfully in September. A full refurbishment of the toilet facilities has also been completed resulting in a significant upgrading of these facilities and the introduction of a 20p charge as previously reported to the Committee. The charge enables the facility to be maintained to a high standard and discourages anti-social behaviour. The proximity of the bus station to the Victoria Gate development is expected to increase footfall and enhance its appeal to retail operators. A new retail unit has been created as part of the refurbishment works.

Safeguarding

- 2.31 WYCA organises home to school/ college transport on behalf of all of the West Yorkshire authorities and commissions the AccessBus service for those who are less mobile. Earlier in the year, the Combined Authority commissioned an independent assurance review of its processes and procedures to ensure compliance with legislation and good practice with regard to the safeguarding of children and vulnerable adults. The review identified sound safeguarding procedures and strong awareness amongst staff. The advisors made several recommendations which will further strengthen procedures including the adoption of guidelines to assess the suitability of drivers and escorts.

Competition & Markets Authority Investigation

- 2.32 The Competition & Markets Authority (CMA) have undertaken an investigation into potential competition issues arising from the award of the Northern rail franchise to Arriva. The CMA found there is a risk of higher fares on some routes where the company operate both buses and trains; in West Yorkshire the routes identified are Leeds to Sheffield and Huddersfield to Denby Dale. The CMA is seeking undertakings from Arriva that any fare increases on these routes will not be proportionately higher than elsewhere on the network.

Rail Passenger Information

- 2.33 Under the new franchise, the responsibility for producing timetable information for rail passengers passes to the Northern franchisee. In the past, WYCA / Metro has produced timetable booklets for passengers on all local routes in West Yorkshire. From December 2016 rail timetable changes, WYCA will no longer produce timetable booklets. Officers have worked closely with Northern to ensure local rail passenger

needs are maintained. Northern will provide separate timetables for each route but will not however be providing a consolidated timetable booklet for West Yorkshire.

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 Policy, Strategy and Communications 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.

Tel No: 0113 251 7224

Our Ref: KW/MB/AP/SJN

21 September 2016



APPENDIX A

BY EMAIL

**TO: ALL LEEDS CITY REGION
MEMBERS OF PARLIAMENT**

Dear Member of Parliament

BUS SERVICES BILL

Buses are vital to West Yorkshire, its people, its business and its economy. Each week people in West Yorkshire make over 3.5 million journeys on local bus services, making them the most highly used form of public transport in our area. An improved bus system is vital to achieve the ambitious levels of economic growth we have set for West Yorkshire and the City Region.

Throughout the summer of 2016, the Combined Authority has been consulting local people and businesses on a strategy which seeks to create the best bus system in Europe; where catching the bus is an attractive and natural choice for everyone. This will give a clear mandate upon which to apply the legislative tools available to improve bus services.

At present these legislative tools are too weak. They provide limited scope to ensure fares are simple, smart and integrated, to deliver stable networks, to address air quality concerns or to ensure consistency in matters which are important to customers including punctuality, reliability and cleanliness.

The Bus Services Bill, currently before Parliament, is an opportunity to give Transport Authorities, including the West Yorkshire Combined Authority, the powers that London currently enjoys to plan and regulate the local bus network.

Its aim is to do three things:

- Introduce a simpler route to the franchising of bus networks for Mayoral Combined Authorities (and to other places at the discretion of the Secretary of State). This will allow bus services in those areas to be provided in the same way that buses are provided in London with the public sector specifying services and the private sector competing for the contracts to provide those services;
- Improve the arrangements in those areas which remain deregulated through providing for more comprehensive partnership agreements between local transport authorities and bus operators;
- Provide for more and better 'open data' to support enhanced passenger information.

/Continued

To All Leeds City Region MPs
21 September 2016

In its present form we believe that the Bill (which started in the Lords and completed its Committee stage before the recess) is broadly on track to achieve these aims and we are pleased that in general terms its objectives enjoy all part support.

However, one area of detail where we share the concerns of many parties is that all Transport Authorities should have equal access to franchise powers. As the Bill is currently drafted this is limited to a Mayoral Combined Authority (other places at the discretion of the Secretary of State).

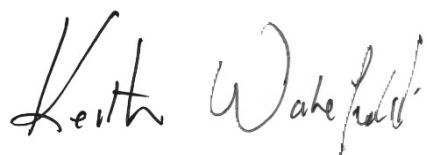
It is also important that during the course of the passage of the Bill that additional requirements or tests are not added to the legislation. In this regard it is important to recognise that two previous pieces of legislation (the 2000 Transport Act and the 2008 Local Transport Act) intended to provide powers for transport authorities outside London to franchise bus services proved unworkable in practice because the processes they contained were disproportionate, convoluted and restrictive.

With a new Government now in place it is vital that the commitment to this legislation is maintained and to the original timescales (enactment with all secondary legislation and guidance by Spring 2017). If this is achieved then we believe that we will be in a position to move ahead on fundamental improvements to bus services in West Yorkshire using the new powers available.

If it would be helpful my colleagues and I would be very happy to brief you further through a face to face meeting on this important piece of legislation.

More background on the Bill can be found on this dedicated microsite on the Urban Transport Group's website: <http://www.urbantransportgroup.org/resources/bus/bus-services-bill>.

Yours faithfully



Councillor Keith Wakefield
Chair
WYCA Transport Committee



Councillor Martyn Bolt
Leader of the Conservative Group
WYCA Transport Committee

A Pinnock

Councillor Andrew Pinnock
Liberal Democrats
WYCA Transport Committee

Director: Dave Pearson, Director of Transport Services
Author: John Keady, Concessions & Integrated Ticketing Manager



ITEM 11

Report to: Transport Committee

Date: 14 October 2016

Subject: Concessionary Travel Schemes

1. Purpose

- 1.1. To seek approval to revise the Young Persons' Concessionary Travel Scheme to accommodate changes to the means of reimbursing operators.
- 1.2. To seek approval to revise the formal scheme document issued under the English National Concessionary Travel Scheme (ENCTS) to accommodate changes to the means of reimbursing operators.

2. Information

- 2.1. This report seeks to make changes to method by which bus operators are reimbursed for carrying passengers at concessionary fares. Under the Transport Acts, the Authority must publish a formal "scheme" document setting out who is eligible for concessionary fares and how bus operators are reimbursed. The Committee is requested to recommend changes to the scheme document to be adopted by the Authority in accordance with the legislation.
- 2.2. Changes are necessary to formalise the use of smartcard data as the means of calculating the value of travel to be reimbursed to transport operators for carrying passengers at reduced or free fare. This report seeks the Committee's approval to change the formal scheme accordingly.

Young Persons' Concessionary Travel Scheme

- 2.3. WYCA uses powers contained in the 1985 Transport Act and Well Being powers contained in the 2000 Local Government Act to provide discretionary concessionary bus and rail travel for all young people resident in West Yorkshire. In 2015, the Combined Authority extended eligibility to all young people under the age of 18.

- 2.4. Eligible young people receive half fare travel at all times on buses and trains, discounted daily and weekly bus tickets and discounted weekly and monthly train and bus tickets. In a typical week, over 20,000 young people take advantage of these concessions making over 200,000 journeys.
- 2.5. It is proposed to revise the scheme provisions to make some technical annual revisions in respect of some of the reimbursement formulae. The technical changes will also set out in detail the information that will be used to calculate reimbursement rates.
- 2.6. The Scheme will be effective from 1 April 2017 and, in order to meet legal requirements, will be published at least 28 days before the 1 April 2017.

English National Concessionary Travel Scheme (ENCTS)

- 2.7. WYCA has a statutory duty to reimburse bus operators for providing free off peak travel to eligible people as set out in the 2000 Transport Act. (Off peak is defined as after 0930hrs until 2300hrs Monday to Friday and all day Saturdays, Sundays and Public Holidays). In a typical week around 130,000 people take advantage of the free travel concession making 800,000 journeys.
- 2.8. The current Scheme expires on 31 March 2017 therefore a new Scheme document has to be published. The purpose of the Scheme document is to set out the reimbursement arrangements in respect of payments to bus operators. The new scheme will specify changes to the reimbursement process based upon DfT guidance.
- 2.9. In order to implement a 2000 Transport Act Scheme to be effective from 1 April 2017 it has to be published no later than 1 November 2016.

3. Financial Implications

- 3.1. The legislation requires that the Schemes ensure bus operators are 'no better or no worse off' financially as a result of participating in the Scheme.
- 3.2. The revised reimbursement arrangements will be based on a more accurate calculation of passenger journeys utilising smart transaction data.

4. Legal Implications

- 4.1. The Young Persons' 1985 Transport Act Scheme must be published 28 days before it takes effect. The 2000 Local Government Act Concessionary Travel scheme must be published five months before enactment.
- 4.2. Bus operators have a right of appeal against the reimbursement processes specified in the formal scheme document. Operators have been consulted in the use of smartcard data and the associated formulae.

5. Staffing Implications

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

6. Consultees

6.1. The Director of Transport Services has contributed to this report.

7. Recommendations

7.1. That the Transport Committee recommend to the WYCA the publication of the Young Persons' Concessionary Travel Scheme.

7.2. That the Transport Committee recommend to the WYCA the publication of the ENCTS Concessionary Travel Scheme.

8. Background Documents

8.1. Transport Act 1985 Concessionary Scheme.

8.2. Transport Act 2000 Concessionary Travel Scheme.

Director: Dave Pearson, Director of Transport Services
Author: Fiona Limb, CCAG Programme Manager



ITEM 12

Report to: Transport Committee
Date: 14 October 2016
Subject: CityConnect (CCAG) Programme Update

1. Purpose

- 1.1. To provide the committee with an update on progress with delivery of the CityConnect programme, funded through the two phases of the DfT Cycle Cities Ambition Grant and local match funding. Including further detail on the forecast spend profile and requirements of the DfT Grant and local match funding.
- 1.2. To address the questions raised by committee members at its meeting on 1st July 2016 with regards to the programme delivery including:
 - Information in respect of existing usage figures for cycling, the cost per mile and how use of the cycleway would be measured.
 - Maintenance plans for the cycle superhighway including sweeping and gritting in the winter.

2. Information

Background

- 2.1. Cycling has an important role to play in delivering both economic and health benefits across the region and this is reflected in the Strategic Economic Plan and draft Transport Strategy. Delivery of the CityConnect programme is a key element of delivering the Tour de France legacy and achieving the vision for cycling across West Yorkshire, as was set out in the report to the West Yorkshire Combined Authority in September 2014.
- 2.2. In August 2013, DfT announced that WYCA had been successful in securing £18.1m funding from the Cycle City Ambition Grant (CCAG) programme to deliver a £29m transformational programme of cycling projects across Leeds and Bradford (including £4m of in-kind match funding). The programme comprised of delivering a 23km cycle

superhighway between east Leeds and Bradford City Centre, 16km of improvements to the Leeds Liverpool canal towpath, 20mph zones in the areas around the superhighway as well as complementary activities around Communications and Engagement (including consultation) and Monitoring & Evaluation.

- 2.3. DfT announced an extension to the CCAG programme in December 2014 and invited WYCA to bid for further funds to extend the programme. In March 2015 an additional £22.106m was awarded for a range of cycling infrastructure schemes across West Yorkshire (and York), with local match funding bringing the total Phase 2 budget to £30.278m.
- 2.4. The combined £55m programme is being managed by WYCA with two distinct phases of delivery by Local Authority partners and WYCA (in some cases through close working with third parties such as Canal and Rivers Trust and Network Rail).

Progress Update

- 2.5. The Phase 1 projects are substantially complete with outstanding works on the eastern section of the cycle superhighway (CS2 Leeds-Seacroft) due for completion in October 2016. The Leeds-Liverpool canal towpath project was completed in March 2016. The Leeds – Bradford cycle superhighway (CS1) was opened in June 2016, and the 20mph zones have been completed alongside the superhighway (some minor snagging works on CS1 are ongoing). Following completion of the infrastructure, the Communications and Engagement work stream is now concentrating effort in promoting, influencing and enabling people to use the new cycle routes. In addition, the Monitoring and Evaluation Plan is being implemented as detailed below in paragraphs 2.10 to 2.15.
- 2.6. The second phase of projects are at varying stages of delivery. Most have developed designs and some have recently completed public consultation. However, other projects and schemes are still within the feasibility stages and early design. In spring 2016 an independent deliverability audit of the Phase 2 projects was carried out to assess the key risks to delivery for the programme. This was followed by a comprehensive review of project schedules, costs and forecasts to provide a robust estimate of the spend profile and funding requirements at this time. The table below summarises the progress on each of the Phase 2 infrastructure projects.

Table 1: Phase 2 Project Progress

Project	Progress
Leeds City Centre: The Leeds CityConnect scheme will expand the Cycle Superhighway network in Leeds City Centre, providing links to the education quarter a central cycling loop and a superhighway to Elland Road.	Designs developed and public consultation completed with positive outcomes. Project is now moving towards detailed design following prioritization of schemes for delivery by Leeds CC Executive Board.

<p><u>Bradford Canal Road:</u> The new segregated cycle route would run between the City Centre nearby the Forster Square Rail station area, for approximately 2.3km along the Canal Road/Valley Road corridor.</p>	<p>Designs developed, consultation completed with public and business frontages. Consultation outcomes have been positive and detailed designs and TROs being progressed by Bradford Council. Executive approval to progress scheme was granted in September 16.</p>
<p><u>Castleford to Wakefield:</u> The Castleford to Wakefield Greenway project will deliver a fully surfaced cycle path from Castleford to Wakefield alongside the River Calder, filling in the gaps of the existing greenway and providing bridge access over the Hallam line.</p>	<p>Designs for first section completed along with consultation. Feasibility of bridge scheme underway with Network Rail. Feasibility of further sections being progressed.</p>
<p><u>Canal Towpaths:</u> The Calderdale Canals project aims to improve the existing route between Tormorden and Brighouse, following the National Cycle Network Route 66 along the Rochdale and Calder-Hebble canals. In addition there will be towpath improvements along the Huddersfield Narrow Canal to Golcar and Leeds-Liverpool in Silsden.</p>	<p>Designs developed for Leeds-Liverpool scheme. Other scheme designs being progressed by Canal and River Trust.</p>
<p><u>Huddersfield Town Centre:</u> The Huddersfield town centre project aims to provide new cycle infrastructure that will connect cyclists to the town centre. It will look to improve the access to health and education facilities within the town and improve the connectivity to existing cycle infrastructure.</p>	<p>Designs developed including Stage 1 safety audits. Consultation due for October 2016.</p>
<p><u>Scarborough Bridge:</u> This project consists of building a new, wider bridge across the River Ouse near to the centre of York, adjacent to the existing Scarborough-line railway bridge. The bridge will have ramped access for pedestrians and cyclists.</p>	<p>Engaging Network Rail to complete Grip 3 process.</p>

Issues

- 2.7. A number of the second phase projects have interfaces with other projects and development sites along with requirements to work closely with third parties. These two factors (amongst others) have caused delay to the progress of delivery on Phase 2 of the programme.

2.8. Following the completion of the deliverability audit, the programme has undertaken a comprehensive review of project timescales, costs and spend profiles. The following projects are now expected to continue beyond the DfT Grant spend deadline of March 2018:

- Bradford Canal Road completion expected June 2018 due to interfaces with Royal Mail Sorting office development at Forster Square and changes to design following consultation.
- Canals schemes in Calderdale expected to be completed in August 2018 as construction of the towpath elements needs to follow on from washwall repairs on the Rochdale Canal.
- Wakefield – Castleford Greenway bridge over live railway construction to be delayed due to interface with Network Rail and track possessions.

2.9. In order to facilitate the full delivery of these projects and meet the DfT grant conditions, it is proposed that some of the proposed LTP match funding is re-profiled from 2017/18 into 2018/19, within the LTP IP3 programme. It is understood that there is no scope to renegotiate the DfT Grant profile and all grant monies need to be spent by March 2018. The programme forecasts are within the budget allocation with a programme wide contingency of £3m available.

The annual funding requirements are set out in Table 2 below:

Table 2 – Funding Profile

	13/14	14/15	15/16	16/17	17/18	18/19	19/20	future years	
DfT CCAG Phase 1	857,647	7,222,615	9,971,738	0	0	0	0	0	18,052,000
DfT CCAG Phase 2	0	0	1,414,000	6,751,000	13,941,000	0	0	0	22,106,000
WYCA Match Phase 1	0	0	7,061,655	201,215	0	258,130	0	0	7,521,000
WYCA Match Phase 2	0	0	0	0	0	6,073,067	456,933	312,000	6,842,000
Public Health (Leeds)	0	0	149,000	0	0	0	0	0	149,000
Department for Health	0	0	250,000	0	0	0	0	0	250,000
District PH contributions (go:w)	0	0	0	40,000	0	0	0	0	40,000
Annual Income	857,647	7,222,615	18,846,393	6,992,215	13,941,000	6,331,197	456,933	312,000	54,960,000
								Total income	54,960,000
								Total forecast	51,958,436
								Contingency	3,001,564

Note: the 18/19 requirement for £6,073m WYCA LTP match assumes that the contingency of £3m will be allocated and spent within that year.

Monitoring and Evaluation

2.10. The committee has requested feedback on the following points that relate to the monitoring and evaluation of the programme:

- Existing usage figures for cycling.
- The cost per mile of the cycleway (cycle superhighway).
- How use of the new cycleway (cycle superhighway) will be measured.

2.11. a) Existing usage figures for cycling

In 2014 WYCA, along with delivery partners Leeds City Council and City of Bradford Metropolitan Borough Council, commissioned a comprehensive baseline data collection and analysis exercise in the area affected by the CCAG phase 1 funded programme of cycling and walking improvements. The aim was to provide sufficient data in order to evaluate the programme's impacts after construction. The data collected consists of a household survey along the Leeds to Bradford Cycle Superhighway corridor, cycle counts, pedestrian counts, speed surveys, cycle parking surveys and analysis of accident data. A similar exercise is being carried out for the Phase 2 schemes.

2.12. The 2014 pre-scheme baseline screen line counts, which measured numbers of cyclists and pedestrians at 5 locations along the superhighway corridor. The numbers recorded varied considerably in the 2014 baseline, from an average of 224 cyclists per day at Screenline 1 (Thornbury) to 1427 cyclists per day at Screenline 3 (west of Leeds City Centre).

2.13. b) The cost per mile of the cycleway (cycle superhighway)

The final outturn cost of the superhighway project is unknown at this time, as the project has not been completed to date. Therefore, it is not possible to provide an accurate figure of the cost of the scheme per mile. As a rough indication the superhighway is forecast to cost between £550k-£1.1m per km (£900k-£1.7m per mile). By way of comparison, the recent London cycle superhighways have been forecast to cost around £3.5m/km (£5.5m/mile)¹.

2.14. c) How the use of the new cycleway (cycle superhighway) will be measured

A comprehensive post scheme monitoring plan has been put in place for both phases of the CityConnect programme including installation of automatic cycle counters. Post scheme surveys will be undertaken at 1 year, 3 years, 4 years and 7 years post construction. To date two Automatic Cycle Counters (ACCs) have been installed on the canal towpath (operational April 2016); a third site operating since 2010. Six ACCs have been installed on the Cycle superhighway and further 3 ACCs are due for installation in autumn 2016. All household surveys and cyclist/pedestrian counts will be repeated 1 year post-completion (2017) and 5 years post-completion (2021) for comparison purposes. User surveys will also take place at 3 year intervals (2017, 2020, and 2023) with concurrent manual cycle and pedestrian counts.

2.15. Current weekday towpath flows recorded by the ACCs are significantly higher than the volumes in 2014 from the pre scheme surveys. With increases of 70% at Kirkstall Forge and 55% at Armley. Early indications from ACCs installed recently on the

¹ Report to TfL Board 4th February 2015: Proposed Cycle Superhighways Schemes
<http://content.tfl.gov.uk/board-20150204-part-1-item-07a-propose-csh-scheme.pdf>

superhighway are positive, however full analysis will not be undertaken until 1 year post completion (as is standard practice).

2.16. Maintenance of the Cycle Superhighway

The committee requested assurances that there would be regular maintenance of the new cycle superhighway both in terms of cleansing and winter maintenance.

2.17. Since the opening of the Leeds-Bradford cycle superhighway in June 2016, cleansing (sweeping) of the cycle track has been taking place. Bradford City Council are sweeping on a regular schedule, and Leeds City Council are doing so on an ad-hoc basis until the CS2 the Eastern A64 corridor has completed, when there will be a full schedule in place.

2.18. There is a commitment to safe passage of the highway and Leeds City Council are exploring a range of options for winter maintenance of the cycle superhighways. Research has revealed that the usual method of highways winter maintenance of gritting with rock salt, is not considered an effective remedy for the cycle superhighway, due to the lack of "foot traffic" required for the salt to reduce to an effective brine solution. As such, alternative treatments and methods are being progressed including options for the procurement of the necessary specialist equipment as well as ensuring appropriate cross boundary agreements are in place. A winter maintenance regime is planned to be in place in the coming months.

3. Financial Implications

3.1. The extension to the CityConnect delivery programme does not require any additional funding. However, the re-profiling of the match funding does have implications for the development of the LTP IP3 programme, which will be taken into account in its development over the coming months.

4. Legal Implications

4.1. None.

5. Staffing Implications

5.1. The proposed extension to the programme assumes that the CityConnect programme team will continue to be in place to manage delivery. The costs associated with this have been accounted for within the overall budget forecasting for the programme.

6. Consultees

- John Henkel, SRO for the CityConnect Programme.
- Director of Transport Services

7. Recommendations

- 7.1 That the committee endorses the proposal to extend the CityConnect Programme and to reprofile the match funding contribution within the LTP IP3 programme – to be accommodated within the development of the LTP IP3 Programme.
- 7.2 That the committee notes the approach to Monitoring and Evaluation for the programme along with the Maintenance regime being developed for the cycle superhighway.

8. Background Documents

- 8.1. Combined Authority: 18 September 2014, Report Title: Tour de France
Legacy: <http://www.westyorksca.gov.uk/WorkArea/DownloadAsset.aspx?id=4294968049>
- 8.2 West Yorkshire CCAG Bid
Documentation: <http://cyclecityconnect.co.uk/documentation/cityconnect-scheme-general-documents/>

Director: Dave Pearson, Director of Transport Services
Author: Paul Roberts, Acting Assistant Director, Integrated Transport



ITEM 13

Report to: Transport Committee
Date: 14 October 2016
Subject: Local Transport Plan Approvals

1. Purpose

1.1. To seek approval for Quarter 3 2016/17 payments for the following programmes:

- LTP IP2 Integrated Transport and Highway Maintenance Blocks;
- Highways Maintenance Incentive Funding; and
- Cycle City Ambition Grant (CCAG).

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, which 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 3 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 3 payments are shown in Table 1.

Highways Maintenance Incentive Funding

- 2.7. In December 2014, the government announced a Highway Maintenance Incentive Fund to reward councils who demonstrate they are delivering value for money in carrying out cost effective improvements.
- 2.8. Each highway authority completed a self-assessment questionnaire assessing their asset management regime against set criteria, with banded scores dictating the level of funding to be received from the fund between 2015/16-2020/21.
- 2.9. The Department for Transport have advised that all West Yorkshire local highway authorities had achieved Band 2 status and has been awarded a full allocation of £1.637m in 2016/17. The banding allocations reflect the maturity of local highway authorities in fulfilling their highway maintenance responsibilities. Band 1 is the lowest level, and Band 3 the highest.
- 2.10. This Report seeks approval to pay out the Quarter 3 HM Incentive Funding allocations to district partners as shown in Table 1.

Cycle City Ambition Grant (CCAG) Funding

- 2.11. 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 partners in the successful bid) in accordance with the forecast spend at the beginning of each quarter.
- 2.12. An update on the CCAG programme (“CityConnect”) is provided in a separate report, including details of the proposal to reprofile funding from 2017/18 to 2018/19 as reported to Transport Committee in July 2016.
- 2.13. The funding to be allocated in Quarter 3 of 2016/17, as agreed with the partners involved is set out in **Appendix 3**. The proposed Quarter 3 payments are also shown in Table 1.

3. Financial implications

- 3.1. The financial implications are set out in Section 2 of the report.
- 3.2. Table 1 below summarises the Quarter 3 payments to be made to the District Council partners.

Table 1 – Quarter 3 2016/17 Payments (£000s)

District	IT	Maintenance	Highway Maintenance Incentive Funding	CCAG	Total
Bradford	487	1,415	87	171	2,160
Calderdale	267	902	56	Nil	1,225
Kirklees	564	1,401	86	57	2,108
Leeds	927	1,993	122	864	3,906
Wakefield	360	979	60	65	1,464
WYCA	2,507	5	0	254	2,766
York*	0	0	0	2	2
Total	5,112	6,695	411	1,413	13,631

* 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. Angela Taylor (Director of Resources) has 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.

8. Background Documents

West Yorkshire Combined Authority Report, 4 February 2016, Item 7 'Business Plan and Budget Report 2016-17'.

Appendix 1

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

District		2014/15	2015/16	2016/17	TOTAL
Bradford	Approved July 16	1,037	1,560	1,947	4,544
	Proposed Adjustment	0	0	0	0
	Proposed October 16	1,037	1,560	1,947	4,544
Calderdale	Approved July 16	1,243	944	1,056	3,243
	Proposed Adjustment	0	0	10	0
	Proposed October 16	1,243	944	1,066	3,243
Kirklees	Approved July 16	1,489	2,578	2,256	6,323
	Proposed Adjustment	0	0	0	0
	Proposed October 16	1,489	2,578	2,256	6,323
Leeds	Approved July 16	3,640	3,545	3,708	10,893
	Proposed Adjustment	0	0	0	0
	Proposed October 16	3,640	3,545	3,708	10,893
Wakefield	Approved July 16	1,446	1,378	1,441	4,265
	Proposed Adjustment	0	0	0	0
	Proposed October 16	1,446	1,378	1,441	4,265
Combined Authority	Approved July 16	10,808	8,776	10,066	29,650
	Proposed Adjustment	0	0	0	0
	Proposed October 16	10,808	8,776	10,066	29,650
Centrally held funding	Approved July 16	0	0	0	0
	Proposed Adjustment	0	0	0	0
	Proposed October 16	0	0	0	0
TOTAL	Approved July 16	19,663	18,781	20,474	58,918
	Proposed Adjustment	0	0	0	0
	Proposed October 16	19,663	18,781	20,474	58,918

Notes:

General: Programme subject to minor changes with no funding implications for partners. Significant changes to the programme are not expected at this stage as partners manage programmes within the 3 year Implementation Period.

Bradford: £0k 2016/17

No changes to programme are proposed. No proposed adjustment to funding allocation.

Calderdale: +£10k in 2016/17 as a result of the following change:

- Sport England cycle training facilities at Brooksbank School – match funding contribution: +£10k in 2016/17

Kirklees: £0k 2016/17

No changes to programme are proposed. No proposed adjustment to funding allocation.

Leeds: £0k 2016/17

No changes to programme are proposed. No proposed adjustment to funding allocation.

Wakefield: £0k 2016/17

Bell St/Bond St junction scheme removed from programme due to insufficient resources to deliver the scheme. It is proposed to use the funding that was allocated to this scheme to increase the traffic signal asset management programme. No proposed adjustment to funding allocation.

WYCA: £0k 2016/17

No changes to programme are proposed. No proposed adjustment to funding allocation.

Centrally held funding: £0k 2016/17

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

Partner Authority	IP2			
	HM Formula Allocations			HM Incentive Fund
	2014/15 (paid)	2015/16 (paid)	2016/17 (forecast)	2016/17 (forecast)
	£000s	£000s	£000s	£000s
Bradford	5,226	6,180	5,660	346
Calderdale	3,365	3,941	3,608	221
Kirklees	4,331*	6,116	5,602	343
Leeds	6,855	8,701**	7,971	487
Wakefield	2,978	4,276	3,915	240
Combined Authority	10 [#]	0	25 ^{##}	0
Total	23,766	29,213	26,781	1,637

* 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 development work

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

Partner	2013/14 (paid)	2014/15 (paid)	2015/16 (paid)	2016/17		
				Q1 (paid)	Q2 (paid)	Q3 (proposed)
Bradford	142	758	524	54	374	171
Calderdale	N/A	N/A	100	0	0	Nil
Kirklees	N/A	N/A	183	72	55	57
Leeds	457	5,254	15,818	1,589	716	864
Wakefield	N/A	N/A	100	0	38	65
WYCA	630	1,190	1,683	500	354	254
York	N/A	N/A	74	28	90	2
Total	1,229	7,172	18,482	2,243	1,627	1,413

Director/Author: Angela Taylor
Director, Resources



ITEM 14

Report to: Transport Committee

Date: 14 October 2016

Subject: WYCA budget and transport levy

1. Purpose

- 1.1. To advise the Transport Committee of the work underway to produce WYCA's budget for 2017/18 and to identify cost savings.

2. Information

- 2.1. At its meeting on 29 September WYCA considered a paper setting out the work underway on updating the medium term financial strategy and producing a detailed budget for 2017/18. The budget will need to be considered and approved at the WYCA meeting of 2 February 2017.
- 2.2. There are significant challenges in setting a robust financial strategy and budget that enables the WYCA to deliver its growing agenda and priorities as set out in the Strategic Economic Plan, against a background of continuing cuts to local government funding.
- 2.3. The largest element of revenue funding to WYCA is via the transport levy paid by the five West Yorkshire councils. In 2016/17 £95.2m of the levy is being used to fund revenue activities with a further £5.7m supporting the West Yorkshire plus Transport Fund. It has been agreed that WYCA should explore ways in which the transport levy could be reduced in future years, thereby saving money for the local authorities. The same outcome could also be achieved by working with the local authorities to find more efficient ways of delivering services, including for example schools transport.
- 2.4. WYCA has in previous years made some significant savings, in particular on bus tendered services. Savings totalling some £4m per annum were achieved over a three year period through working with bus operators, undertaking detailed consultation and making changes to coincide with batch tender renewals. The scope to do this again is challenging but work can be done to identify those services

operating at the margin of the WYCA's supported policy or those which would have a more limited impact on the travelling public.

- 2.5. It is proposed that the WYCA considers areas where service reductions could be made (including bus tendered services) and the consequent impact of making such cuts. This work would also consider opportunities for any further income generation, different ways of providing services and any other areas where policy changes could be made to influence the budget. A further report on these matters is being prepared for the December meeting of the Authority and will also be brought to the next meeting of this Committee for consideration.

3. Financial Implications

- 3.1. As set out in the report.

4. Legal Implications

- 4.1. None arising directly from this report.

5. Staffing Implications

- 5.1. None arising directly from this report.

6. Consultees

- 6.1. The WYCA director have contributed to this report.

7. Recommendations

- 7.1. That the Transport Committee consider the work being undertaken on developing the budget for 2017/18 and identifying areas for service cuts/savings for further consideration.

8. Background Documents

- 8.1. None.

ITEM 16

MINUTES OF THE JOINT MEETING OF THE DISTRICT CONSULTATION SUB-COMMITTEES HELD ON MONDAY 11 JULY 2016 AT WELLINGTON HOUSE, LEEDS

PRESENT: Councillor Eric Firth (Chair)

Bradford

Jane Gibbon
Andy Jewsbury
Peter Ketley
Graham Peacock
John Prestage

Calderdale

Myra James
John Sykes
John Whiteley
John Sheppard

Kirklees

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

Leeds

David Brady
Catherine Keighley
Hazel Lee
Alan Oldroyd
Judith Rhodes
Eric Smith
Ann Stocks
Charles Stones
Bill Tymms

Wakefield

Nigel Ashton
John Churms
Brian Cooper
Brenda Fruish

Transport Committee

Cllr Martyn Bolt
Cllr Neil Buckley
Cllr Peter Caffrey
Cllr Glyn Lloyd
Cllr Mick Lyons
Cllr Andrew Pinnock
Cllr Dan Sutherland
Cllr Kevin Swift

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors H Khan, R Poulsen, T Salam, C Towler and K Wakefield and public representatives from the following districts:

Bradford: Barrie Rigg and Fred Gilbert
Calderdale: Peter Melling
Leeds: Paul Chadwick and Peter Wood
Wakefield: Barbara Darlison and Dennis Pattinson

2. INFORMATION REPORT

The Sub-Committees considered a report on information relating to the joint meeting and included significant recent items of note. Detailed information reports would be provided at the individual District Consultation Sub-Committee meetings to be held in October 2016.

Service Changes

It was reported that a large number of bus services were changing across West Yorkshire on 23 July 2016 and details were outlined in the submitted report.

Smartcard and Information Programme

Details of the two new smart ticketing products, Day Saver and Pay as you Go, which had recently been introduced were outlined in the submitted report. Full details were available on the website at wymetro.com.

Kirkstall Forge

The meeting noted that Kirkstall Forge Station had opened in June 2016 and initially, one train per hour would call in each direction with additional services during the morning and evening peaks.

In response to concerns raised regarding the service pattern at the new station, particular on the Airedale line towards Shipley. It was reported that this was because of the limited number of trains available and timings to incorporate additional stops. However this would be considered as part of the timetable changes in 2019. Priority had been given to provide services to/from Leeds because of passenger demand.

NGT Decision/Leeds Transport Summit

The meeting noted that no challenge would be made to the decision that the Transport and Works Act Order would not be granted and the NGT scheme would not proceed. However, the Department for Transport had announced that the previously allocated £173.5m funding for NGT would be awarded for public transport improvements in Leeds and discussions were ongoing with the Department for Transport.

A Leeds Transport Summit had been held on 10 June 2016 which provided an overview of transport issues and ongoing work in Leeds. This was attended by a wide range of stakeholders/local interest groups who were given the opportunity to participate in the discussions. The contributions would now be considered during the preparation of a strategic case document which would be submitted to the DfT in Autumn 2016

Buses Bill

It was noted that the Bus Services Bill had had its second reading in the House of Lords with Royal Assent expected in early 2017. However, should a General Election be called during the Autumn, there was the likelihood that the passage of the Bus Services Bill would be halted and the new government would need to decide whether to progress a new Bill.

Competition and Markets Authority Investigation

It was reported that the Competition and Markets Authority (CMA) was investigating whether there were any competition concerns arising on routes where Arriva were both rail franchisee and the only bus operator. The outcome of the investigation was expected in November 2016 and if the CMA found there were adverse effects of competition, orders could be imposed on Arriva to safeguard competition.

WYCA Organisational Change

The meeting noted the programme of organisational change which would ensure that the Combined Authority had the right skills, structures and capabilities to deliver the best possible economic outcomes from the £1 billion-plus package of devolved government investment for which it was now responsible.

Resolved - That the report be noted.

3. CONSULTATION REPORT

(a) West Yorkshire Transport Strategy

(b) Bus Strategy

Representatives of WYCA's five District Consultation Sub-Committees were given presentations which provided them with an overview and update regarding the West Yorkshire Transport Strategy and Bus Strategy and the process for consultation.

It was noted that initial consultation on the Transport Strategy and Bus Strategy had been held with stakeholders, including DCSC members in 2015. Feedback from those consultations had been used to develop the detail of the two strategies. Further public and stakeholder consultation would commence on 18 July 2016 for three months and would involve a range of consultation methods.

A workshop was held and members were given the opportunity to provide early input to the consultation prior to the launch on 18 July 2016.

Resolved - That the views of the DCSCs be noted.