

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 9 DECEMBER 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. EXEMPT INFORMATION – POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**

1. To highlight Agenda Item 15 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out Agenda Item 15.
3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Agenda Item 15 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON
14 OCTOBER 2016 (pages 4 - 13)**

Copy attached.

**5. TRANSPORT & BUS STRATEGIES CONSULTATION
(pages 14 - 19)**

To consider the attached report.

**6. LEEDS TRANSPORT STRATEGY – POST NGT FUNDING
(pages 20 - 24)**

To consider the attached report.

**7. TRANSPORT STRATEGY IMPLEMENTATION PLAN – LTP INTEGRATED
TRANSPORT BLOCK
(pages 25 - 30)**

To consider the attached report.

**8. SMART TRANSACTIONS AND INFORMATION – NEXT STEPS
(pages 31 - 35)**

To consider the attached report.

**9. EAST COAST MAIN LINE PRIORITIES
(pages 36 – 44)**

To consider the attached report.

**10. TRANSPORT FOR THE NORTH: FREIGHT & LOGISTICS
(pages 45 - 51)**

To consider the attached report.

**11. TRANSPORT LEVY POLICY OPTIONS
(pages 52 - 64)**

To consider the attached report.

**12. CITY REGION TRANSPORT UPDATE
(pages 65 - 72)**

To consider the attached report.

**13. DISTRICT CONSULTATION SUB-COMMITTEES REVIEW
(pages 73 - 80)**

To consider the attached report.

Minutes

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

- (a) Leeds - 10 October 2016 (pages 81 - 86)**
- (b) Calderdale - 11 October 2016 (pages 87 - 91)**
- (c) Kirklees - 12 October 2016 (pages 92 - 96)**
- (d) Wakefield - 20 October 2016 (pages 97 - 101)**
- (e) Bradford - 21 October 2016 (pages 102 - 107)**

Copy attached.

Private & Confidential

***15. SALE OF LAND : LOW MOOR STATION (pages x – xx)**

To consider the attached report.

Signed:



WYCA Managing Director

ITEM 4

MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON FRIDAY 14 OCTOBER 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 Abid Hussain
Cllr Hassan Khan
Cllr Glynn Lloyd
Cllr Mick Lyons
Cllr Andrew Pinnock
Cllr Rebecca Poulsen
Cllr Taj Salam
Cllr Dan Sutherland
Cllr Kevin Swift

In Attendance:

Cllr Alex Ross-Shaw (Bradford)
Cllr Peter McBride (Kirklees)
Cllr Richard Lewis (Leeds)
Dave Pearson (WYCA)
Dave Haskins (WYCA)
James Nutter (WYCA)
Fiona Limb (WYCA)
Ruth Chaplin (WYCA)

18. Apologies for Absence

Apologies for absence were received from Councillors Ian Gillies, Marielle O'Neill, Tim Swift and Christine Towler.

19. Declarations of Disclosable Pecuniary Interests

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

20. Minutes of the meeting of the Transport Committee held on 1 July 2016

Resolved - That the minutes of the Transport Committee held on 1 July 2016 be approved and signed by the Chair.

21. Appointment of Kirklees District Consultation Sub-Committee Chair

The Committee considered a report on the appointment of the Chair of the Kirklees District Consultation Sub-Committee.

Resolved - That Councillor Marielle O'Neill be appointed as Chair of the Kirklees District Consultation Sub-Committee.

22. West Yorkshire's Rail Delivery and Ambition

The Committee considered a report which outlined and sought approval for West Yorkshire's rail delivery and ambition which was a framework that WYCA will seek to pursue, develop and implement by working with District partners, Government, Transport for the North (TfN), Rail North and the rail industry.

It was noted that West Yorkshire's proposed rail narrative is summarised in the draft West Yorkshire Transport Strategy. The report highlighted the significant level of rail delivery and ambition being pursued in support of the Leeds City Region SEP vision and members discussed the following five key points which were outlined in the submitted report:

- National rail connectivity
- North of England rail connectivity
- Leeds City Region connectivity
- Station gateways
- Customer-led integration

The key points were supported by proposals attached at Appendices 1 and 2 and these provided more detail in respect of the different categories of improvement. Members discussed the proposals which provided a timeline, detailed table of outputs that WYCA was seeking to deliver, their associated benefits and evidence base/justifications in respect of providing for growth in rail passenger and freight demand. They considered the aspirations and importance of improving connectivity on the local rail network highlighting the Pontefract, Penistone and Wharfedale lines in particular. Members also stressed that as well as providing new rail stations it was important for existing ones to be made accessible for all with staff provided and waiting facilities improved.

The Committee was also given an update on access to Leeds Bradford International Airport. They discussed the feasibility and technical work being undertaken on the public transport access to the Airport and also international connectivity in the North. A progress report would be brought to a future meeting of the Committee.

Resolved - That the proposed West Yorkshire rail delivery and ambition contained in the submitted report and detailed in Appendices 1 and 2 be approved.

23. Developing the Northern and Trans-Pennine Rail Franchises

The Committee considered a report which:

- Provided 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.
- Sought 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.
- Provided an update on the new Direct Award the Department for Transport (DfT) has granted to Arriva Cross-Country.

It was noted that the new Northern and Trans-Pennine franchises would provide for a substantial improvement in train services in the Leeds City Region with most improvements being delivered by the December 2019 timetable change. However it was considered that there was scope for further improvement in some areas and members considered a list of the adjustments and enhancements that WYCA would wish to see beyond the existing franchise commitments. These were attached at Appendices C and D and had previously formed part of WYCA's submissions to Rail North during the franchise specification process and it was proposed to approach the franchisees to discuss these in more detail. Members welcomed the ambition of both franchises and reiterated comments regarding the importance of the Penistone line to the region, particularly in providing faster links to the South. It was considered that all opportunities to extend the rail network should be investigated although it was stressed that this should not be at the expense of the electrification of the Trans-Pennine route. The Committee expressed concern that the electrification of the Trans-Pennine line remained subject to confirmation of a work programme and members asked for clarification to be sought of the Government's commitment to electrification and a timetable for the scheme.

It was reported that WYCA was working with Rail North to provide input into deciding what the railway's priorities should be for infrastructure enhancements in the coming 2019-2024 investment control period. The Committee considered it important for both members and officers to work with the franchisees and the wider rail industry to explore the scope, methods and timescales to introduce the improvements sought.

Members discussed the mechanisms for holding the franchisees accountable. It was reported that regular meetings were held to review performance and further information in respect of contractual financial penalties would be circulated. It was also requested that members are updated on progress with the future service developments outlined in Appendix C.

The Committee was updated on the franchise extension via a direct award which had been granted to Arriva Cross-Country by the Department for Transport (DfT). It was noted that WYCA had raised concerns of severe overcrowding, rolling stock quality and high fares and it was disappointing that the Direct Award contained minimal commitments to improvements relevant to the Leeds City Region. It was noted that WYCA would work both directly and via Rail North and Transport for the North, to ensure that commitments to significant upgrades are included in the specification for the 2019 replacement franchise.

Resolved – That WYCA, both members and officers, 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 to the submitted report.

24. Yorkshire Hub Requirements

The Committee considered a report which outlined the requirements of “Yorkshire Hub” that WYCA would pursue by working closely with HS2, Government, Transport for the North (TfN) and the rail industry.

Members discussed the key principle requirements of the future Yorkshire Hub station in Leeds. It was reported that WYCA, together with members of the Leeds Station Joint Board, was leading the Yorkshire Hub – Leeds Station masterplanning study. The study will provide a framework that ensures each component project can be delivered and maximise opportunities to materialise early wins that achieve the overall station vision and the greatest value for money.

The Committee noted the focus of the work and the main requirements around the themes which were outlined in the submitted report:

- Common concourse
- Integrated transport hub
- Capacity
- Deliverability and phasing
- Support growth

Members welcomed the work being undertaken and were advised that the study would be completed in summer 2017 and its results shared at a future meeting.

Resolved – That the proposed requirements outlined in the submitted report be approved.

25. Transport for the North Update

The Committee considered a report which provided an update on Transport for the North (TfN), including Northern Powerhouse Rail (NPR).

Members noted that TfN would become a Statutory Transport Body in Spring 2017. The funding sources that TfN could access, which all originated from the DfT, and the composition of the current year's £31.8m budget were outlined in the submitted report.

It was reported that TfN continued to develop the case for rail connectivity improvements between the north's city regions. The next 6-12 months were important in developing the project from its current conceptual state and members noted the Leeds City Region input into the work (known as Northern Powerhouse Rail (NPR) and also referred to as HS3). Members noted that WYCA had provided an evidence-base to TfN relating to the potential for an intermediate stop between Leeds and Manchester, to be located in Bradford Centre or as a Parkway option and further technical work was ongoing in this area.

Members were advised that the Strategic Transport Plan was currently being developed. The process was set out in the report, together with information in respect of the following various component parts:

- Economic analysis and travel demand
- Integrated rail report
- Integrated roads report
- Existing TfN programmes

The timescale for engagement around the emerging strategy outlined in the submitted report was noted. The period of public engagement was scheduled to take place in Spring 2017 and WYCA officers are involved in this work and will be acting as the point of contact between the authorities and TfN. Members requested that briefing meetings be arranged at key stages in the process to ensure effective input into the development of the strategy.

The Committee was updated on the Integrated and Smart Travel (IST) programme which will be seeking to maximise public transport's role in supporting pan-northern activity. It was noted that TfN was preparing the Outline Business Case for submission to DfT by December 2016 and would include the proposals for contactless bank card travel across the north as well as a number of early year 'quick wins' which were being refined through discussion with partners.

Resolved – That the updates provided in the submitted report be noted.

26. City Region Transport Update

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

- Transport and Bus Strategy Consultation
- Leeds Transport Strategy
- Bus Services Bill

- Bus 18
- Access Fund
- Leeds Bus Station
- Safeguarding
- Competition & Markets Authority Investigation
- Rail Passenger Information

Transport and Bus Strategy Consultation

It was noted that the public consultations on both strategies was due to end on 21 October 2016 and to date c.4,000 people had taken part. Drop-in sessions had been arranged across West Yorkshire and Councillor Bolt expressed his disappointment that Mirfield had not been included in these sessions. Officers would seek to organise an event in the area before the close of the consultation period. Detailed analysis of the consultation results would be reported to a future meeting.

Bus Services Bill Update

It was noted that the Bus Services Bill was at Lords report stage and the Parliamentary Select Committee was reviewing provisions. The lead WYCA Transport Committee members had written to all Leeds City Region MPs setting out their broad support for the Bill. However one area of detail where the concerns of many parties was shared was that all non-mayoral authorities should have equal access to franchise powers.

Bus 18

The Committee noted the progress on the key themes of the short term initiatives to be progressed with the West Yorkshire bus operators pending the introduction of the Buses Act.

A public launch of the Bus 18 programme was planned for 28 October 2016. The EcoStars initiative, which was a scheme where buses would display an environmental star rating, would be launched later in the year.

Leeds Bus Station

It was reported that whilst there were direction signs on the M621 to Leeds Bus Station none were provided when you left the motorway. Comment was also made that there were no drop off or pick points near the bus and coach station.

Rail Passenger Information

It was noted that the production of rail timetable information was now the responsibility of the franchisee. Members were disappointed that the West Yorkshire composite timetable, previously published by WYCA, would no longer be

provided. They asked for assurances that the timetables being produced would contain all trains operating between stations within West Yorkshire. It was reported that WYCA officers were working with Northern to ensure local rail passenger needs were maintained.

Resolved – That the updates provided in the submitted report be noted.

27. Concessionary Travel Scheme

The Committee considered a report which:

- Sought approval to revise the Young Persons' Concessionary Travel Scheme to accommodate changes to the means of reimbursing operators.
- Sought 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.

It was noted that the Concessionary Travel Scheme was a formal legal document which set out who is eligible for concessionary fares and how operators are reimbursed. There were two schemes, one for the statutory ENCTS scheme (seniors and disabled) and one for the discretionary young people's scheme. Members considered the proposed revision to the Young Person's Concessionary Travel Scheme in accordance with legislation. They were advised that the changes to the method by which bus operators are reimbursed was necessary to formalise the use of smartcard data. This would be used as the means of calculating the value of travel to be reimbursed to transport operators for carrying passengers at reduced or free fare.

Resolved –

- (i) That the Transport Committee endorses the recommendation to the WYCA the publication of the Young Persons' Concessionary Travel Scheme.
- (ii) That the Transport Committee endorses the recommendation to the WYCA the publication of the ENCTS Concessionary Travel Scheme.

28. CityConnect (CCAG) Programme Update

The Committee considered a report which provided an update on the CityConnect (CCAG) Programme.

Members noted the progress with delivery of the CityConnect programme which was funded through the two phases of the DfT Cycle Cities Ambition Grant and local match funding. Details of the progress of Phase 2 projects were summarised in Table 1 of the submitted report. It was reported that progress of those projects had been delayed and work was ongoing to review the timescales, costs and risks to delivery for the programme. Members were advised that a number of the construction

timescales would slip into the 2018/19 financial year but this could be accommodated through re-profiling the match funding through the Local Transport Plan Implementation Plan 3 development and the Committee endorsed this approach.

In response to questions raised at the last meeting, the report also provided information in respect of the approach to monitoring and evaluation of the programme, setting out the baseline cycling levels for the route before the cycle superhighway was constructed. Members noted the cost per mile of the cycleway and it was noted that monitoring of the completed routes had commenced. Early indications were positive, with increases in cycling between 30% and 70% on both the Leeds-Bradford superhighway and canal towpath routes.

The Committee was assured that there would be regular maintenance of the new cycle superhighway and details of the plans for its day to day cleansing were outlined in the submitted report. With regard to winter maintenance, it was reported that Leeds City Council were exploring a range of options as specialist equipment would be required due to the unique nature of the cycleway.

Resolved –

- (i) That 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 be endorsed.
- (ii) That the approach to monitoring and evaluation for the programme along with the maintenance regime being developed for the cycle superhighway be noted.

29. Local Transport Plan Approvals

The Committee considered a report which sought approval for Quarter 3, 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)

Integrated Transport Block and Highways Maintenance Block Funding

Members considered the Integrated Transport Block and Highways Maintenance Block payments to be made to partners in Quarter 3 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 3 allocations to district partners which were set out in Table 1 of the submitted report.

Members had asked for further information regarding the criteria for banding status and were advised that the allocations reflected the maturity of local highway authorities in fulfilling their highway maintenance responsibilities. It was anticipated that all West Yorkshire local highway authorities would achieve Band 3 status, the highest allocation, by 2017.

Cycle City Ambition Grant (CCAG) Funding

Members considered the proposed Quarter 3 payments of 2016/17 which were set out in Table 1 and Appendix 3 of the submitted report.

Resolved – That the quarterly payments set out in Table 1 of the submitted report be approved.

30. WYCA Budget and Transport Levy

The Committee considered a report which advised the Transport Committee of the work being undertaken to produce WYCA's budget for 2017/18 and to identify cost savings.

Members discussed the position regarding the transport levy in the 2017/18 budget and noted that for 2016/17 £95.2m of the levy was being used to fund revenue activities with a further £5.7m supporting the West Yorkshire plus Transport Fund. It was proposed that WYCA would explore ways in which the transport levy could be reduced in future years and identify and consider areas of potential service reductions, efficiencies and income generation.

A report was being prepared for WYCA and this would be brought to a future meeting of the Transport Committee.

Resolved - That the work being undertaken on developing the budget for 2017/18 and identifying areas for service cuts/savings be noted.

31. Feedback from Spokespersons Representing WYCA on External Bodies

The Committee was provided with feedback from Councillor Firth who had represented the WYCA at the following external meetings:

TfN (Transport for the North) Partnership Board – 22 September 2016

The TfN Partnership Board were advised of a positive initial meeting which had been held between David Brown, Sir Richard Leese and the Secretary of State for Transport. It was also reported that John Cridland and Nigel Foster had hosted a visit from Andrew Percy MP, the new Northern Powerhouse Minister.

Updates had also been provided on the development of the TfN Strategic Transport Plan, the Northern Powerhouse Rail Prioritisation, Strategic Road Studies and the Outline Business Case development for Integrated and Smart Travel.

Association of Rail North Partner Authorities – 22 September 2016

The meeting had noted updates on the Arriva Northern and Transpennine Express rail franchises and investment planning.

East Coast Main Line Authorities – 3 October 2016

It was reported that the meeting had included presentations from the TfN Strategy Director on the Single Transport Plan and how the Northern Powerhouse could be linked in strategically with ECML.

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

32. Minutes of the Joint District Consultation Sub-Committee held on 11 July 2016

Resolved - That the minutes of the meeting of the joint District Consultation Sub-Committee held on 11 July 2016 be approved.

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: Tom Gifford/Steve Heckley



ITEM 5

Report to: Transport Committee

Date: 9 December 2016

Subject: Transport and Bus Strategies Consultation

1. Purpose

- 1.1 To summarise initial analysis and conclusions from the 14 week public consultation period on the draft West Yorkshire Transport Strategy and draft West Yorkshire Bus Strategy.
- 1.2 To propose a workshop in January 2017 with Transport Committee and Portfolio Holders to consider the analysis of the consultation responses in detail and the next steps to adoption of the two strategies.

2. Information

Background

- 2.1. The West Yorkshire Combined Authority (WYCA) previously agreed to develop a new 20 year West Yorkshire Transport Strategy. This would replace the existing Local Transport Plan and collect a range of current transport plans and programmes into a concise, high level statement of Transport policy and strategy. WYCA agreed a phased approach to the development and consultation on the strategy, and delegated oversight of technical work to the Transport Committee.
- 2.2. In parallel, WYCA Transport Committee has also endorsed the development of a West Yorkshire Bus Strategy which would be daughter document to the Transport Strategy and provide the detailed policy and strategy relating to the role of the bus in West Yorkshire. The consultation on the Bus Strategy was undertaken together with the West Yorkshire Local Authorities, as well as bus operators First West Yorkshire, Arriva and Transdev.
- 2.3. The Transport and Bus strategies were produced through a number of a workshops involving Transport Committee and Portfolio Holders from each of the West Yorkshire Local Authorities and informed by initial phases of consultation undertaken in 2015 to test the broad approach to strategy development.

- 2.4. The Transport and Bus strategies 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.
- 2.5. The Strategies set out the vision, objectives and proposed policies at a West Yorkshire level. They do not look in detail at spatial plans for individual districts. As an example, whilst the West Yorkshire Transport Strategy and Bus Strategy set out the policy context, it is for the new Leeds Transport Strategy to identify the proposed initiatives/interventions required on individual Leeds corridors which help realise the policy proposals set out in the West Yorkshire Transport Strategy.
- 2.6. Consultation on the Transport and Bus Strategies commenced on Monday 18 July and ran for 14 weeks to Friday 21 October 2016. Paper responses continued to be inputted and counted until 31 October 2016.
- 2.7. Overall the consultation received over 5,000 responses. Whilst scheme specific consultations can receive very high levels of responses, it can often be more difficult to engage members of the public in policy based consultations. The response rates to the Transport and Bus Strategies consultation has been higher than many previous strategy based consultations. It demonstrates the level of interest which exists around transport in West Yorkshire and the scale of reach of the consultation.

Table 2.1: Responses to Transport / Bus Strategies Consultation

	Individual responses (online, email, letters)	Organisation / Group responses (online, email, letters)	Total
Transport Strategy	1,622	88	1,710
Bus Strategy	*3,315	40	3,355
Total	4,937	128	5,065

**also includes Young People Survey and Storyboard responses.*

There were 3148 individual responses to the Bus Strategy Survey and 1596 individual responses to the Transport Strategy Survey.

- 2.8. Consultants AECOM were commissioned to undertake a full independent report analysing and reporting all of the consultation results. The conclusions of the consultation are set out below, with the Executive Summaries for both Transport and Bus Strategies included as appendices to this report.
- 2.9. Due to the size and scale of the responses, detailed consideration needs to be given to all of the points raised. As a result, it is proposed Transport Committee members

and Portfolio Holders consider the details of the consultation and next steps at a workshop in January, prior to the next Transport Committee report in February 2017.

- 2.10. Following which, the strategies will be updated to reflect comments made. The strategies will subsequently be brought back to Transport Committee for review and endorsement. This may either be to the February meeting if only small changes are required to the strategy documents, or to a later meeting of Transport Committee if more substantive changes are required.
- 2.11. Once Transport Committee are satisfied with the final version of the strategy documents, the strategies will be recommended to the WYCA Board, for consideration and adoption.

Consultation reach

- 2.12. A summary of the consultation engagement process is set out below:

Printed Materials

- 80 drop-in sessions held across West Yorkshire.
- 20,000 credit card flyers distributed at drop in events, bus stations, rail stations and universities and colleges across West Yorkshire.
- 1,000 Transport Strategy summary documents and 5,000 Bus Strategy booklets distributed at drop-in events and consultation workshops.
- 4,000 questionnaires handed out at drop-in events and workshops (-with around 1,000 completed paper copies of the questionnaire returned).
- 41,000 'punch and strung' leaflets sent to bus operators to make information about the consultation available on their buses.
- 1,700 posters placed in bus shelters promoting the consultation exercise.
- Bespoke braille, low vision and easy read versions of the Bus Strategy produced with adapted questionnaires for young people.

Newsletters

- 4,000 organisations received regular newsletters.
- Weekly emails to all District Councillors and Chief Officers across West Yorkshire.
- Weekly press releases to all local media - resulting in a series of articles in the press, particularly focusing on drop in events in each district.

Social Media

- 357,400 viewings of our 392 tweets seen during the consultation.
- 11,000 visitors to the consultation Facebook page.
- 3,600 visitors to the consultation Twitter page.

Transport Strategy – Initial analysis

- 2.13. The analysis covers the 1,596 individual online responses and 55 organisational online responses. The reporting does not yet include analysis of additional email and letter responses from a range of public and private sector organisations, NGOs

and interest groups. The consultation analysis report will be available for the workshop in January to enable discussion of the results in detail.

- 2.14. Initial headline analysis of the Transport Strategy consultation feedback is provided below:

Demographics

- 2.15 Of the online individual respondents to the Transport Strategy:

- 67% of respondents were male.
- 59% of respondents were aged 45 year old or above (with 47% in the 45-64 years age group and 12% in the 65-79 years age group).
- 30% were in the 25-44 age range (the second highest individual group).
- 3% stated they were from a Black or Minority Ethnic Group (but 7.2% of people preferred not to identify an ethnic background).
- 15% of respondents stated they had a disability.
- 67% of respondents identified themselves as road users at least 4 days per week (with 47% car driver, 11% car passenger, 11% motorcycle user).
- 33% stated they were public transport users at least 4 days per week (22% as bus user and 11% as rail user).
- 68% had a particular geographic interest in Leeds.

Comment on Draft Transport Strategy Policy Proposals

- 2.16 Respondents to the consultation were asked to identify their level of agreement to the 28 draft policy proposals contained in the Transport Strategy, from Agree (Strongly Agree, Agree), Neither Agree or Disagree, to Disagree (Disagree, Strongly Disagree). The initial consultation analysis shows high levels of agreement across all of the Core and cross cutting themes of the strategy and most of the individual policy proposals. The highest levels of agreement to the policy proposals were in the 80% to 90% range, the lowest levels were generally above 50%. A small number of policy proposals fell below 50% agreement.
- 2.17 Respondents were also asked to identify their view on how success in implementing the Strategy should be measured. The initial analysis shows high levels of public and stakeholder interest in the monitoring of air quality, mode share, road safety and journey reliability.
- 2.18 Respondents were provided with the opportunity to provide general comments on the Transport Strategy. The Transport Strategy appears to be broadly supported, however there were a range of views expressed reflecting the breadth of individual and stakeholder interests and further detailed analysis is necessary. A key unprompted issue raised in relation to the consultation was a challenge as to whether the Transport Strategy is sufficiently ambitious in relation to realising our economic and, particularly, wider objectives in respect of public health (i.e. Air Quality, Active travel) and climate change (i.e. Carbon reduction). There were some consistent themes in respect of the need for greater investment in road, rail, bus,

cycling and walking and their better integration, and targeted policy and action in respect of improving the transport and life opportunities for children and younger people.

- 2.19 It is proposed to hold a workshop in January 2017 with Transport Committee and Portfolio Holders to consider the full, detailed analysis of the consultation responses and implications for amending the draft Transport Strategy.
- 2.20 It is proposed that the consultation findings are considered in developing the Implementation Plan to support delivery of the Transport Strategy. The development of the Transport Strategy is the subject of a separate report (Item 6) to this Committee.

Bus Strategy Consultation Analysis

- 2.21 The consultation analysis report for the Bus Strategy will be available for the workshop in January to discuss the results in detail.
- 2.22 The report highlights that the current top issues currently experienced with buses were that:
- They failed to turn up (81%);
 - Destinations could take a long time to reach (69%);
 - Services didn't run to timetable (65%); and
 - Information provision was inconsistent and difficult to find (63%).
- 2.23 The report sets out that the majority of respondents agreed with the West Yorkshire Bus Strategy vision, with men and older respondents most likely to agree. It also sets out that there was support for the proposed bus policies:

Proposed Policies	% Agree
Bus journey: Modern, coherent and integrated bus services	78%
Customer experience: Consistent and excellent customer service across the bus system	74%
Paying for travel: Integrated simple and affordable bus fares for all	77%
(Planning a journey) Travel information: Easily accessible and reliable travel information	81%
The environment: A modern, low carbon bus system which contributes to improved air quality	77%
(Planning a journey) Single network: Presenting the bus system as a single network by a clear, simple and consistent brand in West Yorkshire	73%

- 2.24 Where postcodes were provided by respondents, these enabled an analysis of responses at a district level. The report provides details for these responses in each individual district.

- 2.25 A key unprompted issue raised in relation to the consultation was concern as to whether the proposals would actually come to fruition or if they went far enough. Some also felt there should be more accountability of the bus operators.

3. Financial Implications

- 3.1. AECOM were funded from existing approvals around Transport Strategy and Bus Strategy.

4. Legal Implications

- 4.1. The Overview and Scrutiny Committee will consider the Transport and Bus Strategies Consultation Process, though the Consultation Institute, who provided quality assurance for the Consultation, have said that it followed “good practice”.
- 4.2. None as a result of this report.

5. Staffing Implications

- 5.1. None as a result of this report.

6. External Consultees

- 6.1. None.

7. Recommendations

- 7.1. That Transport Committee note the initial headline analysis of the Transport and Bus Strategy consultations.
- 7.2. That a member working group is set up for January to consider the full findings of the consultation feedback.

8. Background Documents

- 8.1. AECOM Transport Strategy Independent Consultation Analysis report – Executive Summary first Draft.
- 8.2. AECOM Bus Strategy Independent Consultation Analysis report – Executive Summary first Draft.

Director: Dave Pearson/Rob Norreys
Author: Tom Gifford



ITEM 6

Report to: Transport Committee

Date: 9 December 2016

Subject: Leeds Transport Strategy – Post NGT

1. Purpose

- 1.1. Following the report to WYCA on 1 December 2016 around the post NGT funding, for Transport Committee to consider the development of the Leeds Transport Strategy and the scope of the initiatives to be included within the Strategic Outline Case.

2. Information

Background

- 2.1. On the 12th May 2016, Government announced its decision not to grant powers for the construction and operation of the Leeds New Generation Transport (NGT) trolleybus system. This news follows years of detailed work and close liaison with the Department for Transport and prior to that, a similar period of development work associated with Supertram.
- 2.2. Ordinarily, in such circumstances, if a scheme fails at the developmental stages including the public inquiry, no funding is made available to the sponsoring authorities, with all the associated costs having to be borne by the sponsors. In an unprecedented move, recognising the history and the continuing need for significant public transport improvements, the Department for Transport's funding element for NGT of £173.5m is being made available for "public transport improvements in Leeds". The letter from DfT is included in **Appendix 1** to this report.
- 2.3. The devolution of the £173.5m provides a unique opportunity, to develop a new transport strategy for the city, which will include the devolution of the £173.5m as a milestone, but will look beyond that for the next 20 years. The renewed commitment to HS2, the Northern Powerhouse agenda, the prospect of further devolution deals and the new West Yorkshire Transport / Bus Strategies creates the appropriate context to set a new strategic transport approach for the city.

- 2.4. As a result, Leeds City Council and West Yorkshire Combined Authority officers are now working jointly on the development of new Leeds Transport Strategy and also on a Strategic Outline Case for the devolution of the £173.5m. In line with the Department's expectations, it is envisaged that the Strategic Outline Case is submitted to the Department for Transport in December 2016. Based on the DfT requirements, it is proposed that the Strategic Outline Case £173.5m be used to fund initiatives which:
- Support Economic Growth, housing and regeneration prioritised in the adopted Leeds City Region Strategic Economic Plan and the emerging Leeds Growth Strategy;
 - Improve Public Transport in Leeds District;
 - Align with 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;
 - Improve health outcomes especially improving air quality;
 - Complement the existing schemes being delivered through the WY Transport Fund such as Leeds City Centre Package and the Corridor Improvement Programme;
 - Reflect the key messages from the ongoing Transport Conversation;
 - Are deliverable within the short to medium term;
 - Leverage match funding from the private sector; and
 - Are cognisant of and adaptable for the delivery of the longer term Leeds Transport Strategy.
- 2.5. This approach of providing local flexibility to deliver change in the shorter term in a realistic and publicly acceptable way, whilst at the same time developing a longer term transport strategy to deliver outcomes which will create significant benefits for the city, is considered to be a pragmatic way forwards. The approach is also informed by the 'conversation' which embarked in June 2016 with the communities across Leeds about the future of transport in the City.
- 2.6. Subject to approval from WYCA Transport Committee and Leeds Executive Board, the Strategic Outline Case would be submitted before Christmas. This would enable DfT to consider the submission and reach a 'Decision to Proceed' by March 2017.
- 2.7. The details around the development of the Leeds Transport Strategy as well as the specification of the Strategic Outline Case are set out in **Appendix 2**. This Appendix is being produced to complement the Leeds City Council Executive Board report. As such the appendix remains in development and will be published on the same day as publication of the Executive Board report on 6 December.

Next Steps

- 2.8. To enable the proper conclusion of the 'Leeds conversation' to inform the development of the Strategic Outline Case submission and to also provide sufficient time to include robust private sector contributions to be incorporated within the submission, for example from bus operators, we anticipate formally submitting the

Strategy Outline Case to DfT in mid-December 2016, following a report to Leeds Executive Board on the 14th December. This would enable DfT to consider the submission and reach a 'Decision to Proceed' by March 2017.

- 2.9. In parallel, working together Leeds City Council and WYCA will continue the conversation with the city about the longer term Leeds Transport Strategy.
- 2.10. The report to WYCA set out that it is proposed to utilise the WYCA Growth Deal Assurance Framework (as used for Transport Fund schemes) as the governance model for delivery of schemes included within the Strategic Outline Case submission. Therefore, as with Growth Deal / Transport Fund schemes, WYCA Investment Committee would have responsibility for assurance of the package, following DfT approval.

3. Financial Implications

- 3.1. Consultancy support to develop the Strategic Outline Case is funded from existing budgets.

4. Legal Implications

- 4.1. Land acquired in the ownership of WYCA / LCC through the SuperTram and NGT schemes will be made available to support schemes identified through the Strategic Outline Case.

5. Staffing Implications

- 5.1. The development of the Leeds Transport Strategy and the Strategic Outline Case has been undertaken from existing resources.

6. External Consultees

- 6.1. None.

7. Recommendations

- 7.1. That Transport Committee note the development of the Leeds Transport Strategy.
- 7.2. That Transport Committee endorse the scope of the initiatives to be included within the Strategic Outline Case submission to the Department for Transport.

8. Background Documents

Appendix 1 – June 2016 Letter from Department for Transport to WYCA.

Appendix 2 – Overview of Leeds Transport Strategy and the Strategic Outline Case submission.



Department for Transport

Department for Transport
Zone 2/15
Great Minster House
33 Horseferry Road
London
SW1P 4DR

DIRECT LINE: 020 7944 6425
EMAIL: graham.pendlebury@dft.gsi.gov.uk
Web Site: www.dft.gov.uk

23 June 2016

Ben Still Esq
Managing Director
West Yorkshire Combined Authority
Wellington House,
40-50 Wellington Street,
Leeds LS1 2DE

Dear Ben

Thank you for coming to see us on 23rd May to discuss the arrangements for the funding previously allocated to the NGT scheme. We appreciated the constructive discussion, and as agreed I'm now writing to suggest the next steps based on our discussion.

Following the decision not to approve the Transport and Works Act Order for the NGT scheme, the Department for Transport confirmed that the £173.5m previously set aside for the scheme should remain available for public transport improvements in Leeds. Our working assumption is that all of the money will be transferred during the current Spending Review period (i.e. no later than 2020/21), with payments made at the start of each financial year, the annual profile to be agreed. We do not envisage that any other conditions will be attached to the funding, beyond those set out in this letter. The Secretary of State has asked us to stay closely involved as the plans for spending this money are drawn up.

The £173.5m sits within the Local Growth Fund (LGF), but is retained in the DfT budget, alongside the funding for LGF 'portfolio' schemes and the new large local majors fund. DfT is therefore the accountable Department so we need to understand how the money will be spent, the outcomes to be delivered, and how value for money will be assured - all in a way that is consistent with localism and allows detailed decision making to be taken by the competent authorities in Leeds. This letter sets out what we see as the next steps to achieving that and finalising a funding agreement by the end of 2016.

The £173.5m has been retained for Leeds because of the well rehearsed and long standing need for significant public transport improvements in the city, particularly in the absence of a rapid transit system along the lines previously envisaged. This does not have to be a like for like alternative to the NGT scheme, a programme of smaller coordinated interventions may deliver change in a more realistic and publicly acceptable way.

We agreed that you would draw up an outline strategic case for the funding by the early Autumn. That case should

- confirm the strategic case for investment
- clarify the objectives and outcomes for the funding

- include basic details of specific projects or investments with rationale for their selection. This does not need to include individual business cases for projects.
- explain how the new programme will align with wider growth objectives, for example how it correlates with the growth deal bid that you will be preparing in parallel, as well as other planned future investments.
- Include a proposal for the governance and value for money assurance of the funding and its relationship to the West Yorkshire Transport Fund.

We would like to work with you as you develop the above.

Once the strategic case has been understood and agreed, we expect that individual investment decisions and project approvals should happen at the local level, with limited oversight by the Department. Key to achieving that will be working closely with you on your proposed assurance framework, ensuring that it meets at least the minimum standards as defined in the national LEP assurance framework guidelines. We do not expect to require VFM sign off of individual components of the programme, but need to reserve the right to do so depending on their size and nature.

The aim, therefore, is that ideally by the end of November, certainly by Christmas we will have reached a clear, transparent and concise funding agreement for the £173.5m that will set out:

- The scope and purpose of the funding
- Arrangements for governance and decision making
- Details of the spending profile and payment arrangements
- Expectations on reporting and evaluation

This final agreement will be subject to the approval of DfT Ministers and HM Treasury.

We look forward to working with you on this exciting programme to bring about real change to the public transport offer for the people of Leeds. We have a great team here in DfT ready to assist, your first points of contact should be Margaret Jackson, Head of DfT's Northern Engagement team in our Leeds office, and Bob Collins from our Local Infrastructure team in London:

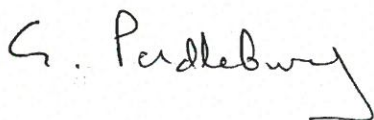
margaret.jackson@dft.gsi.gov.uk

tel. 0207 944 6677

bob.collins@dft.gsi.gov.uk

tel. 020 7944 2622

Yours sincerely



GRAHAM PENDLEBURY
Director, Local Transport

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: Steve Heckley



ITEM 7

Report to: Transport Committee

Date: 9 December 2016

Subject: Transport Strategy Implementation Plan – LTP Integrated Transport Block

1. Purpose

- 1.1. To note the commencement of work to prepare a Transport Strategy Implementation Plan for the period 2017-2022.
- 1.2. To provide input on the use of the LTP Integrated Transport Block funding within the Transport Strategy Implementation Plan and next steps.

2. Information

Background

- 2.1. The West Yorkshire Combined Authority (WYCA) is developing a new West Yorkshire Transport Strategy to support delivery of the Leeds City Region Strategic Economic Plan. The Transport Strategy will replace the existing West Yorkshire Local Transport Plan. The Transport Strategy is proposed to cover a 20 year period from date of adoption. The results of public consultation on the Transport Strategy and next steps towards adopting the Strategy are the subject of a separate report (Item 5) to this Committee.
- 2.2. The current Local Transport Plan (LTP3) covering a 15 year period 2011-2026 was delivered through three year Implementation Plans. There have been two Implementation Plans (IP) to-date. The current IP2 covers 2014-17 and ends on 31 March 2017. A new IP is required to come into effect from 1 April 2017.
- 2.3. LTP Implementation Plans (IP) use the Integrated Transport (IT) and Highway Maintenance (HM) capital block allocations from the Department for Transport (DfT).
- 2.4. The DfT provides IT block funding to support the delivery of smaller transport capital improvement schemes costing less than £5m individually. This funding has reduced in recent years with government top-slicing from 2015/16 onwards of all IT Block funds at a national level by 44% to put into the Local Growth Fund.

- 2.5 While the scale of IT block funding is relatively small in the context of other funding managed by WYCA and its partners, the aggregate scale over a number of years and the breadth and flexibility of the funds has an important function in helping deliver Economic and Transport objectives.
- 2.6 IT funding is paid by the DfT to WYCA. The IT block is discretionary and it is for individual authorities to use the evidence collected for their Transport Strategy to help them decide on priorities. The practice of the LTP partnership of WYCA and West Yorkshire Local Authorities is to allocate IT funds to agreed programmes to support delivery of LTP policy and strategy and local priorities. A range of schemes have been delivered using this funding e.g. Highways network management, road safety, smartcards and travel information, bus stations, hubs, shelters and corridor improvements, rail improvements, cycling infrastructure and low carbon/air quality initiatives. IT funds are also used as match to lever in additional funding from government competitive bidding processes (e.g. Cycle City Ambition Grant for the CityConnect programme) and from partners (e.g. Rail industry). The IT block is the only source of funding for many of these types of scheme. Local discretion is particularly used in respect of the type of Road Safety schemes implemented by each Highway Authority where an evidence led approach to Killed and Seriously Injured (KSI) accident reduction is balanced against local traffic management needs.
- 2.7 The DfT provides HM Block funding for the prioritised maintenance of roads, bridges and street lighting. This funding has been subject to increases and decreases in recent years but will stabilise in the short term from 2017/18 at £25.971m per annum (with an expected additional £2.189m of Incentive Funding), to be split across the five Highway Authorities.
- 2.8 HM block funding is paid by DfT to WYCA and then distributed directly to the Highway Authorities in accordance with national formula. The funding is directed to the Key Route Network and is sufficient only to deal with priorities identified through needs based assessment and has failed to keep pace with or address an increasing backlog of repairs to local roads. The LTP partnership works to supplement HM funds through government competitive bidding processes such as HM Incentive funding and HM Challenge funding.
- 2.9 The focus of this report is the initial work to develop the Integrated Transport (IT) block element of the next Implementation Plan.

Transport Strategy Implementation Plan

- 2.10 The new Transport Strategy is envisaged as a single plan with multiple funding streams, including DfT IT and HM block allocations as previously, plus the West Yorkshire Transport Fund (Local Growth Funds) and any other grant or aligned partner funding that may become available such as the £173.5m being made available by the DfT for public transport improvements in Leeds following their decision not to support the NGT trolleybus system.

- 2.11 The 20 year Transport Strategy is proposed to be delivered through a series of five year Implementation Plans to contain specific programmes and projects. The first of these Implementation Plans (IP3) would cover the period 2017-2022, with a proposed mid-term review.
- 2.12 The WY+TF programme is well established with delivery reported to Investment Committee. Proposals for a programme utilising the £173.5m NGT funds are the subject of a separate report (Item 6) this Committee.
- 2.13 Work has commenced to develop this IT block funded element of the IP. The IT Block funding for the West Yorkshire LTP partnership over the five years 2017-2022 is expected to total £65.5m. The DfT has confirmed the IT block allocation to West Yorkshire for 2017/18 at £13.1m and provided an indicative allocation per annum of £13.1m per annum for the following three years through to 2020-21. An assumption is made in respect of the final year, 2021-22.
- 2.14 Officer workshops have been held with all West Yorkshire LTP partners to scope the approach to use of IT funds in IP3, with some high level, guiding principles proposed:
- Support delivery of the West Yorkshire Transport Strategy core and cross-cutting themes and policy proposals;
 - Reflect key messages and priorities highlighted by public and stakeholder consultation on the West Yorkshire Transport Strategy;
 - Provide a balanced programme, focussing on wider objectives and reducing inequalities - reflecting key messages from the Integrated Sustainability Appraisal of the West Yorkshire Transport Strategy;
 - Consider partner delivery resources and capacity to deliver;
 - Take opportunities to incorporate some elements of IT block activity in the WY+TF programme (e.g. Network Management/UTMC/traffic signal improvements, Bus corridor improvements) and Leeds NGT funds (e.g. Bus Park and Ride and corridor improvements, Leeds City Centre Bus hubs etc);
 - Identify project detail for the first 3 years of the programme – with a mid-term review of delivery and refresh of the IP3 programme at year 2-3.
- 2.15 The work in progress has identified the following IP3 funding priorities:
- **Deliver existing funding commitments** and schemes previously approved by Transport Committee, carried forward from the current IP2;
 - **Invest to save to get the asset right** – applied to all transport assets with a focus on where there is the greatest risks, including health and safety requirements;
 - **Invest to generate** – explore opportunities to generate revenue to reinvest in the assets and improvements
 - **Invest in sustainability initiatives** – to provide the balance and environmental and social mitigation to support the good growth principle

of the SEP - matched wherever possible to Local Authority regeneration and community cohesion priorities and the activities of other partners e.g. Public Health.

- **Strengthen Monitoring and Evaluation of delivery** - to maximise the effectiveness of programmes and projects

2.16 Appendix A provides an indicative programme setting out programme areas and broad scheme types informed by the input to-date of LTP partners. It is proposed to create seven Programme Areas based on the six Transport Strategy core and cross cutting themes of:

- **Road Network**
- **Places**
- **One System Public Transport**
- **Smart Futures**
- **Asset Management and Resilience**
- **Environment, Health and well-being and Inclusion** (- Cross cutting theme)

Plus a;

- **Programme Management** - supporting Monitoring, Evaluation and analysis of delivery plus feasibility and development of pipeline projects for future programmes and in preparation for bidding opportunities.

2.17 The indicative IP3 programme suggests as a guide a possible percentage allocation of funding to each Programme Area. This has been informed by an initial review of identified priorities arising from the consultation responses and Stakeholder input to the Transport Strategy and the early identification by partners of potential priority projects that are considered to provide a good strategic fit with the Transport Strategy and to be deliverable in the early years of IP3.

Next Steps

2.18 The next steps in the development of IP3 are proposed as:

- Review parallel work to develop the WY+TF programme and Leeds £173.5m Strategy programme and other funding programmes in development (e.g. Bus18) to understand interdependencies and alternative funding sources and ensure that any priority schemes do not fall between the gaps;
- Confirm the scale of IP2 commitments that will carry forward into IP3;
- Populate the proposed IP3 IT block Programme Areas with specific project proposals;
- Consider any gaps between the emerging project proposals and the draft policy proposals contained in the Transport Strategy;
- Apply a light touch approach to appraisal of project proposals;

- Consider and implement any requirements for further consultations and sustainability appraisal

2.19 A further report will be made to the Transport Committee meeting on 25 February 2017 seeking approval of a detailed IP3 programme. There is an opportunity to consider the detail of the IP3 programme at the proposed Transport Committee and Portfolio Holders workshop recommended in Item 5 report to this Committee.

3. Financial Implications

3.1 The report is seeking high level input on the approach to the use of the LTP Integrated Transport block funding. The detailed financial implications would be the subject of a further report to Transport Committee.

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. External Consultees

6.1. None.

7. Recommendations

7.1. To note the commencement of work to prepare a Transport Strategy Implementation Plan for the period 2017-2022.

7.2. To consider the priorities for funding and indicative allocations as set out in this report.

8. Background Documents

8.1 Draft West Yorkshire Transport Strategy.

8.2 Integrated Sustainability Appraisal report of the Draft West Yorkshire Transport Strategy.

Appendix A - Draft LTP Integrated Transport IP3 programme – 2017-22

<u>Programme Area</u> <i>Potential scheme types</i>	Indicative % allocation
Road Network <i>Including: UTMC traffic signal upgrades; Cycling and Walking networks (including match funding contributions); Safer Roads/Accident reduction programme; Freight improvements including mode shift; Motorcycle parking upgrades</i> Existing Commitments: CCAG/CityConnect Match funding	55
Places to Live and Work <i>Including: Place making; Walking route upgrades to local amenities; Cycle parking at transport hubs; Local Centre/High Street and Neighbourhood pilot projects (through traffic management and calming, streetscape improvements and green infrastructure; improved local walking and cycling environments)</i> Existing Commitments: None	10
One System Public Transport <i>Including: Development and delivery of Bus and Rail strategy actions; Bus18 partnership delivery; Transport Hubs; Community Transport grant; Public Transport security improvements; completion of Major Schemes (e.g. LSSE)</i> Existing Commitments: Hubs Programme, Access Bus Refurbishment,	10
Smart Futures <i>Smartcard and Information Programme – final phase delivery; transport open data project</i> Existing Commitments: SmartCard SCIP Phase 2	3
<u>Asset Management</u> <i>Off highway Cycling and walking route repairs; Bus Station and Shelters Invest to Save and essential maintenance works – including Real Time Display replacement; Access Bus refurbishment; WYCA IT systems replacement and upgrade;</i> <i>* The Highways Asset Management programme is funded through LTP HM block funding supplemented by HM Incentive funding and HM Challenge funding etc.</i> <i>** Network Management Asset management is included in Road Network Programme Area</i> Existing Commitments: Smart 5 Bus Shelter programme; CCTV and ICT upgrades	15
Environment, Health and well-being and Inclusion (Cross Cutting Theme) <i>Sustainability pilot schemes; Air Quality monitoring and awareness programmes; Electric vehicle chargepoint programme; Eco-Stars Fleet management and upgrade incentive and advice programme</i> <i>*** This allocation is focussed on progressing collaborative pilot projects targeted at environmental and social mitigations – but delivery of sustainability objectives will also be supported within other programme areas.</i> Existing Commitments: None	2
Programme Management <i>Monitoring and evaluation; funding bid development and bid match funding contributions; Pipeline scheme feasibility work</i> Existing Commitments: None	5
Funding <ul style="list-style-type: none"> 2017-18 Confirmed allocation by DfT (£13.1m) 2018-21 Indicative allocations from DfT (£39.3m) 2021-22 Assumed allocation in line with previous (£13.1m) 	£65.5m

Director: Dave Pearson,
Director Transport
Services
Author: James Bennett



ITEM 8

Report to: Transport Committee

Date: 9 December 2016

Subject: Smart Transactions and Information – Next Steps

1. Purpose

- 1.1. To update the Committee on progress with the Smartcard and Information Programme and to identify the next steps

2. Information

- 2.1 The Strategic Economic Plan sets out the vision to transform the economy and develop an economic powerhouse that will create jobs and prosperity, namely “good growth”. Developing improved ticketing and information provision is central to achieving the Strategic Economic Plan, as it will ensure people, places and jobs are better connected and contribute to “good growth”.
- 2.2 The current West Yorkshire Local Transport Plan is underpinned by five core principles, with one being to deliver “smart futures” including enhanced ticketing and information provision. The Local Transport Plan also develops an implementation plan which includes the projects and initiatives that will deliver the strategy and objectives as set out in the Strategic Economic Plan.
- 2.3 The Combined Authority manages the set of projects and business change activities that have been developed to deliver the Strategic Economic Plan through the “Smartcard and Information Programme”. Good progress has been made so far in achieving the deliverables as set out within the current phase of the Smartcard and Information Programme. Overall, West Yorkshire now has the most comprehensive smartcard system outside London, with now over half a million smartcard customers making over 1.2 million smart transactions per week.
- 2.4 Overall the projects have been developed to enhance the ticketing and information offer, including providing the capability for customers to self-serve and enable organisational efficiencies. Customers have benefited by being able to obtain information and buy tickets when they want, where they want with the online options being available 24/7. By providing information on accessing transport options, best value fares and ticketing, the Programme is contributing towards

achieving the overall objectives as set out in the Strategic Economic Plan to deliver “good growth”.

Smart Transactions

2.5 Key achievements in 2016 include;

- Introduction of Pay As You Go, where customers can add financial value to their smartcard and use to pay their fare on the bus. This is the first stage in the implementation of an Oyster style system.
- Introduction of Day Saver, where customers can load onto their card the value of a whole day’s bus travel. The more days they buy, the cheaper the price. This is similar to the “Saverstrip” product that was in operation several years ago.
- Enhancements to Northern and Transpennine’s rail station ticket vending machines enabling them to sell Mcard products. This has enabled 50% of rail station Mcard ticket sales to be purchased via the ticket machines which are operational 24/7. As a result paper Mcards are being phased out and the system is becoming fully “smart”.
- An enhanced website (www.wymetro.com) which improves the display of content on mobile phones and tablets; two-thirds of page views are now on mobile devices. wymetro.com website pages now receive 2.5 million views. During September there were 700,000 timetable downloads, resulting in reducing the number of printed timetables. This supports the channel shift initiative to obtain efficiency savings by encouraging customers to use on line services enabling savings in printed material costs.
- A new customer relationship management (CRM) system was launched in August which provided online application for under 16 and 16-18 age groups for smartcards which entitle holders to discounted travel. For the first time this enabled 16-18 year olds to apply online for their card. 35,000 applications were processed via the system, 30% online, operational 24/7, improving the customer experience and reducing the number of visits to travel centres.

2.6 The next stage in the development of smart transactions is

- To introduce “capping” into the Pay As You Go product. This means that, however many journeys the customer makes they will not pay more than a daily amount (the “cap”). This is technically complex as it requires monitoring of the use of each card and a calculations made of the value of each journey in the back office.
- To expand the range of tickets which can be loaded onto the Mcard to include operator and area specific ticket products
- To enable customers to buy Mcard ticket products on line using the Mcard website and to load them onto their cards

- To develop the CRM system to deliver personalised ticketing and travel information to card holders.

2.7 WYCA is currently working with the Transport for the North Smart Programme which has the similar shared vision to enhance payment and information. The Smart North Programme is seeking to introduce contactless payments as an additional payment mechanism alongside WYCA's own Mcard smartcards. There are synergies, and the WYCA programme dove-tails into the work of Transport for the North.

Real Time Bus Passenger Information

2.8 The current Yorkshire-wide "YourNextBus" real-time system has been in live operation since October 2005 and provides passengers with information signs at bus stops and interchanges together with on line and mobile information services. The original contract was for a ten-year period and a procurement process has been undertaken for the continued operation and development of the system taking into account developments in technology, requirements and customer expectations.

2.9 Contracts have been awarded to suppliers of the "back office" systems which support. The procurement process has now reached a stage where arrangements are being made to refresh the 1050 on street signs during 2017. This will involve;

- The upgrading of the 310 larger three line LED displays found on the busier stops.
- The replacement of the 740 smaller LCD displays found at less busy stops
- All of the resulting display types will include audio facilities triggered by a freely provided mobile phone app using Bluetooth

3. Financial Implications

3.1. The next stages of these projects will be included in proposals for expenditure of the Local Transport Plan Integrated Transport Block as described elsewhere on this agenda and will be brought forward using the new WYCA project and programme management processes'

4. Legal Implications

4.1. None as a result of the report

5. Staffing Implications

5.1. None as a consequence of the report

6. External Consultees

6.1. West Yorkshire Ticketing Company Ltd have been consulted.

7. Recommendations

- 7.1 That the Committee notes the progress made to date on the development of smart transactions and real time information.
- 7.2 That the Committee endorses the next steps detailed in this report as consistent with the Authority's policies with regard to economic growth.

8. Background Documents

- 8.1. None

Appendix 1: Smartcard and Information Deliverables (2016)

Item	Description	Date
Travel centre till upgrade	Upgrade to WYCA travel centre tills to accept contactless and Apple pay payments; broadening and making it easier to pay for tickets. Corn Exchange Travel centre equipped with a smart till.	Feb 2016
NFC & QR codes at bus stops	All bus stops with a timetable case (approx. 15,000 stops) are now fitted with “QR and nfc” devices (tags which smartphones can read) which customers to access bus real time information on their smartphone.	Feb 2016
Rail ticket vending machines	Upgrade of ticket vending machines at Northern Rail managed train stations to sell bus and rail smartcard products	March 2016
Daysaver	A new ticket where customers can pre purchase a day’s bus travel on their smartcard	April 2016
Adult Pay As You Go	Customers can pre load money to their smartcard to use pay for tickets on the bus, saving the hassle of having to find cash for the fare.	May 2016
Job Centre plus ticket loading machines	Trial of ticket loading machines at Wakefield Job Centre Plus’ which enable job seeker clients to free or discounted travel	June 2016
Customer card application system	A new system launched which provides online application (and use by travel centre staff) of under 16 and 16-18 smartcards to enable holder to purchase discounted travel.	August 2016
Website	Ability to view full WY Metro website tailored to smartphone and tablet screen sizes.	October 2016
Bus station Mcard ticket machines	Installed and currently being tested at Leeds, Bradford, Huddersfield Castleford and Pontefract bus stations	December 2016

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



ITEM 9

Report to: Transport Committee

Date: 9 December 2016

Subject: East Coast Main Line Priorities

1. Purpose

- 1.1. To set out WYCA's proposed priorities for services and infrastructure on the East Coast Main Line.

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 The rail theme in the draft transport strategy was considered in more depth at Transport Committee's meeting on 14th October, including through a paper entitled 'West Yorkshire's Rail Delivery and Ambition' and a further item entitled 'Developing the Northern and Transpennine Rail Franchises. Taken together and alongside the paper on the 'Yorkshire Hub', improvements to rail within and to/from the city region over the short, medium and long term were considered, including services and associated infrastructure on the East Coast Main Line (ECML).
- 2.3 Until the completion of HS2, the ECML is the Leeds City Region's 'trunk' rail route to London, Scotland and places in between. It is a vital transport artery providing inter-city, inter-urban and local rail journeys for employment, business and leisure purposes. It also provides vital capacity for significant volumes of rail freight. The ECML:
- Connects communities that already generate more than £300 billion each year to 'UK plc';
 - Carried circa 80 million passenger journeys across all operators in 2015;
 - Carried nearly 2 billion net tonne kilometres of freight in 2012;

- Through inter-city services operated by Virgin Trains East Coast, Grand Central and Arriva Cross Country, connects Leeds City Region with London, and places in between, and with Sheffield, the North East and Scotland; and
 - Through inter-regional services operated by Transpennine Express connects our region to the North East; and through Arriva Rail North provides local stopping services connecting Leeds and Wakefield with Doncaster/Sheffield, as well as services between West Yorkshire and York.
- 2.4 WYCA is involved in, is cognisant of and is informing a number of strategic planning workstreams that are shaping options and choices about the future requirements of and investment priorities for the ECML, including:
- The development of Northern Powerhouse Rail and HS2;
 - The East Coast Main Line Authorities Consortium (ECMA);
 - The regulated, rail industry led long term planning process; and
 - The Hendy Review of Control Period 5 (2014 – 19) railway investment, and short term service plans and priorities of train operating companies.

East Coast Main Line and HS2/Northern Powerhouse Rail

- 2.5 The HS2 Phase 2b Route Decision Command paper announced by the Secretary of State on 15th November 2016, confirms that it is the Government's intention for HS2 services to join the East Coast Main Line to serve York, Darlington, Durham and Newcastle. This represents a great opportunity for more places to be integrated with and benefit from HS2, however also represents a challenge in terms of capacity required on the ECML.
- 2.6 HS2 services to Leeds and York offer the opportunity to re-think how to make best use of capacity on the East Coast Main Line in a post-HS2 era. Led by the objective of boosting the economy, the then PTE Metro carried out some joint work with South Yorkshire PTE to understand how released capacity could be best utilised post HS2. This has helped inform some of the evidence led work undertaken by the East Coast Main Line Authorities (see below).
- 2.7 In addition to HS2, Transport for the North is developing proposals for transformed connectivity between six of the north's cities and Manchester Airport, known as Northern Powerhouse Rail (NPR). Included in this is the link between Leeds and Newcastle, which could be provided for through the upgrade of the ECML to create greater capacity for more frequent, faster, services, including HS2 services, alongside improved local services.
- 2.8 At meetings in July and September 2016 respectively, the West Yorkshire Combined Authority and Leeds City Region LEP agreed the Leeds City Region position in relation to requirements of NPR. Based on an evidence led approach of how to maximise economic benefits for the north, our requirements include the need for NPR to serve Bradford, Leeds and York. This implies that significant capacity upgrades to the ECML (and between Leeds and the ECML) will be required to cater for more frequent, faster services provided by NPR, alongside HS2 and other inter-city, and local

services. Ensuring Leeds, Bradford and York stations have sufficient capacity for these services will be a key consideration.

- 2.9 Given that planning work is already underway by the rail industry to develop possible ECML upgrade solutions (see Long Term Planning Process below), and the recent HS2 Phase 2b Route Decision, it seems a logical step to press for ECML upgrade works to create the required capacity as an early intervention in creating the NPR network.

East Coast Main Line Authorities

- 2.10 WYCA is a member of the Consortium of East Coast Main Line Authorities (ECMA) and is represented by Cllr Eric Firth. Evidence led work by the Consortium seeks to make the case for ongoing investment in the line to support the economies on the route, in advance of and to take best advantage of the completion of HS2.
- 2.11 Recent research by ECMA updates the evidence base and can be found in appendix 1, with the key requirements summarised as follows:
- The ECML improvements set out in the Hendy report to be delivered on time or earlier (e.g. works to allow the new longer trains to run, changes to better allow fast and slow trains to interact (e.g. over take);
 - Investment worth £3billion in the ECML from 2019. This needs to be delivered on a whole route ethos to expedite the improvement in line capacity, connectivity, reliability and resilience before and after HS2 East becomes operational;
 - Investment in other routes that connect with the ECML also needs to be integrated to maximise the potential for improved connectivity; and
 - Stakeholders outside the rail industry also need to be genuine partners in work to improve the route, so that all opportunities to add value and attract new sources of funding are taken.

Long Term Planning Process - East Coast Route Study

- 2.12 Network Rail, working with the rail industry and wider stakeholders and partners such as WYCA, is required to plan for future use of and investment in the railway as part of the regulated Long Term Planning Process. The relevant workstreams in this case are the rail industry Market Studies (published in October 2013), and the East Coast Route Study.
- 2.13 The market studies determine the required railway outputs (frequency, journey time, capacity, punctuality etc.) between centres to support broader Governmental economic, societal and environmental objectives. The route study considers and proposes the rail investments required to help deliver those outputs e.g. four-tracking, longer trains, improved line speeds, for funders to make choices about what they will invest in. The route study considers all users and potential users of a route and impact they will collectively have on investment requirements e.g. freight, local, inter-urban and intercity passenger services.

- 2.14 WYCA has been involved in technical work led by Network Rail in developing the East Coast Route Study, our input having been based on WYCA's current Railplan 7 and associated Yorkshire Rail Network Study, as well as evidence produced by ECMA. It should be noted that NPR and HS2 requirements are a consideration in developing the investment strategy as part of the route study.
- 2.15 The East Coast Route Study will be published for consultation in 2017, however it is thought that the strategy that is likely to be proposed can be summarised as:
- Remove bottlenecks and the constraints of mixed traffic;
 - Adopt digital signalling and traffic management;
 - Enable higher more uniform speeds;
 - Build resilient infrastructure;
 - Deliver enhancements in steps; and
 - Broaden funding opportunities.
- 2.16 WYCA and its partners will need to respond to the East Coast Route Study when it is published for consultation in 2017.

The Hendy Review and Train Operating Company Considerations

- 2.17 Sir Peter Hendy was appointed to review the rail enhancement programme to 2019 and re-plan it, with the benefit of a better understanding of cost and delivery challenges. The conclusion of the review, published in late 2015 and updated in September 2016 is that the vast majority of programmes and projects will go ahead for delivery by 2019. No projects have been cancelled. The remaining projects will be delivered after 2019.
- 2.18 The Government's 2012 High Level Output Statement included a circa £250m East Coast Connectivity Fund with the objective of improving capacity and reduction in journey times on the ECML between the major centres. The proposed infrastructure investment was to dovetail with the investment in new rolling stock (the Intercity Express Programme). The Hendy Review indicated that the East Coast Connectivity Fund would continue but extend into the next investment period (2019-2014).
- 2.19 Train operating companies serving West Yorkshire have a number of very positive plans for improvements to services in our area using the ECML, which will help support the Leeds City Region economy. To mention only one example, Virgin Trains East Coast are committed to running faster, more frequent services to Bradford, Leeds, Harrogate and York. It will be highly important that the requisite rail infrastructure improvements that facilitate these and the committed service improvements of other train operating companies (e.g. Northern and Transpennine Express), are delivered in time. Interventions that provide for the required line capacity, journey time improvements and resilience, including power-supply, are a critical priority.

Proposed WYCA ECML Priorities

2.20 Following consideration of the areas of strategic planning mentioned above, the following ECML priorities are proposed for consideration by the Transport Committee, to be agreed by the West Yorkshire Combined Authority:

- Short term: delivery of the post Hendy Review investment to enable train operating company service improvement commitments to be delivered;
- Short term; consideration to be given and a response provided to the forthcoming East Coast Main Line Route Study, including on planning for a post HS2 era;
- Medium term: Investment on a whole route ethos from 2019 worth £3bn in upgrades to capacity, journey time improvements and resilience to pave the way for HS2 and NPR;
- Medium term: Investment in other routes that connect with the ECML also needs to be integrated to maximise the potential for improved connectivity;
- Long term: Investment in capacity and connectivity improvements in preparation for a post HS2 era.
- Cross-cutting: Stakeholders outside the rail industry also need to be genuine partners in work to improve the route, so that all opportunities to add value and attract new sources of funding are taken.

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. External Consultees

6.1. Network Rail have been consulted in the preparation of this report.

7. Recommendations



7.1 That the proposed East Coast Main Line priorities outlined in paragraph 2.20 are endorsed.

8. Background Documents

- 8.1. WYCA Transport Committee - 14 October – Item 6: West Yorkshire’s Rail Delivery and Ambition.
- 8.2. WYCA Transport Committee - 14 October – Item 7: Developing the Northern and Transpennine Rail Franchises.
- 8.3. Appendix 1 – Consortium of East Coast Main Line Authorities Research Summary.
- 8.4. Long Distance Market
Study: <http://www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/market-studies/long-distance/>
- 8.5. The Hendy Review: <http://www.networkrail.co.uk/Hendy-review/>



The Consortium of
East Coast Main
Line Authorities

 ecma@investineastcoast.co.uk
 www.investineastcoast.co.uk

Invest £3 billion in the East Coast Main Line for £9 billion economic boost

New research shows investing £3 billion in the East Coast Main Line will generate £9 billion for the UK economy, and:

1

Deliver economic benefits
across the length of the UK

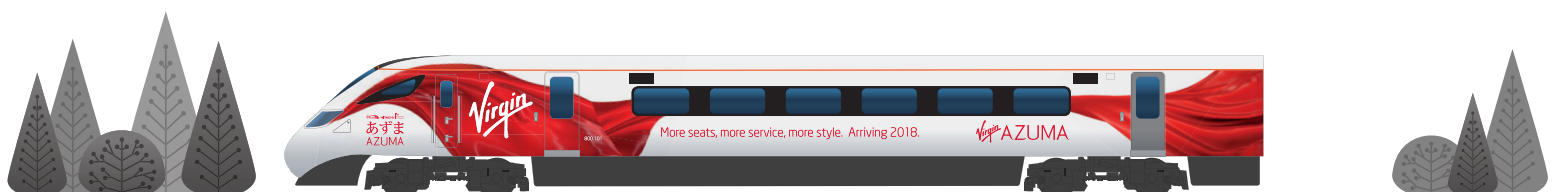
2

Maximise the potential benefits that
HS2 East can bring to the whole route

3

Deliver more destinations, improved
journey times, increased journey frequencies,
better reliability and greater resilience

Investing in the East Coast Main Line now,
will deliver **£9bn** for the economy



The East Coast Main Line is a vital rail artery connecting communities that already generate more than £300 billion each year to UK plc.

Work is already underway to solve issues of capacity, reliability and resilience that are needed to create a railway spine that can meet the needs of each economy in a safe, affordable and timely manner. But UK plc needs these plans to be delivered from 2019.

We call for the schemes that are needed to deliver our Gold standard to be prioritised for delivery by 2032, with guaranteed funding to enable the rail industry to get on with the job.

We need Network Rail to propose, design and deliver the infrastructure that will be needed. For our part, ECMA member organisations will continue to bring forward economic development proposals that can help finance the upgrade of the East Coast Main Line.

1 Deliver economic benefits across the length of the UK

- The economic benefits are worth up to £9 billion GDP with strong, positive economic cost-benefit ratios
- Benefits of investment will be felt by the nearly 13 million residents living in east coast communities, as well as those living elsewhere. The East Coast Main Line serves economies from northern Scotland to the home counties and London
- Cities and towns like Lincoln, Bradford and Middlesbrough – which are not on the main east coast route – will benefit as well as destinations in the south, the Midlands, the north of England, central and northern Scotland
- The proposed creation of a £250 million fund to help better connect associated routes to the East Coast Main Line spreads these benefits even further

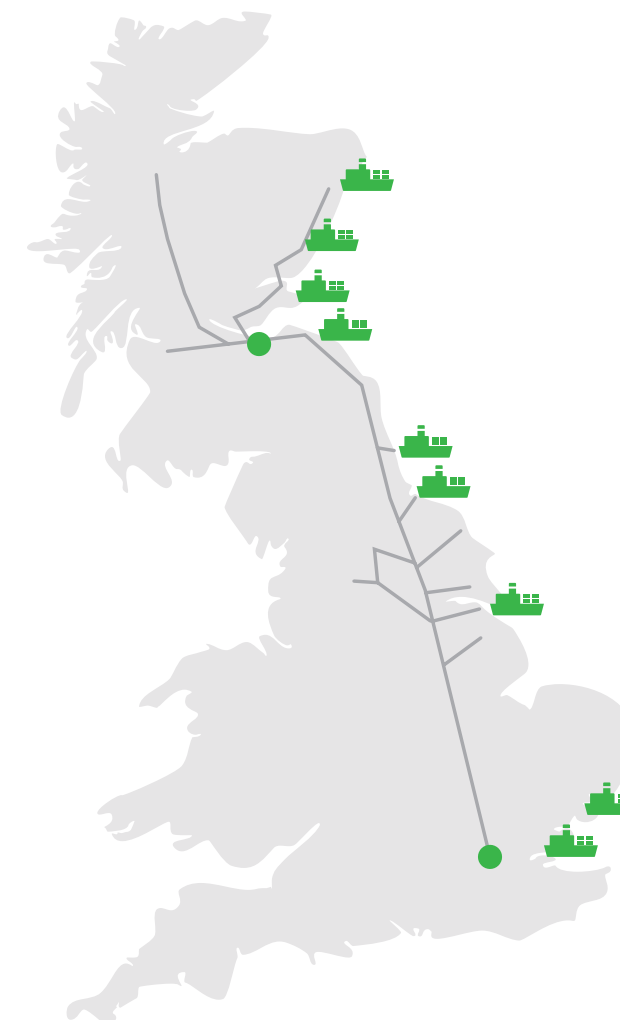
2 Maximise the potential benefits that HS2 East can bring to the whole route

- Every £1 spent on capital schemes to improve the East Coast Main Line and associated routes will result in £3.33 of wider economic benefits in addition to the benefits of HS2 East

- It is impossible to realise the full £9 billion of economic benefits without significant investment in both the East Coast Main Line and HS2 East
- Benefits nearly 13 million residents and 20 million passengers every year. Freight customers will also benefit from the investment

3 Deliver more destinations, improved journey times, increased journey frequencies, better reliability and greater resilience

- The economy needs an East Coast Main Line that has more capacity, reliability and resilience to deliver the safety, affordability and connectivity that is required to achieve the potential for economic growth
- The new trains and improved passenger journey experience being delivered by Virgin Trains East Coast are a first step towards the service that is needed. But these will only deliver their full potential with investments in infrastructure along the whole route
- The infrastructure is also needed by other passenger and freight operators using the route to deliver their plans for growth
- Many of the UK's key growth industries will benefit from this investment



Growth plans along the line include:

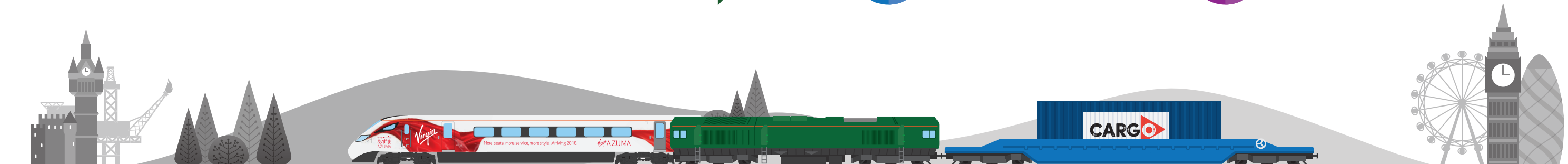
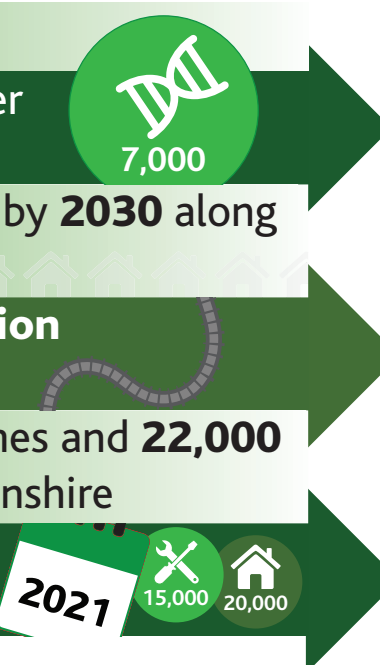
The **£1 billion** Dundee Waterfront plan will create over **7,000 new jobs** in biotech and other industries

An expected **24,900 new jobs** in south east Scotland by **2030** along with **135,000 new homes**

Improving connections along the line to serve **15 million** people in northern England

13,000 new jobs, **100,000** new homes and **22,000** growing businesses in Greater Lincolnshire

The Hertfordshire Growth Deal, that includes **15,000 new jobs** and **20,000 new homes** by **2021**



What needs to be done?

In order to keep all the economies along the line competitive in both global and national markets, UK plc needs:

- The East Coast Main Line improvements set out in the Hendy report to be delivered on time or earlier
- Investment worth £3billion in the East Coast Main Line from 2019. This needs to be delivered on a whole route ethos to expedite the improvement in line capacity, connectivity, reliability and resilience before and after HS2 East becomes operational.
- Investment in other routes that connect with the East Coast Main Line also needs to be integrated to maximise the potential for improved connectivity
- Stakeholders outside the rail industry also need to be genuine partners in work to improve the route, so that all opportunities to add value and attract new sources of funding are taken

The evidence

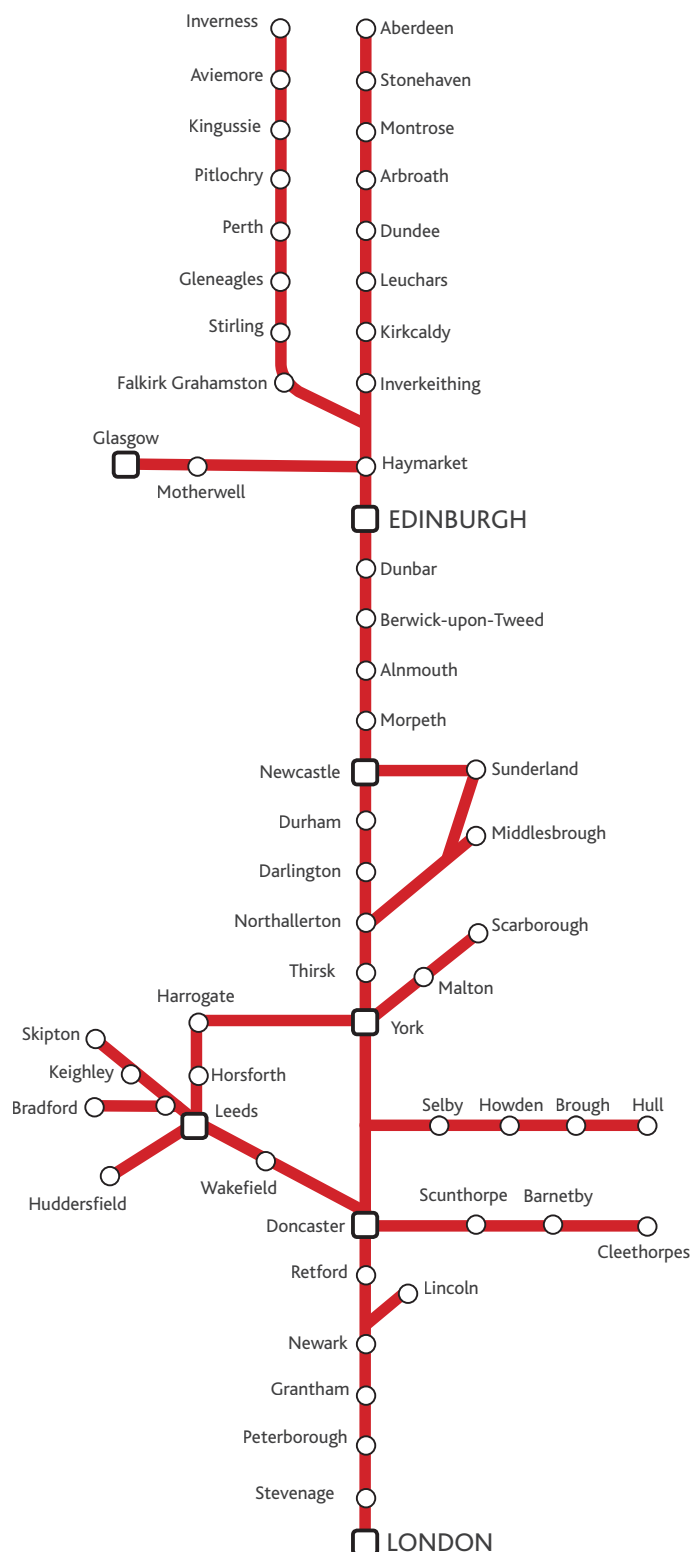
Read the independent research in detail at www.investineastcoast.co.uk

The wider economic benefits of this investment will be felt from the north of Scotland all the way to London with smaller economies seeing proportionally larger gains.

These benefits can start to be realised as soon as 2020 as the new Virgin Trains East Coast timetable will deliver economic benefits worth £154 million each year. As investment increases, then the forecast economic benefits each year will increase to £515 million.

The Consortium of East Coast Main Line Authorities (ECMA)

ECMA members across the 580-mile east coast route have commissioned this research. ECMA represents local authorities and Scottish Regional Transport Partnerships throughout the area served by the East Coast Main Line.



The Consortium of
East Coast Main
Line Authorities

 ecma@investineastcoast.co.uk

 www.investineastcoast.co.uk

 @InvestEastCoast

C/O City of York Council
Directorate of City and Environmental Services
West Offices, Station Rise, York YO1 6GA

Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: Dave Haskins



ITEM 10

Report to: Transport Committee

Date: 9 December 2016

Subject: Transport for the North: Freight and Logistics Update

1. Purpose

- 1.1. To provide the Transport Committee with an update on current Transport for the North activity relating to freight and logistics.
- 1.2. To raise current Leeds City Region issues which may have a pan-northern significance in the above context.

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. An overview of TfN activity was provided to the October Transport Committee meeting. This included a summary of activity relating to the Integrated Roads and Rail workstreams and an update on Integrated and Smart travel.
- 2.3. Freight plays a fundamental role in the currently developed Integrated Road and Rail Reports. These will include the short term investment horizons and will feed into Highways England's Roads Investment Strategy (RIS2) and Network Rail's plans to include in the next Control Period (CP6). TfN will also develop a more long term plan for future schemes that generate economic opportunity and growth to be fed into CP7, RIS3 and beyond.

The diagram illustrates the evidence base for the TfN Strategic Transport Plan. At the top is the Northern Powerhouse Independent Economic Review (NPIER). Below it is the TfN Strategic Transport Plan, which is linked by double-headed arrows to Economic Growth and Transport Demand Analysis on the left and Sustainability Appraisal on the right. Below the TfN Strategic Transport Plan are two reports: TfN Integrated Rail Report and TfN Integrated Roads Report. These reports are supported by Existing and future evidence, which is categorized into three groups: Further National Agencies Evidence (including HE Strategic Roads Studies, HE Growth Study, Freight and Logistics Report, Strategic Local Connectivity Report, Smart SOBC and OBC, International Connectivity Report and Commission, Rail North Long Term Rail Strategy, TPT Wider Transport Connectivity Assessment, Northern Powerhouse Rail, LEP Strategic Economic Plans, and Statutory Local Transport Documents), Further TfN Developed Evidence, and Further Local Transport Authority Developed Evidence.

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graph TD; NPIER[Northern Powerhouse Independent Economic Review (NPIER)] --> STP[TfN Strategic Transport Plan]; EGTDA[Economic Growth and Transport Demand Analysis] <--> STP; SA[Sustainability Appraisal] <--> STP; STP --> IRR[TfN Integrated Rail Report]; STP --> IRT[RtN Integrated Roads Report]; IRR --> EFV[Existing and future evidence]; IRT --> EFV; EFV --> FNAE[Further National Agencies Evidence]; EFV --> FTDE[Further TfN Developed Evidence]; EFV --> FLTADE[Further Local Transport Authority Developed Evidence]
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- 46

- Planning for training and upskilling the next generation of the freight and logistics industry's workforce, to address the current and forecast skills and resource gaps, whilst increasing employment opportunities for people in the North.
- 2.6. This advice is now being taken forward, with the road and rail interventions being considered in the context of the Integrated Road and Rail Reports, which both include specific chapters on freight. The main priority will be to understand the relationship between the freight and passenger interventions, for road and rail, understanding trade-offs and complimentary activity.
- 2.7. The wider recommendations of the Freight Report that do not relate to road and rail interventions will be developed through the Strategic Transport Plan (STP). It will also be important to consider the interfaces of other important related reports such as the emerging International Connectivity Commission.
- 2.8. The work has been governed by a group of LEP representatives from each of the 11 TfN areas (The Freight Steering Group). The Leeds City Region is represented through a Wakefield District Officer (Ian Goldthorpe).
- 2.9. The Freight Steering Group endorsed that the following freight priorities be investigated further. It is important to note that there is activity directly related to TfN with a lighter touch role to understand the activity and issues managed at the LEP level:

TfN's Direct Role:	LEP Roles
<ul style="list-style-type: none"> • To update the market analysis – enhanced understanding of commercial decisions and further private sector input • Multimodal – Integrated options for serving markets • Sustainability – Understanding benefits of mode shift, particularly road to rail. • Transformation – Understanding demand in an NPIER forecast • Innovation and Futures – Forward look at technology and changing behaviour • Further Engagement – building market confidence 	<ul style="list-style-type: none"> • Skills – Training, centres of excellence and the needs of the future • Workforce profile – labour mobility, serving demand • Last mile – understanding the plans which will enable a seamless, reliable end-to-end journey delivered by the relevant organisation

- 2.10. These are important considerations and will strengthen the case for investment in infrastructure. Understanding how the market functions and being able to coherently explain this, alongside the data that supports it will help strengthen the understanding of this agenda. TfN's view is that it can add value to the Freight sector

by having a strategic level of understanding of the areas where progress is required so it can work within and lobby both the sector, funders and Local Planning Authorities to deliver changes over and above TfN's remit.

- 2.11. The approach outlined above, enables a coherent message to be delivered that underpins the infrastructure proposals within the Integrated STP and Long-term, multi-year portfolios developed initially through the Road and Rail Reports.
- 2.12. To enable this further development, TfN are proposing to procure additional support. This will develop the understanding of how to deliver the future potential of the North broadly following the proposed themes noted above, giving a further rich and credible understanding of the inherently private led market and building on the strengths of the current report.
- 2.13. The Freight Steering Group are in the process of commissioning work to enhance the initial Freight and Logistics Report and produce Key Deliverables as set out in the following two phases:-

Phase 1

Summary Objective	Tasks
Understand and rationalise the interventions outlined in the 2016 Freight and Logistics Report	<ul style="list-style-type: none"> • Set all intervention in the context of moving freight a 'mile a minute' for freight transport across the north. • Prioritise interventions to be put forward into CP6 and RIS2. • Disaggregate rail path analysis from the 2016 report to understand the implications of the figures presented in the fullest way. • Develop programmes of intervention to deliver longer term priorities. • Outline current sources of funding available. • Utilise commercial data sources to confirm pinch points and key flows.
Growth markets	<ul style="list-style-type: none"> • Describe infrastructure constraints and growth opportunities in key sectors in an NPIER context. • Identify additional infrastructure requirements and return on investment for funders. • Further understand the viability of freight movements to and from key economic centres including ports (as defined in the Integrated Road and Rail report work) movement costs across mode types to inform future infrastructure bids. • Understand the long term transformational infrastructure requirements to deliver enhanced growth. • Identify strategic locations for multimodal distribution parks where demand for such resource is evident.

	<ul style="list-style-type: none"> • Understand costings including monetary, carbon and air quality behind moving containers on feeder vessels through the North compared to road and rail routes from southern ports including inland waterways. • Identify growth markets that would benefit from an East West link as outlined in the recent report from IPPR North. • Understand relationship between key freight hubs and manufacturing sites in the North including retail, digital led industries (such as parcel delivery), aggregates, agrichemicals and food. • Further understand the market trends to ensure the infrastructure is available to meet demand. • Understand the market position and growth potential from the perspective of freight operators and the uncertainties e.g. Impact of Brexit, volatility of sterling against the dollar / Euro.
Understanding the relationship between the different freight hubs in the North	<ul style="list-style-type: none"> • Identify the key stakeholders and contacts operating the large volume and value flows in the North. • Provide TfN with a list of contacts to engage at a strategic level to ascertain further understanding and insight into the way the North of England freight markets operate. • Engage with LEP and Private Sector partners as per the emerging TfN Engagement Strategy (allow for 10 routine meetings with public and private sector partners, consultants price other engagement as part of the bid separately).

Phase 2

Workforce and skills	<ul style="list-style-type: none"> • Compile a workforce profile sampling key industries and shared data based on gender, age and length of service. • Identify barriers/opportunities for entry into the freight industry. • Identify geographical areas where skills centres would be beneficial to the North.
Technology	<ul style="list-style-type: none"> • Provide case studies of transformative technology in the freight industry which could be implemented in a cost effective way within the north for example AV (driverless vehicles). • Suppliers should horizon scan the changing trends in logistics and the rise of disruptive technologies. • Description of how TfN can position itself to ensure that the interventions identified support growth.
Carbon reduction	<ul style="list-style-type: none"> • Outline how TfN can understand how to best utilise carbon reduction technology to the road, rail, air and sea modes of transport and understand how trade-offs can be made across the modes.

	<ul style="list-style-type: none"> • Outline how TfN can support cities in the north who are considering developing clear air zones and other carbon reduction strategies so TfN can help streamline activity and avoid duplication. • Understand how multimodal opportunities and HGV restrictions in areas can impact the carbon reduction and air quality agenda as well as the socio-economic outputs this delivers.
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2.14. Based on current timescales for the Strategic Transport Plan the additional work will provide inputs to ensure deliverability of essential inputs for January 2017 with further time after this as the STP develops into 2017. This will enable the main conclusions to be included fully into the Integrated Road and Rail reports which will enable freight to have full consideration in the Strategic Transport Plan which is due for its first release in March 2017.

2.15. In addition to the further analysis and positioning freight and logistics within the STP, Road and Rail Reports, engagement, collaboration and communication with the private sector is essential. To ensure that there is the capacity to undertake this important role, TfN have a dedicated officer to develop engagement with the industry which will be supported by the steering group. TfN are also working with the wider reference group of the 11 LEP area representatives to support this work and the Freight Officer will work with partners with the collaboration with the private sector within each LEP.

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. External Consultees

6.1. The LCR LEP representative (Ian Goldthorpe) on the Freight Steering Group contributed to this report.

7. Recommendations

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

- 7.2. That a further report is brought to Transport Committee to cover the LCR freight and logistics perspective, including issues affecting the 'last mile'.

8. Background Documents

- 8.1. As identified in the report.

Director/Author:

Angela Taylor, Director of Resources /
Dave Pearson, Director of Transport
Services



ITEM 11

Report to: Transport Committee

Date: 9 December 2016

Subject: Transport Levy policy options

1. Purpose

- 1.1 To provide information on the policy options that drive the expenditure on transport budgets within the WYCA.

2. Information

- 2.1 The WYCA has considered a number of reports regarding the medium term financial strategy for the organisation and has requested further work be undertaken on a number of key areas. The transport levy and associated spend are the largest elements of the WYCA budget and in recognition of this further information has been requested regarding the policy options that drive the expenditure in particular on concessionary reimbursement, bus tendered services and passenger information. This is against a background of severe fiscal constraints on local authorities and the need to ensure that expenditure is targeted in the most effective way.
- 2.2 Following the Transport Committee meeting in September a workshop with portfolio holders has taken place to consider the options set out in this report. This report has been prepared to enable the Transport Committee to consider the options and challenges in reducing expenditure and incorporates input from the workshop session. A further budget report will have been considered by the WYCA in the week leading up to this meeting.
- 2.3 A separate paper on this agenda considers the feedback from the recently completed consultation on the single transport plan. This should be taken into consideration with the priorities and objectives of the WYCA to ensure that the policies being applied are those that best support the achievement of these aims. The current policy on young persons' concessions for example is in support of helping the region become NEET-free ie reduce the number of young people not in work, employment or training and whilst this concession could be withdrawn it runs counter to achieving this policy objective.
- 2.4 The net transport levy in 2016/17 being applied to revenue expenditure is £96.2m with a further £5.7m supporting the West Yorkshire plus Transport Fund. The original approved budget for 2016/17 for concessionary reimbursement, bus tendered services and

passenger services equal £84.2m ie 87% of the transport levy. Further information is set out below on each of these headings, with appendix A providing a graphical representation of elements of the expenditure.

2.5

	14/15	15/16	16/17	Revised 16/17
Concessionary Fares	53,736	55,452	57,003	55,994
- ENCTS	43,765	45,142	46,205	45,455
- rail	654	646	662	662
- young people	9,317	9,664	10,136	10,136
Subsidised Services	19,544	19,614	18,999	18,999
Passenger Services	7,617	6,725	8,216	8,515

2.6 Concessionary reimbursement. English National Concessionary Travel Scheme (ENCTS) £46m – eligibility for the national seniors and disabled concessionary fare scheme is prescribed in statutory regulations over which the authority has limited control. There is a process for setting out how bus operators are reimbursed and they have a right of appeal to the Department for Transport if they are unhappy with this. From April 2017 all WYCA reimbursements will be based on the actual numbers of passengers observed using smartcards rather than relying on sample surveys. This should enable some reduction in costs although bus operators are likely to seek to ensure current levels of payment are maintained.

2.7 Rail £0.6m – this is discretionary expenditure which provides for half fare off peak travel for seniors and disabled people presenting WYCA issued ENCTS passes and is used by around 12,000 people each week. Most could make the equivalent journey by bus at no financial cost but a significantly extended journey time. Senior passengers can also buy a railcard to obtain discounted travel. However experience elsewhere in the country would suggest that objections to the removal of rail concessions would generate significant media coverage.

2.8 Young People's Travel Concessions £10m - this is discretionary expenditure which enables under 18s to travel by bus at half fare and supports cheaper Mcard products and some school transport provision. The funding makes up 30% of the difference between half fare and full fare with bus operators making up the difference; a previous savings exercise reduced this split from 50/50 to 30/70. There is limited scope to reduce this ratio further without risking a consequential increase in fares overall. In 15/16 WYCA extended the provision to include all young people between 16 and 18 (previously it was limited to those in full time education). Higher travel costs for young people and consequential impact on

access to education, training and life opportunities would result from any saving obtained from this budget area.

Subsidised Services £19m

- 2.9 This budget area funds the provision of all bus services which operate under contract with WYCA. This is approximately 15% of all bus services operating in West Yorkshire and most school services. The Authority has adopted a set of criteria to determine which services are funded. Savings totalling some £4m per annum were achieved over a three year period through identifying efficiencies in the network, undertaking detailed consultation to ensure services are targeted at need and improved procurement. Having already reduced expenditure by over 15%, the scope to make further incremental savings without a policy change is challenging.
- 2.10 Any subsequent reduction in this area of expenditure would necessitate a change in the policy based criteria adopted by the Authority. Such a change would be against a backdrop of an increasing role for bus in the West Yorkshire Transport Strategy, the adoption by WYCA of a Bus Strategy and the importance of bus in the package of measures to be funded by the post NGT DfT funding for Leeds.
- 2.11 Nevertheless the following options could be considered. Potential savings are approximate at this stage and would need further analysis:
- **Reduce Sunday services- potential saving c £1m pa** – WYCA supports a larger number of bus services on Sundays than other days of the week. An alternative approach has been considered where a Sunday service in West Yorkshire only operates over a nine hour period during the daytime as a mix of commercial operation on core routes in the urban areas and WYCA services elsewhere. This will focus public expenditure on the busier time of day. Early Sunday morning services with strong passenger use would be retained however very few areas would be served by WYCA supported bus services after 1800 hours.
 - **Revise policy- withdraw poorly used services c £1.5m** - a number of metrics are applied to contracted bus services to demonstrate value for money including a benchmark subsidy of £3 subsidy per passenger trip. If this were lowered to say £2/ passenger trip a number of poorly used bus services would no longer qualify for support. The rule of thumb where WYCA funded services must attract more than 6 passengers per trip would be increased to 10. Applying this principle would withdraw a range of poorly used services especially in more sparsely populated areas of West Yorkshire. Applying this principle indiscriminately would result in the withdrawal of some very early morning services used by shift workers and leave some rural and semi-rural areas unserved.
 - **Revise policy - withdraw support from better used services c £0.5m** - services attracting more than 24 passengers per operating hour are likely to be generating sufficient fares income to be self-funding. This policy has been applied rigorously to achieve previous savings targets resulting in the complete withdrawal of supported journeys on operators' most profitable routes. This

benchmark could be adjusted resulting in withdrawal of funding for services attracting say 20 passengers. The risk in this approach is that some operators may withdraw reasonably well used services rather than take a marginal loss in operating them without subsidy. Authority members may find themselves defending a policy to withdraw popular bus services.

- **Revise policy – revise distance based criteria c £0.3m** - an area is judged not to be served by buses if it is within 400m (5-7 minutes) walking distance of an hourly or more frequent service or 600m from a high frequency service. This could be revised upwards to say an area is served by buses if within 1km of a bus service (15-20 minutes' walk). Most supported bus routes will serve communities in excess of 1 km from a bus service therefore the scope to apply this rule would be limited. Changing the policy in this way would however affect the off peak local minibuses linking into local centres. It could also discriminate against communities in hilly areas of West Yorkshire where distance and topography are factors in accessibility.
- **Withdraw leisure and other non-essential bus services c £0.1m** – WYCA supports a range of seasonal bus services aimed at providing access to the countryside and tourist attractions including a grant contribution to the Dalesbus network. In addition, the Authority funds a network of services on Boxing Day. Whilst these services support general quality of life and some local economies, they could be argued to be non-essential.
- **Withdrawal of AccessBus c£1.7m** – AccessBus is a flexibly routed bookable door to door service aimed at the less mobile citizens. It is highly valued by its regular users who are mostly eligible for free travel under the concessionary fare scheme. Its limited availability to new users attracts some criticism. Withdrawal of the services with no alternative provision would have a major impact on current users who in some cases would become more dependent on social services provision. Discussions are in progress in Leeds seeking closer alignment of AccessBus and other social care transport provision in the City. It is recommended that any changes to AccessBus provision are considered in the context of wider social care provision.

2.12 It is recognised that introducing changes to any of the above would result in a reduction in the level of service to certain passengers. In order to take any of these forward further work including equality impact assessments would need to be undertaken. At this stage it is proposed that further work be undertaken through the Transport Committee on these options.

Passenger Services £8m

2.13 This budget area includes the following activities. Most areas are supported by a level of income.

Bus Stations and Travel Centres £2.6m – this is the cost of providing 14 bus stations and 6 Travel Centres within them. 60% of direct costs in this area are

offset by income charges imposed on bus operators for use of the bus stations, rental income from commercial leases and income from sales at Travel Centres.

Passenger Information £2.2m - the provision of printed and electronic information for the customer, the operation of the Metrolink contact centre and the running costs associated with the real time bus information system. This cost is partly offset by contributions from operators.

Facilities and Assets- £1.5m including 14,000 stops, 4,000 shelters, 7 unstaffed bus stations and miscellaneous operational property assets. 35% of direct costs is offset by advertising and other commercial income.

Concessionary Fares and Bus Services Administration £1.5m - this is the cost of procuring local bus services and contract compliance together with the issuing of passes and administration costs required to operate the concessionary fare scheme. This cost is net of agency fees paid by District Councils for the administration of school travel. This administration cost represents less than 2% of expenditure.

Mcard scheme – WYCA activities to support the Mcard multi modal smart ticketing scheme. Overall the value of tickets sold is £30m pa. WYCA retains a 2.5% share of this sales revenue (£0.75m) to fund its costs in administering the scheme. The expansion of smartcard infrastructure in this area has increased costs which have not, as yet, been met by a commensurate increase in commission income.

2.14 The key themes for cost savings in this area are:

- **Channel Shift** – this project aims to encourage a greater use of on line, self-service. In addition to giving customers a more comprehensive service it is aimed at reducing dependency on labour intensive activities such as telephone contact and travel centres and printed materials.
- **Income generation** – rental income from lettings at bus stations is increasing and further opportunities are being sought.
- **Energy Costs** – a roll out of LED lighting is reducing electricity costs.

2.15 It is proposed that further work is undertaken through the Transport Committee to understand how quickly channel shift can deliver cash savings and undertake any appropriate equality impact assessments.

3. Financial Implications

3.1. The paper presents options with regard to how expenditure could be reduced but it not recommending at this stage any actions that have an immediate financial impact.

4. Legal Implications

4.1. None arising directly from this report.

5. Staffing Implications

5.1. None arising directly from this report.

6. External Consultees

6.1. Transport Portfolio holders have contributed to this report.

7. Recommendations

7.1 That the Committee notes policy options available to influence transport expenditure and advise on any further work required to link in to the detailed budget work.

8. Background Documents

8.1 None.

Transport Committee Revenue Expenditure

Concessionary Fares

How we spend £57m

Seniors/ Disabled

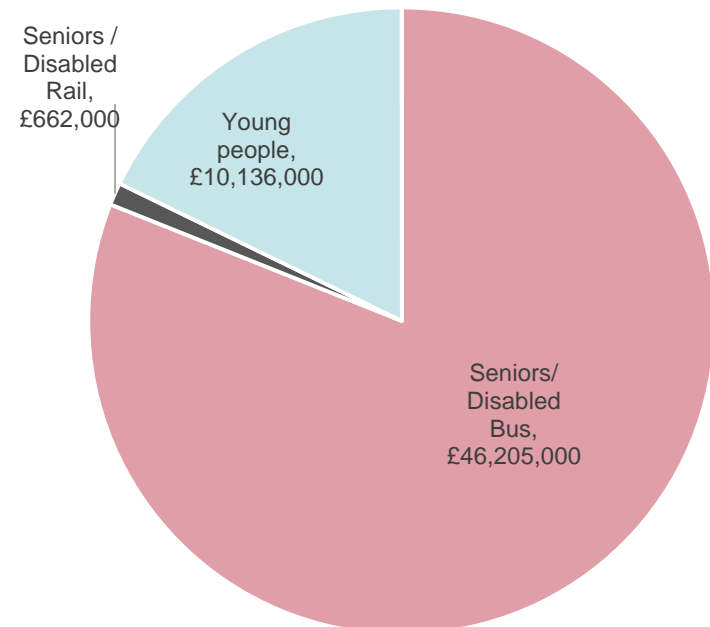
Free bus travel under the English national Concessionary Travel Scheme (ENCTS) – 200k people per week

Half fare off peak rail travel in West Yorkshire 12k people per week

Young People

Half fare bus travel and discounted Mcards 100k people per week

Concessionary Fare Expenditure



Concessionary Fares

Options to reduce costs

Seniors & Disabled

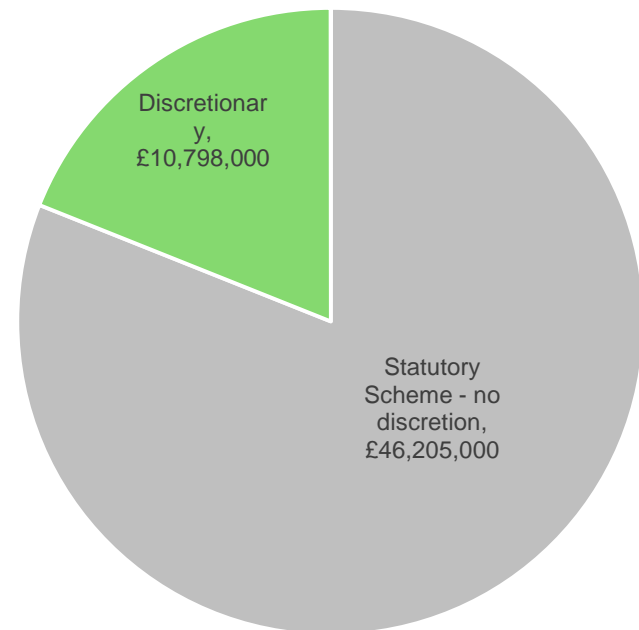
ENCTS is a national scheme which defines eligibility and repayment – no discretion to change policy, **minor payment efficiencies**

Rail concession could be withdrawn, limited scope to reduce in scale (weekdays only?)

Young People

Wholly discretionary, if withdrawn bus operators may offer a limited concession, could withdraw from certain ticket types

Concessionary Fares - scope for change



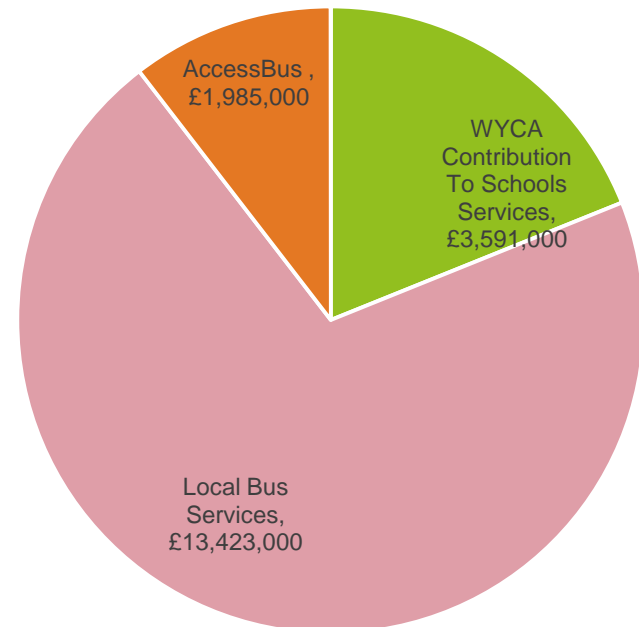
Subsidised Bus Services

How we spend £19m pa

There are three elements to bus service provision

- Local Bus Services – the provision of socially necessary bus services in accordance with policy guidelines adopted by the Authority. Statutory rules determine how services are procured.
- Schools Services- WYCA arranges home to school bus and taxi services and shares the costs with District Councils
- AccessBus -a flexibly routed service aimed at people with limited mobility

Expenditure On Bus Services



Subsidised Bus Services

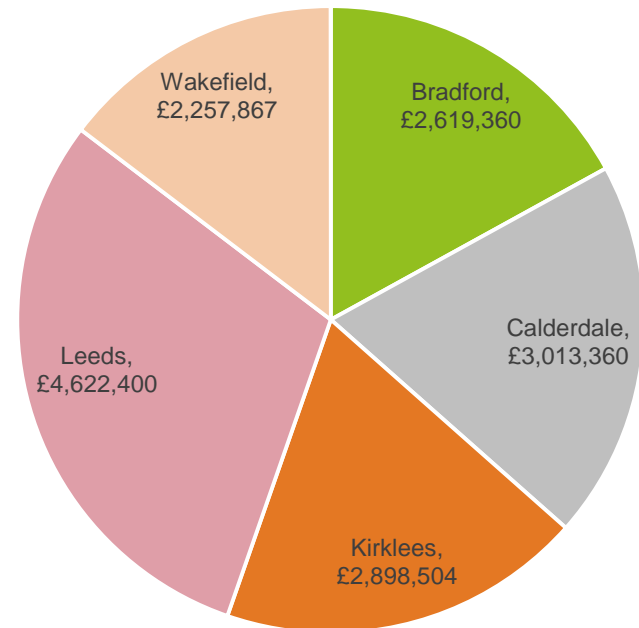
Where we spend £19m pa

Value Of Subsidised bus services in
each District
(not including school services)
(by mileage operated within District
boundary)

WYCA funds services in each district

Many services cross district
boundaries, the graph opposite shows
the mileage of contracted services
within each district.

Services extending beyond WY are
allocated to the District in which they
originate



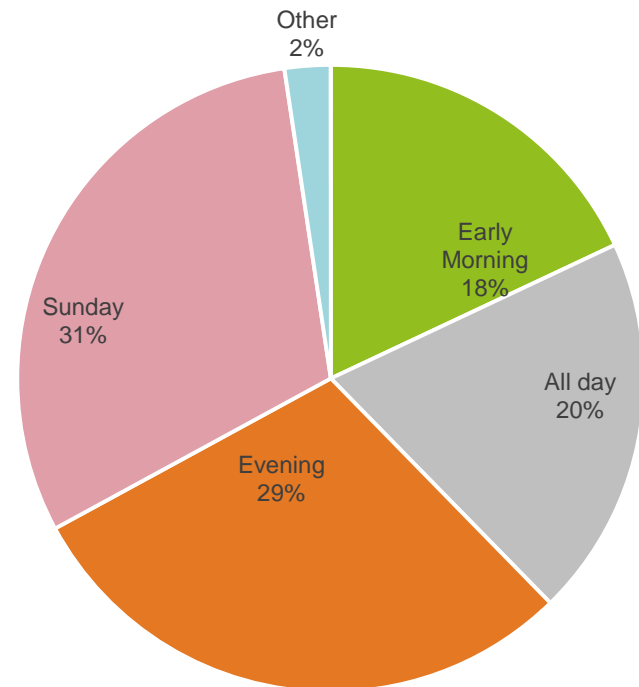
Subsidised Bus Services options to reduce costs

Since 2011, WYCA has undertaken a rolling programme to obtain savings from efficiency and improved procurement – this has realised £5m savings to date.

Further reductions can only be achieved through changes to policy such as

- Reduce Sunday provision to nine hour daytime period only
- Increase threshold for passenger use from 6 per bus to 10
- Increase walking distances to a bus service from 400m to 1km (more than 20 minutes walk)
- Withdraw Boxing day and other seasonal services

Types Of Subsidised Bus Service



Passenger Services



Information

Metrolink, bus stop information, real time , timetables, social media

Net cost £2.2m – partly funded by bus and rail operators

Bus Stations & Travel Centres

14 bus stations and 6 Travel Centres

Net cost £2.5m - 60% of direct costs are met by income from commercial rents and access charges imposed on bus operators

Bus Stops, Shelters and Interchange Points

14,000 stops 4,000 shelters 7 unstaffed bus stations

Net cost £1.5m 35% of direct costs is offset by advertising and other commercial income

Director: Dave Pearson, Director
of Transport Services
Author: Departmental Managers



ITEM 12

Report to: Transport Committee

Date: 9 December 2016

Subject: City Region Transport Update

1. Purpose

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

2. Information

Bus Services Bill

- 2.1. Further to the Bus Services Bill update provided to Transport Committee in October, the Leaders of all five district authorities and the Chair of the WYCA Transport Committee have written to all Leeds City Region MPs setting out their position in terms of municipals bus companies and also around the need for a simpler route to franchising for all Local Transport Authorities. A copy of this letter is included in **Appendix 1**.
- 2.2 The Bill continues through the parliamentary process and the 3rd reading of the Bill in the House of Lords took place on 23 November 2016. Amendments can be made at third reading in the House of Lords. Amendments at third reading are often used to clarify specific parts of the Bill and to allow the Government to make good any promises of changes they made at earlier stages of the passage of a bill.
- 2.3 To date, a series of amendments have been tabled in the House of Lords and an updated version of the Bill as passed to the House of Commons is available online¹. The amendments currently approved by the House of Lords include a number of additional organisations being required to be consulted with as part of using the processes within the legislation; the simpler route to bus franchising being available to all (not just Mayoral Combined Authorities), and the constraints around Local Transport Authorities setting up new municipal bus companies ("Clause 21") being removed from the face of the Bill.

¹ <http://www.publications.parliament.uk/pa/bills/cbill/2016-2017/0100/17100.pdf>

- 2.4 After the third reading in the House of Lords, the Bill goes to the House of Commons for its first reading. Once the bill has passed through third reading in both Houses it is returned to the House of Lords for any amendments made by the second House to be considered. If the Commons makes amendments to the bill, the Lords must consider them and either agree or disagree to the amendments or make alternative proposals. If the Lords disagrees with any Commons amendments, or makes alternative proposals, then the bill is sent back to the Commons. A bill may go back and forth between each House until both Houses reach agreement on the exact wording of the bill – this is known in parliament as ‘ping pong’.
- 2.5 As a result of the on-going parliamentary process, whether the final version of the Bill does, or does not include Clause 21 as well as the other amendments made the bill will not be concluded until after the Bill is ready for royal assent. Once a bill receives royal assent it is made an Act of Parliament (the proposals in the bill become law), which is scheduled for early in 2017.

Bus 18

- 2.6 The Committee will be aware of the Bus 18 programme of short term initiatives being developed with bus operators under the Bus 18. Since the last meeting, the programme has delivered the following:
- **Network Stability** – WYCA and the leading bus operators have agreed a protocol for bus service changes which will come into effect from 1 January 2017. This will restrict major service changes to twice a year in late February and early September. Major changes involve alterations to routes and frequencies as opposed to minor timetable changes. Minor timing changes will coincide with the rail timetable change dates and the end of the academic year. The protocol also involves operators and WYCA consulting customers and communities prior to the registration of major changes.
 - **Operational Managers Conference** – communication is a key element of ensuring that bus operators, WYCA and Council officers are focused on providing a high quality service and delivering adopted transport policies on the ground. To ensure operational staff are fully “joined up” a conference has been held where operational managers from across the industry met to discuss and agree how they could work better together. The event was attended by representatives from all major bus operators, district councils and WYCA and was regarded by all attendees as successful. This
- 2.7 A formal launch of the Bus 18 programme is planned for early in 2017.

ECO Stars

- 2.8 ECO Stars is a fleet recognition scheme whereby operators of buses, coaches and HGVs obtain accreditation for their environmental practices and their vehicles. It is a national scheme originated in South Yorkshire to promote sound environmental practice and improved vehicle emission standards. The scheme was launched in West Yorkshire on 15 November and is supported by the Local Transport Plan

funding established to develop an air quality strategy. ECO Stars will form part of the process to improve the emissions performance of the local bus network as part the initiatives established under Bus 18.

West Yorkshire Low Emission Strategy

- 2.9 The West Yorkshire Local Authorities have been developing a joint Low Emissions Strategy (WYLES) in collaboration with WYCA and Public Health England (PHE), part funded by the Department for the Environment and Rural Affairs (DEFRA) and West Yorkshire Local Transport Plan. The WYLES outlines the key challenges in relation to air quality within West Yorkshire and actions for the partners to deliver to improve air quality in support of public health and economic objectives. The Local Authorities have the statutory function in respect of Air Quality management but a large part of tackling poor air quality will require action on transport with implications for WYCA and resources. The Local Authorities are currently seeking to adopt the WYLES through November and December 2016. The work to develop the WYLES has been coordinated with the work to develop the West Yorkshire Transport Strategy and Bus Strategies; a fuller report detailing the transport implications of the West Yorkshire Low Emission Strategy will be provided in early 2017.

Statutory Ticketing Scheme

- 2.10 Members of the Committee will be aware of the decision to make a statutory ticketing scheme which compels bus operators to accept multi operator/ multi modal tickets including the Mcard. The formal process has now been completed and the ticketing scheme came into effect on 8 November 2016.
- 2.11 The Mcard range of multi modal smart tickets is owned and managed by the West Yorkshire Ticketing Company Ltd (WYTCL). This is a company co-owned by WYCA and the bus and rail operators established for the purpose of managing the ticketing scheme. The Company's objectives and function are established by a Joint Venture Agreement (JVA) to which all parties have signed. Under the JVA, WYCA retains 2.5% of sales revenue to cover the costs of administering the scheme; the total annual value of sales is £30m. A revised JVA has been approved by WYTCL to reflect the change in processes arising from the introduction of smartcards. The Company now has a clear objective to grow sales of Mcard and is developing a strategy to do so.
- 2.12 Transport for the North will become a statutory sub national transport body during 2017 and, as such, will have the power to make a statutory ticketing scheme in conjunction with a Local Transport Authority. The TfN smart programme is seeking to provide an integrated, single smart ticketing and fares solution across the North and will be consulting local transport authorities about the concurrent use of statutory powers to facilitate this. In particular, TfN will explore with its partners the use of the Advanced Ticketing Scheme powers set out in the Bus Services Bill to mandate acceptance of contactless bank cards as the basis of a 'fair price' promise calculated through a back office system. TfN will also be consulting about mechanisms to ensure all operators can equip their buses with ticket machines capable of reading contactless bank cards.

- 2.13 Within this integrated system, there will continue to be a requirement for local zonal tickets to meet local travel demands. WYCA and TfN will work closely to ensure that the respective West Yorkshire and pan Northern ticketing schemes are complementary and that customers in West Yorkshire are offered the good value tickets which meet their travel needs.

Concessionary Fares – issue of eligibility passes

- 2.14 The Combined Authority is moving the process of applying for a concessionary travel pass online. From summer 2016, young people have been able to apply and renew their passes through the wymetro.com website. This facility will be extended to seniors early in 2017. This will be supported by a public information campaign which will encourage on line application. In order to direct people to online renewal, applications will no longer be able to be made by telephone.
- 2.15 Under the English National Concessionary Travel Scheme (ENCTS) disabled people who meet the criteria set out in Statutory Guidance are entitled to free bus travel. The Combined Authority uses the five West Yorkshire District Councils to assess the eligibility of individuals applying for a disabled pass, as their Social Service Departments often already have contact with the applicants. In recent years some District Councils have made changes to their elements of the process; including amends to application forms, and moving responsibility for the process to customer contact centres (rather than the Social Service teams who previously assessed applications). Feedback from customers during 2015 indicated difficulties with the process in some areas, and this led to WYCA working with district council ENCTS teams to undertake a review of the overall process across each of the district councils and WYCA. The review aimed to identify the potential to improve the end to end process to deliver a better customer service experience and significant improvements to the processes and performance across all stakeholders.
- 2.16 The review took the form of individual meetings with team leaders from each district council to understand current process, and this was followed up with a joint stakeholder workshop to review end to end processes. The workshop provided an opportunity to generate constructive discussion, build consensus and develop a shared way forward. The workshop identified various opportunities for change and improvements to the process, and WYCA is working with the district council teams to take forward agreed changes and improvements, including:
- Clear pre-application information for customers, consistent across WYCA and all district councils.
 - Improvements to the application form, providing greater clarity for customers and medical professionals.
 - Common application form used by all district councils.
 - Improvements to the appeals process, including data sharing.
 - Regular meetings between WYCA and the districts to share best practice and calibrate the assessment process.

City Connect

- 2.17 Highways works associated with the first Phase of the Programme including the eastern section of the Cycle Superhighway to Seacroft are now complete. Engagement activities to promote, influence and enable people to use the new infrastructure are now fully mobilised with initiatives working with local business, schools and community groups already starting to see results. To date 13 businesses have applied to become a bike friendly business (with further 8 being supported in the process) and 6677 people have taken part in a cycling activity since the programme has launched. As reported at the meeting of the 14/10/16 cleansing of the superhighway route is now included within the regular highways programme in both Leeds and Bradford and winter maintenance activities have also commenced with Leeds City Council having procured the necessary equipment. Monitoring of take up is ongoing, through Automatic Cycle Counters, with use of the cycle superhighway and canal towpath routes continuing to increase.
- 2.18 Public consultation on the second phase of schemes is progressing well with Leeds City Centre, Bradford Canal Road, Wakefield-Castleford Greenway and the Airedale Greenway projects all receiving positive feedback. The Rochdale Canal consultation will launch on the 28th November and the Huddersfield Narrow Canal and Huddersfield Town Centre projects will be consulted on early in the New Year. The projects are all on track for delivery by the end of 2018 with construction programmed to start between February and September 2017.

Large Majors Fund

- 2.19 It was reported to the Committee in July 2016 that North Kirklees Orbital Road and dualling of the A1237 York Northern Outer Ring Road were being developed for submission for the Large Majors Fund. Subsequently, the Leeds City Region LEP Board decided that the North Kirklees Orbital Road scheme should be the priority scheme for this region at its meeting on 19 July. The York Outer Ring Road scheme was submitted by the York and, North Yorkshire & East Riding LEP as their priority scheme. In November 2016, Ministers have announced 12 schemes to receive development funding of the Large Majors Fund. Neither the North Kirklees Orbital Road nor the York Outer Ring Road have not been successful.

3. Financial Implications

- 3.1. None directly 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. External Consultees

6.1. None.

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: WYL/KW/SJN

21 October 2016



BY EMAIL

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

Dear Member of Parliament

BUS SERVICES BILL

Buses are the most used form of public transport in West Yorkshire. At present the legislative tools available to the West Yorkshire Combined Authority to improve bus services are weak and do not provide influence over factors important to our bus users including fares, routes, timetables and punctuality. As a result, we have seen fares rising well above inflation, services cut and a decline in bus use.

The Bus Services Bill, which is currently before Parliament, is an opportunity to give Local Transport Authorities like the West Yorkshire Combined Authority greater powers to plan and regulate West Yorkshire's local bus services. The Bill proposes to make available to Local Transport Authorities a range of measures and powers, which will enable them to be more effective in influencing local bus services. The principles of the Bill have cross party support in West Yorkshire, however, there are aspects of the detailed provisions, which could limit its impact in our area. The Bill is currently in the House of Lords Report Stage and a number of amendments have been tabled, which would overcome some of the limitations in the current drafting. These can be summarised as follows;

- The Bill would enable Mayoral Combined Authorities to adopt powers to franchise the local bus network in a similar manner to the arrangement, which occurs in London where Transport for London award contracts to operate bus routes to prescribed standards. Other authorities would need to apply to the Secretary of State for franchising powers. Whilst some clarity on the process for non-mayoral Combined Authorities has emerged from the Report Stage, I would welcome your support in making the case for equal access to franchising powers for all Combined Authorities.

/Continued

To All Leeds City Region MPs
21 October 2016

- The Bill includes a clause, which would prevent a local authority from creating a company for the purpose of providing a local bus service. Across the UK, there are good examples where local authority owned bus companies are providing a very effective service. To prevent this option for Authorities would seem to contradict the objective of the Bill to enable local determination of bus services. Whilst West Yorkshire Combined Authority is not currently considering forming a bus company; there could be situations in the future where it may be necessary to start up a bus company. These may include creating an 'operator of last resort' where no other company is able to serve an area. A local authority owned bus company may also be necessary to facilitate a community transport service. West Yorkshire Combined Authority supports an amendment tabled at the Report Stage to delete this clause.

I hope we can rely on your support in obtaining these key amendments to the Bill as it passes through Parliamentary process. 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



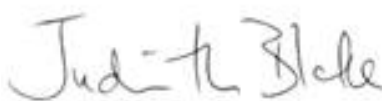
Councillor S Hinchcliffe
Leader of City of Bradford Council



Councillor Tim Swift
Leader of Calderdale Council



Councillor D Sheard
Leader of Kirklees Council



Councillor Judith Blake
Leader of Leeds City Council



Councillor Peter Box
Leader of Wakefield Council



Councillor Keith Wakefield
Chair - WYCA Transport Committee
WYCA Transport Committee

ITEM 13

Report to: Transport Committee

Date: 9 December 2016

Subject: District Consultation Sub Committees

1. Purpose

- 1.1. To review the current format of the District Consultation Sub-Committees (DCSCs) and determine whether they provide the most effective and efficient forum for consulting with members of the public on public transport matters.

2. Information

- 2.1. The former West Yorkshire Integrated Transport Authority (WYITA) established Passenger Consultative Committees (one for each of the five constituent councils of West Yorkshire) to fulfil the role of engagement and consultation with members of the public and local councillors on transport matters at a district level. On formation of WYCA, the Transport Committee resolved to continue the arrangement to engage with members of the public, and so established five advisory sub-committees to fulfil that requirement. The sub-committees each meet four times per year, and the current format of the sub-committees has remained largely unchanged for a number of years. The format follows a structured format, with a time limited question and answer session followed by feedback on consultation items from the last meeting and any other issues raised, a detailed information report and finally with consultation items. There is also an opportunity to raise individual items at the end of the meeting with WYCA officers and public transport operators.
- 2.2 The membership of each sub-committee is currently made up of the Transport Committee members representing their respective District Council. Members of the public are invited to attend and speak at each meeting as public representatives, the numbers of which relate to the population of the relevant district (Bradford 15, Calderdale 10, Kirklees 15, Leeds 20, Wakefield 10). WYCA officers and elected members from the relevant district authority also attend. Representatives of the local bus and rail operators are also invited to attend and contribute at each meeting. As a sub-committee, meetings are open for any member of the public to attend in accordance with the usual access to information processes.

- 2.3 The DCSCs have considered a wide range of initiatives and have provided input to much of the work of the Transport Committee, including plan and project development and service delivery.
- 2.4 For some time it has been considered that the public representatives at DCSCs could be more fully inclusive in terms of their representation of the travelling public. Efforts have always been made, during the public representative recruitment drives, to ensure that DCSC public representatives are representative of the travelling public (defined by age, gender, ethnicity, disability, geographical residency), but this has proved difficult to achieve due mainly to the low number of the applications received.
- 2.5 The Transport Committee has previously expressed a desire to engage better with young people and be more inclusive engaging with the wider community of public transport users and in particular those with disabilities. At its meeting on 1 July 2016, the Transport Committee resolved to review the functions of the District Consultation Sub-Committee.
- 2.6 The attached appendix explores the following options:
1. Retain the DCSCs in their current format.
 2. Make minor changes to the DCSCs to make them more inclusive.
 3. Replace the DCSCs with a new format for engagement.
- 2.7 It is recommended that Members progress option 2. The meetings would continue to be a formal sub-committee with steps to recruit a wider range of public representatives. An open forum session would be held after the formal meeting where any attendee could raise a question to a panel of members, officers and operators. The session would be recorded and reported back to the next meeting of the sub-committee. District Council area/neighbourhood committees generally follow this format successfully.

3. Financial Implications

- 3.1. There are no financial implications arising from the recommendations.

4. Legal Implications

- 4.1. Appendix 1 sets out the Authority's legal obligations regarding consultation and the governance provisions applicable to these meetings.

5. Staffing Implications

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

6. External Consultees

6.1. None.

7. Recommendations

- 7.1. That the current District Consultation Sub-Committees remain as advisory sub-committees of the Transport Committee, and that no amendments are made to their membership or terms of reference.
- 7.2. That the Director, Transport Services is delegated authority, in consultation with the Chair of the relevant District Consultation Sub-Committee, to appoint additional public representatives to each District Consultation Sub Committee with the appointment process targeting recruitment through disability user groups, younger people's forums and other equality and community groups. This to be in addition to appointment through the standard recruitment process.
- 7.3. That with effect from the start of the 2017/18 municipal year, an open forum session be held after each meeting of a District Consultation Sub-Committee.

8. Background Documents

8.1. None.

Discussion Paper

Why and how do we consult?

Legislative provisions

WYCA is not required by law to appoint a consultative committee for transport users and/or operators. WYCA is, however, required to consult users and operators in relation to specific transport functions, for example, when preparing and reviewing the Local Transport Plan. (S109 Transport Act 2000). Such consultation does not need to be done by way of a formal committee (or sub-committee) - or even a public meeting.

There are also obligations to consult on specific proposals and processes conducted under the Transport Acts (including ticketing schemes and information strategy). It has been useful to use the Consultative Committees as a means of meeting these obligations.

WYCA's Approach to Consultation

WYCA actively engages with partners, stakeholders, customers and the wider community to seek to ensure that their views are used to inform and improve service and policy development and also carries out consultation in order to comply with legislation, contractual obligations, funding requirements and bidding guidance, and for the purposes of developing equality. Details of the variety of approaches WYCA uses for consultation and engagement are attached at Annex 1.

The DCSCs provide another layer/method of consultation and a forum for officers, transport operators and members to be accountable to the travelling public.

In addition to service, policy and project specific consultations, WYCA has been working with the Youth Association to develop a virtual youth panel as a means of better engaging with young people aged 13-25. Consideration is also being given to establishing a virtual WYCA Consultation Panel as a means of testing public opinion on general or specific issues and for ad-hoc consultation.

Issues

The current public representatives were recruited for a 3 year term of office commencing on 1 July 2010. Recruitment was not carried out in 2013 as there was suggestion at that time that, with the introduction of WYCA in 2014, the DCSCs may be reviewed. It was agreed to extend the term of office indefinitely until such time as a decision was made about the future of the DCSCs.

Although the current public representatives provide a valuable contribution to the DCSC meetings they are not the most accurate representation of the travelling public, with many being in the older age group, only a few with disabilities and none from minority ethnic

communities. Furthermore, a number of the public representatives have been attending DCSCs for many years. Historically, recruitment drives to refresh and renew DCSC public representation have resulted in relatively low numbers of applications.

It should be noted that we are carrying a number of vacancies for public representatives to the DCSCs as follows: Bradford 4, Calderdale 3, Kirklees 8, Leeds 6 and Wakefield 2. The current requirement for people to put themselves forward for a three year “term of office” is discouraging involvement and inhibiting the diversity of representation.

From time to time, members of the public seek to attend, speak and make representation to the sub-committees. This is currently at the discretion of the Chair. Some prospective attendees have observed that the committees do not feel very inclusive.

Currently a great deal of officer time is spent preparing for the meetings – co-ordinating draft agendas, discussing and writing reports, preparing and distributing agendas, in addition to almost 5 full days of officer time spent per cycle attending the meetings, with on average 4 WYCA officers attending each meeting. Bus and rail operator representatives have expressed similar concerns, citing difficulties in committing staff time to attend five separate meetings over the period of one or two consecutive weeks (including time taken to travel to and from meetings).

Whilst this is manageable within current resources, it may not be considered the best or most efficient use of resources, unless more broad public representation and/or participation at meeting can be facilitated.

Options for the future of the sub-committees

1. Retain the DCSCs in their current format

If the DCSCs were to be retained in their current format, a recruitment exercise would need to be undertaken to fill the number of public representative vacancies being carried.

2. Make minor changes to the DCSCs to make them more inclusive

Additional public representatives could be sought by targeted recruitment through disability user groups and other equality and community groups, in addition to the standard recruitment process.

The format of the meetings would remain the same, but consideration would need to be given to the format and timings of the meetings to make them more accessible to a wider range of people.

An open forum could be arranged at the closure of the meeting where anybody attending could be invited to raise an issue.

3. *Revise the DCSCs substantially and consider a new format for engagement*

DCSCs could be replaced with an open forum type event with the meetings being open to anyone to attend and take part rather than having public representatives appointed for a defined period of office.

If this route was to be followed, careful consideration would need to be given to the following issues:-

Frequency and timing of meetings

- Consideration should be given to reducing the number of meetings held per annum in each district (currently 4) and to holding the meetings later in the day / early evening to try and encourage attendance from those who would wish to attend but are unable to due to work commitments. This may also be more beneficial to attendees who find that the best part of a working day is taken up by travelling to/from and attending meetings in the middle of the day.
- Consideration should also be given to the need to hold all five meetings in close succession.

Advertising the meetings

- Consideration would need to be given to how and where the meetings are advertised (website/on bus and rail services/libraries etc).

Venue – size, location and facilities

- Attendance could vary from meeting to meeting - it may be that on occasions only a handful of people would attend the meetings, on the other hand there may be a particular trigger coinciding with the timing of the meeting, such as bus service changes, which could generate more interest and a greater number of attendees. Venues for meetings would need to be accessible and be able to accommodate the potential for larger numbers of attendees; district council buildings have limited availability of such facilities.

Attendees

- Along with DCSC members and wider public representation, attendees should continue to include the WYCA officers, bus and rail operators (currently attendance of bus and rail operators is not consistent), elected councillors from the respective district council, and ideally relevant portfolio holders and local council transport or highways officers.

Format

- There would need to be a formal running order for the meetings to ensure that they still provide structured opportunities to engage with attendees. The meetings could start with consultation items, followed by information relevant to

the particular district followed by an opportunity for questions and answers with officers, members and transport operator representatives, this latter could be facilitated as a drop-in session for the final part of the meeting, rather than a formal group question and answer session.

Governance

There are governance issues to be considered as follows.

If it is felt that public meetings are still required, then these might be either formally constituted sub-committees or informal public meetings.

The main advantage of having a formal sub-committee is increased accountability, since:

- a) Agenda/Notice of meetings must be published on the website in accordance with access to information provisions.
- b) Reports must be prepared and published in advance for all items.
- c) Meetings must be formally minuted, with the minutes published.
- d) Minutes of a sub-committee should be formally considered by Transport Committee.
- e) Voting Members of a committee must comply with the Code of Conduct, including completing the WYCA register of interests, and declaring any interests.

Currently only the formally appointed members of WYCA's Transport Committee are members of the committee, although members from the relevant district councils, and public representatives are also invited to attend.

None of these formal administrative requirements would apply to an informal public meeting. However, it would be anticipated that:

- a) Notice of meetings, and subjects to be considered would be published on the WYCA website – perhaps on a specific web-page tailored to provide news about each district.
- b) Officers would attend to present and/or provide information, providing information in written form only as appropriate.
- c) Summaries of discussion outcomes/responses/issues raised would be made, and circulated to relevant members/the Transport Committee/officers/bus and rail operators as appropriate.

This approach might facilitate more appropriate and accessible information for the public, more targeted information to relevant members, officers and operators, potentially resulting in efficiencies and administrative savings.

Although there would be no legal requirement to declare any interest, in the unlikely event that one arose, a member could nevertheless declare it.

Annex 1

Consultation/Engagement

WYCA consultation and engagement is undertaken in a variety of different ways including:

- Website consultations/surveys.
- Facebook, Twitter and other social media.
- Direct email using Metro Messenger.
- Questionnaires, surveys and leaflets.
- Drop-in sessions.
- Public consultation events in the community – for example in bus stations.
- Written communication with key stakeholders - providing information about events, what WYCA and Metro do, services and changes to services etc.
- Meetings and focus groups.
- Mystery shopping.
- Market research and customer satisfaction surveys – collecting information on opinions, attitudes and priorities to inform decision making, measure customer satisfaction and/or improve service delivery.

WYCA also has established mechanisms for consulting key partners and stakeholders, such as bus and train companies. These mechanisms include the Operator Group (and associated sub groups), District Council Liaison meetings and West Yorkshire LTP governance structures.

ITEM 14(a)

MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY 10 OCTOBER 2016 IN WELLINGTON HOUSE, LEEDS

PRESENT: David Brady (Chair)

PUBLIC REPRESENTATIVES COMMITTEE

Paul Chadwick	Ann Stocks
Hazel Lee	Charles Stones
Alan Oldroyd	Bill Tymms
Judith Rhodes	Peter Woods
Eric Smith	

LEEDS CITY COUNCIL

Colin Campbell

ALSO IN ATTENDANCE:-

Chris Powell	-	First
Douglas Chapman	-	Leeds City Council
Alison Bell	-	Northern
Joanna Elvy	-	University of Leeds
Dave Pearson	-	WYCA
Neale Wallace	-	WYCA
Malcolm Harding	-	WYCA
Ruth Chaplin	-	WYCA
Andrew Attack	-	WYCA

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Mick Lyons, Christine Towler and Keith Wakefield and public representatives Catherine Keighley and David Hope.

2. MINUTES

Leeds District Consultation Sub Committee - 4 April 2016

Further to Minute 24 - Information Report - Judith Rhodes advised that the comment regarding Kirkstall Forge in the minutes was incorrect. She had stated that all advanced publicity for Kirkstall Forge had related only to the Airedale Line, and not the Wharfedale Line.

RESOLVED – That, subject to amendment detailed above, the minutes of the meeting held on 4 April 2016 be noted.

Joint District Consultation Sub Committee - 11 July 2016

RESOLVED - That the minutes of the meeting held on 11 July 2016 be noted.

3. QUESTION AND ANSWER SESSION

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

Northern

It was reported that Pete Myers, Northern's Client Stakeholder Manager, was now located in the North East area. Members asked that a letter be sent on behalf of the Committee thanking him for his attendance and contribution at meetings of the District Consultation Sub-Committee.

Infirmay Street

It was reported that during the recent Light Night event, the Realtime Information System on Infirmay Street was showing incorrect information. The system did not alert customers to the fact that buses had been diverted and were no longer stopping at a particular bus stop on Infirmay Street.

Comment was also made that one of the bus shelters on Infirmay Street was open ended and created a wind tunnel effect through the shelter. Consideration would be given to see if any improvements could be made to the shelter.

Bus Stop Issues

The following issues regarding bus stops were raised:

- Members asked for consideration to be given to changing the alighting only stops on Infirmay Street and outside the Town Hall to accommodate passengers going to Leeds Bus Station.

- Would it be possible to provide signage to advise passengers which end of the shelter to queue from.
- Passengers still encounter boarding problems in the long bus shelters which were used by more than one service.
- Comment was made that the road side displays on some bus stops were showing incorrect information and members were asked to provide details if possible.
- Members reiterated previous requests to include route numbers on bus stop plates as well as places served on the route.

Single Decker Buses

First were asked whether there were any plans to replace the current single decker fleet operating in the city as the buses were old and did not offer passengers a comfortable ride. It was suggested that First should consider purchasing minibuses for journeys that involved awkward manoeuvres, similar to those Arriva have introduced on some of their routes.

First's representative, Chris Powell, informed the Committee that new buses were being rolled out at the start of November, but these would be double decker buses, in order to satisfy customer demand. Some new single decker buses would be rolled out in 2017 but there were currently no plans for minibuses.

Bus Reliability

It was reported that there were still reliability issues with Service 42. The Committee was informed that First had been experiencing staff shortages but were in the process of recruiting more bus drivers. However there was a 12-16 week turnaround time to train drivers.

Bus Timetables

Councillor Campbell asked whether the bus timetable format could be looked at to incorporate a route map with each stop marked. The Committee was informed that proposals for the format of timetables were being considered. However it was explained that the timetables were computer generated and any changes would require a large amount of work to re-programme the system.

Cycle Lane, York Road

In response to a query raised, it was reported that the work on the cycle lane on York Road should be completed by the end of October 2016.

4. MEMBER FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 4 April 2016 and to report the action taken.

At the last meeting members were consulted on the roadside displays production process and Transport Focus Customer Research – Transport for the North. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

5. INFORMATION REPORT

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

Victoria Gate

Members were advised that the new Victoria Gate centre was due to open on Thursday 20th October. In preparation for the reopening of Vicar Lane to buses, works had been ongoing to replace bus shelters along Eastgate and Vicar Lane and services were expected to resume their normal routes at the end of October.

Temple Green Park and Ride

Members were advised that work had started on site at the Temple Green Park and Ride, and it was expected that work would be completed in June 2017. WYCA had been awarded £234,000 by the Department for Transport (DfT) to support the provision of the low emission buses which would be used at the Park and Ride sites.

Bus 18

Members were advised that WYCA had been working with bus operators to develop an initiative to benefit bus passengers over the next two years, in preparation for the longer term formal outcome of the Buses Bill. The Bus 18 initiative focussed on short term improvements, including measures suggested by members of the District Consultation Sub Committee at previous meetings. A public launch of the Bus 18 programme was planned in the near future.

Members asked whether punctuality would be improved as a result of the Bus 18 initiative as there were still issues with reliability. It was reported that WYCA and the operators were developing an action plan to improve the punctuality of buses.

Transport and Bus Strategy Consultation

Consultation regarding the West Yorkshire Transport and Bus Strategies was launched on 18th July 2016 and would continue until 21st October 2016. To date approximately 4000 responses had been received.

Real Time Evolution

Councillor Campbell asked what improvements the new Realtime system would offer. He also raised concerns about the screens in bus stops showing incorrect information. Members

The Committee was advised that the new system would ensure provision of more accurate and reliable information. The project included a review of back office practices and although the process to update information was already in place, the new system would make it easier to amend information. This should address the problems currently being experienced with the system showing the incorrect information. Further details would be provided to a future meeting of the Committee.

Kirkstall Forge Station

It was noted that the new station was open and being served hourly by Ilkley/Leeds Wharfedale line trains with additional Airedale line trains calling at peak times.

Rail Timetable Production

It was noted that the production of rail timetable information was now the responsibility of the franchisee. Members were disappointed that the West Yorkshire composite timetable, previously published by WYCA, would no longer be provided. They asked for assurances that the timetables being produced would contain all trains operating between stations within West Yorkshire. It was reported that WYCA officers were working with Northern to ensure local rail passenger needs were maintained.

RESOLVED - That the report be noted.

6. CONSULTATION REPORT

Rail Franchise

The new Northern and TransPennine rail franchise came into operation on 1 April 2016.

Arriva Trains North had taken over the Northern franchise and the Committee was given a short presentation by Alison Bell from Northern. Members were provided

with an overview of Arriva Trains North's vision and commitments for the franchise and members raised and discussed the following issues:

- More services from Bradford – Leeds and on key routes. Timetable details to be confirmed during 2017.
- New trains to be delivered from 2018 – Pacers to go.
- Plans for improving rail stations now with Rail North.
- Station partnerships being established to use redundant buildings eg. Art Centres, Cafes etc.
- Plans being developed to make a number of stations inclusive hubs. Accessibility issues including tactile paving, colour schemes etc will be part of those plans.
- Assurances sought that audio/visual displays will continue.
- Will new ticket machines provide audio assistance for the visually impaired?
- New app launched in June but requires improvements.
- Seat reservations available up to 15 minutes before departure on new rolling stock.
- Transport hubs – need for bus and rail transport to be integrated.

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

RESOLVED – That members' feedback be noted.

ITEM 14(b)

MINUTES OF THE MEETING OF THE CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE HELD ON TUESDAY 11 OCTOBER 2016 AT THE TOWN HALL, HALIFAX

PRESENT: Councillor Dan Sutherland (Chair)

**WYCA TRANSPORT
 COMMITTEE**

Peter Caffrey

PUBLIC REPRESENTATIVES

Myra James
 John Myddelton
 John Sheppard

Peter Stocks
 John Sykes
 John Whiteley

CALDERDALE MC

Jenny Lynn

Also in attendance:-

Dave Randle	-	First
Chris Armour	-	First
Neil Walsh	-	T J Walsh
James Smith	-	Yorkshire Tiger
Neale Wallace	-	WYCA
Ruth Chaplin	-	WYCA
Andrew Attack	-	WYCA
David Ashton	-	Observer

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representative Peter Melling.

2. MINUTES

RESOLVED –

(a) That the minutes of the meeting held on 12 April 2016 be noted.

- (b) That the minutes of the Joint District Consultation Sub-Committee held on 11 July 2016 be noted.

3. QUESTION AND ANSWER SESSION

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

Northern

It was reported that Pete Myers, Northern's Client Stakeholder Manager, was now located in the North East area. Members asked that a letter be sent on behalf of the Committee thanking him for his attendance and contribution at meetings of the District Consultation Sub-Committee.

Roadside Displays

Comment was made that the service 571 roadside displays were confusing because they were used by 2 operators using different routes to Halifax, one taking longer than the other. The provision of bus stop information and scrolling displays on destination boards was discussed and comment was made that the scrolling displays were not always easy to read. Members considered that no information was better than misinformation and it was noted that passenger information displays at bus stops were being reviewed.

Flooding in Calderdale

Mr Myddelton reported that late running rail services from Manchester to Leeds were not stopping to pick up passengers at Sowerby Bridge and the services were being shown as cancelled. However the services were running, but going direct from Hebden Bridge to Leeds in order to make up time.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

4. MEMBER FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 6 April 2016 and to report the action taken.

At the last meeting members were consulted on the roadside displays production process, Transport Focus Customer Research – Transport for the North and the proposed Halifax Town Centre scheme. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

5. INFORMATION REPORT

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

Hebden Bridge Services

It was reported that the contract to TLC Travel had been extended until 2022 incorporating new Euro 6 buses and patronage was significantly increasing on the network. Members were advised that the new bus network in Hebden Bridge had been shortlisted for a National Transport Award and the winners would be announced in October 2016.

Bus 18

Members were advised that WYCA had been working with bus operators to develop an initiative to benefit bus passengers over the next two years, in preparation for the longer term formal outcome of the Buses Bill. The Bus 18 initiative focussed on short term improvements, including measures suggested by members of the District Consultation Sub Committee at previous meetings. A public launch of the Bus 18 programme was planned in the near future.

Bus Services Bill

It was reported that a Bill was currently proceeding through parliament which would, amongst other measures such as partnerships, give local authorities new powers to manage bus services in their areas. It was expected that the Bill would obtain royal assent in 2017.

Service Changes

The Committee was advised that Ladies Own Travel had ceased trading and this had affected a number of contracts including Service 226 to Norwood Green which T J Walsh had taken over.

Yorkshire Tiger reported that Service 501 was to be withdrawn due to low patronage.

Low Emission Bus Scheme Award

It was reported that WYCA had been awarded £234,000 by the Department for Transport to upgrade the current Elland Road Park & Ride site and the scheme

currently being developed at Temple Green. The funding would support the provision of the latest technology low emission buses.

Councillor Lynn advised the Committee that Calderdale Council had recently set 3 new corporate objectives around low carbon and sustainability. She asked for further information regarding low emission vehicles, how WYCA were working in partnership with Calderdale Council to deliver new initiatives which supported the low carbon agenda and also details of work being undertaken in respect of air quality.

Halifax Town Centre Improvements

It was reported that the Halifax Town Centre improvements scheme included proposals to amend the bus circulation within the town centre, complemented by enhanced pedestrian and cycle connectivity to retail and employment sites. There were also proposals to enhance the Halifax Rail Station environment and it was envisaged that the improvements would be delivered over the next five years.

Members were advised that they would be kept informed of any developments regarding the proposals.

RESOLVED - That the report be noted.

6. CONSULTATION REPORT

Rail Franchise

The new Northern and TransPennine rail franchises came into operation on 1 April 2016.

Arriva Trains North had taken over the Northern franchise and the Committee was given a short presentation which provided an overview of Arriva Trains North's vision and commitments for the franchise. Members raised and discussed the following issues:

- Welcome the improvement to Sunday services, however would like to see later evening services including from Manchester to Calderdale.
- No point having new trains if they don't run to advertised timetable eg. trains missing out Sowerby Bridge.
- Northern's proposed route map is misleading.
- Please pass thanks on to Northern for the help given to the Friends of Sowerby Bridge Rail Station at the recent awards ceremony in Southport.
- Are there to be any improvements for the carriage of cycles? Comment made that Northern staff usually very helpful to cyclists.
- Which services will stop at the new Low Moor Station?
- 5200 staff - where are the key depots for training/apprenticeships? How far will they have to travel from Calderdale to access them?

- Why were the previous station adoptees sacked - now asking for volunteers.

The Committee also expressed their disappointment that there was no representative from Northern at the meeting.

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

RESOLVED – That members' feedback be noted.

ITEM 14(c)

**MINUTES OF THE MEETING OF THE
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON WEDNESDAY 12 OCTOBER 2016 AT THE TOWN HALL, HUDDERSFIELD**

PRESENT: John Appleyard (Chair)

**WYCA TRANSPORT
COMMITTEE**

Martyn Bolt
Eric Firth
Andrew Pinnock

PUBLIC REPRESENTATIVES

Mark Denton	Keith Parry
Christopher Jones	Chris Taylor
Shaun Jordan	

KIRKLEES MC

Gwen Lowe

Also in attendance:-

Anna Weeks	-	Arriva Yorkshire
Mark Fenwick	-	Arriva Yorkshire
Tim Lawrence	-	Kirklees Council
Neale Wallace	-	WYCA
Andrew Goring	-	WYCA
Ruth Chaplin	-	WYCA
Andrew Attack	-	WYCA

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. MINUTES

RESOLVED –

- (a) That the minutes of the meeting held on 6 April 2016 be noted.

- (b) That the minutes of the Joint District Consultation Sub-Committee meeting held on 11 July 2016 be noted.

3. QUESTION AND ANSWER SESSION

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

Northern

It was reported that Pete Myers, Northern's Client Stakeholder Manager, was now located in the North East area. Members asked that a letter be sent on behalf of the Committee thanking him for his attendance and contribution at meetings of the District Consultation Sub-Committee.

Councillor Lowe commented that Pete Myers had worked with the Friends of Batley Rail Station and had been very supportive. They had met with Northern's new representative, John O'Grady, in August and raised several issues with him. But unfortunately he had not yet responded to them. The Committee expressed their disappointment that there was no representative from Northern at the meeting,

Driver Awareness

Councillor Bolt asked that WYCA work with bus operators to improve driver awareness and asked if the operators would consider displaying information on the advertising space at back of buses. WYCA officers would raise the subject at the next Bus 18 meeting.

Service Changes

In response to a query regarding Denby Dale bus services, it was reported that the timetable was virtually unchanged and was currently available online.

The Committee was advised that Ladies Own Travel had ceased trading and this had affected a number of contracts including Service 933 which Yorkshire Tiger had now taken over. Councillor Pinnock asked what steps were taken to ensure that operators had the necessary resources to fulfil contracts. Members were advised that when contracts for bus services are awarded research is done to ensure that operators are able to fulfil contracts, without compromising the financial health of the business.

Complaint Handling Process

Members raised concerns regarding the complaint handling process of major bus operators. Mark Denton informed the Committee that he had received a standard response letter to several of his complaints regarding bus services in the area, some

of which had information not relevant to the complaint. In the absence of a representative from First, Mr Denton's concerns would be forwarded to them.

Recycling at Bus Stations

Members asked whether it would be possible to introduce recycling bins at bus stations across West Yorkshire. It was reported that this had previously been considered but recycling bins at rail stations had been used as general waste bins. However WYCA officers would reconsider the suggestion.

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

4. MEMBER FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 6 April 2016 and to report the action taken.

At the last meeting members were consulted on the roadside displays production process, Transport Focus Customer Research – Transport for the North and the Kirklees Safe Place Scheme. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

5. INFORMATION REPORT

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

Rail Timetable Production

It was noted that the production of rail timetable information was now the responsibility of the franchisee. Members were disappointed that the West Yorkshire composite timetable, previously published by WYCA, would no longer be provided. They asked for assurances that the timetables being produced would contain all trains operating between stations within West Yorkshire. It was reported that WYCA officers were working with Northern to ensure local rail passenger needs were maintained.

Huddersfield/Dewsbury Free Town Buses

It was noted the contracts for both services had been re-let from October on a reduced timetable. Members were advised that whilst the services would continue to be free, this may need to be revised in light of reduced local government funding.

It was reported that Yorkshire Tiger were currently experiencing problems with the realtime system. This had resulted in the bus services not being tracked along the route but this should be rectified in the near future.

Mr Parry thanked WYCA and the operators on behalf of the disabled for the service which was very much welcomed.

Huddersfield Town Centre Bus Gates

It was reported that local bus operators had welcomed the introduction of the bus gates on Westgate and High Street, Huddersfield which had improved both the access for bus services and punctuality.

Bus 18

Members were advised that WYCA had been working with bus operators to develop an initiative to benefit bus passengers over the next two years, in preparation for the longer term formal outcome of the Buses Bill. The Bus 18 initiative focussed on short term improvements, including measures suggested by members of the District Consultation Sub Committee at previous meetings. A public launch of the Bus 18 programme was planned in the near future.

Transport and Bus Strategy Consultation

It was noted that the public consultations on both strategies was due to end on 21 October 2016 and to date 4000 people had taken part. Councillor Bolt expressed his disappointment that Mirfield had not been included in these sessions and felt an opportunity had been missed to capture valuable comments from users of Mirfield Station regarding wider issues, including car parking and accessibility issues. Councillor Firth would ask WYCA officers to see if it was possible to organise an event in the area before the close of the consultation period.

Mirfield Rail Station Car Parking Extension

The Committee expressed their concern regarding the current parking problem at Mirfield Rail Station and discussed the proposals to increase capacity. Comment was made that Mirfield was the only station in Kirklees to have a London service and neither of the 2 proposed schemes would solve the problem. It was stressed that there was an urgent need to progress the matter particularly as the situation would get worse when the proposed express trains to Manchester stopped there.

City Connect

Members were advised that Phase 1 of the Leeds to Bradford Cycle route opened in June 2016. Early indications were that usage was good and the section of route between Leeds and Seacroft was due for completion in October 2016. The

Committee was informed that Leeds City Council would provide regular maintenance of the cycle route, both in terms of cleansing and winter maintenance.

6. CONSULTATION REPORT

Rail Franchise

The new Northern and TransPennine rail franchises came into operation on 1 April 2016.

Arriva Trains North had taken over the Northern franchise and the Committee was given a short presentation which provided an overview of Arriva Trains North's vision and commitments for the franchise. Members raised and discussed the following issues:

- Welcomed new trains to be delivered from 2018 and the Pacers to go.
- Are any of the new self-service ticket machines in Kirklees and if so where?
- Would there be a similar presentation for the TransPennine franchise?
- Is the £1m Harrogate Improvement Programme for the station or line?
- Will there be any extra evening services?
- Talking about increasing patronage - how will they get extra carriages in time?
- Noted that Station Adoptees being re-established.
- Will there be greater consistency in train length/type?
- Which trains will stop at Mirfield?

The Committee reiterated their disappointment that there was no representative from Northern at the meeting.

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

RESOLVED – That members' feedback be noted.

ITEM 14(d)

MINUTES OF THE MEETING OF THE WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON THURSDAY 20 OCTOBER 2016 AT COUNTY HALL, WAKEFIELD

PRESENT: Councillor Glyn Lloyd (Chair)

**WYCA TRANSPORT
 COMMITTEE**

Glyn Lloyd
 Kevin Swift

PUBLIC REPRESENTATIVES

Nigel Ashton	Pauline Blackburn
John Churms	Brian Cooper
Brenda Fruish	Dennis Pattinson

WAKEFIELD MDC

Darren Byford
 Jacqui Williams

ALSO IN ATTENDANCE:-

Neale Wallace	-	WYCA
Mike Nolan	-	WYCA
Angie Shearon	-	WYCA
Andrew Attack	-	WYCA

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Monica Graham and public representatives Michael Dalton and Barbara Darlison.

2. MINUTES

Northern

It was reported that Pete Myers, Northern's Client Stakeholder Manager, had moved roles within the organisation and was now located in the North East area. Members asked that a letter be sent on behalf of the Committee thanking him for his past

attendance and contribution at meetings of the District Consultation Sub-Committee.

Councillor Martyn Ward

Members were advised that Councillor Martyn Ward had been replaced on the committee by Councillor Kevin Swift. Members asked that their thanks be passed to Councillor Ward in recognition of his contributions to the work of the committee

RESOLVED –

- (a) That the minutes of the meeting held on 14 April 2016 be noted.
- (b) That the minutes of the Joint District Consultation Sub-Committee meeting held on 11 July 2016 be noted.

3. QUESTION AND ANSWER SESSION

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

Castleford Rail Station - subway

Mrs Fruish asked if there was any scope, as part of the 'Better Stations' programme, to carry out improvements to the subway at Castleford in order to improve conditions for commuters prior to the proposed remedial works which were planned for completion in 2018. Mrs Fruish commented that the subway was in particularly poor condition and she felt that to wait until 2018 for issues surrounding it to be resolved was unacceptable.

Timetable Information

It was reported that following service changes implemented in February 2016, timetable information provided at bus stop B1 on Bank Street, Castleford was incomplete, showing only 8 of the 11 bus services which currently observed the stop. Similarly, no information on Service 411 was provided at the bus stop outside Asda in Glasshoughton. It was also reported that there used to be two timetable cases at the Bank Street bus stop which enabled more information to be provided; however there was now only one.

The Committee was informed that the system generating road side display information currently only produced information on the most frequent services operating from a particular stop, and not all of them. It was reported that the system was currently being reviewed and members were thanked for reporting the problems.

Real Time Displays

Members raised concerns that some older realtime display screens in bus stops were unclear to read and it was felt that some were positioned too high. The Committee was advised that a new Realtime Evolution Programme was currently being developed and this would include replacement of some of the older display screens.

Members asked whether there were any plans to include information displays on-board buses. The Committee was informed that the forthcoming Buses Bill would introduce legislation requiring all buses to have audio/visual information available.

Members discussed the use of multi-stop displays which were currently being used at airports, hospitals and bus station across West Yorkshire.

Members were encouraged to report any further issues to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

4. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 14 April 2016 and to report the action taken.

At the last meeting members were consulted on the roadside displays production process and Transport Focus Customer Research – Transport for the North. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

5. INFORMATION REPORT

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

Bus Service Changes

The Committee was advised that Ladies Own Travel had ceased trading on Monday 17 October and this had affected a number of contracts in the Wakefield area. Watersons were covering the hourly off-peak Monday to Saturday 197 service between Havercroft and Hemsworth; however it had not been possible to secure replacement cover the Pontefract to Ackworth service 49.

The Committee noted that Arriva was withdrawing service 193 between Ryhill and Barnsley in October, however Watersons had registered to replace the link with effect from 30 October 2016.

The Committee was informed that following consultation that was held in August 2016, Arriva had agreed to reinstate the bus service route linking Sharlston Common with New Sharlston which had been lost during the construction works on Cow Lane Railway Bridge which had now been completed.

Bus 18

Members were advised that WYCA had been working with bus operators to develop an initiative to benefit bus passengers over the next two years, in preparation for the longer term formal outcome of the Buses Bill. The Bus 18 initiative focussed on short term improvements, including measures suggested by members of the District Consultation Sub Committee at previous meetings. A public launch of the Bus 18 programme was planned in the near future.

Members enquired about the opportunities available to young people for apprenticeships in the bus industry. The Committee were informed that there was a skill shortage within the industry, particularly with bus and crew scheduling staff and engineers and that WYCA were working with bus operators in an attempt to improve apprenticeship opportunities.

Real Time Evolution

The Committee was advised that the new Real Time Evolution system would ensure provision of more accurate and reliable information. The project included a review of back office practices and although the process to update information was already in place, the new system would make it easier and would address the problems currently being experienced with the system showing incorrect information. Further details would be provided to a future meeting of the Committee.

Transport and Bus Strategy Consultation

It was noted that consultation in respect of the West Yorkshire Transport and Bus Strategies had been launched on 18 July 2016 and would continue until 21 October. To date, approximately 4,000 responses had been received; however it was reported that feedback in the Wakefield area had been low to date (around 11%). Members discussed the methods and approach to consultation.

In addition to an online questionnaire, drop in sessions had been held during the summer throughout West Yorkshire. The outcome of the consultation and the final Bus Strategy would be presented to a future meeting of the Sub-Committee in 2017.

6. CONSULTATION ITEMS

Rail Franchise

It was reported that the new Northern and TransPennine rail franchises had come into operation on 1 April 2016.

Arriva Trains North had taken over the Northern franchise and the Committee was given a short presentation which provided an overview of Arriva Trains North's vision and commitments for the franchise. Members raised and discussed the following issues:

- New trains to be delivered from 2018 - Pacers to go.
- Punctuality of train services and priority of long/short distance trains.
- Frequency and capacity of train services in West Yorkshire.
- Castleford Subway, inclusion in Northern's community buildings programme.
- Aspirations for the rail network in West Yorkshire.
- Accessibility of rail stations throughout West Yorkshire.

The Committee expressed their disappointment that there was no representative from Northern at the meeting.

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

RESOLVED – That members' feedback be noted.

ITEM 14(e)

MINUTES OF THE MEETING OF THE BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE HELD ON FRIDAY 21 OCTOBER 2016 AT CITY HALL, BRADFORD

PRESENT: Councillor Taj Salam (Chair)

WYCA TRANSPORT COMMITTEE

Hassan Khan
Rebecca Poulsen

PUBLIC REPRESENTATIVES

Jane Gibbon	John Prestage
Fred Gilbert	Keith Renshaw
Andrew Jewsbury	Barry Rigg
Peter Ketley	Andrew Wowk
Gareth Logan	

BRADFORD MDC

Michael Ellis

ALSO IN ATTENDANCE:-

Colin Booth	-	Transdev
Phil Jolly	-	Transdev
Mohammed Raja	-	First
Barry Cliff	-	TLC
Mr and Mrs Lowth	-	Petition - Keighley Bus Services
Mr Barnes and Mrs Wilson	-	Bingley Bus Services
Bill Boldy	-	Friends of Low Moor Station
Dave Pearson	-	WYCA
Ruth Chaplin	-	WYCA
Andrew Attack	-	WYCA
Mr C Rickaby	-	Observer

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Abid Hussain and Rizwana Jamil, public representatives Gordon Lakin and Graham Peacock.

2. MINUTES

RESOLVED –

- (a) That the minutes of the meeting held on 6 April 2016 be noted.
- (b) That the minutes of the Joint District Consultation Sub-Committee held on 11 July 2016 be noted.

3. PETITION: BUS SERVICES KEIGHLEY - HALIFAX

The meeting was attended by Mr and Mrs Lowth who presented a petition in respect of the bus services between Keighley and Halifax. The Committee was informed that bus journeys between Keighley and Halifax could take up to two hours because there was no direct service, whereas a direct journey would take between 30 and 45 minutes. It was reported that new housing developments in Denholme and Cullingworth would increase the need for a direct service to Halifax and the petitioners were asking for WYCA to consider reinstating a direct bus service from Keighley to Halifax. Councillor Ellis asked that his support for the petition be recorded and asked that operators and WYCA consider the request.

The petition was received by Dave Pearson, WYCA's Director Transport Services. Members were informed that most bus services are provided by bus companies on a commercial basis and they decide which route to operate. Transdev's representative, Colin Booth, informed the Committee that they were aware of the petition and the issue had been reviewed previously although there was doubt whether the route would be commercially viable. However Mr Pearson would arrange for discussions to be held with the bus operators in the area to establish whether any would be willing to run a direct service and the petitioners and Committee would be advised of the outcome.

680 Bus Services

The meeting was attended by Mr Barnes and Mrs Wilson, who were lobbying for the restoration of the 680 bus service and the return of the weekend timetable. The Committee was informed that the changes to the route and timetable had been introduced in July 2016, causing inconvenience to passengers. The bus no longer served Wilmer Road and Park View Road and Mr Barnes and Mrs Wilson expressed their disappointment regarding the lack of consultation and publicity about the changes.

The Committee was informed that the route had been revised to run via North Park Road instead of Wilmer Road due to access problems created by parked cars. The decision had been taken because the bus was having to reroute when it could not access Wilmer Road and this was causing confusion for passengers. First's representative, Mohammed Raja, informed the Committee that the issue had been raised with Bradford Council and the bus route could be reinstated when the parking problems on Wilmer Road had been resolved. The operator would discuss the matter with Mr Barnes and Mrs Wilson after the meeting.

4. QUESTION AND ANSWER SESSION

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

Bradford City Bus

The Committee was advised that Ladies Own Travel had ceased trading and this had affected a number of contracts including the Bradford City Bus. WYCA had asked other operators if they would be willing to run the service on a commercial basis but unfortunately no responses have been received.

Metro Website

Members reported that information in respect of the October service changes was not available on the Metro Website. The Committee was informed that the timetable should be published on the website two weeks before the changes are active and this would be investigated.

Manningham Lane

First's representative, Mohammed Raja, reported that the mini-roundabout on Manningham Lane was causing problems with traffic flow. It was also considered dangerous because cars were pulling in front of buses when the bus lane ended before the roundabout and buses were having to brake hard in order to avoid collisions. It was also reported that cars were parking in the cycle lane on Manningham Lane and members asked that these issues be raised with Bradford Council's Highways Department.

School Bus Service

It was reported that Bingley Parish Council had raised concerns regarding overcrowding on Service 46, which serves Bingley Grammar School. The Committee was informed that the morning journey is currently a 'closed' service, which only allows people to travel who have the necessary boarding pass. It was suggested that the Parish Council send a formal communication to Transdev and WYCA outlining the problem and this would then be investigated further.

Car Parking Issues

Members informed the Committee of several problems caused by cars parking in bus lanes, on double yellow lines and at bus stops. Areas affected included Manningham Lane, Bingley Main Street and Bradford Road, Riddlesden. These issues would be brought to Bradford Council's attention

Members were encouraged to report any further incidents to the Combined Authority as they occurred. It was noted that DCSC members would still be able to raise individual matters with officers at the close of the meeting.

5. MEMBER FEEDBACK

The Committee considered a report advising members of the feedback received at the meeting held on 6 April 2016 and to report the action taken.

At the last meeting members were consulted on the roadside displays production process and Transport Focus Customer Research – Transport for the North. The key points raised were outlined in the submitted report.

RESOLVED - That the report be noted.

6. INFORMATION REPORT

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

West Yorkshire Combined Authority

The Committee congratulated Dave Pearson on his recent appointment to Director, Transport Services and also to Sarah Naylor who was now Members Support Assistant.

Roadside Displays

Transdev's representative, Colin Booth, informed the Committee that they have been experiencing a high volume of complaints regarding out of date timetable information at bus stops. The Committee was informed that on occasions there could be up to 6000 changes to facilitate across West Yorkshire. Staff were redeployed from shelter cleaning duties to update the displays but it was recognised that this was a difficult task. Members were however encouraged to report any incorrect timetables so they can be updated.

City Connect

Members were advised that Phase 1 of the Leeds to Bradford Cycle route opened in June 2016. Concerns were raised regarding the cleansing schedule and insufficient signage along the cycle route. The Committee was informed that Leeds City Council and Bradford Council would provide regular maintenance of the cycle route, both in terms of cleansing and winter maintenance. It was acknowledged that signage on some parts of the route needed more clarity and this would be investigated.

Service Changes

The Committee was informed that the airport services were to be improved with new buses and existing links will be maintained. However Service 947 will be withdrawn at the end of October 2016 due to low passenger numbers.

Bus 18

Members were advised that WYCA had been working with bus operators to develop an initiative to benefit bus passengers over the next two years, in preparation for the longer term formal outcome of the Buses Bill. The Bus 18 initiative focussed on short term improvements, including measures suggested by members of the District Consultation Sub Committee at previous meetings. A public launch of the Bus 18 programme was planned in the near future.

Transport and Bus Strategy Consultation

It was noted that consultation in respect of the West Yorkshire Transport and Bus Strategies was due to end. In addition to an online questionnaire, drop in sessions had been held during the summer throughout West Yorkshire. The outcome of the consultation and the final Bus Strategy would be presented to a future meeting of the Sub-Committee in 2017.

It was considered that developments in technology and environmental issues should be borne in mind and the Committee discussed the impact technology could have on the low carbon agenda, including the concept of using electric buses

Apperley Bridge Station

The Committee was informed that Apperley Bridge station is currently well used by commuters and had received “highly commended” in the “Station of the Year” category at the National Transport Awards. Members asked that consideration be given to providing additional car parking at Apperley Bridge because of its popularity.

Low Moor Station

It was reported that construction of the new rail station had previously been delayed due to the discovery of unrecorded mine workings. However, work was advancing well and subject to no further issues being encountered, the station will be opened in May 2017.

Mr Boldy of Friends of Low Moor Station attended the meeting and expressed disappointment in the delays of opening the station. In acknowledging his frustrations, it was explained that engineers were working on a live railway line and had to adhere to strict safety measures. The Committee would be kept updated on progress regarding work and the anticipated date for opening the station.

Northern Powerhouse Rail

The Committee was advised that Northern Powerhouse Rail (NPR) was a new east-west rail link being developed by Transport for the North (TfN). WYCA was developing the City Region’s priorities for NPR and pursuing the opportunities for a Bradford stop.

Smartcard and Information Programme

Members were updated on the projects being undertaken in the current phase of the Smartcard and Information Programme. It was noted that paper MetroCards are still valid until their expiry date, but all renewals and replacements will be Mcards. The Committee was advised that Mcards can be used for multiple operator services and different products were being created to provide more flexibility.

Real Time Evolution

The Committee was advised that the new system would ensure provision of more accurate and reliable information. The project included a review of back office practices and although the process to update information was already in place, the new system would make it easier to amend information. This should address the problems currently being experienced and further details would be provided to a future meeting of the Committee.

Members asked whether the position of realtime displays could be reviewed and it was suggested that it would be more helpful if they were provided towards the end of route rather than at the start.

7. CONSULTATION ITEMS

Rail Franchise

The new Northern and TransPennine rail franchises came into operation on 1 April 2016.

Arriva Trains North had taken over the Northern franchise and the Committee was given a short presentation which provided an overview of Arriva Trains North's vision and commitments for the franchise.

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

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