

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 8 SEPTEMBER 2017
IN COMMITTEE ROOM A, 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**
- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 7 JULY 2017**
Copy attached.
(Pages 1 - 10)

For decision
- 5. HS2 AND THE HS2 GROWTH STRATEGY**
To consider the attached report.
(Pages 11 - 16)
- 6. TRANS-PENNINE ROUTE UPGRADE**
To consider the attached report.
(Pages 17 - 24)
- 7. EAST MIDLANDS RAIL FRANCHISE CONSULTATION**
To consider the attached report.
(Pages 25 - 30)
- 8. ROAD NETWORKS UPDATE**
To consider the attached report.
(Pages 31 - 56)

9. PROPOSED DISPOSAL OF PART OF A PARCEL OF LAND AT BARNESLEY ROAD, FLOCKTON

To consider the attached report.
(Pages 57 - 62)

10. PROPOSED DISPOSAL OF TWO PARCELS OF LAND LOCATED WITHIN 3/5 ALMA ROAD, LEEDS

To consider the attached report.
(Pages 63 - 70)

For information

11. CITY REGION TRANSPORT UPDATE

To consider the attached report.
(Pages 71 - 74)

Signed:

A handwritten signature in black ink, consisting of the letters 'BSM' in a stylized, cursive font, with a horizontal line underneath.

WYCA Managing Director



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 7 JULY 2017 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Keith Wakefield OBE (Chair)	Leeds City Council
Councillor Eric Firth (Vice-Chair)	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Ian Cherry	Nexus Vehicle Management
Councillor David Dagger	Wakefield Council
Councillor Ian Gillies	City of York Council
Councillor Hassan Khan	Bradford Council
Councillor Michael Lyons OBE	Leeds City Council
Councillor Nussrat Mohammed	Bradford Council
Councillor Andrew Pinnock	Kirklees Council
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Councillor Christine Towler	Leeds City Council

In attendance:

Councillor Richard Lewis	Leeds City Council
Councillor Peter McBride	Kirklees Council
Councillor Alex Ross-Shaw	Bradford Council
Fiona Limb	WYCA
Rob Norreys	WYCA
James Nutter	WYCA
Dave Pearson	WYCA
Kate Thompson	WYCA
Dathan Tedesco	WYCA

1. Apologies for absence

Apologies were received from Councillors Manisha Kaushik, Rebecca Poulsen and Tim Swift.

2. Declarations of disclosable pecuniary interests

There were no disclosable pecuniary interests declared by members at the meeting.

3. Exempt information - possible exclusion of the press and public

There were no exclusions of the press and public at the meeting.

4. Minutes of the meeting of the Transport Committee held on 21 April 2017

Resolved: That the minutes of the Transport Committee held on 21 April 2017 be approved and signed by the Chair.

5. Appointment of District Consultation Sub-Committees and the Local Bus Services Working Group

The Committee considered a report on the appointment of District Consultation Sub-Committees and the Local Bus Services Working Group for the municipal year 2017/18.

Resolved:

- (i) That a District Consultation Sub-Committee is established for the municipal year 2017/18 for each constituent council area, according to the terms of reference set out in Appendix 1 of the attached report, to be chaired by:

Cllr David Dagger	Wakefield Council
Cllr Manisha Kaushik	Kirklees Council
Cllr Michael Lyons OBE	Leeds City Council
Cllr Taj Salam	Bradford Council
Cllr Dan Sutherland	Calderdale Council

- (ii) That each Transport Committee member co-opted from a constituent council is appointed as a voting member of their respective Sub-Committee.
- (iii) That Transport Committee note that a recruitment exercise for public representatives is to take place in Autumn.
- (iv) That each District Consultation Sub-Committee meets on the dates set out in the calendar considered by WYCA at the annual meeting.
- (v) That the Local Bus Services Working Group is re-established for the municipal year 2017/18, with terms of reference and arrangements as set out in Appendix 2 of the report attached to the paper.

6. Cycle City Ambition Grant Programme

The Committee considered a report which provided an update on the

implementation of the Cycle City Ambition Grant programme and approach to delivery of the preferred suite of projects within the programme in order to manage the available funding effectively.

The report outlined progress to date and it was noted that WYCA has worked with partner authorities to review the scope of the programme. Members discussed the summary and outcomes of the review which aimed to maintain the ambition of transformed infrastructure connecting towns and cities, within the approved funding envelope.

Members thanked officers for the opportunity to ask detailed questions about the programme and its projects.

Resolved:

- (i) That the inclusion of the DfT grant funding offers of £700k (capital) and £1.5m (revenue) within the programme and expenditure on related cycling and walking initiatives, as approved by WYCA on 6 April 2017, be noted.
- (ii) That the approach to managing the CCAG budget be noted and that the remaining projects within the programme, in Table 2 of the report, are put on a 'reserve list' and must go through further assessment to select which to take forward that will bring overall programme within total budget.
- (iii) That it be noted that the following schemes will proceed to delivery:
 - Leeds City Centre Project – Leeds City Council
 - Wakefield to Castleford: Phase 1 – Wakefield District Council
 - Calderdale Canals: Phase 1 – Canals River Trust
 - Leeds-Liverpool Canal (Airedale Greenway) – Canals River Trust
 - Huddersfield Narrow Canal – Canals River Trust
 - Bradford Canal Road – Bradford District Council
- (iv) That the removal of the cycle hubs and neighbourhood projects, and alternative means of progressing this type of intervention, be noted.

7. Transport Strategy

The Committee considered a report detailing the proposed amendments to the Transport Strategy ahead of its submission to WYCA.

At its meeting of 23 February 2017 the Committee considered responses from public and stakeholder consultation on the draft Transport Strategy, which took place during 2016. The Committee identified a number of highlights from the consultation to be addressed and agreed that an amended version be considered before its recommendation to WYCA.

Members reviewed the proposed amendments which also sought to align with

national and local policy developments and initiatives which have happened since publication of the consultation draft. In particular the government's consultation on their Industrial Strategy and the national and local focus of Inclusive Growth.

It was agreed that a decision on the content and appearance of the document be delegated to WYCA's Managing Director in consultation with the Chair of the Transport Committee prior to its submission to WYCA.

Resolved:

- (i) That the Transport Strategy be recommended to WYCA for approval, subject to the amendments detailed in Appendices 1, 2 and 3 of the submitted report and also the following amendments, which were tabled at the meeting:
 - (a) A statement to encourage the provision of charging points for the growing number of power assisted bicycles.
 - (b) A statement to reaffirm a commitment to the needs of all road users, balanced with the needs of cars.
 - (c) A strengthened statement on the importance of accessibility, particularly for disabled people.
- (ii) That the Managing Director finalise the content and appearance of the Transport Strategy in consultation with the Chair of the Transport Committee prior to its submission to WYCA.

8. Bus Strategy

The Committee considered a report on the updated Bus Strategy ahead of its submission to WYCA.

At its meeting of 23 February 2017 the Committee considered responses from public and stakeholder consultation on the draft Bus Strategy, which took place during 2016.

The Bus Strategy was updated to reflect this feedback and also the feedback received from a supplementary consultation on accessibility. A summary of the conclusions of this supplementary consultation was attached to the report at Appendix 1.

The Committee was also given an update on the Bus Services Bill, which received Royal Assent on 27 April 2017 and became an Act of Parliament. Authorities are able to access the new legislative powers from 27 June 2017.

Resolved:

- (i) That the updated Bus Strategy be recommended to WYCA for approval.
- (ii) That an update on the progress of the Bus Strategy be brought back to the

Committee at a future meeting.

9. Supported Bus Services

The Committee considered a report outlining the steps being taken to deliver supported bus services within the budget allocated by WYCA.

It was noted that WYCA has reduced its 2017/18 budget for bus services by £650k. A comprehensive review of current contracts was being undertaken to obtain efficiencies and to identify those services where the subsidy per passenger journey exceeds the maximum set by the current guidelines.

It was reported that savings of £156k pa have been obtained from procurement and renegotiation with operators. Members noted further potential savings which were set out in paragraph 2.8 of the submitted report. It was noted that these would be subject to liaison with affected ward members and negotiation with bus operators.

Resolved:

- (i) That a review be made of the current policy and practice of supported bus services to ensure it is effectively meeting the mobility needs of the City Region.
- (ii) That poorly used bus service journeys be withdrawn, endorsing the proposal set out in the submitted report and in accordance with the guidelines approved by the Committee on 26 September 2014.
- (iii) That the implementation of the changes to services outlined in the submitted report be reviewed by the Local Bus Services Working Group.

10. Capital Spending and Project Approvals

The Committee considered a report on proposals for the progression and funding of the following seven projects to be delivered as part of the Local Transport Plan Implementation Plan 3 and National Productivity Investment Fund 2017/18:.

- Bus Station CCTV Digital Upgrade
- Bus Hotspots
- Rail Policy and Programme Development
- LTP Monitoring, Evaluation and Bid Development
- Morley Transport Hub
- Bradford Interchange Access and Huddersfield Transport Hub Totem Installation
- Strategic Cycle Network Development

Resolved:

- (i) That in respect of the **Bus Station CCTV Digital Upgrade** project the Transport

Committee approved:

- (a) That the project progresses through Decision Point 5 (Full Business Case with Finalised Costs) and commences work on Activity 6, Delivery;
 - (b) The increase in total project capital costs from £550k and grant approval for capital expenditure of £1.095m to deliver the Bus Station CCTV digital upgrade project, funded from the LTP IP3 and NPIF programmes.
 - (c) The Assurance Pathway and Tolerances as recommended by the PAT. This approval route will be subject to the schemes remaining within the tolerances outlined.
- (ii) That in respect of the **Bus Hotspots** programme the Transport Committee approved:
- (a) That the programme progresses through Decision Point 5 (Full Business Case with Finalised Costs) and work commences on Activity 6, Delivery;
 - (b) Capital expenditure of £1.037m to deliver the Bus Hotspots programme, funded from the LTP IP3 and NPIF programmes.
 - (c) The entering into a Funding Agreement with Bradford Council for expenditure of up to £674,400, with Calderdale Council for expenditure of up to £20,000, Kirklees Council for expenditure of up to £168,700, and Wakefield Council for expenditure of up to £173,500.
 - (d) The Assurance Pathway and Tolerances as recommended by the PAT. This approval route will be subject to the schemes remaining within the tolerances outlined.
- (iii) That in respect of the **Rail Policy and Programme Development** programme the Transport Committee approved:
- (a) That the programme progresses through Decision Point 2 and work commences on Activity 6, Delivery;
 - (b) Capital expenditure of £300k to deliver the Rail Policy and Programme Development programme, funded from the LTP IP3 programme.
 - (c) The Assurance Pathway and Tolerances as recommended by the PAT. This approval route will be subject to the schemes remaining within the tolerances outlined.
- (iv) That respect of the **LTP Monitoring, Evaluation and Bid Development** programme the Transport Committee approved:
- (a) That the programme progresses through Decision Point 2 and work

- commences on Activity 6, Delivery;
- (b) Capital expenditure of £150k to deliver LTP Monitoring, Evaluation and Bid Development programme, funded from the LTP IP3 programme.
 - (c) The Assurance Pathway and Tolerances as recommended by the PAT. This approval route will be subject to the schemes remaining within the tolerances outlined.
- (v) That in respect of the **Morley Transport Hub** project the Transport Committee approved:
- (a) That the project progresses through Decision Point 5 (Full Business Case with Finalised Costs) and work commences on Activity 6, Delivery;
 - (b) Capital expenditure of £150,000 to deliver the Morley Transport Hub project, funded from the LTP IP3 programme.
 - (c) The Assurance Pathway and Tolerances as recommended by the PAT. This approval route will be subject to the schemes remaining within the tolerances outlined.
- (vi) That in respect of the **Bradford Interchange Access and Huddersfield Transport Hub Totem Installation** projects the Transport Committee approved:
- (a) That the projects progress through Decision Point 5 (Full Business Case with Finalised Costs) and work commences on Activity 6, Delivery;
 - (b) Capital expenditure of £100k to deliver the Bradford Interchange Access Improvements and £20k to deliver the Transport Hub Totem Installation at Huddersfield Bus Station, both funded from the NPIF 2017/18 programme.
- (vii) That in respect of the **Strategic Cycle Network Development** programme the Transport Committee approved:
- (a) That the programme progresses through Decision Point 2 and work commences on Activity 6, Delivery;
 - (b) Capital expenditure of £100k to deliver Strategic Cycle Network Development programme, funded from the LTP IP3 programme.

11. **May 2018 Rail Timetables: Northern and Trans-Pennine Express**

The Committee considered a report which set out the proposed responses to the following three consultations which were being carried out by Northern (“NT”, operated by Arriva Rail North) and Trans-Pennine Express (“TP”, operated by First Group):

- NT, regarding their proposed timetable changes in May 2018;
- A second NT consultation regarding possible future train journey-time improvements; and
- TP, also regarding their proposed timetable changes in May 2018.

The Committee endorsed the submission of formal responses, the drafts of which had been circulated to members on 26 June 2017. Officers were thanked for the thoroughness of their work on the draft responses.

Resolved:

- (i) That approval be given to formally submit responses to the consultations launched by TP and NT, as per the draft responses sent out to members on 26 June 2017.
- (ii) That WYCA officers continue to work with the two train operating companies and Rail North to pursue positive outcomes for the Leeds City Region from the May 2018 timetables.

12. DEFRA Air Quality Plan Consultation Response

The Committee considered a report setting out WYCA's response to the Department for Environment, Food and Rural Affairs (DEFRA) revised Air Quality Plan consultation, launched in May 2017.

The Plan sets out a range of measures considered by government to be the most effective ways of reducing Nitrogen Dioxide levels in affected areas, including Clean Air Zones. The Plan provides an overview of a range of proposed interventions to improve air quality, including non-charging and charging based Clean Air Zones, retrofit emission abatement technology and investment in Ultra Low Emission Vehicles (ULEVs).

Members noted WYCA's response to the eight question consultation, which was attached to the submitted report. It was noted that this had been submitted before the deadline of 15 June 2017.

Resolved: That the principles of the WYCA response to the Government's Air Quality Plan, as set out in the submitted report, as a basis for continued engagement with Government be endorsed.

13. Transport for the North Update

The Committee was provided with an update on Transport for the North's development of a Transport Strategy and on the progression of WYCA's road and rail priorities for Transport for the North, including the development of a Northern Powerhouse Rail network.

Members noted the recommendations from the East-West Trans-Pennine corridor study, which had been approved by WYCA at its 29 June 2017 meeting, and were being provided as an input into Transport for North's further work on the Central Corridor.

Resolved:

- (i) That Transport for the North's development of a Transport Strategy and progress on WYCA's road and rail priorities for Transport for the North, including the development of a Northern Powerhouse Rail network, be noted.
- (ii) That it be noted that the recommendations from the East-West Trans-Pennine corridor study are to be provided as an input into TfN's further work on the Central Corridor.

14. Bus Service Contract Management Issues

The Committee considered a report which advised of issues arising from the recent closure of several bus operators.

Members discussed and noted the consequences for WYCA as a result of the recent closure of four bus operators. Details, including the actions taken to reduce future risk to WYCA, were outlined in the submitted report.

Resolved: That the issues emerging from the closure of bus service contractors set out in this report together with the actions taken to reduce this risk in future be noted.

15. City Region Transport Update

The Committee considered a report providing an update on current transport issues in the City Region, covering the following:

- HS2 Growth Strategy
- Leeds Public Transport Investment Programme
- ULEV Taxi Scheme
- National Productivity Investment Fund
- Cycling and Walking Investment Strategy/Local Cycling and Walking Infrastructure Plans
- Park & Ride
- Bus 18

Resolved: That the updates provided in this report are noted.

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Director: Rob Norreys, Director,
Policy, Strategy and Communications
Author: Tom Gifford



Report to: Transport Committee
Date: 8 September 2017
Subject: HS2 and the HS2 Growth Strategy

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To provide the WYCA Transport Committee with an update on the development of HS2 and the Leeds City Region HS2 Growth Strategy.
- 1.2 To seek endorsement from the WYCA Transport Committee for the principles of our response to the HS2 consultation on its rolling stock depot location.

2 Information

- 2.1 This report provides a summary of progress to ensure the City Region makes the most of the HS2 opportunity for local growth and regeneration.

HS2 Overview

- 2.2 In November 2016, the Secretary for State for Transport confirmed the majority of the Government's preferred route for Phase 2b of HS2, which will complete the full Y network. Following the previous public consultation HS2 Ltd has been developing the scheme and has recommended a number of refinements to the route in order to respond to concerns raised.
- 2.3 HS2 has the potential to help WYCA and its partners deliver its transport strategy through:
 - Reshaping our economic geography by bringing together the city regions centred on Leeds, Sheffield, Nottingham and Birmingham into a coherent and integrated economic zone of over ten million people, five million jobs, and some of the UK's most significant manufacturing clusters. HS2 will enable people to have greater access to jobs and attract businesses to invest here.

- Adding capacity to the national network and therefore freeing up capacity creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local and regional network.
- Being a catalyst for growth – in Leeds and York where HS2 currently arrives and then, with improved local connectivity, to the economic hubs in Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Selby and Wakefield.
- Creating opportunities for skills and employment which Leeds City Region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.
- Transforming Leeds Station – after local intervention, the proposals for an integrated station will now create a single interchange between HS2 services, and local rail services to places such as Bradford, Wakefield, Huddersfield and Halifax, and potentially future Northern Powerhouse Rail ('NPR') / HS3 services.

2.4 In February 2017, Parliament granted powers for the construction of the first part of the route (Phase One) from London to the West Midlands. Construction contracts have now been signed and train services are due to commence in 2026.

2.5 In July 2017, Government reaffirmed its support for Phase 2b¹ and confirmed the preferred route for the full Y network – the Eastern Leg to Leeds and the Western Leg to Manchester. This enables preparations for the third HS2 hybrid Bill, which is intended to be deposited in Parliament in autumn 2019 and enables construction to commence in 2023 with train services to Leeds and Manchester commencing in 2033. The July announcement also commenced the consultations on the environmental and equality assessment methodology to be used for the preparation of the Phase 2 hybrid Bill, and on an alternative site for the rolling stock depot on the Eastern Leg.

2.6 WYCA set out its continuing support for HS2 coming to Leeds at its meeting in July 2016. The eastern leg of Phase 2 delivers a greater financial benefit, at a lower cost, than any other part of HS2. Without the eastern leg, the case for the rest of HS2 is weaker. WYCA concluded that only transformational change to connectivity through new and radically improved HS2 and NPR networks, together with improvements to City Region transport networks, would support the Leeds City Region's Strategic Economic Plan vision and objectives. The proposed LCR HS2 Growth Strategy will sit firmly within the City Region policy framework and as such is clearly linked to the Strategic Economic Plan 2016 – 2036 vision and wider strategic framework and investment priorities and also complements the West Yorkshire Transport Strategy.

HS2 / NPR touchpoints

2.7 Alongside the Department for Transport, Transport for the North (TfN) are continuing to work with delivery partners HS2 and Network Rail on the development of the

¹ Phase 2b includes both the Eastern and Western legs of HS2 from Birmingham. Further details can be found here: <https://www.gov.uk/government/publications/hs2-from-concept-to-reality>

Northern Powerhouse Rail (NPR) concept. WYCA are involved and represented in the work.

- 2.8 The recent focus of TfN's work has been on understanding the case for NPR to serve eight 'Other Significant Economic Centres' (OSECs) across the north, which in the Leeds City Region includes Wakefield, Bradford, Huddersfield and York as well as Leeds. As reported previously, WYCA and the LCR LEP's position is amongst other things, for Leeds, Bradford and York to be on the NPR network. The work done to date demonstrates that bringing these places into the NPR network potentially adds net benefits to the scheme. However more work needs to be done to examine the feasibility and costs of doing so and to ensure an affordable, value for money business case can be demonstrated.
- 2.9 There is also further work being undertaken by HS2 on the case for a South Yorkshire Parkway station. This work needs to dovetail with the work TfN is doing on NPR. WYCA is working closely with South Yorkshire on the detail of the work to better understand the costs and benefits of a station.
- 2.10 The current focus for TfN is to finalise the case for passive provision to be made in the Hybrid Bill for HS2 Phase 2b for NPR/HS2 touchpoints i.e. junctions and station infrastructure. Including this infrastructure (and associated landtake) in the HS2 Phase 2b Hybrid Bill, the design work for which starts later this year, will save time, money and disruption later once NPR is in construction. It is a huge opportunity to make tangible progress now on the development and implementation of NPR. The proposed junctions of most immediate relevance for the Leeds City Region are between Leeds and Sheffield and east of Leeds. Proposals across the North will have an impact on how NPR works, for example at Manchester Piccadilly. Transport for the North are commencing the next tranche of work to conclude in September 2018. This work will define the NPR network to strategic outline business case level, and should determine whether or not the Leeds City Region's position on NPR will be included in the eventual network design.

Leeds City Region HS2 Growth Strategy

- 2.11 Transport Committee considered a report on HS2 Growth Strategy at the April 2017 meeting. The report provided an overview around the development of the Strategy, and its role to unlock the benefits of HS2 across the city region, as well as a focused look at growth in the area around Leeds station (e.g. South Bank, and City Square areas). The proposed ambition for the LCR HS2 Growth Strategy is:

HS2 is the catalyst for accelerating and elevating the Leeds City Region's position as an internationally recognised place of vitality, connecting the North and creating an inclusive, dynamic economy, accessible to all.

- 2.12 The LCR HS2 Growth Strategy incorporates a series of workstreams, including:
- Leeds Integrated Station Masterplan (further details provided below)

- Leeds City Region Connectivity
- Leeds City Region Skills and Supply Chain
- South Bank Infrastructure Delivery Plan

2.13 The April 2017 report to Transport Committee set out that key components of the LCR HS2 Growth Strategy will be around the delivery of an ambitious skills and supply chain strategy and also establishing the major local and regional connectivity priorities which are required to enable and maximise economic growth associated with HS2 coming to Leeds. Finally, the report set out that ARUP have been new commissioned to support this work and will establish from an economic perspective, corridor constraints across the Leeds City Region, both now and into the future.

2.14 To support this work, it is proposed that WYCA Transport Committee will consider the detailed development of the strategy at a workshop in late September. The full HS2 Growth Strategy can then be considered by WYCA at its meeting on 5 October 2017, prior to submission to Government.

Leeds Integrated Station Masterplan (LISM)

2.15 Following the Government announcement in November 2016 that Leeds will be served with the station configuration as proposed by Sir David Higgins in *The Yorkshire Hub* (November 2015), the multi-agency team incorporating HS2 Ltd, London Continental Railways, Leeds City Council, WYCA and DfT have been jointly overseeing initial development work to create the Leeds Integrated Station Masterplan (LISM). LISM is a key workstream of the LCR HS2 Growth Strategy, providing the key interchange for this region serving both commuter and long distance markets.

2.16 There is broad consensus about the need to create a single integrated transport hub in Leeds to support the ambitions of the city and the region. Leeds station's role in the city region's transport network needs to be further strengthened to ensure the benefits of HS2 and Northern Powerhouse Rail (NPR) are to be spread across the city region and beyond.

2.17 It is intended that a 'blue-print' is created that will ensure each component project can be defined, designed and delivered in a harmonised manner over time that will ultimately realise the greatest overall value for money. It has been led by following the four key design objectives;

- **World Class Hub** : from quality of architecture and urban design to intermodal connectivity, clarity and delivery.
- **Distinctive Gateway** : that celebrates travel, proudly announces arrival into Leeds and speaks of the unique characteristics of the city.
- **Destination Station** : an attractive place to visit in Leeds city centre, where South Bank meets City Square.
- **Connected Place** : that seamlessly integrates national / regional / local transport modes and optimises every form of connectivity for all users.

2.18 The draft masterplan is yet to be finalised but a summary of the emerging principles for the masterplan are presented below:

- **Common concourse** : A common concourse of a combined station is achievable despite of the physical constraints.
- **Multiple transport hubs and multiple entrances** are desirable to take advantage of the linear configuration of the combined station and to unlock growth in the South Bank area.
- **Accessible station** : The combined station should be easily accessible by all modes of transport.
- **Capacity for growth** : The station should have sufficient circulation capacity to cater for future passenger growth and cater for potential additional platforms to accommodate the levels of local and regional connectivity proposed in the Yorkshire Rail Network Study and Rail Plan 7 alongside with NPR and HS2.
- **Value of investment and affordability** : The study has identified opportunities for development within the station boundary which could be re-invested to help fund the work.
- **Early delivery** : The plan has identified some potential opportunities for early improvement to ensure that the station and the region is 'HS2 ready'.
- **Support Growth** : The masterplan has identified opportunities to enhance station environment and public realm that aligns with the Leeds City Council's South Bank Regeneration framework and ambition for City Square,

2.19 The conclusions of the study will also be subject to the sign off by the Leeds City Council Executive Board on 18 October 2017. The key principles of the study will be served as our inputs to the HS2 Hybrid Bill for phase 2b.

HS2 – Rolling Stock Depot Consultation

2.20 At the time of the November 2016 consultation, Government explained that HS2 Ltd was actively looking at alternatives to the proposed Eastern Leg Rolling Stock Depot at New Crofton in Wakefield. HS2 Ltd believes it has now identified a better site for the depot, to the east of Leeds in the Aire Valley adjacent to the M1. The government is now consulting on this proposal with a deadline of the 12th October.

2.21 Wakefield Metropolitan District Council had raised concerns about the initial proposal for the depot at New Crofton. The new location, although described by the Government as brown field land, is within the Leeds Enterprise Zone. As such it could blight a large part of the Zone before the depot is confirmed and built with implications for jobs and investment, for the developers, and for business rates income for the Leeds City Region LEP. Work is still ongoing to consider the impact of the depot including the positive impact of the jobs that would be created to undertake maintenance on HS2 trains.

2.22 Transport Committee is therefore asked to endorse the following principles that officers can work up into a response to be considered by WYCA at its meeting on the 5 October. It is proposed to support the new location subject to the following:

- Working with HS2 to review the exact location and to consider refinements to minimise the impact on the Enterprise Zone.
- Proposing mitigation options on the impact on the Enterprise Zone, on inward investment in the medium term, and on business rates income for the LEP.
- Seeking support for the University of Leeds plans to create an Institute for High Speed Rail Engineering, which will be a world-leading research and innovation hub and wider technology park. There is a unique opportunity to locate this next to the HS2 depot and to integrate the plans to act as an exemplar for how major infrastructure projects can drive economic growth.

3 Financial Implications

3.1 Funding for development of the LCR HS2 Growth Strategy includes two grant awards totalling £1.25m from central government. WYCA is the accountable authority for the grants. Financial approval was gained from WYCA to spend the Phase 2 grant of £625k as part of the Capital Approvals report at the 6 April 2017 meeting.

4 Legal Implications

4.1 None as a result of this report

5 Staffing Implications

5.1 Development work is being undertaken within the Economic and Transport Policy team, in partnership with Leeds City Council.

6 External Consultees

6.1 All LCR district authorities are being consulted with on the development of the LCR HS2 Growth Strategy.

7 Recommendations

7.1 That the development of HS2 and the Leeds City Region (LCR) HS2 Growth Strategy be noted.

7.2 That the principles of our response to the HS2 consultation on its rolling stock depot location, as outlined in paragraph 2.22, be endorsed and developed further for a report to WYCA in October.

8 Background Documents

8.1 None.

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



Report to: Transport Committee
Date: 8 September 2017
Subject: Trans-Pennine Route Upgrade

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

1.1 To provide an update on the Trans-Pennine Route Upgrade.

2 Information

- 2.1 Part of the ‘Great North Rail Project’, Trans-Pennine Route Upgrade (TRU) is a Government project being developed by the rail industry led by Network Rail, to enhance the railway between Manchester, Huddersfield, Leeds and York/Selby.
- 2.2 TRU was borne out of the original Trans-Pennine electrification and Northern Hub schemes, which were required at the time by Government to support improved performance and integration of the north’s economy. By bringing labour and employment markets, and businesses across the north closer together, this would help facilitate the creation of a functional economic entity to counter-balance that of London and the South East.
- 2.3 These schemes were proposed to enable more reliable, faster and more frequent rail travel between the north’s city regions, provide more capacity for growing numbers of rail passengers and freight, and to achieve this in a way that enables lower railway operating costs as well as fewer harmful emissions. This would support improved access to jobs and enable better business to business interaction.
- 2.4 Both the Northern Hub and Transpennine Electrification schemes were committed to by the Coalition Government on various occasions, including in 2011, through the 2012 High Level Output Specification, and directly prior to the May 2015 General Election. The electrification scheme was paused for a time and then ‘unpaused’ by the previous Secretary of State for Transport in autumn 2015, with TRU again recently committed to in Spring 2016. The original proposed completion date for the

electrification scheme was December 2018, with a new proposed date for TRU of 2022.

- 2.5 TRU will improve rail connections between the north's major city regions and help enable the North to function as a more cohesive economic entity. A map is at **Appendix 1**. The following are the objectives from Government about two years ago:
- Upgrade of existing lines to create extra capacity for a more frequent service between Manchester and Leeds to cope with existing overcrowding on this line as well as forecast growth;
 - Electrification of the route; and,
 - Improved journey times (including Manchester to Leeds from 49 to 40 mins and Manchester to York from 74 to 62 mins).
- 2.6 Network Rail is working on the design needed to meet these objectives, to inform Government by the end of the 2017 as to the options and their associated costs, for a decision in the spring of 2018 as to what will be implemented by 2022.
- 2.7 The TRU scheme is vitally important for West Yorkshire and the wider Leeds City Region, as it will make a significant contribution to the achievement of our SEP and Transport Strategy objectives in the short-medium term. Depending on the scheme scope finally decided upon by Government, it could provide enhanced rail infrastructure that:
- Helps support improved economic cohesiveness across the north by bringing our city region closer by rail to other city region economies, through greater rail connectivity (improved journey times and train service frequency);
 - Facilitates greater rail commuting into/out of Leeds City Region by providing vitally important improved rail capacity, including on inter-regional and local rail services, so also enabling improved local rail service connectivity;
 - Improves customer satisfaction with rail quality and encourages modal shift to rail through improved rolling stock quality, particularly on local rail services;
 - Directly (i.e. through the use of electric trains) and indirectly (through modal shift from car and lorry to rail) reduces harmful greenhouse gas and other emissions which have a negative impact on the global climate and local air quality;
 - Makes the north's railway more affordable to run by reducing the long-term operating costs of the railway through increased energy and operating efficiency, and lower rolling-stock costs; and
 - Helps support local economic and transport priorities by facilitating the business case for and deliverability of WYCA promoted new stations, including at Thorpe Park, Millshaw and Elland.
- 2.8 A change to the project governance of rail programmes across the north has meant that the scope, costs and benefits of the possible TRU infrastructure intervention options are not yet fully known to WYCA. Rail North is however involved in the development of the TRU, originally as joint client alongside the Department for Transport, however latterly as a stakeholder i.e. it has been removed from the

previous joint client role. It is likely that the programme will need to include aspects which deliver and include:

- Greater route capacity to enable more frequent services to run and provide stopping patterns at stations that are led by economic and customer requirements e.g. through enhanced signalling and station platform capacity including through new and longer platforms;
- Better capability to enable an intensively used, mixed service type (local and inter-regional services) railway to operate successfully e.g. through electrification enabling greater rolling stock acceleration particularly of local stopping services, passing loops, four tracking and improved junctions, to enable fast trains to overtake slow trains.
- Faster line speeds to enable quicker journeys, facilitated by straightening out sections of route, improving junctions, separating fast and slow trains through four tracking/passing loops, and electrification;
- Improved performance and reliability through electrification, improved infrastructure resilience especially of junctions, switches and crossings, signalling, better vegetation control, and improving lineside security to deter trespass incidents; and
- A more affordable and cleaner railway through electrification.

2.9 It is likely that of the above-mentioned intervention types, no single category of enhancement will deliver all of the desired outputs. Therefore a blend of the intervention types is likely to be required. However there will inevitably be choices to be made on the blend depending on the affordability and business case of the interventions, and therefore which of the desired outputs are prioritised.

2.10 On 20 July 2017, the Department for Transport (DfT) announced the cancellation of the electrification of rail lines in Wales (Cardiff to Swansea), the Midlands (London to Sheffield and Nottingham) and North-West (Windermere). Since then the Secretary of State for Transport has also called into question the inclusion of electrification as part of the scope of the TRU.

2.11 The various recent statements from the Secretary of State give rise to a number of concerns including:

- It appears that full electrification of the route may now be a less well favoured option, in advance of the work being completed by Network Rail;
- Full electrification generally is falling out of favour and electro-diesel trains ('bi-mode' or 'hybrid') are being suggested as an alternative;
- It is not clear how, if there is a need to do so, Government will weight or prioritise the desired outcomes and outputs for local rail services verses those of inter-urban services. If there is a drive for the fastest possible express services at the lowest possible cost, this could risk compromising local services, such as by ossifying the unsatisfactory "skip-stopping" arrangements planned for the May 2018 timetables;

- Through Transport for the North, Rail North and directly with WYCA, there needs to be a meaningful engagement on the emerging choices from Network Rail’s development work on the TRU scheme. This is vitally important, as whilst each option will need to be affordable and represent value for money, they could each deliver slightly different outcomes, which northern authorities including WYCA will need to be able to have an informed view on.
- 2.12 Whilst it is important that the rail industry should innovate to provide affordable, value for money solutions to deliver the outcomes the north needs, it should be recognised that in terms of the technology, electro-diesel trains are not “innovative”. Electro-diesels have existed in Britain since the 1960s but have had limited uses due to their inefficiency and poor economics. They have higher capital costs due to being more complex and a bespoke solution, and higher operating cost due to higher weight (energy, track wear, and maintenance costs), and inferior performance on diesel power. This also leads to them having worse noise and pollution impacts, and diesel trains are less reliable than electric trains. Making such an investment in electro-diesel trains would also, given that trains generally have a life of 30-35 years, risk harming the business case for subsequent full electrification.
- 2.13 In contrast, pure electric trains are cheaper to purchase, incur lower track and rolling-stock maintenance costs, are more energy-efficient and produce no air pollution at the point of use. Other European countries which still have significant non-electric mainlines (for example France, Germany, Denmark, Austria, Czech Republic) are all actively pursuing electrification programmes. Recently the Government committed the country to moving away from diesel and petrol cars; so a move to entrench a reliance on diesel powered trains for another generation would seem contrary to the direction of travel in road transport.
- 2.14 High profile electrification schemes of the existing railway such as that of the Great Western Main Line, have however proved very challenging to Government and the rail industry to deliver on time and on budget. The National Audit Office published a report in November 2016¹ estimating that the original scheme was at the time circa 18-36 months behind schedule, with an increased cost of circa £2.1bn. Inevitably this is likely to have influenced recent decisions around electrification schemes.
- 2.15 Electrification of the railway is however not an end in its own right, and needs to be considered alongside other potential interventions that together could help deliver the desired outcomes and outputs of the TRU scheme. It will be important therefore that WYCA, directly and through partners Rail North and Transport for the North, has a greater involvement than at present in understanding the choices emerging from the blends of TRU infrastructure options, alongside their costs and benefits. WYCA should also be able to offer a view on priorities for the TRU scheme to help inform the Government decision due in spring 2018.
- 2.16 It is important to emphasise that TRU is not and should not become, Northern Powerhouse Rail (NPR). TRU is required now to cope with rail passenger and freight

¹ <https://www.nao.org.uk/report/modernising-the-great-western-railway/>

demand growth and overcrowding on the north trans-Pennine route, and provide much needed and arguably overdue improved connectivity in the short-medium term in support of economic and wider ambitions for the north.

- 2.17 However the TRU scheme will not deliver the sorts of capacity, journey time and frequency improvements as envisaged through the Northern Transport Strategy for NPR. The work done to date on NPR demonstrates that if the NPR outputs are to be delivered, then on some corridors, including between Leeds and Manchester, only a new two track railway will suffice i.e. upgrades don't deliver the required outputs. It is therefore not an "either-or" situation: both TRU (short – medium term) and NPR (medium – long term) are required to help bring the north's economies together as a functional entity, along with the requisite growth in rail travel across the north that this will engender.
- 2.18 The Transport Summit for the North, held in Leeds on 23rd August, was called to debate these and other issues relating to the much needed investment in and commitment to improving the north's transport network, in support of the north's economic development.

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

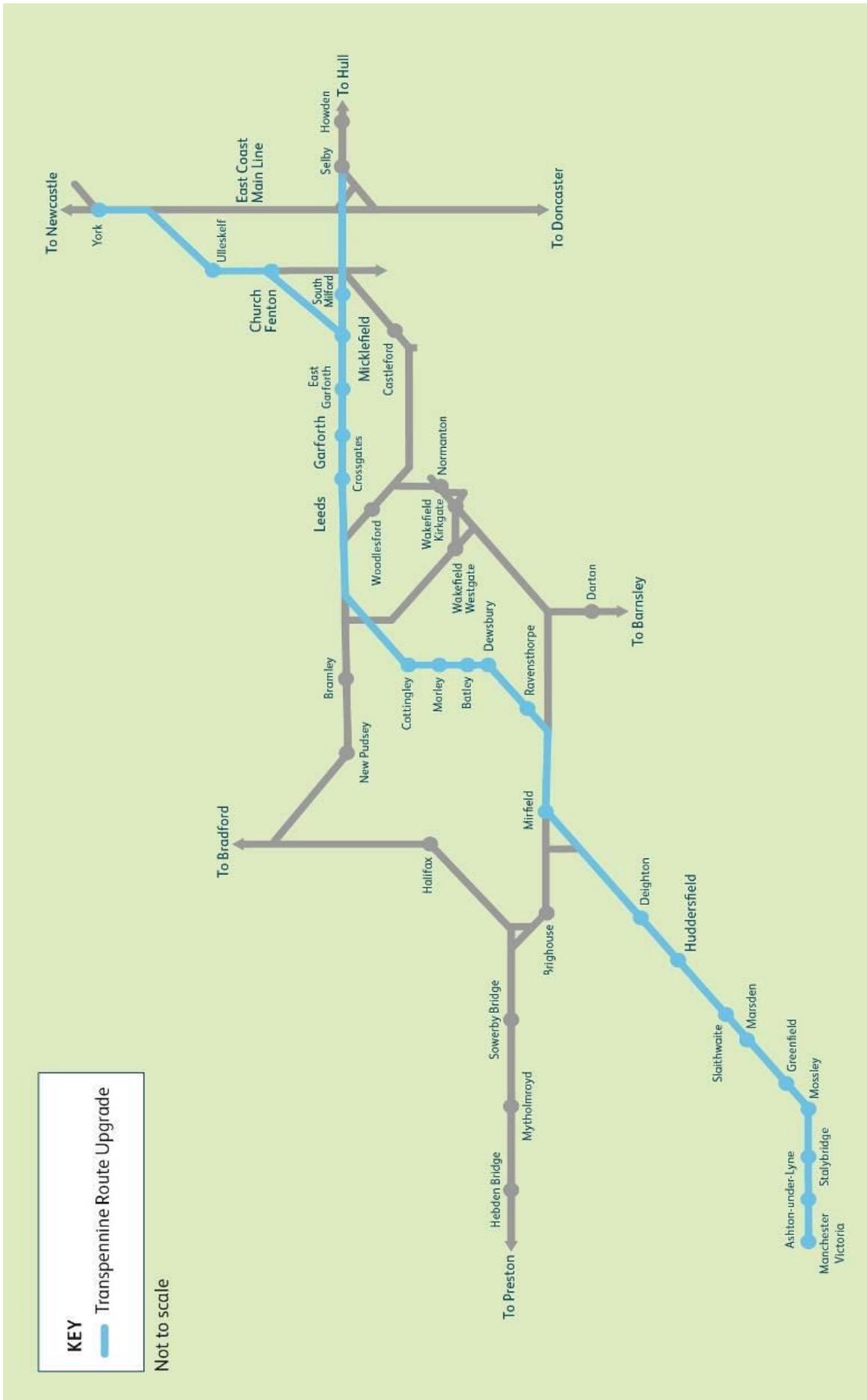
- 6.1 Rail North.
- 6.2 This report has been shared with Network Rail and DfT for information.

7 Recommendations

- 7.1 That the contents of the report be noted.
- 7.2 That the greater involvement of WYCA in the development of the TRU scheme, including the forthcoming choices about scope and outputs, directly and through Rail North and Transport for the North, be endorsed.
- 7.3 That a shared statement to Government be developed to articulate how important the TRU scheme is to West Yorkshire and the wider City Region.

8 Background Documents

8.1 None.



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Director: Rob Norreys, Director of Policy, Strategy and Communication
Author: Michael Sasse



Report to: Transport Committee
Date: 8 September 2017
Subject: East Midlands Rail Franchise Consultation

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To set out the proposed response to the consultation being carried out by the Department for Transport (DfT) into the future East Midlands rail franchise (EM), and to seek Transport Committee’s endorsement of that proposed response.

2 Information

Background: The East Midlands franchise

- 2.1 The EM rail franchise is currently operated by East Midlands Trains (EMT), a subsidiary of the Stagecoach Group. It provides intercity services along the Midland Mainline out of London St Pancras, plus regional services in the East Midlands. At present, very few EMT services touch the Leeds City Region – essentially only 2-3 services a day from Leeds to London St Pancras via the Midland Mainline, which go up to London in the early morning and return late in the evening, run largely because the relevant trains use Leeds’s Neville Hill depot. These trains, however, are the only services that provide direct links between Leeds/Wakefield and variety of locations along the Midland Mainline route, such as East Midlands Parkway, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford and Luton / Luton Airport.
- 2.2 In addition, there are some other locations on the EM map that have at present poor connectivity to the Leeds City Region; these include Lincoln and North Lincolnshire, as well as the very limited fast service between Leeds and Sheffield. Finally, there are some services within the Leeds City Region itself and its immediate surrounds that we are seeking to upgrade significantly, and where the new EM franchise may present opportunities.

- 2.3 In this context, it is notable that, of the four “Regional Hub Cities” identified by the East Midlands Councils (Derby, Leicester, Lincoln and Nottingham), the Leeds City Region has regular direct train services to only two.
- 2.4 WYCA considers that there is a great opportunity for new/extended EM services to address significant connectivity gaps between the Leeds City Region and areas in the core of the current EM franchise maps, and therefore it is proposed that WYCA should use this consultation to put forward strongly the case for addressing those gaps, both in WYCA’s own response and by helping to frame the response of Rail North.
- 2.5 The EM franchise is now to be re-let, with the new operator to take charge from August 2019. This implies that the Invitation To Tender will be issued to shortlisted bidders in April 2018, with bids to be returned by July 2018, ahead of the contract being awarded in Spring 2019.
- 2.6 The consultation began on 20 July 2017 and ends on 11 October 2017. We have already met informally with two of the three shortlisted franchise bidders, as well as with the current operator, and are in the process of arranging a meeting with the third (which is essentially the bidding team of the current operator). The DfT consultation document¹ asks a number of specific questions, of which some are relevant to the Leeds City Region and some not. In this report it is however proposed to summarise the most important themes which WYCA’s consultation response should raise.

Connectivity Gaps and Opportunities under the new EM franchise

- 2.7 The principal areas WYCA has identified which might be relevant to a future EM network map are from the Leeds, Bradford and Wakefield area to...:
- 2.7.1 **Loughborough, Leicester, Bedford, Luton and London St Pancras:** Many substantial urban locations with no regular direct services from the Leeds City Region. Analysis of road-based long-distance commuting habits and of road freight has confirmed that these are large markets, and that rail has a low modal share. Existing St Pancras – Sheffield services could cover this by being extended to Leeds.
- 2.7.2 **Sheffield:** The Leeds – Sheffield fast service, while it is to receive an additional hourly Northern train from December 2019, will at 2 trains per hour still fall well below the standard of the Leeds – Manchester route, below standards prescribed by the Yorkshire Rail Network Study, and below the Northern Powerhouse Rail conditional outputs. The extension proposed above would also help address this gap.
- 2.7.3 **Lincoln:** Leeds has no direct connectivity to Lincoln, and the new May 2018 Northern service via Sheffield will, at well over 2 hours, not be competitive

¹ Available at: <https://www.gov.uk/government/consultations/future-of-east-midlands-rail-franchise>

with driving. There is a very limited EMT service between Doncaster and Lincoln, operating at times of limited practical use; regular services between Leeds and Lincoln via Doncaster would address this gap. These services could either travel directly between Wakefield and Doncaster, or could run via Pontefract, where they would also provide the long-awaited regular services from Pontefract to Doncaster.

2.7.4 **Dearne Valley:** WYCA was disappointed that the new Northern franchise failed to specify regular services on the Sheffield – Rotherham – Pontefract – York line, with the service remaining at the current two or three per day, despite the evidence we had put forward. While we continue to work with Northern towards the introduction of such a service as an increment to Arriva’s current franchise, the EM franchise could present an alternative opportunity to do so. This could take the form of an extension northwards of one of the two trains hourly from London St Pancras, or could run from another location such as Nottingham or Derby.

2.7.5 **Cambridge, East Anglia and Stansted:** Again, evidence shows significant economic linkages, road traffic flows, but low rail modal shares – reflecting an absence of direct services and implying a clear latent rail market. While a future service may be better suited to an East Coast Mainline operator, EM options may be possible.

2.7.6 **North Lincolnshire (Scunthorpe and Grimsby):** Connectivity to these areas almost invariably involves interchange at Doncaster, and connections are generally poor, resulting in journey times uncompetitive with car travel. Although again this is an area that is on the edge of the current EMT system map, a future EM operator may have a role to play in improving this economically significant linkage.

2.8 It should be noted that WYCA’s stance as regards rail franchises is in general neutral on the question of by whom a given service is operated, provided that the right levels of direct services and convenient interchange are provided, and that additional inefficiencies are not created by the franchising map. WYCA’s policy is also to be neutral as between bidders for a given franchise.

Franchise consultation: Other themes

2.9 The consultation document also covers a number of other areas on which WYCA would propose to comment on behalf of the City Region:

2.9.1 *On-board facilities:* WYCA would consider that the majority of EM trains that we envisage serving the Leeds City Region, should our proposals be accepted in part or full, will have the character of intercity trains and should offer a standard of service and passenger accommodation which reflects this.

- 2.9.2 *Meeting the needs of passengers travelling to and from the airports within the East Midlands franchise:* The services we have proposed above would improve substantially links from the Leeds City Region to East Midlands and Luton airports.
- 2.9.3 *Improving all aspects of the door-to-door journey experience:* From a WYCA perspective, we would wish to see far better integration between different train operators in matters such as timetable planning (planning connections, ensuring even service intervals), information (timetable and route information to show all relevant services) and fares and promotions. WYCA would also expect full cooperation of the new EM operator in the development of new ticketing technologies, including MCard multimodal products.
- 2.10 One question which the DfT consultation document does *not* ask directly is that of electrification of the Midland Mainline. This is very much a “live issue” in light of the Secretary Of State’s recent announcement that electrification of the line from London through to Sheffield (and Nottingham) is to be dropped beyond the London commuter section. The document refers to:
- ... the benefits delivered to passengers through a modern fleet of bi-mode trains. Bi-modes will deliver passenger benefits sooner than electrification would without the disruption from putting up wires and masts along the whole route.*
- and states that:
- ... we will require the next operator to come forward with plans for modern, fast, efficient and comfortable trains for the Midland Main Line, including a brand new fleet of bi-mode intercity trains able to run on both electrified and non-electrified lines.*
- 2.11 WYCA has previously supported a rolling programme of overhead line electrification (the North of England Electrification Task Force’s ‘Northern Sparks’ work) due to the economic benefits it brings. These benefits include improved line capacity, reduced greenhouse gas emissions and noise/air pollution, reduced operating costs, and improved journey times and reliability.
- 2.12 Such benefits would have been enabled through the Midland Mainline electrification scheme, where further electrification will in any case be needed for HS2 and Thameslink. Therefore a specification in the future franchises requiring bidders to propose “bi-modal” (i.e. electro-diesel) trains, which will have an asset life of circa 30 years, would not be desirable². We would therefore propose that our consultation response should confirm our support for the full electrification of the route from London through Sheffield and on to Doncaster and Leeds; and that the rolling-stock strategy should be compatible with this.

² See TransPennine Route Upgrade – Item 7 for more information on electrification.

3 Financial Implications

3.1 None.

4 Legal Implications

4.1 None.

5 Staffing Implications

5.1 None.

6 External Consultees

6.1 We intend to consult with officers in the five West Yorkshire Districts (and with councillors via them), and we have already received input from various stakeholders such as rail user and business groups. This input will help inform the final consultation response. In addition, as noted above, we have already met with the current operator (Stagecoach EMT) and with two competing bidders (Arriva and First Trenitalia); it is hoped that this will help in ensuring that the WYCA perspective on the EM franchise is “on the radar” in good time for the refranchising process to consider fully the options we are putting forward.

7 Recommendations

7.1 That the proposed approach to the EM consultation, as summarised above, be endorsed, and to delegate to the Chair and WYCA Managing Director to submit a corresponding response document.

7.2 That WYCA officers continue to work with the three bidders shortlisted for the EM franchise, and with Rail North, to pursue positive outcomes for the Leeds City Region from the specification of the new franchise.

8 Background Documents

8.1 None.

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Agenda Item 8

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



Report to: Transport Committee
Date: 8 September 2017
Subject: Road Networks Update

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To seek agreement to a Memorandum of Understanding for the collaborative management of a Key Route Network for West Yorkshire.
- 1.2 To provide an update on work by Transport for the North to create a Major Road Network for the North and endorse further work on our priorities for investment.
- 1.3 To agree to hold a workshop session on our important road networks with Transport Committee and Portfolio Holders to provide updates on activity and to input to actions and priorities.

2 Information

- 2.1 The West Yorkshire District Councils and West Yorkshire Combined Authority have been developing proposals for the collaborative management of a West Yorkshire Key Route Network of the busiest and most important local roads in West Yorkshire. Enhanced coordination of network operations and planning is expected to deliver greater efficiency and reliability on this network.
- 2.2 Transport for the North (TfN) is developing a proposal to create a Major Road Network for the North, to provide a focus for investment decisions for improvements to roads (other than the Strategic Road Network) that are the most economically important to securing the North's productivity and growth.
- 2.3 To help with definitions:

- **West Yorkshire Key Route Network (KRN)** - a network locally identified by West Yorkshire authorities. The WYKRN includes 661km (400 miles) of road within West Yorkshire. This represents 7% of all of West Yorkshire’s roads, which carry 60% of all the traffic. The criteria used to identify this route included vehicle flows and strategic function;
- **Major Road Network (MRN) for the North** – a network identified by TfN, in collaboration with local authorities across the North of England, as important for connecting important economic centres across the North, including towns, cities, ports, airports, enterprise zones, universities and other key employment sites. The MRN for the North totals 3,389 miles. TfN does not have, nor seeks to acquire, an operational network role;
- **Strategic Road Network (SRN)** - a national network of around 4,400 miles long and made up of motorways and trunk roads, the most significant ‘A’ roads. Highways England manage this network which represents around two per cent of all roads in England by length, but it carries a third of all traffic by mileage.

Key Route Network for West Yorkshire

- 2.4 The collaborative management of a West Yorkshire Key Route Network (KRN) is a policy of the West Yorkshire Transport Strategy. The development of the Transport Strategy and its policies was overseen by this Transport Committee and endorsed at its meeting of 7 July 2017 meeting. The Transport Strategy was adopted by the Combined Authority at its meeting of 3 August 2017.
- 2.5 The intention with the identification of a Key Route Network is to focus attention on improving journey times and reliability on the busiest and most important local roads that are the most susceptible to congestion and delay, regardless of district boundaries. The proposal for the West Yorkshire KRN is that the individual District Councils continue to manage their own full road network, but that the creation of the KRN recognises a smaller number of roads of strategic or cross boundary importance where enhanced collaboration and consistency to manage this network could bring benefits in:
- Delivering greater journey time reliability for road users;
 - Coordinating travel information, particularly to better deal with delay and disruption across the wider network;
 - Facilitating development and economic growth through upgrades and additions to the network, including coordinating and accelerating the delivery of West Yorkshire plus Transport Fund schemes;
 - Supporting the delivery of the adopted West Yorkshire Low Emissions Strategy through assisting the integration of sustainable modes (e.g. bus, cycle, walking) on the network.
- 2.6 A map of the West Yorkshire KRN is attached as **Appendix 1**. A proposed Memorandum of Understanding setting out set out the approach and responsibilities for the management of the KRN is attached as **Appendix 2**.

- 2.7 The KRN includes 661km (400 miles) of road. This represents 7% of all of West Yorkshire's roads, which carry 60% of all the traffic. The criteria for designing the network is described in the Memorandum of Understanding. The criteria used vehicles flows and strategic function and is consistent with criteria applied to agreeing similar networks in Greater Manchester and South Yorkshire. Beyond West Yorkshire it is intended that the KRN links seamlessly links into neighbouring Key Route Networks. Local Authorities already work on operational issues across boundaries and through the work on the KRN, it is intended that this co-operation would be enhanced further.
- 2.8 The KRN Memorandum of Understanding is proposed to include:
- Schedule 1 – the plan showing the extent of the proposed KRN;
 - Schedule 2 – Proposed operating model - setting out areas of collaboration;
 - Schedule 3 – Proposed governance arrangements - using established Local Transport Plan governance arrangements with reporting to Transport Committee;
 - Schedule 4 - Implementation Plan - with the intention that progress with the identified Tasks is reported to Transport Committee.
- 2.9 The parties to the Memorandum of Understanding would be the five West Yorkshire District Councils, as the Local Highway Authorities, and the West Yorkshire Combined Authority as the coordinating Local Transport Authority for West Yorkshire. All of the West Yorkshire Districts have been involved in the development of the WYKRN and setting the scope of the Memorandum of Understanding. The MoU would not be legally binding or remove accountability or powers from the existing Local Highway Authorities. Provision is made for the Memorandum of Understanding to be amended as the collaboration evolves and/or in response to changing circumstances (e.g. Devolution discussions).
- 2.10 Enhanced collaboration, guided by the Memorandum of Understanding, is expected to deliver improved performance on West Yorkshires most important roads. Enhanced collaboration around a Key Route Network is also expected to assist the West Yorkshire authorities in closer working with the Department for Transport, Highways England, Transport for the North and other Combined Authorities on strategic road management and the identification and delivery of prioritised road improvements, and in supporting discussions with the UK government on the devolution of transport powers and funds.

Major Road Network for the North

- 2.11 The Department for Transport (DfT) published its Transport Investment Strategy in July 2017, setting out the government's approach for future transport investment decisions framed in the context of its earlier publication of the Industrial Strategy Green Paper (January 2017). The Transport Investment Strategy links investment in a more reliable, less congested transport network to the delivery of national and local economic plans for rebalancing the economy, enhancing productivity, encouraging inward investment and unlocking new housing development.

- 2.12 Key features of the Strategy were the identification that from 2020/21 the government will direct all revenue raised from Vehicle Exercise Duty (VED) to a new National Roads Fund to invest back into improving road infrastructure, proposals for the creation of a Major Road Network (MRN) and a proposed role for the Sub-National Transport Bodies, such as TfN, in influencing priorities for allocating the National Roads Fund to the Major Road Network. The proposals for the use of VED suggest a multi-billion pound improvement fund, with UK VED totalling £5.8 billion in 2016-17.
- 2.13 The proposals for the MRN highlight the disparity between the funding and planning of the Strategic Road Network (SRN) managed by Highways England, and local roads managed by Local Highways Authorities. Nationally there are 4,400 miles of the SRN which carry one third of England's road traffic on 2% of its road network. Local authority roads (184,100 miles) comprise the remaining 98% of the road network.
- 2.14 The MRN would form a designated middle tier of roads that sits between the national Strategic Road Network and the local road network, and feature the busiest and most strategically important local authority roads. The DfT proposes that these roads deserve special recognition because of their importance to the economic wellbeing of regions and the country as a whole, and that at present there are no specific arrangements to coordinate funding for these roads. The Strategy clearly states, however, that the government does not plan for sub-national transport bodies to become network operators or highway authorities, and that responsibility for MRN roads would remain with the existing Local Highway Authorities.
- 2.15 The DfT will consult on the principles for the MRN, including how best to arrange the management of the MRN at the regional level, including providing a role for sub-national transport bodies in tandem with local authorities. The date for consultation is not yet confirmed, but it is anticipated that it will take place in late 2017.
- 2.16 TfN has been developing a proposal for a MRN for the North and published an Initial Major Roads Report in June 2017 as part of its engagement on its collected evidence base (- reported to the Transport Committee Meeting of 7 July). The report sets out TfN's thinking on the role of the MRN. The TfN background material can be found at this website address: <http://www.transportfornorth.com/wp-content/uploads/TfN-Initial-Major-Roads-Report.pdf>.
- 2.17 A high level map of the initial Major Road Network for the North is provided as **Appendix 3**. The West Yorkshire KRN was provided as an input to work to identify the MRN, and the majority (74%) of the KRN is included in the MRN.
- 2.18 TfN's identification of a MRN concentrates on the economic role of roads rather than analysis of traffic flow or other traffic metrics, taking as its starting point the identification of 200 current and future Important Economic Centres across the North, including towns, cities, ports, airports, enterprise zones, universities and other key employment sites. That list was collated from the Northern Powerhouse

Independent Economic Review and with by the input of TfN's partners including the West Yorkshire Districts and WYCA. The roads identified for the MRN link these important economic centres. The MRN for the North totals 3,389 miles (excluding the SRN, and 4,908 miles including the SRN). TfN however proposes that the MRN is a live network which will evolve to meet the emerging needs of the Northern Powerhouse and its connectivity priorities.

- 2.19 TfN is also developing a set of Conditional Output indicators that will be used to assess performance on the MRN and inform investment decisions. TfN have identified four key areas that TfN expect to have influence over in the context of pan-Northern journeys. These are:
- Journey Reliability;
 - Network Efficiency, including a measure of average delay, enhanced use of technology and vehicle occupancy as a proxy for people's behavioural change;
 - Network Resilience;
 - Journey Quality including information provision and asset condition.
- 2.20 Work is progressing to develop the methodology for the collection of data and to establish the baseline position. WYCA and the West Yorkshire Districts are involved in this process and there are potential opportunities and advantage in applying these indicators to our local networks.
- 2.21 TfN will consult on the detail of the MRN and the related Conditional Output indicators within their formal consultation on their Strategic Transport Plan, which is anticipated to take place in January/February 2018.
- 2.22 TfN will work with its partners, including WYCA to develop business cases and secure funding for investment in the MRN. Funding sources could include the National Roads Fund, the private sector and local sources e.g. Combined Authority and LEP funding programmes. TfN has commenced discussion with the DfT and Highways England to scope their ask of national funding sources for the MRN.
- 2.23 TfN has commissioned a study for the Central Pennines Corridor, to be commenced in August 2017 and completed by Autumn 2017. The Central Pennines Corridor has direct impact for the Leeds City Region. This study will look at options for improving road, rail and waterborne passenger and freight movements within the Central Pennines corridor, which broadly extends from Lancashire through to West Yorkshire, North Yorkshire, East Riding and Hull, and includes links to Liverpool City Region Atlantic Gateway, Leeds North West Quadrant and to North Yorkshire's east coast. This is a multi-modal study and WYCA's agreed priorities of upgrades to existing east-west rail corridors and the M62 corridor are included within the scope of study. The study will also give consideration to other major road corridors. From this study TfN propose to develop Strategic Outline Programme business cases, which are likely to comprise a robust Strategic Outline Case and the identification of the interventions required on these corridors to support economic growth. WYCA is a partner in this study. A report will be provided to a future Transport Committee

meeting on the outputs of the study. Alongside this work, it is recommended that WYCA carries out further work to identify and prioritise what WYCA and the Districts want from the SRN and MRN.

- 2.24 There are overlaps and dependencies in the work to create a Key Route Network for West Yorkshire and a Major Road Network for the North. As a majority of the KRN is part of the MRN, the physical overlaps are clear. It is important WYCA and TfN now consider how the work on both networks can align to achieve our objectives of improving reliability, efficiency and resilience. For example, it would be beneficial to have a consistent approach to monitoring the performance of the two networks, to establish a common set of priority investments where the two networks overlap and to work collaboratively to consider approaches for improving how we manage the network. This work is at an early stage. It is proposed that as the individual workstreams progress a workshop session is held with Transport Committee and Portfolio Holders on the KRN and MRN to provide input to actions and priorities.

TfN Statutory Body

- 2.25 On 3 August, WYCA consented in principle to the Secretary of State making regulations under section 102E of the Local Transport Act 2008 to establish Transport for the North (TfN) as a Sub-national Transport Body (STB). WYCA delegated authority to WYCA's Managing Director, in consultation with the Chair of WYCA and with WYCA's representatives on the Transport for the North Partnership Board, to consent to the regulations once they were finalised.
- 2.26 WYCA have now seen further versions of the draft regulations including the provision for some powers for TfN in relation to highways. WYCA is seeking further clarification about the use of these highway powers and is liaising with officers in the Local Authorities to identify the implications and has asked that they flag any concerns. The Secretary of State for Transport will write to WYCA seeking consent to the regulations in early September.

3 Financial Implications

- 3.1 There are no financial implications as a result of this report

4 Legal Implications

- 4.1 The Memorandum of Understanding in respect of the West Yorkshire Key Route Network would not be legally binding or change accountability or powers for any of the signatory parties.

5 Staffing Implications

- 5.1 Districts have agreed to work collaboratively within existing resources to take forward the actions in the West Yorkshire Key Route Network Memorandum of Understanding.

6 External Consultees

- 6.1 The West Yorkshire Districts, including Chief Executives, have been involved in the development of the West Yorkshire Key Route Network and Memorandum of Understanding. Each authority has briefed its Portfolio Holder on the approach and contents of the WYKRN Memorandum of Understanding.

7 Recommendations

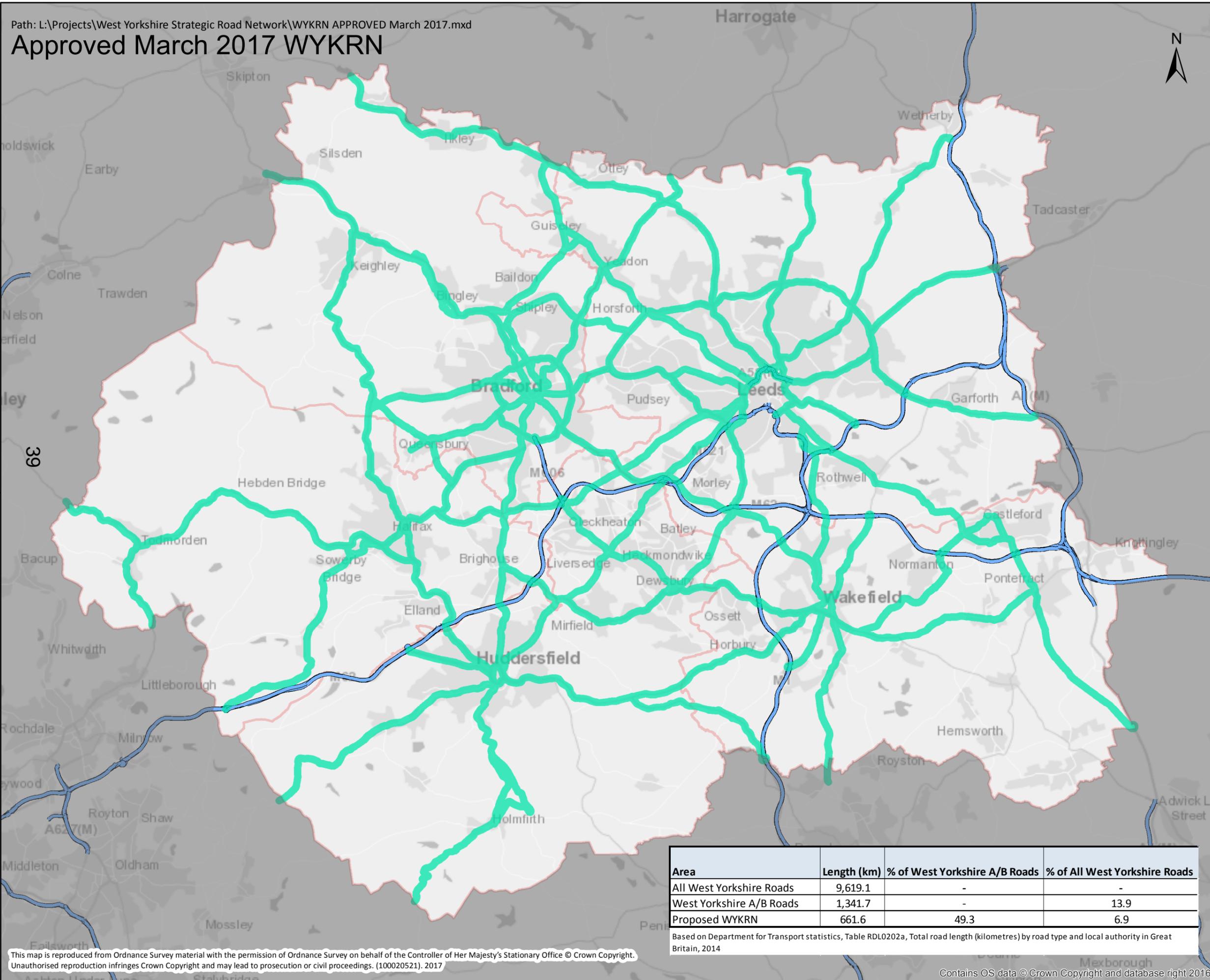
- 7.1 That the Memorandum of Understanding for the collaborative management of a Key Route Network for West Yorkshire be agreed.
- 7.2 That the work by Transport for the North to create a Major Road Network for the North be noted and that WYCA undertakes further work to identify and prioritise priorities.
- 7.3 That a workshop session on Key Route Network implementation and Major Road Network proposals is held with Transport Committee and Portfolio Holders to provide updates on activity and input to actions and priorities.

8 Background Documents

- 8.1 None.

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Approved March 2017 WYKRN



Notes

Green Routes – WYKRN, local roads that perform strategic functions for West Yorkshire by:

- connecting West Yorkshire’s Core and Key Centres to each other;
- connecting these Centres to the Core District Centres within the Leeds City Region and adjacent city regions;
- connecting these Centres to Leeds-Bradford International Airport;
- connecting these Centres to the National Strategic Network;
- performing a ring road and by-pass function around the five Core District Centres, the Key Centres and primary urban areas;
- carrying future higher traffic levels associated with major land use

Legend

- WYKRN
- Motorway

User: Mlong
 Document Title: Proposed WYKRN
 Date Saved: 08/03/2017 14:33:38

0 1,875 3,750 7,500 Metres

1 cm = 2,000 Metres
 1:200,000

Area	Length (km)	% of West Yorkshire A/B Roads	% of All West Yorkshire Roads
All West Yorkshire Roads	9,619.1	-	-
West Yorkshire A/B Roads	1,341.7	-	13.9
Proposed WYKRN	661.6	49.3	6.9

Based on Department for Transport statistics, Table RDL0202a, Total road length (kilometres) by road type and local authority in Great Britain, 2014

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West Yorkshire Combined Authority
 Wellington House
 40 - 50 Wellington Street
 LEEDS
 LS1 2D

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THE WEST YORKSHIRE KEY ROUTE NETWORK GROUP

MEMORANDUM OF UNDERSTANDING

The West Yorkshire Key Route Network Group ('WYKRN Group')

This understanding is between the members of the WYKRN Group (individually referred to as a 'Party' or collectively as the 'Parties').

The members of the WYKRN Group are: -

- The West Yorkshire Combined Authority
- The Council of the Borough of Kirklees Council
- City of Bradford Metropolitan District Council
- The Borough of Calderdale Council
- Leeds City Council
- City of Wakefield Metropolitan District Council

Reference to the '**WYKRN Group**' is intended purely as a reference to the Parties when they are acting in relation to the WYKRN Operating Model.

The Understanding

The understanding recorded in this memorandum between the Parties is not intended to be legally binding. Each Party agrees that this memorandum contains no promise or representation upon which any other Party or person may rely. Each Party undertakes to every other Party not to (and not to attempt to) sue, commence, voluntarily aid in any way, prosecute or cause to be commenced or prosecuted against any other Party or its Related Parties any action, suit or other proceeding concerning anything contained in this memorandum (in this jurisdiction or any other). A '**Related Party**' is a Party's parent, subsidiaries, assigns, transferees, representatives, principals, agents, officers or directors.

The Parties' informal understanding is set out below.

The West Yorkshire Key Route Network

The proposed West Yorkshire Key Route Network (the '**WYKRN**') includes over 661km of predominately 'A roads' (which are about 7% of all West Yorkshire roads). The WYKRN has been designed to include roads based on the following criteria (which are consistent with the criteria and terminology of the Greater Manchester and South Yorkshire regions):

1. the core network where traffic flows exceed 20,000 vehicles per day; **and**
2. roads that perform strategic functions by:-
 - connecting the five West Yorkshire Core and the West Yorkshire Key Centres together; or by

- connecting these centres to District Core Centres within other areas of the Leeds City Region and other adjacent City Regions; or
- connecting these centres to the National Strategic Network and its emergency diversion route; or
- connecting these centres to Leeds-Bradford International Airport; or
- performing ring road / bypass functions around these centres and other primary Urban Areas in West Yorkshire.

A plan showing the extent of the agreed WYKRN is attached in Schedule 1. It is intended that regional co-operation over Key Route Network criteria and terminology will mean that the ends of the WYKRN at the West Yorkshire County border as mapped out in Schedule 1 will join with the Key Route Networks and the developing Major Road Network being promoted by Transport for the North in the adjacent Counties.

Background

There is a need to improve the management of the WYKRN, building on current partnership activities, to adopt a consistent and strategic approach at a County level that is beneficial for business and supporting future growth. The importance of a WYKRN is recognised in the West Yorkshire Transport Strategy. There is also the potential for increased efficiency through collaborative working practices and for drawing down further devolved powers from central government whilst maintaining accountability of the relevant Local Authorities.

Establishing the WYKRN underpins the discussions with the Treasury and other parts of the UK Government on further devolution of transport powers and provides a foundation for developing pan regional connectivity across the North of England.

It has been agreed that the operating arrangements for managing the WYKRN would initially comprise of a West Yorkshire wide collaborative approach. Other options could be explored at a later date when sufficient time has elapsed and there is greater clarity concerning the devolution agenda.

It is also confirmed that the WYKRN Group are **only** collaborating on standards relating to highway maintenance assessments / surveys and performance. Maintenance budgets and / or grant is **NOT** included within the current WYKRN Operating Model (The '**WYKRN Operating Model**' contains the objectives of the WYKRN Group; see schedule 2).

Consequently, it is initially proposed that the WYKRN Group will collaborate on their approach to managing the WYKRN but individual local authorities will continue to manage their full highway network, although the Parties will informally recognise the strategic importance of the WYKRN through this memorandum. It is also recognised that this memorandum may need to be changed, which is described in the section on 'change' below.

General Aspirations of the WYKRN Group

The anticipated benefits of the WYKRN are that it should facilitate:

- development and economic growth,
- support the delivery of the West Yorkshire low emissions strategy and sustainable modes
- reduce and provide more consistent journey times, reduce congestion on the busiest roads across West Yorkshire regardless of boundaries (fitting with Sir David Higgins' report title recommendations to Government);
- assist in the development of the WY+ transport fund schemes;
- enable closer working with Highways England, other combined authorities in the North of England and Transport for the North;
- local authorities moving to a more strategic management approach at a later date subject to the outcome of devolution discussions and political agreement;
- improved efficiency and effectiveness in delivery (although, always being mindful of the impact on future resources), including where possible working collaboratively together to avoid duplication of effort.
- delivery of travel information to users

The WYKRN Group Philosophy

When acting in relation to the WYKRN, the Parties aim to act in ways which tend to:

- A. reflect teamwork, trust and openness;
- B. appropriately share resources to achieve mutual goals;
- C. share knowledge and experience to achieve best practice;
- D. involve consideration of the greatest benefit to West Yorkshire as a whole;
- E. promote high quality services;
- F. keep people informed of progress.

The WYKRN Project Board

A WYKRN Project Board involving representatives from each member of the WYKRN Group is to be established to plan and promote the ongoing WYKRN Group work. An initial basis for this board is set out in Schedule 3, which may be amended or supplemented as appropriate.

The WYKRN Implementation Plan

The initial WYKRN Implementation Plan is set out in Schedule 4.

WYKRN Group Operational Model

The WYKRN Group Operating Model describes the activities which the WYKRN Group could undertake and is set out in Schedule 2. Proposals relating to such things will be drawn up by the WYKRN Board and reported to the West Yorkshire Districts' Heads of Transport / Chief Highway

Officers and WYCA. However, insofar as anything requires formal commitment from any of the Parties, this will require a separate binding agreement.

Resources

All Parties in principle foresee themselves providing resources to help deliver the WYKRN Implementation Plan and in particular anticipate making appropriate staff available for WYKRN Group work. However this memorandum does not oblige any Party to provide resources.

Change

This memorandum is not legally binding and may be altered by agreement of the parties at any time. However, the Parties will endeavour to record any changes in writing and keep a record with this memorandum. Any future operating model beyond this informal collaboration (if appropriate) will be subject to agreement and is outside the scope of this memorandum.

This memorandum will initially be subject to an annual review and thereafter by agreement.

17 July 2017 FINAL VERSION

THIS MEMORANDUM IS ACKNOWLEDGED BY THE FOLLOWING PARTIES: -

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....

[SIGNATURE / ON BEHALF OF PARTY]

.....

[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....

[SIGNATURE / ON BEHALF OF PARTY]

.....

[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....

[SIGNATURE / ON BEHALF OF PARTY]

.....

[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....
[SIGNATURE / ON BEHALF OF PARTY]

.....
[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....
[SIGNATURE / ON BEHALF OF PARTY]

.....
[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

Signed by or on behalf of [NAME OF INDIVIDUAL PARTY]

.....
[SIGNATURE / ON BEHALF OF PARTY]

.....
[NAME AND TITLE OF OFFICER SIGNING ON BEHALF OF PARTY]

Date

INSERT PDF HERE Schedule 1

17 July 2017 FINAL VERSION

-- Schedule 2 --

The WYKRN Group Operating Model

The initial objectives of the WYKRN Group are to be:

- Cooperation and collaboration at a strategic level to develop priorities for WYKRN investment, strategies and performance improvement; a key policy within the West Yorkshire Transport Strategy.
- Assisting the delivery of WYKRN related projects which facilitate the provision of jobs and growth across West Yorkshire including the WY+ transport fund.
- Collaboration on the management of WYKRN traffic models, forecasting and performance data collection and reporting.
- Helping to manage the duty to cooperate across regional boundaries, with partners including Highways England and Transport for the North to maximise the influence and investment in the regions roads.
- Collaboration on operational management including managing activities, events and unplanned incidents on the WYKRN (taking into account highways, traffic management and street-works legislation).
- Assisting local authorities working together to align and adopt the same strategies, protocols, standards and arrangements with due regard to the impact on the local road network across West Yorkshire.
- Collaboration on and assisting with the management of the urban traffic signal control system and common data base,
- Collection and provision of traffic data and information, and its dissemination to stakeholders.
- Collaboration on road safety and highway maintenance including assessment, surveys, performance, standards and delivery.
- Assisting in implementation of the West Yorkshire Transport Strategy.
- Consultation with key stakeholders and users to help inform development and operation of the WYKRN
- To check whether Milestones and tasks continue to be strategically aligned to WYCA vision, WY Transport Strategy policy and objectives and the devolution agenda
- Promote appropriate engagement with key stakeholders
- Encourage ownership and sponsorship at a senior management and elected Member level, as appropriate.
- Promote building on existing good practice and that lessons learnt from experience are taken into account.
- Maximise funding opportunities.

Please note that highway maintenance assessment/surveys/performance, standards **and not** maintenance budgets/grant is included within the current operating model.

The WYKRN Project Board

The WYKRN Project Board's Purpose is to:

- Support the West Yorkshire Heads of Transport/Chief Highway Officers (which is made up of senior managers from each West Yorkshire District Local Authorities) and WYCA, in the delivery of the WYKRN Implementation Plan through recommendation or advice prior to each decision (ensuring that appropriate methodology, assurance and governance is contained in the recommendations and that they represent the Parties' financial, legal and user interests).
- Support any WYKRN Group teams responsible for delivery of specific WYKRN Group Operating Model objective(s).
- Keep the Local Transport Plan task group informed of developments in the WYKRN.
- Establishing any groups of WYKRN Group members' officers as appropriate to assist the WYKRN Project Board or otherwise to undertake work in relation to the WYKRN Group Operating Model.
- Provide support and challenge for the effectiveness, efficient delivery of the WYKRN Implementation Plan to the milestones described, across West Yorkshire, and in particular:-
 - Highlighting risks, issues, opportunities and budgets
 - Reviewing documents and reports prior to publication and review by the West Yorkshire Heads of Transport/Chief Highway Officers and WYCA
 - Seeking to help the aims of the WYKRN Implementation Plan to continue to be aligned with/informed by evolving business needs, other West Yorkshire work streams (e.g. CIP, HNEP) and provides tangible benefits.
 - Identifying any impediments to progress and delivery and help resolve them, making the most of any opportunities that may arise
- To have oversight of work streams that impact on the WYKRN, providing comments and recommendations to relevant bodies on their implementation

Statement of principles

- Full engagement/commitment.
- Follow the WYKRN Group Philosophy.
- Any course of action will be by consensus, **but decisions shall not be binding on any Party without a written contract.**
- Disputes will be referred to the West Yorkshire Heads of Transport/Chief Highway Officers and WYCA

Decision making: The WYKRN Project Board has no ability to make decisions.

Frequency of meetings: The WYKRN Project Board aims to meet on a two monthly basis, although the Chair has the ability to make recommendations to change the frequency.

WYKN Project Board membership and Role: -

Chair: Member of the West Yorkshire group of Heads of Transport / Chief Highway Officers.

Role: to chair meetings and to accept proposals from the WYKRN Project Board to report to other West Yorkshire Heads of Transport / Chief Highway Officers and WYCA.

WYKRN Project Board members: Nominated Senior Officers (including traffic managers) from the Parties.

Role:

- Delivery of objectives and
- Helping to allocate / provide resources to work streams to meet deadlines.
- Determination of membership and targets for task and finish groups.

Work-streams to be led by board members include:

- Operational model
- Strategy and network improvement
- Network management
- Highway maintenance
- Communications
- Delivery of objectives within each work-stream area and advice the WYKRN Project Board of current best practice and changes in legislation.
- Act as liaison between the board and their authority

Ad-hoc advisors and guests may be invited by the Chair subject to appropriate confidentiality restrictions being in place.

Review and updating of the WYKRN Implementation Plan (see Schedule 4). The WYKRN Project Board will prioritise and assign updating tasks in relation to the WYKRN Implementation Plan and ensure they are fulfilled by appropriate people.

The WYKRN Implementation Plan (Schedule 4)

[as approved at West Yorkshire Chief Executives in November 2015 with updated indicative milestones]

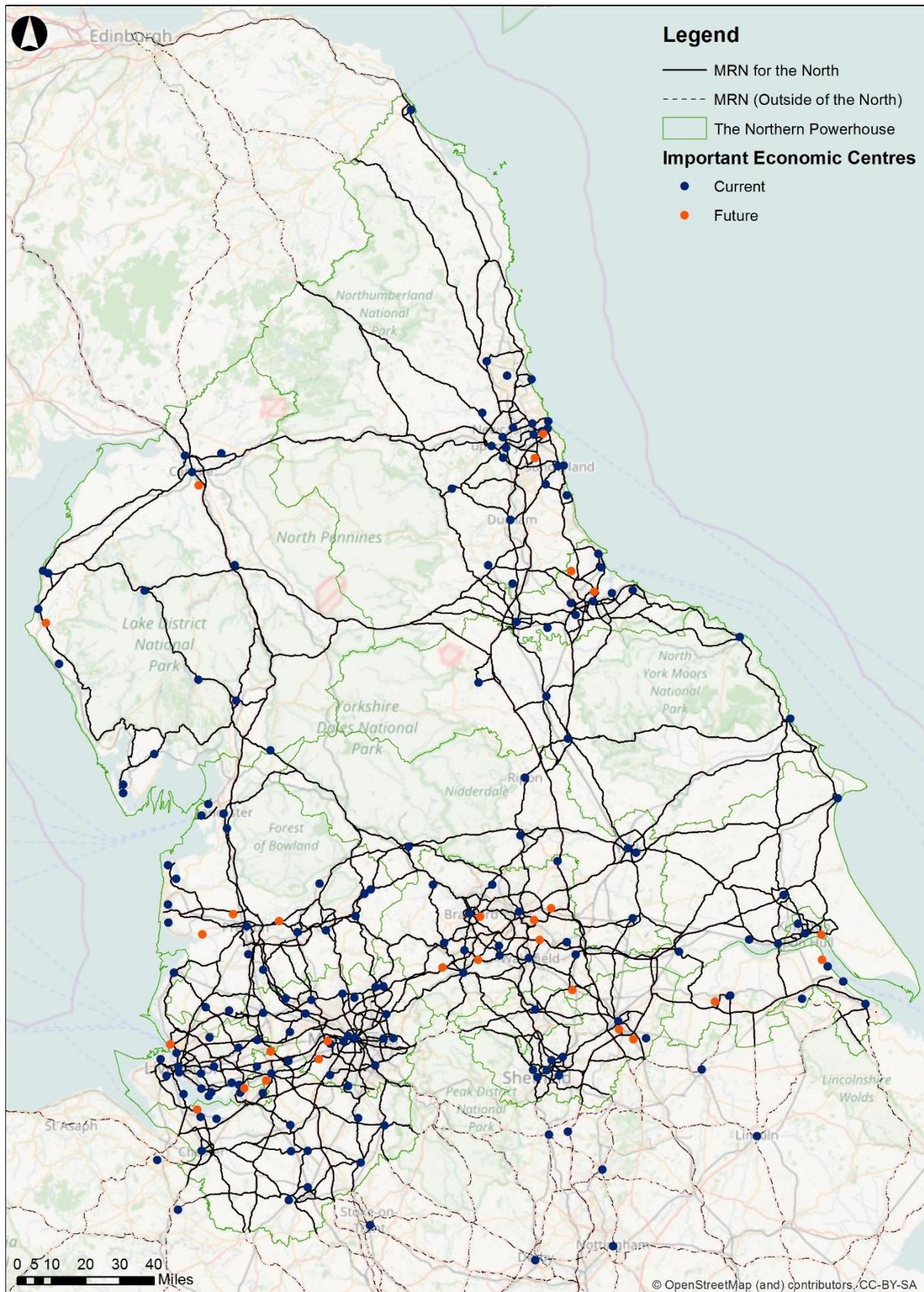
17 July 2017 FINAL VERSION

Area	Task	Milestones (indicative)	Comments
Operational model	<ul style="list-style-type: none"> Consider the implications of any devolution outcome on this programme 	Ongoing	
	<ul style="list-style-type: none"> Political agreement to initial WYKRN proposals achieved. 	March 2016	Incorporated into the WY transport strategy. Complete
	<ul style="list-style-type: none"> MOU defining the collaboration arrangements agreed and signed. 	Sept 2017	
	<ul style="list-style-type: none"> Consider future WYKRN proposals and future operating model beyond collaboration if appropriate. 	Ongoing	Dependencies include devolution. Eg. a) fully delegated to a central Traffic Manager team within Combined Authority, or b) - fully delegated to a single Highway Authority to manage on behalf of the other authorities with Combined Authority having a commissioning role, c) WY local authorities to jointly exercise functions through a joint committee.
Strategy and network improvement	<ul style="list-style-type: none"> A WY strategic road network strategy which sets out priorities, strategies and investment priorities. 	Dec 2017	WY transport strategy approved August 2017 has high level strategy and will include performance indicators.
	<ul style="list-style-type: none"> Programme management service to provide a comprehensive consistent view of delivery, specifications and benefits. 	TBC	
	<ul style="list-style-type: none"> Agree Standards and specifications for implementation of highways schemes. 	TBC	Local authority driven.
	<ul style="list-style-type: none"> Cooperation on management of the traffic models, forecasting, collection, scheme assessment reporting of performance data. 	Ongoing	Individual transport models (of varying scope and detail) with some interaction across boundaries. Also WYCA urban dynamic model at a strategic level. Suit of performance measures for WYKRN required. Highways England has commissioned region wide traffic models.
	<ul style="list-style-type: none"> Manage the duty to cooperate across regional boundaries; priority is Highways England to maximise influence and investment in the regions roads. 	Jan 2018	Highways England as a priority, then other Combined authorities, traffic authorities to follow in Phase 2 and with Transport for the North work being taken into account as it develops.
	<ul style="list-style-type: none"> Cooperation on planning and development issues that impact on the WYKRN in place. 	TBC	Collaboration on the scope and specification of the highways improvements for planning applications impacting on the highway.

Area	Task	Milestones (indicative)	Comments
Network management	<ul style="list-style-type: none"> Highways Act administration and enforcement (such as skips and scaffold permits). 	Sept 2017	Agree standard protocol and operational arrangements. Further enhancement to follow.
	<ul style="list-style-type: none"> Temporary traffic orders such as road closures to enable effective management of events, incidents and planned work. 	Sept 2018	Agree standard protocol and operational arrangements. Later phases will include enhanced standards in the protocol arrangements.
	<ul style="list-style-type: none"> Coordination and management of street works and highways works on the WYKRN to minimise disruption and journey time delays whilst ensuring that vital services and schemes can be completed. Those WYSRN roads could be managed through the WY common permit scheme. 	Sept 2018	Agree standard protocol and operational arrangements. Later phases will include enhanced standards in the protocol arrangements including central management (common or combined permit scheme approach).
	<ul style="list-style-type: none"> Co-ordination (roadworks and streetworks), inspections on site duration monitoring and fixed penalty notices as tools to ensure compliance, manage and coordinate the above. 	Sept 2018	Agree standard protocol and operational arrangements first phase completed Sept 2017. Later phases will include enhanced standards in the protocol arrangements (Follows from function above.)
	<ul style="list-style-type: none"> UTMC-assessment design, maintenance and implementation of traffic signals and UTMC systems. 	ongoing	Use of standard protocols, operational arrangements and specifications with WY contracts procured completed. Align to highways network efficiency and corridor improvement programmes. (WYTF) to enable facilitation of further integration.
	<ul style="list-style-type: none"> Identification and implementation of interventions to improve WYKRN efficiency 	TBC	Aligned to Highways network efficiency programme(WYTF)

Area	Task	Milestones (indicative)	Comments
Network management (Cont)	<ul style="list-style-type: none"> Real time monitoring of the network WYKRN to minimise delay and disruption. 	TBC	Aligned to Highways network efficiency programme (WYTF)
	<ul style="list-style-type: none"> Events (planned) Policy and protocol for managing planned events to minimise delay and disruption, returning the network to efficient operation as soon as possible. 	Jan 2018	Agree standard protocol and operational arrangements. Later phases will include enhanced standards in the protocol arrangements
	<ul style="list-style-type: none"> Incidents and unplanned events. Policy and protocol for managing incidents and unplanned events to minimise delay and disruption, returning the network to efficient operation as soon as possible. 	Jan 2018	Agree standard protocol and operational arrangements. Later phases will include enhanced standards in the protocol arrangements
	<ul style="list-style-type: none"> Management of a common database, variable message signs (VMS) and provision of data for customer/partner use. 	April 2018	Highways network efficiency programme (WYTF). VMS signs installation programme underway. Trial underway web based travel data.
	<ul style="list-style-type: none"> Front facing customer travel information to inform journey choice. 	September 2018	Follows Highway network efficiency programme. (WYTF)
	<ul style="list-style-type: none"> Collaboration on Road safety – accident investigation, interventions to mitigate identified issues. 	Jan 2018	
Highway maintenance	<ul style="list-style-type: none"> Collaboration on Assessment/surveys/performance, standards, prioritisation and works. 	TBC	Agree standard protocol and arrangements. Later phases will include closer collaboration. Part of the highway maintenance efficiency programme and new code of practise. This does not include roads maintenance budgets/grants allocated to district level.

Appendix 3 - TfN Major Road Network for the North



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Agenda Item 9

Director: Angela Taylor,
Director of Resources
Author: Sarah Lofthouse



Report to: Transport Committee

Date: 8 September 2017

Subject: Proposed disposal of part of a parcel of land at Barnsley Road, Flockton

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To seek formal approval to the disposal of part of a parcel of land situated at Barnsley Road, Flockton, Wakefield.

2 Information

- 2.1 West Yorkshire Combined Authority owns the freehold of a parcel of land located at Barnsley Road, Flockton (edged in purple on the plan attached at **Appendix 1**). A bus shelter is situated on part of this parcel of land (edged in blue on the attached plan) and WYCA also requires part of this parcel in order to be able to have access to the bus shelter for maintenance purposes. However, the remainder of the parcel (edged red on the attached plan - the "Property") is not used or needed by WYCA in connection with the bus shelter, is a maintenance responsibility for WYCA and could be viewed as posing a liability to WYCA.
- 2.2 The bus shelter is shown on the two photographs at Appendix 1.
- 2.3 The Property is approximately 26.40 square metres in size.
- 2.4 The Property abuts a private garden. A house is located within this private garden. The owner of this house and garden (the "Proposed Purchaser") wishes to purchase the Property.
- 2.5 The Proposed Purchaser has made the following offer:
- 2.5.1 A purchase price of £2,000;

- 2.5.2 A contribution of £500 towards WYCA's legal costs incurred in connection with this matter; and
- 2.5.3 Overage is to be included as part of the sale (a means by which the seller of a parcel of land can derive value from the parcel of land after the sale has completed but this is clearly never a guarantee).
- 2.6 Professional surveying advice recommends acceptance of the terms of sale as set out at paragraph (2.5).
- 2.7 WYCA's Director of Transport has confirmed that the Property is no longer required for the purposes of WYCA's business.

3 Financial Implications

- 3.1 Professional surveying advice is that the Property should be sold for £2,000. Please see paragraph 2.5.1 in connection with this. This is more than the value of the Property in WYCA's accounts.
- 3.2 The £2,000 receipt will be used for future capital purposes.
- 3.3 Overage is to be included as part of this proposed sale. Please see paragraph 2.5.3 in connection with this.
- 3.4 The Proposed Purchaser is to make a contribution of £500 towards WYCA's legal costs incurred in connection with this matter.

4 Legal Implications

- 4.1 Under section 10(1)(xxiii) of the Transport Act 1968 WYCA has the power to dispose of any property which in WYCA's opinion is not required to be retained by WYCA for the purposes of WYCA's business.

5 Staffing Implications

- 5.1 No HR implications have been identified from this report.

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 To approve the disposal of part of a parcel of land situated at Barnsley Road, Flockton, Wakefield on the terms set out in this report and to delegate authority to the Head of Legal and Governance Services to progress the matter to completion.

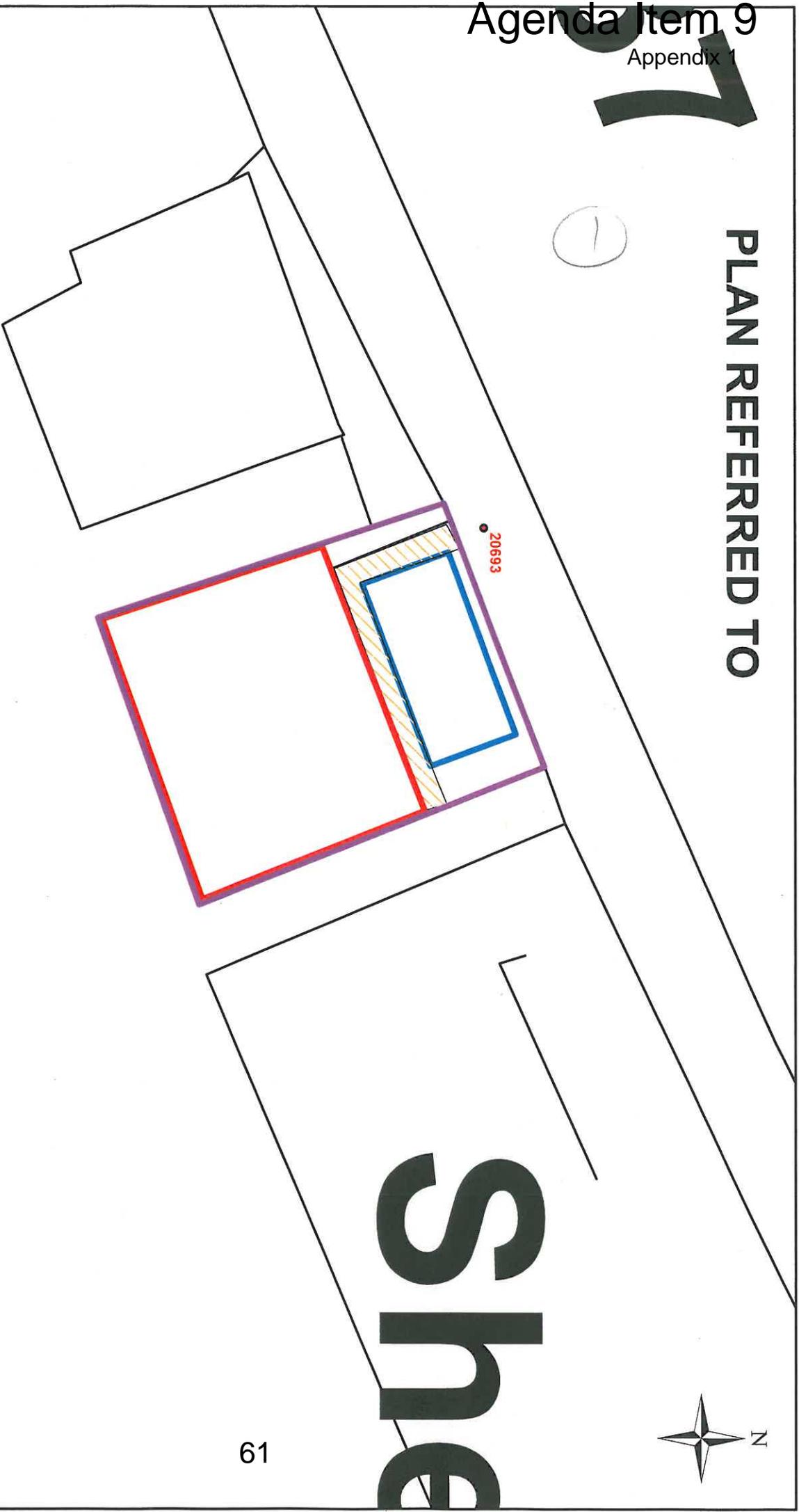
8 Background Documents

8.1 None.

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PLAN REFERRED TO



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PHOTOS OF THE BUS SHELTER LOCATED AT BARNESLEY ROAD, FLOCKTON



Director: Angela Taylor,
Director of Resources
Author: Sarah Lofthouse



Report to: Transport Committee
Date: 8 September 2017
Subject: Proposed disposal of two parcels of land located within 3/5 Alma Road, Leeds

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

- 1.1 To seek formal approval to the disposal of two separate parcels of land (the “Properties”) located within 3/5 Alma Road, Leeds LS6 2AH.

2 Information

- 2.1 West Yorkshire Combined Authority owns a portfolio of property which it acquired for the purposes of the former Leeds Supertram scheme.
- 2.2 As part of this, in September 2003 WYCA (then WYPTE) compulsorily purchased two separate parcels of land (Plot 41 and Plot 41A, together described in this report as the “Properties”), located within 3/5 Alma Road, in connection with the Supertram scheme, from the couple that owned the Properties (the “Original Owners”).
- 2.3 Plot 41 comprises part of a surfaced car park which gives access to an office building. Plot 41 is outlined in blue on the plan attached at **Appendix 1**, labelled with title number WYK751671. The attached photos (numbered (9) and (10)) are of Plot 41.
- 2.4 Plot 41A forms part of a garden located to the rear of the office building. Plot 41A is outlined in blue on the attached plan and is labelled with the title number WYK751671. The attached photos (numbered (1) and (2)) are of Plot 41A.
- 2.5 WYPTE made an advance payment of compensation to the Original Owners in relation to the Properties. WYPTE’s estimate of compensation payable was nominal (£1). This was based on the assumption that at no stage would the Original Owners lose the benefit of the nine car parking spaces, that are located at 3/5 Alma Road or access to it, as a result of the Supertram scheme.

- 2.6 The plan was for WYPTE to procure, as part of the NGT scheme, a replacement car park and access at WYPTE's or at the project's costs.
- 2.7 In January 2011 WYPTE entered into an agreement (the "Agreement"), with the Original Owners, in relation to 3/5 Alma Road. This Agreement dealt with various issues including replacement of car parking spaces which would be lost at 3/5 Alma Road due to the NGT scheme and the return of the parts of the Properties, to the Original Owners, that were not required for the purposes of the NGT scheme.
- 2.8 The Agreement also sets out that, if approval for the NGT scheme (as set out in a Transport and Works Act Order) is not received by 31 December 2016, then the Properties shall be transferred back to the Original Owners for the sum of £1 unless both parties agree otherwise.
- 2.9 In relation to the wording "unless both parties agree otherwise" Legal advice is that, particularly taking into account the level of compensation paid by WYCA for the Properties (£1), the Original Owners would not agree to pay more than that for the Properties to be transferred back to them. In addition, it would not be reasonable to ask for more than £1 in the circumstances.
- 2.10 In further relation to the "unless both parties agree otherwise" wording:
- Even if it was legally possible to extend the arrangement so that WYCA could retain the Properties for a future transport scheme, the Original Owners would need to agree to any such extension. The Solicitor acting for the Original Owners has made it very clear that the Original Owners want the Properties to be returned to them.
- 2.11 WYCA's Director of Transport has confirmed that there are no current plans that affect the Properties and, on that basis, WYCA should discharge its obligations under the Agreement.

3 Financial Implications

- 3.1 Please refer to paragraph 2.5 in relation to the compensation paid in relation to the Properties when WYPTE acquired them (£1) and paragraph 2.8 for the amount that WYCA is contractually obliged to charge for transferring the ownership of the Properties back to the Original Owners (£1).
- 3.2 WYCA is contractually obliged to pay the Original Owners legal fees (£1,262 exclusive of VAT) incurred in connection with the transfer of the Properties back to the Original Owners. WYCA is of the view that the level of these fees is proportionate to the legal work that is to be done.

4 Legal Implications

4.1 Under section 10(1)(xxiii) of the Transport Act 1968 WYCA has the power to dispose of any property which in WYCA's opinion is not required to be retained by WYCA for the purposes of WYCA's business.

5 Staffing Implications

5.1 No HR implications have been identified from this Report.

6 External Consultees

6.1 None

7 Recommendations

7.1 To approve the disposal of two separate parcels of land (both located within 3/5 Alma Road, Leeds LS6 2AH), to the original owners, as required under the terms of an Agreement dated 27 January 2011.

7.2 To delegate authority to the Head of Legal and Governance Services to progress the matter to completion.

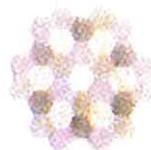
8 Background Documents

8.1 None.

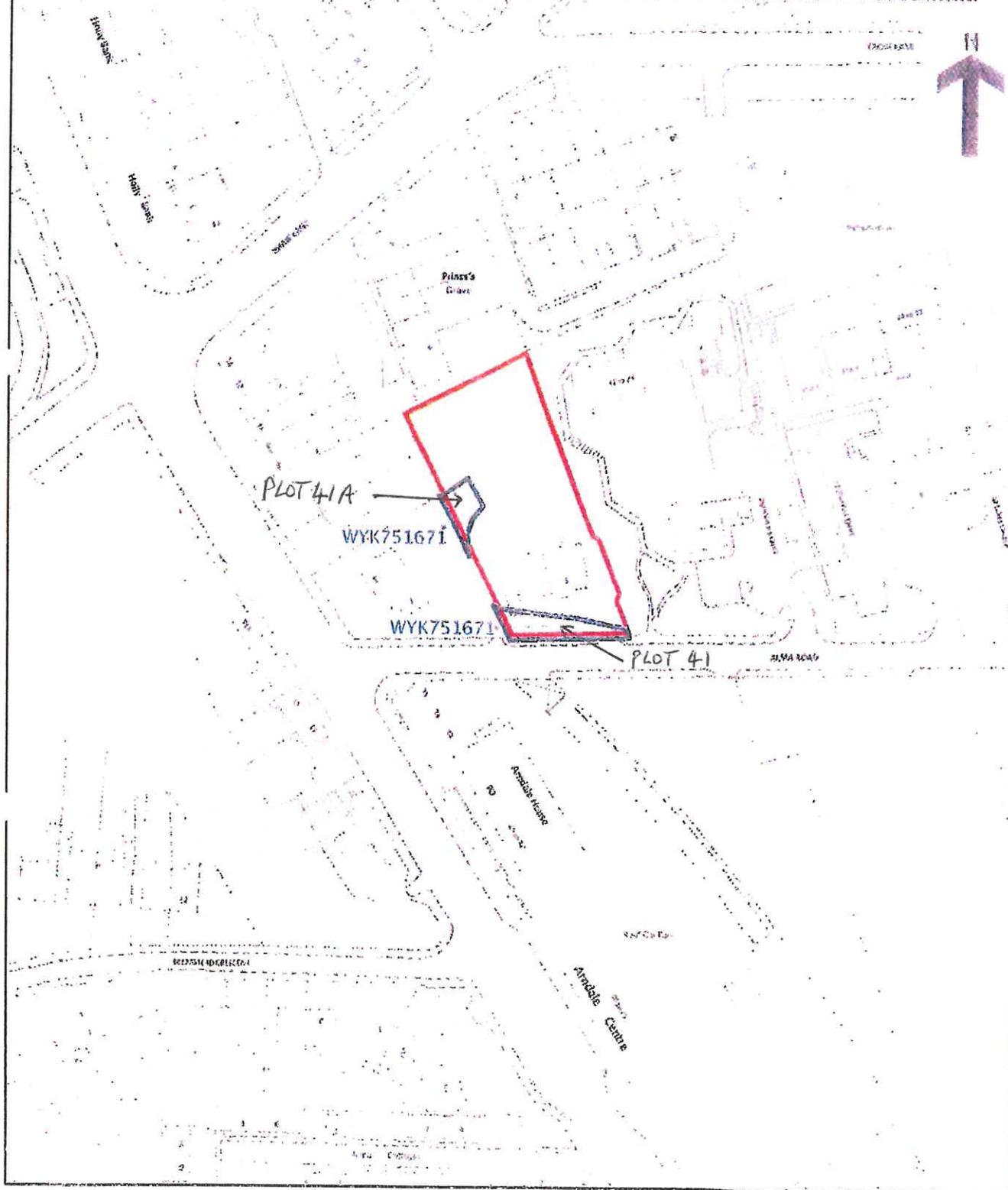
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Land Registry
Official copy of
title plan

Title number WYK418526
Ordnance Survey map reference SE2736SE
Scale 1:1250
Administrative area WEST YORKSHIRE : LEEDS

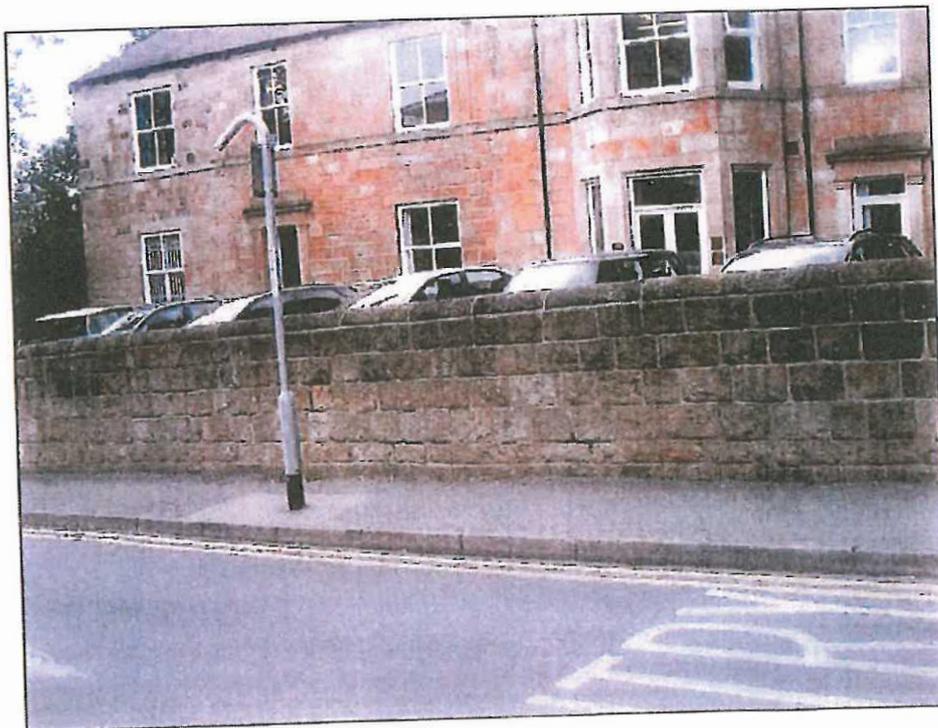


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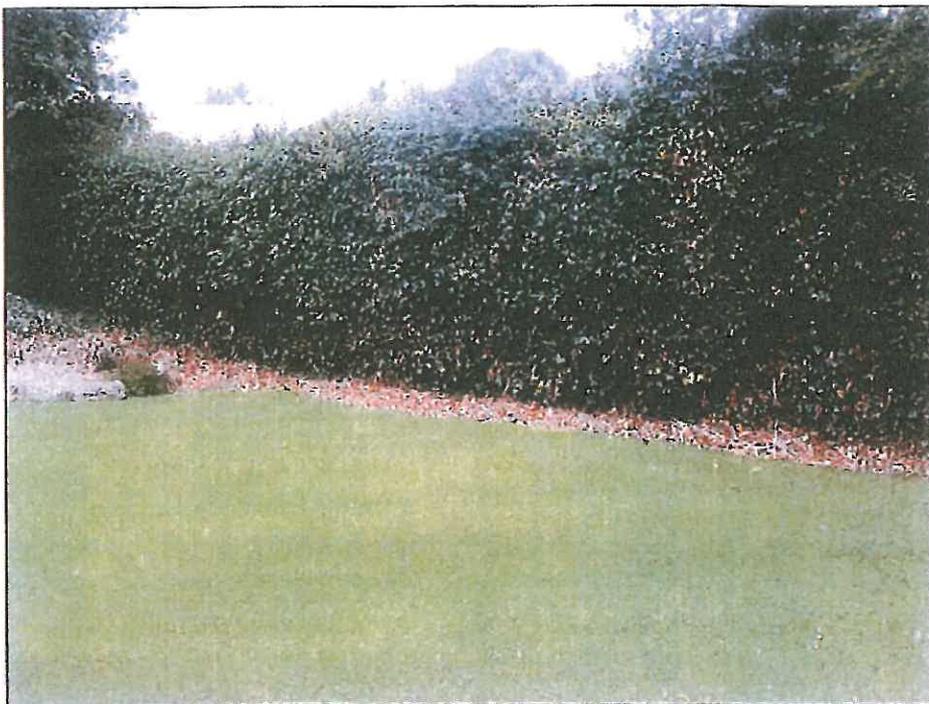
9



10



1



2

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



Report to: Transport Committee
Date: 8 September 2017
Subject: City Region Transport Update

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

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

2 Information

Transport Committee Air Quality Workshop

2.1 On 8 August 2017 a Transport Committee workshop was held on the theme of Air Quality, with presentations from Prof. James Tate of Institute for Transport Studies and WYCA officers. The presentations highlighted roadside exposure to transport emissions, relative advancements in emission technology improvement and provided an overview of the governments Air Quality Action Plan. The workshop discussion was on local actions to deliver the adopted West Yorkshire Low Emission Strategy.

Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure

2.2 The Secretary of State for Transport has awarded West Yorkshire Combined Authority (WYCA) a capital grant of £1.98m on 30 March 2017 to deliver its Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure proposals. WYCA has indicatively allocated £1.2M match funding from the Local Transport Plan subject to developing a business case for a project of total value of £3.18m. WYCA will be the delivery lead and financially accountable body for the OLEV grant funding. The scheme will deliver 88 charging points across West Yorkshire over the next three years.

2.3 The WYCA Investment Committee approved capital funding of £25k in July 2017 to develop a Full Business Case (FBC) for this project. If the FBC is approved, it will then be possible to seek approval to award a contract to a supplier. Procurement of a supplier will use a further mini-competition within a public sector. A 'tri-partite'

agreement is recommended between WYCA, the five District Councils and a single supplier. This can include bespoke schedules for each of the Districts, to reflect any variations in how each District will deliver the project.

ULEV Bus Schemes – Buses

- 2.4 The Office for Low Emission Vehicles (OLEV) is expected to announce a £60m Low Emission Bus Scheme ‘tranche 2’ funding competition by September 2017. As per the Low Emission Bus Scheme ‘Tranche 1’, it is anticipated that funding will be towards the technological cost difference of an ultra-low or zero emission bus and its supporting charging/refuelling infrastructure. The competition is likely to be open to both bus operators and local authorities, and will be more stringent on zero-emission range than the previous competition. OLEV is also expected to announce simultaneously a £40m Bus Retrofit Technology funding competition for emission control technology to older bus fleets, to help them achieve Euro VI emission standard or better.

CCTV Digital Upgrade

- 2.5 Following the Committee’s approval of £1.095m a contract has been awarded to British Telecommunications PLC (BT) to upgrade WYCA’s CCTV System. This project seeks to make WYCA’s CCTV system fit for the future, and will enable annual revenue cost savings of £246k for operation and maintenance. Works will proceed immediately to upgrade the existing analogue system to digital, as follows:

- Works (228 new digital CCTV cameras in 26 WYCA buildings across West Yorkshire, & Control Centre integration).
- Digital data and voice transmission services between the 26 buildings and the Control Centre in Middleton, Leeds.
- Asset & interface maintenance services for the digital CCTV system.
- Digital staff radios and base stations (to be compatible with the new digital system).
- Managed public wi-fi at the 8 staffed bus stations.

MCard Update

- 2.6 As part of the CA’s Smartcard and Information Programme, a mobile phone app has been developed which enables customers to buy and load ticketing products onto their MCard. This is a major step forward in enabling customers to buy ticketing products on line. This ground breaking app is the first of its type in the UK and has been available in the Google Play Store since early August. At present the app is only available on Android smartphones as Apple has not yet made its Near Field Communication functionality available to app developers; it is hoped that this position will change soon.
- 2.7 Since they were commissioned earlier in 2017, the current eight MCard ticket machines at bus stations have been well used especially early in the morning and on

an evening when the Travel Centre is closed. An additional five machines will be installed later in the year. Halifax, Dewsbury and Keighley bus stations, will join Leeds, Bradford, Huddersfield, Castleford and Pontefract bus stations with the new ticket machines.

- 2.8 After a successful trial, touchscreen Information Points will be installed at eight locations; Leeds, Bradford, Castleford, Pontefract, Dewsbury, Huddersfield, Halifax and Keighley bus stations. These units will enable customers to plan journeys and check route maps and timetables. It is expected that the new ticket machines and Information Points will be installed by the end of the year and fully operational in early 2018.
- 2.9 From September 2017, conductors on most local trains are now able to check the validity of MCards using a purpose written app on their smartphones. This will mean that the customer will no longer have to carry a paper “counterpart” with them as they travel. This will enable bus station MCard ticket machines and Huddersfield and Dewsbury rail station ticket machines to sell bus and rail MCard tickets (joining Northern operated rail station ticket machines, Payzone, the app and bus station travel centres which already sell bus and rail MCard tickets).

Leeds Park & Ride Update

- 2.10 Passenger use of Park & Ride has grown by 30% since the opening of the new 1,000 space facility on 19 June 2017 at Temple Green and the extension of operating hours at Elland Road. Both sites are now taking average of 5,000 cars off the City’s streets each week. Prior to the opening of Temple Green, Elland Road was averaging 3,500 vehicles per week. Such growth during the summer months is encouraging and would suggest further growth following the holiday period.

AccessBus

- 2.11 Following a tender process, operation of the AccessBus service in Calderdale and Kirklees will transfer in September to TLC Travel who currently provide the service in Bradford. Vehicles will transfer to the new company and passenger bookings will be unaffected.

Supported Bus Services

- 2.12 At the last meeting, the Committee agreed a course of action which would necessitate the withdrawal of poorly used supported bus services in order to operate within the Authority’s revised budget. These service withdrawals will start to take effect in September and October and full communication will be given to ward members. Similarly, an extensive review of home to school bus services funded jointly by WYCA and the District Councils has been carried out in preparation for the start of the new academic year. In some cases routes have been revised and some students who previously used a school bus will need to travel on the general bus

service. A meeting of the Committee's Local Bus Working Group will be arranged in the autumn to review progress with these changes.

District Consultation Sub – Committees

- 2.13 Chairs of the respective District Consultation Sub – Committees were appointed at the July meeting of this Committee. Recruitment of the public representatives is proceeding with a closing date for applications of 8 September 2017. The first cycle of meetings will be held in October 2017 at a new starting time of 5pm to encourage attendance by those who may previously have found it difficult to attend meetings during working hours.

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 None.