



Report to:	Transport Committee
Date:	16 November 2023
Subject:	Transport Policy Update
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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 To provide Transport Committee with an update on relevant transport policy developments not covered elsewhere on the agenda.

2. Information

Active Travel Fund 4 Extension (ATF4E)

- 2.1 The Combined Authority is currently working with the West Yorkshire Districts to develop a submission to Active Travel England (ATE) for the latest round of active travel funding, known as Active Travel Fund 4 extension. There have been several rounds of Active Travel Funding over the period 2021 to date and West Yorkshire has been successful in securing £65.7m in total (this includes ATF4, ATF3, ATF2 and EATF).
- 2.2 There is a reduced amount of funding available nationally (£48m) for this funding round and, as a result, we have received a relatively small indicative allocation, based on the value of schemes that were unfunded in the core section of our ATF4 bid. We are currently working to develop a package of schemes to fit within this funding envelope.



- 2.3 The bid development process has included a design review meeting with ATE on 23 October which will help to ensure that any potential issues with the schemes we are developing are addressed as part of the bid development process. A design review workshop took place with ATE on 23 October 2023 and the districts received useful feedback that will help in the development of schemes in coming weeks. **Appendix 1 (exempt)** provides a current list of schemes being developed as part of the bid – changes to this list may occur as a result of the comments received from ATE as part of the design review process.
- 2.4 The bid is due for submission to ATE on 27 November 2023.

ZEBRA 2

- 2.5 In September the Department for Transport (DfT) launched Zero Emission Bus Regional Area scheme (ZEBRA) 2, providing £129 million to support the introduction of zero emission buses in financial years 2023/2024 and 2024/2025. This is the second round of ZEBRA funding and West Yorkshire was successful with their 2021 ZEBRA funding bid submission, a £70million project to introduce 136 zero emission buses and charging on routes in Bradford, Leeds, and Wakefield districts. This project is currently in delivery and is a significant priority for West Yorkshire in addressing both the carbon and air quality emissions of traffic in our key centres.
- 2.6 As with ZEBRA 1, ZEBRA 2 provides capital funding available for up to 75% of the cost difference between a zero emission bus and a standard diesel bus equivalent and 75% of the total cost of purchasing and installing charging infrastructure. Both electric and hydrogen buses can be considered but retrofits of old vehicles are not eligible. **Appendix 2 (exempt)** provides details of the schemes under consideration.
- 2.7 The Combined Authority is working with district partners and bus operators to develop a submission for ZEBRA 2 funding, considering funding criteria, route suitable for zero emission buses, and bus operator support (bus operator match funding is required). As West Yorkshire received funding under ZEBRA 1, funding guidance states a submission from the Combined Authority will have a lower priority than proposals from Local Transport Authority areas which did not receive ZEBRA 1 funding. However, Local Transport Authority area bids are welcomed.
- 2.8 The deadline to submit application for ZEBRA 2 is 15 December 2023.

Network North

- 2.9 On 11 October 2023, the DfT published “Network North : Transforming British Transport” [Network North: Transforming British Transport \(publishing.service.gov.uk\)](https://publishing.service.gov.uk). Network North significantly further curtailed the plans for HS2, with a confirmation that the proposed network would not be



extended beyond the Phase 1 line from London to the West Midlands. This removed both the Western Leg of HS2 and the remaining section of the Eastern Leg, which had previously been shortened to East Midlands Parkway through the 2021 Integrated Rail Plan.

- 2.10 The Network North document sets out the intention of the Government to reallocate a stated £36 billion, which Government has identified as resulting from the reduced HS2 spending, on a series of initiatives in the North of England and the Midlands. The document is understood to be indicative in nature, but includes:
- £2bn for a new rail station in Bradford and a new link to Huddersfield.
 - £3bn for electrification schemes including Leeds - Sheffield and Leeds - Hull.
 - £2.5 billion for a new mass transit system in West Yorkshire (£500 million for CRSTS2 period, £2 billion for 2032 onwards)
 - £2.115bn CRSTS2 funding (including £500m for Mass Transit)
 - Improvement to the accessibility of our train stations - spending a further £350 million for up to 100 stations.
 - Over £700 million for a new wave of BSIPs; and extending £2 bus fares until end of 2024.
 - £460 million to ensuring delivery of 21 road schemes in the North – including funding for Shipley Eastern Bypass (others not known). £1 billion new roads fund.
 - £3.3 billion in funding for the North for potholes and road resurfacing.
 - additional £100 million to be shared between the North and Midlands to support the development and rollout of integrated smart ticketing.
- 2.11 Further work is now required to fully understand the implications of the Network North proposals, including project certainty and the scale/phasing of proposed spending.
- 2.12 However, the proposals do reflect a number of the Combined Authority's strategic priorities – particularly with regard to both the mass transit programme, the progression of Leeds-Sheffield rail solutions and the development of a new NPR Station at Bradford connected into the Transpennine corridor.
- 2.13 Engagement is now underway with senior Government officials to ensure that these statements of support can be capitalised upon and progressed at the earliest opportunity. The Mayor and other Northern Leaders have also expressed the importance of ensuring that the components of Network North are brought forward as a coherent network proposition, which provides a clear process towards the east-west, north-south and local connections that are crucial to the economic success of the region.



- 2.14 We will also seek to ensure that key components of West Yorkshire Rail Strategy that are not covered in the statements to date – such as the electrification of the Calder Valley rail corridor - are understood by Government and considered as part of the further development of Network North.
- 2.15 In response to the announcement, Leaders in West Yorkshire will be issuing a letter to the Prime minister which set out our priorities and asks.
- 2.16 A 'Plan for Drivers' was also published by DfT on Monday 2 October <https://www.gov.uk/government/publications/plan-for-drivers>. The plan sets out how government intends to work to improve the experience of driving and services provided for motorists, setting out key actions around the following themes.
- 2.17 Over the coming months we will be working closely with our local authority partners to further understand the potential impacts of the Plan for Drivers on their local powers to manage highway network. We will also be evaluating the potential impacts of the Plan for Drivers on our BSIP, emerging Vision Zero, Active Travel Strategies, Local Transport Plan and the West Yorkshire Plan.

West Yorkshire BSIP and Mayor's Fares

- 2.18 As Members are aware, a Bus Service Improvement Plan (BSIP) has been in place in West Yorkshire since 2022. On 23 October, as a further element of the Network North announcements, DfT announced a further tranche of BSIP funding of £150m nationally for 2024/25, of which West Yorkshire was allocated £13.3m. This is expected to be the first of the next five years funding for BSIP, subject to the outcome of the forthcoming Autumn Statement. This funding will be added to the current BSIP programme. Conversations are currently ongoing as to how this funding will be best spent.
- 2.19 As part of the BSIP, the Combined Authority implemented a scheme to reduce the multi operator day ticket (MCard Daysaver) to £4.50 from £5.50 and set the maximum single journey fare to £2. A total of £34 million was allocated, with the intention that it was to support lower fares for a three year period.
- 2.20 The 'Mayor's Fares' were launched on the 4 September 2022 to address the cost of travel under the current cost of living crisis and to act as an incentive for further bus travel. The start of the academic year was viewed as an opportune time to promote new fares as many people review and change travel habits at this time.
- 2.21 A subsequent National "£2 fare cap" scheme was implemented by government; this was implemented on a voluntary basis for operators to join. This provided non-BSIP funded authorities a mechanism for affordable fares



to be in place. The Combined Authority were not part of this initiative due to the separate funding that it had been awarded through BSIP. This has allowed the Mayor's Fares scheme to include a broader range of ticket products to meet residents' needs.

- 2.22 Both the Mayor's Fares and National scheme operate on the basis of a customer facing fare of £2 and a 'shadow fare' in place which represents the amount that operators would have received through the farebox in the absence of such a scheme.
- 2.23 Up to April 2023, a total of 28.9m journeys were made using Mayor's Fares products, approaching 800,000 per week. Passengers have saved a total of £11m compared to what they would have paid without the initiative, meaning a customer saving of approximately 25%.
- 2.24 Customer savings between August 2022 and April 2023 have been funded by £9.9m of BSIP funding, with a forecasted total cost for Year 1 to end August 2023 totalling £14.9m. Year 2 payments are being worked out factoring in inflation to the shadow commercial fare and an increase in customer journeys as the economy continued to grow during the back end of 2022.
- 2.25 In September 2023, as part of the Network North initiatives, Government announced an extension to the National £2 fare scheme through to end of December 2024. On the basis of this announcement, the £2 fare cap will remain in place in West Yorkshire, in line with the National fare level, though to end of December 2024.
- 2.26 Officers are currently reviewing the impact of the additional funds, in the context of the cost pressures discussed above, so as to inform the Mayor's request of Ministers for a discussion on the role of the National scheme in sustaining the West Yorkshire offer.

3. Tackling the Climate Emergency Implications

- 3.1 The updates covered in this report all have a positive impact on tackling the climate emergency, through the development of appropriate strategies and plans, and securing funding to deliver initiatives against these.

4. Inclusive Growth Implications

- 4.1 Developing a safe, stable and effective transport network across West Yorkshire through activity included in this report is crucial to ensuring inclusive growth ambitions are realised for all communities.

5. Equality and Diversity Implications

- 5.1 Ensuring due consideration of equality and diversity implications is central to all the activity set out in this report.



6. Financial Implications

6.1 There are no financial implications directly arising from this report.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1. There are no staffing implications directly arising from this report.

9. External Consultees

9.1. No external consultations have been undertaken.

10. Recommendations

10.1. That the Committee notes the updates provided in this report.

11. Background Documents

11.1 There are no background documents referenced in this report.

12. Appendices

Appendix 1 – Active Travel Fund 4 Schemes (PRIVATE)

Appendix 2 – ZEBRA Scheme Options (PRIVATE)