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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.