

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY 25 APRIL 2014
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

A G E N D A

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are reminded of their responsibility, in accordance with the Members' Code of Conduct, to declare any disclosable pecuniary interests in any matter under consideration at this meeting. Should you have a disclosable pecuniary interest in an item on the agenda you should not participate in any discussion on the matter, vote on the matter or remain in the meeting during discussion and voting on the matter subject to Part 4 (paragraphs 19 and 20) of the Code of Conduct.

If a member is unsure of the correct course of action to take, they should seek advice from the Secretary and Solicitor prior to the meeting.

Members should complete the appropriate form, attached herewith, and hand it to the Secretary and Solicitor before leaving the meeting. A blank form can be obtained from the Secretary and Solicitor at the meeting.

3. EXCLUSION OF THE PRESS AND PUBLIC

To identify items where resolutions may be moved to exclude the press and public.

**4. DEPUTY CHAIRS AND DISTRICT ENGAGEMENT SUB-COMMITTEES OF
THE TRANSPORT COMMITTEE**
(pages 7 -10)

**5. MINUTES OF THE MEETING OF THE ITA EXECUTIVE BOARD HELD ON
28 MARCH 2014
(pages 11 - 18)**

Copy attached.

**6. MINUTES OF THE MEETINGS OF THE DISTRICT ENGAGEMENT
COMMITTEES HELD ON:**

- (a) Leeds - 7 April 2014 (pages 19 - 24)
- (b) Calderdale - 8 April 2014 (pages 25 - 30)
- (c) Kirklees - 9 April 2014 (pages 31 - 36)
- (d) Wakefield - 11 April 2014 (pages 37 - 42)
- (e) Bradford - 14 April 2014 (pages 43 - 48)

Copies herewith.

**7. 2014/15 BUSINESS PLAN (TRANSPORT)
(pages 49 - 65)**

To consider the attached report.

**8. LTP APPROVALS
(pages 66 - 74)**

To consider the attached report.

**9. WEST YORKSHIRE PLUS TRANSPORT FUND
(pages 75 - 80)**

To consider the attached report.

***10. LOW MOOR RAIL STATION – ANCILLARY LAND PURCHASE
(pages 81 - 82)**

To consider the attached report.

ITEM 4

Report to: Transport Committee

Date: 25 April 2014

Subject: Deputy Chairs and District Engagement Sub-committees of the Transport Committee

1. Purpose

- 1.1. To appoint deputy chair(s) of the Transport Committee.
- 1.2. To establish District Engagement Sub-committees of the Transport Committee.

2. Information

- 2.1. The Procedure Standing Orders of the West Yorkshire Combined Authority provide that committees of the Authority may:
 - 2.1.1. appoint their own chair if there is a vacancy in the post or if the Authority does not make an appointment; and
 - 2.1.2. appoint their own deputy chair or chairs.
- 2.2. The Authority did not appoint a deputy chair of the Transport Committee at its first meeting.
- 2.3. The former WYITA established Passenger Consultative Committees (PCCs) and District Liaison Committees (DLCs) to fulfil the role of engagement with the public representatives and local councillors on transport matters at a district level. There was one of each such committee for each district.
- 2.4. The Independent Remuneration Panel Report considered a proposal to establish District Engagement Sub-committees to perform equivalent roles within the Combined Authority. It is proposed that the Transport Committee establishes five sub-committees of its members to perform the functions of the PCCs and DLCs within one sub-committee for each District.
- 2.5. The Transport Committee may appoint sub committees and a chair of any such committees.

- 2.6. The former PCCs included members of the public and it is proposed that the same members that sat on the PCCs be invited to sit on the District Engagement Sub Committees in the interests of continuity. It is also proposed that nominations for further members be sought in order to fill vacancies.
- 2.7. As the functions of the former PCCs and DLCs were different, it is proposed that there should be further consideration of the format of the District Engagement Sub-committees, their terms of reference and quorum. Taking into account the recent discussions with public members and liaison with the Transport Committee political group leaders.

3. Financial Implications

- 3.1. The Members' Allowances Scheme adopted by the Authority will apply to:
 - 3.1.1. the post of any deputy Chair(s) of the Transport Committee.
 - 3.1.2. The post of chair of a District Engagement Sub-Committee.

4. Legal Implications

- 4.1. The Transport Committee should, if it resolves to establish District Engagement Sub-Committees, decide upon the membership of these committees, their chairs and the quorum for meetings. Draft Terms of Reference for the sub-committees is attached to this report which reflects the previous work of the PCCs and DLCs. Procedure Standing Orders of the Authority will apply to the meetings of such sub-committees.
- 4.2. There is no requirement that sub-committees of the Transport Committee be politically balanced, as its membership comprises, principally, co-opted members of *other* authorities, and not members of the Combined Authority. It is not possible for the Combined Authority to politically balance its membership on any of its ordinary committees (and therefore any sub-committees of those committees) as it has only one member on any of its ordinary committees.
- 4.3. The Combined Authority, by necessity, at its 1st meeting, by unanimous resolution, waived the requirement to political balance of its own membership upon its ordinary committees, pursuant to s.17 of the Local Government and Housing Act 1989.
- 4.4. The Transport Committee may, however, if it wishes, seek to reflect political balance across West Yorkshire within the membership of any of its sub-committees, so far as is reasonably practicable, and in line with the provisions of Schedule 1 to the West Yorkshire Combined Authority Order 2014.

5. Staffing Implications

- 5.1. None as a result of this report.

6. Recommendations

- 6.1. That a deputy chair or chairs of the Transport Committee be appointed.
- 6.2. That the Transport Committee establishes five District Engagement Sub Committees and:
 - 6.2.1. appoints such number of its members to be members of the District Engagement Sub-committees as it chooses and so far as possible to reflect political representation within West Yorkshire;
 - 6.2.2. appoints the Chair of each such Engagement Sub-committee;
 - 6.2.3. that the former public members of the Passenger Consultative Committees be invited to be members of the Engagement Sub-Committees;
 - 6.2.4. that nominations be sought for further public membership of the Sub-committees in order to fill any vacancies;
 - 6.2.5. that the draft Terms of Reference for the Sub-committee be adopted on an interim basis, pending review.
- 6.3. That a further report be brought before the next meeting of the Transport Committee dealing with the format, terms of reference and quorum for the District Engagement Sub-Committees.

Draft Terms of Reference for proposed District Engagement Sub-committees

In relation to:

- the area of the constituent council and
- local public transport functions,

Each District Engagement Sub-committee is authorised:

1. To consult with and consider representations from users¹ of local public transport services and facilities.
2. To advise the Transport Committee in relation to:
 - a) the views of users of local public transport
 - b) service delivery objectives and performance²
 - c) improving co-ordination between the constituent council and the WYCA
 - d) the progress of planned projects and programmes, and
 - e) any proposal referred to it by the Transport Committee.

¹ Or on behalf of users

² including performance indicators relating to local bus and rail services, congestion, mode share, air quality, safety and other outcomes identified in relevant Plans and Strategies.

Originator: John Henkel
Acting Director,
Transport



ITEM 7

Report to: Transport Committee

Date: 25 April 2014

Subject: 2014/15 Business Plan (Transport)

1. Purpose

- 1.1. To seek endorsement of the 2014/15 Business Plan (Transport) for consideration by the West Yorkshire Combined Authority.

2. Information

- 2.1. The former West Yorkshire Integrated Transport Authority approved the 2014/15 levy, revenue budget and capital programme as its meeting of 7 February 2014.
- 2.2. The new West Yorkshire Combined Authority, which has 'inherited' the revenue budget and capital programme, has requested a report on these matters to its meeting of 29 May 2014.
- 2.3. The business plan, attached as Appendix 1, is intended to provide a narrative on key planned initiatives for 2014/15 and reflects reports and all party briefings underpinning the development of the approved revenue budget and capital programme .
- 2.4. The business plan describes:
- the context of the establishment of the new authority and the further work to be undertaken to support the transformation of the local economy, including the development of the West Yorkshire Plus Transport Fund;
 - planned initiatives, set out through the themes on enhancement to the transport system, informing travel choices, improving connectivity and asset management;
 - How customers are consulted and feedback provided;
 - The focus on value for money through consideration of economy efficiency and effectiveness.

- 2.5. It is proposed that, subject to comments at the Transport Committee, the Business Plan be reported to the next meeting of the West Yorkshire Combined Authority as part of the update on the revenue budget and capital programme.

3. Financial

- 3.1. The attached Business Plan reflects the approved revenue budget and capital programme.

4. Legal Implications

- 4.1. There are no legal implications arising from this report.

5. Staffing Implications

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

6. Recommendations

- 6.1. That the Transport Committee endorse the 2014/15 Business Plan (Transport) for consideration by the West Yorkshire Combined Authority.

ITEM 8

Report to: Transport Committee

Date: 25 April 2014

Subject: LTP APPROVALS

1. Purpose

1.1. To seek funding approval for previously approved programmes and schemes and new opportunities for utilising external funding:

- LTP Integrated Transport and Highway Maintenance Quarter 1 2014/15
- Wi-Fi on Trains
- Cycle City Ambition Grant
- Elland Road Park and Ride, Leeds
- Local Sustainable Transport Fund

2. Information

Quarterly Payments

Integrated Transport Block Funding

2.1. The ITA approved the LTP3 second Implementation Plan 2014-2017 (Interim IP2) at their January 2014 meeting. It was recognised that a review of the plan would be required once the outcome of the Strategic Economic Plan (SEP) bid is known in July 2014. In the meantime however it is necessary to progress the delivery of the Interim IP2.

2.2. Responsibility for delivering the interventions identified in IP2 will be shared between the Combined Authority and District Councils. Continuing the arrangements from IP1, the Integrated Transport (IT) Block element of the LTP funding will be distributed by the Combined Authority between the LTP Partners based on the value of the Implementation Plan each partner is responsible for delivering (less any overprogramming). The payments will include any LTP IT Block funding carried over from IP1 2013/14.

- 2.3. The IP2 programme will be managed at a portfolio and programme area level to ensure expenditure is within the overall budget with quarterly performance management reviews presented to the Combined Authority Transport Committee.
- 2.4. The estimated share of the IT Block funding between the LTP Partners is set out in Appendix 1. These allocations reflect IP1 carry over and the current IP2 programme agreed with District Council partners and approved by the ITA.

Highways Maintenance Block Funding

- 2.5. The Highway Maintenance (HM) Block funding will be distributed between the District Councils as per DfT's formulaic allocation. The share of the HM Block funding each LTP Partner will receive is set out in Appendix 2.
- 2.6. Payment of this Highway Maintenance block funding to District Councils is to be made quarterly following the receipt of funds by the Combined Authority from DfT. District Councils will receive 100% of their overall share of the quarterly payment as determined by the DfT's formulaic allocation.

Cycle City Ambition Grant

- 2.7. It has been agreed by the partners that the Cycle City Ambition Grant (CCAG) funding be managed in accordance with the principles established for LTP funding. Funding will be allocated to partners in accordance with the forecast spend at the beginning of each quarter.
- 2.8. The funding to be allocated in quarter 1 of 2014/15, as agreed with the partners involved is set out in Appendix 1.

Expenditure Approvals

Wi-Fi on Trains

- 2.9. A key objective of the West Yorkshire rail strategy (Rail Plan7) is to increase rail patronage and to improve passenger satisfaction through better quality rolling stock and journey experience.
- 2.10. The proposal to install Wi-Fi on selected trains is part of a wider super connected cities initiative with Leeds City Council and Bradford Council, and the Department for Culture Media and Sport and their broadband delivery arm (Broadband Delivery UK - BDUK). It is proposed that the West Yorkshire Combined Authority will act as contracting authority with Northern Rail as a co-signatory to the Northern Rail Direct Award franchise via a variation to the ancillary services provided under the Interim Franchise Agreement (IFA). The approval being sought is an operational matter to administer the payment of the funding.
- 2.11. It is proposed to install Wi-Fi communications on Class 333 and 321/2 trains which presently cover services on the Airedale and Wharfedale lines where the fleet is captive to West Yorkshire. Equipping trains with Wi-Fi will provide numerous benefits to passengers, businesses and the railway industry enabling business activity, social media contact, real-time journey information and journey planning onward travel.

- 2.12. Northern Rail, the train operator of the fleet, has invited competitive tenders for equipping the 16 Class 333 and 321/2 trains. The funding would cover the cost of the purchase of equipment and its installation. Northern Rail would be responsible for ongoing operational and maintenance costs.
- 2.13. It is anticipated that the agreement with Northern Rail will be signed by the end of April 2014 and that Wi-Fi is operational from January 2015 to February 2016. To achieve this timescale installation of the equipment will need to utilise existing vehicle maintenance schedules.
- 2.14. Approval is sought for expenditure of £750,000, grant funded to WYCA by BDUK, to install Wi-Fi communications on board Class 333 and 321/2 trains.

Cycle City Ambition Grant

- 2.15. Following the successful bid to the DfT's Cycle City Ambition Grant, the Authority has approved expenditure of £25.802m (£18.052m DfT, £7.5m LTP, £0.25m Best Foot Forward) to deliver the CityConnect Programme.
- 2.16. The programme will deliver:
- Bradford – Leeds cycleway – A 23km cross city, largely segregated Cycle Superhighway;
 - Leeds Liverpool Canal Towpath Upgrade;
 - Improved Leeds City Centre cycle parking and cycle lanes;
 - 20 mph zones for adjacent streets to the CityConnect cycleway; and
 - Best Foot Forward – getting more people walking in their own communities.
- 2.17. Following the ITA's approval, further funding has become available to support the CityConnect Programme. Leeds City Council Public Health will contribute a total of £170,000 towards the project. £100,000 will be a contribution towards the overall programme budget. £70,000 will be a ring-fenced contribution towards the 'Best Foot Forward' Project to encourage more active travel.
- 2.18. The 'Best Foot Forward' project will involve local people in carrying out Community Street Audits. They will identify the barriers pedestrians face in safely accessing their streets, and propose solutions to these issues. The Audits will help determine what activities and small scale improvements can be carried out to encourage walking and improve the local environment for pedestrians.
- 2.19. Approval is sought for additional expenditure of £170,000, funded by Leeds City Council, to support the delivery of the CityConnect Programme. As a result the total approved expenditure for the programme would be revised to £25.972m.

Elland Road Park and Ride

- 2.20. The Combined Authority and Leeds City Council are working together to build and operate a Park and Ride facility adjacent to Elland Road Stadium, Leeds. A 450 space car park with ancillary facilities is being built adjacent to the new junction created for

the new Police Station on Elland Road. Overspill parking will accommodate up to 800 vehicles.

- 2.21. It was previously agreed to make provision in the Leeds element of IP1 and IP2 to fund the cost of delivering the scheme. Whilst Leeds Council is focusing on the construction and management of the site it is proposed that the Combined Authority is best placed to take the lead on passenger shelters, the provision of two totems for the site and the procurement and management of a promotion and information campaign. These components, costing a total of £120,000 will be funded by a transfer from the existing capital allocated to Leeds to the Combined Authority.
- 2.22. Approval is sought for expenditure of £120,000, funded through the Local Transport Plan, to deliver the above components of the Elland Road Park and Ride project.

Local Sustainable Transport Fund - Extension Bid

- 2.23. West Yorkshire Combined Authority (WYCA) has secured £590,000 of new funding from the Department for Transport's (DfT) Local Sustainable Transport Fund. This will allow the successful JobCentre Plus and go:cycling projects to be extended.
- 2.24. Around 9,000 jobseekers and new starters have received support with travel through the scheme which has involved the WYCA's Travel Plan Network working with all 23 JobCentre Plus offices in West Yorkshire.
- 2.25. The scheme has provided almost 3,000 West Yorkshire people with bus tickets to travel to job interviews. Almost 6,000 people have been provided with a MetroCard to travel to their workplace for their first month of work. Before the MetroCard expires, new starters are sent a 'best fare' letter to help them choose the best-value ticket to buy going forward.
- 2.26. go:cycling has provided free adult cycle training, bike maintenance sessions, information and advice to over 20,000 people. Launched in 2012, go:cycling's aim is to encourage adults to take up cycling and to enable more people to commute to work by bike.
- 2.27. A joint approach with JobCentre Plus, the go:cycling team and cycling providers in West Yorkshire has seen reconditioned bikes, high-viz vests, helmets, lights, bike locks and training provided to people who would otherwise be unable to access jobs via public transport.
- 2.28. Approval is sought for expenditure of £590,000, funded through the DfT's Local Sustainable Transport Fund, to extend the JobCentre Plus and go:cycling projects during 2014/15.
- 2.29. A further funding bid for 2015/16 was submitted in March 2014.

3. Financial

- 3.1. The financial implications are set out in Section 2 of the report.

- 3.2. Table 1 summarises the Quarter 1 payments to be made to the District Council partners.

Table 1 – Quarter 1 2014/15 Payments (£000s)

District	IT	Maintenance	CCAG	Total
Bradford	292	1,307	29	1,628
Calderdale	380	842	NA	1,222
Kirklees	743	1,333	NA	2,076
Leeds	1,333	1,715	430	3,478
Wakefield	373	745	NA	1,118
Combined Authority	3,106	NA	624	3,730
Total	6,227	5,942	1,083	13,252

4. Legal Implications

- 4.1. Provision of Wi-Fi communications on board Class 333 and 321/2 trains will be achieved via a variation to the ancillary services provided under the IFA. This will require the Authority to enter into funding agreements with BDUK, Leeds City Council and Northern Rail, and a franchise variation agreement with DfT.

5. Staffing Implications

- 5.1. None as a direct result of this report.

6. Recommendations

- 6.1. That the Transport Committee approves the quarterly payments set out in Table 1.
- 6.2. That the Transport Committee approves the expenditure set out in section 2 as follows:
- £750,000 to install Wi-Fi on Class 333 and 321/2 trains to be funded by BDUK grant.
 - £170,000 additional expenditure on the CCAG CityConnect project to be funded by Leeds City Council. £100,000 will be a contribution towards the overall programme and £70,000 will be a specific contribution towards the Best Foot Forward Project.
 - £120,000 for the provision of passenger shelters, totems and the promotion and information campaign for the Elland Road Park and Ride project to be funded through the Local Transport Plan.
 - £590,000 to extend the JobCentre Plus and go:cycling projects, funded through the DfT's Local Sustainable Transport Fund award to WYCA.

- 6.3. That, subject to approval of the capital expenditure, the legal agreements with Leeds City Council, BDUK, Northern Rail and DfT necessary to effect the Wi-Fi installation be entered into by the Authority on terms approved by the Secretary and Solicitor.

Appendix 1 – Indicative LTP Integrated Transport IP2 2014-2017 (£000s)

Partner	2014/15			2015/16			2016/17			TOTAL		
	IP1 Carry Forward	IP2	Total	IP1 Carry Forward	IP2	Total	IP1 Carry Forward	IP2	Total	IP1 Carry Forward	IP2	Total
Bradford	0	1,169	1,169	0	1,275	1,275	0	1,518	1,518	0	3,963	3,963
Calderdale	445	1,074	1,519	0	830	830	0	721	721	445	2,625	3,070
Kirklees	1,565	1,405	2,970	0	1,497	1,497	0	1,518	1,518	1,565	4,421	5,986
Leeds	0	5,450	5,450	0	1,932	1,932	0	2,240	2,240	0	9,622	9,622
Wakefield	416	1,077	1,493	0	1,233	1,233	0	1,260	1,260	416	3,570	3,986
Combined Authority	5,615	6,687	12,302	3,392	6,184	9,576	0	4,701	4,701	9,007	17,572	26,579
Held Centrally	684	2,803	3,487	0	1,966	1,966	0	2,959	2,959	684	7,728	8,412
TOTAL	8,725	19,665	28,390	3,392	14,918	14,918	0	14,918	17,589	12,117	49,500	61,617

Notes:

- Total LTP IT Block funding of £57m will be available from DfT 2014-2017
- Unspent funding carried forward from IP1 will also be included in the quarterly payments.
- £7.5m of the IP2 IT Block funding has been allocated to support the CCAG. This is not included in the above breakdown but is included in the CCAG spend (see Appendix 3)
- Funding held centrally will be allocated to the relevant delivery partners as the programme firmed up

Appendix 2 – Indicative LTP Highways Maintenance Block Funding 2014-2017 (£000s)

Partner Authority	IP2		
	2014/15 (Indicative)	2015/16 (estimated)	2016/17 (estimated)
	£000s	£000s	£000s
Bradford	5,228	7,175	7,175
Calderdale	3,367	4,621	4,621
Kirklees	5,333	7,319	7,319
Leeds	6,858	9,412	9,412
Wakefield	2,980	4,090	4,090
Combined Authority	0	0	0
Total	23,766	32,617	32,617

Appendix 3 - CCAG Funding Profile (£000s)

Partner	2013/14 (paid)	2014/15 (Indicative)
		Q1
Bradford	142	29
Leeds	457	430
Combined Authority	630	624
Total	1,229	1,083

Note: total funding for the projected is made up as follows:

DfT Cycle City Ambition Grant	£18.052m
LTP IP2 contribution	£7.5m
Best Foot Forward	£0.25m
Leeds City Council	£0.17m
Total	£25.972m

ITEM 9

Report to: Transport Committee

Date: 25 April 2014

Subject: WEST YORKSHIRE PLUS TRANSPORT FUND

1. Purpose

- 1.1. To provide an update on the West Yorkshire Plus Transport Fund (WY+TF).
- 1.2. To approve the progression of Aire Valley Park and Ride through Gateway 1.
- 1.3. To recommend an interim budget to progress the development of the previously agreed 'early win' projects during 2014/15 and seek appropriate approvals.

2. Information

Progress Update

- 2.1. The City Deal agreed with Government in July 2012 included a commitment for a transformational programme of transport investment to drive economic growth. This programme was to be delivered through the establishment of a new £1bn+ transport fund.
- 2.2. The initial package of schemes has been carefully targeted on the amount of GVA generated per £1 of investment. The agreed programme of circa £1.6 billion (at outturn cost) will:
 - Generate significant additional economic investment that would deliver jobs and growth - up to around 20,000 new jobs in West Yorkshire and York and £2.4bn GVA per annum by the mid-2030s;
 - Bring specific local benefits to residents, businesses and communities by improvements in the West Yorkshire and York transport networks;
 - Unlock key employment and housing growth sites in West Yorkshire and York in the city/town centres and Local Plan growth points; and
 - Unlock growth of around 10,000 new homes by around 2030.

- 2.3. Good progress has been made on developing an approved set schemes for the 'early implementation' projects (as identified in Appendix 1), using funding of £2.7m which was allocated in 2012/13. There is a need to continue the development of these schemes further; particularly as their delivery would in part be funded by the Local Growth Fund through the Strategic Economic Plan (SEP) submission and which would require delivery to commence during 2015/16.
- 2.4. As reported to the Combined Authority meeting on 1 April 2014, negotiations on the how the Fund would be financed in totality are on-going.

Approval of Aire Valley (Leeds) Park and Ride Gateway 1 submission

- 2.5. The West Yorkshire and York Local Transport Body (LTB) Interim Assurance Framework sets out the appropriate safeguards and processes to be put in place to ensure the proper use of public funds and that value for money is secured when developing and delivering major transport schemes. The ITA Executive Board has been responsible for approving progression through Gateways, in line with the agreed framework.
- 2.6. The framework, which was approved by the ITA Executive Board and agreed with DfT, identifies the following Gateways for scheme development:
- **Development Approval (Gateway 1)** - scheme sponsors undertake modelling, appropriate feasibility work and the preparation of a high level business case;
 - **Procurement Approval (Gateway 2)** - scheme sponsors continue to develop more robust cost estimates, undertake high level WebTAG appraisal appropriate to the nature and complexity of the scheme, progress detailed design work, refine risk levels, seek a price from the market to implement the scheme and updates the business case;
 - **Implementation Approval (Gateway 3)** – the Interim LTB needs to be satisfied that the final cost estimates are robust, risk exposure is acceptable, and that forecast outcomes remain comparable with those agreed in earlier gateways.
- 2.7. To pass Gateway 1, the submitted documentation needs to show that the scheme will provide an acceptable level of value for money, has a clear set of objectives and a realistic chance of successful implementation. The intention is to progress schemes, subject to funding being available, to Gateway 2 once Gateway 1 has been passed.
- 2.8. The park and ride is an agreed 'early win' scheme, and is the first phase of the Aire Valley Integrated Transport Package. The subsequent phases include a new north south link road, a new river bridge and works at M1 junction 45. This park and ride phase can being delivered during 2015/16.
- 2.9. The review concluded that the design work to date identifies a feasible scheme, that it could be delivered within budget, and on time, offered good value for money (in terms of its transport and economic impacts) and that revenue costs exceeded operating cost after an initial start-up period. Details on the profiling of revenues and operating costs will be provided at the next Gateway stage.

- 2.10. The Interim Portfolio Board has endorsed approval to Gateway 1 and subsequent scheme progression
- 2.11. The Gateway 1 submission is seeking £800,000 to allow the preparation of detailed design, submission of planning application and the development of a full detailed business case. Approval to proceed beyond that stage would be sought at Gateway 2.
- 2.12. The budget for this work has been included in the proposed interim budget set out below.

Interim Budget Requirements for 2014/15

- 2.13. It is necessary to maintain progress with scheme development, in order to ensure schemes are ready for delivery from 2015/16 onwards, whilst the funding arrangements for delivery are being put in place.
- 2.14. It is forecast that the cost of progressing the work currently agreed through the governance process is £5.260m in 2014/15. This forecast includes project development costs, staff resources and specialist technical support.
- 2.15. The ITA Executive Board previously approved an initial budget of £2.7m in 2013/14, of which £0.673m is being carried forward. An additional budget allocation of £4.587m is now required.
- 2.16. The February 2014 ITA Annual Budget Report identified that a £4.9m on-going annual contribution towards the Transport Fund is available through the levy from 2014/15 onwards. This funding is in addition to a sum of £3.4m held in reserve from the levy ring-fenced in 2012/13 and 2013/14 to support the Fund. The total budget available to develop the Transport Fund 'early wins' is therefore £8.3m.
- 2.17. There is a risk, albeit low, of abortive work should the schemes listed in Appendix 1 not be funded in the foreseeable future. Nevertheless it is considered desirable to maintain progress. This approach has been endorsed by the Interim Portfolio Board. It is therefore recommended that the Transport Committee support the continuation of work to develop the 'early win schemes' and seek the agreement of the Investment Committee to this approach. The Combined Authority would be requested to approve additional budget allocations for the purpose of preparing schemes for early delivery.
- 2.18. The overall programme and on-going funding requirements will be reviewed once the outcomes of the SEP submission and on-going negotiations with government are known.

3. Financial

- 3.1. The budget allocation of £4.587m can be met from the funding of £8.3m previously set aside for the WY+TF.
- 3.2. The budget is designed to progress development of schemes for delivery starting from 2015/16. Further information on the funds available for delivery during 2015/16 will be brought back to this Committee following the on-going discussions with Government and when the outcome of the SEP bid is known in early July.

4. Legal Implications

- 4.1. None as a result of this report.

5. Staffing Implications

- 5.1. The overall co-ordination of the WY+TF will continue to be managed by the Portfolio Office, utilising staff from the Combined Authority. Individual projects are being managed and progressed using a combination of in-house staff (WYCA and District Council) and consultancy support.
- 5.2. There will be a future requirement for additional resources to progress the WY+TF programme, and this will be clearer once the outcomes from SEP bid and negotiations with government are known.

6. Recommendations

- 6.1 That the Committee approve the progression of the Aire Valley Park and Ride project through Gateway 1.
- 6.2 That the Committee endorse the allocation of £4.587m of capital funding to enable further development of the 'early win' West Yorkshire Plus Transport Fund schemes.
- 6.3 That agreement to this approach be sought from the Investment Committee.
- 6.4 That the Combined Authority be requested to approve expenditure of £4.587m for this purpose.

Appendix 1 – WY+TF Early Win Projects

District	Project
Bradford	Harrogate Road/New Line Junction
	Bradford - Keighley A650 Hard Ings Road and town centre improvements
	Bradford Gateways
	Tong Street
Calderdale	Halifax Station (quality, capacity)
	Halifax- Huddersfield A629 Corridor Improvements - Phase 1 - Salter Hebble junction
	Phase 4a - Halifax town centre , eastern relief road - Define Town Centre Masterplan
Kirklees	Huddersfield to Cooper Bridge plus Cooper Bridge junction
	A644 Cooper bridge to J25
	Huddersfield Station Phase 1: Subway and Phase 2: Platform 9 (connectivity)
	A653 Leeds- Dewsbury Corridor
Leeds	East Leeds Orbital Road
	Leeds city centre network improvements – Phase 1, 2 and 3
	A65 - LBIA Link Road
	Aire Valley - Leeds Integrated Transport Package – Phase 1 (park and ride)
Wakefield	Wakefield Eastern Relief Road
	Pontefract Northern

Metro	East Leeds Parkway
	Caldervale Line
	Rail Package (Parking only) – Phase 1
	Castleford Station Phase 3 (passenger facilities)
	Leeds Station MasterPlan (quality, capacity, vehicle access)
	NGT City Centre to Aire Valley
	Leeds-Bradford Corridor demonstration project
	LBIA access strategy – feasibility with DfT
York	Public Transport Improvements and A19 Bus Lane and access to Designer Outlet P&R Improvements
	York Outer Ring Road Improvements Phases 1 and 2
	York Central Access
Lead TBC	Highway Efficiency - UTMCI