



TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 21 APRIL 2017
IN COMMITTEE ROOM A, WELLINGTON HOUSE,
40-50 WELLINGTON STREET, LEEDS LS1 2DE**

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 24 FEBRUARY 2017**
Copy attached.
(Pages 1 - 8)
- 5. LEEDS CITY REGION HS2 GROWTH STRATEGY CONNECTIVITY APPROACH**
To consider the attached report.
(Pages 9 - 14)
- 6. WYCA RESPONSE TO BUS BILL CONSULTATION**
To consider the attached report.
(Pages 15 - 22)
- 7. WYCA RESPONSE TO THE GOVERNMENT'S AIRPORTS CONSULTATION**
To consider the attached report.
(Pages 23 - 26)
- 8. LTP APPROVALS: REAL TIME EVOLUTION DISPLAY RENEWAL**
To consider the attached report.
(Pages 27 - 30)

9. LTP APPROVALS: BUS DELIVERY PROGRAMME

To consider the attached report.

(Pages 31 - 34)

10. CITY REGION TRANSPORT UPDATE

To consider the attached report.

(Pages 35 - 44)

11. TRANSPORT SERVICES BUDGET 2017/18

To consider the attached report.

(Pages 45 - 48)

Minutes

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

Copies attached.

(a) WAKEFIELD - 30 MARCH 2017

(Pages 49 - 54)

(b) BRADFORD - 31 MARCH 2017

(Pages 55 - 58)

(c) LEEDS - 3 APRIL 2017

(Pages 59 - 64)

(d) CALDERDALE - 4 APRIL 2017

(Pages 65 - 70)

(e) KIRKLEES - 5 APRIL 2017

(Pages 71 - 76)

Signed:



WYCA Managing Director



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 24 FEBRUARY 2017 AT COMMITTEE ROOM A, WELLINGTON
HOUSE, 40-50 WELLINGTON HOUSE, LEEDS**

Present:

Councillor Eric Firth (Vice-Chair)	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor Abid Hussain	Bradford Council
Councillor Hassan Khan	Bradford Council
Councillor Glyn Lloyd	Wakefield Council
Councillor Michael Lyons OBE	Leeds City Council
Councillor Marielle O'Neill	Kirklees Council
Councillor Andrew Pinnock	Kirklees Council
Councillor Rebecca Poulsen	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Councillor Tim Swift	Calderdale Council
Councillor Christine Towler	Leeds City Council

In attendance:

Councillor Barry Collins	Calderdale Council
Councillor Peter McBride	Kirklees Council
Councillor Alex Ross-Shaw	Bradford Council
Dave Pearson	WYCA
Liz Hunter	WYCA
Dathan Tedesco	WYCA

48. Apologies for absence

Apologies for absence were received from Councillors Keith Wakefield, Ian Gillies and Richard Lewis.

49. Declarations of disclosable pecuniary interests

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

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

There were no exclusions of the Press and Public at the meeting.

51. Minutes of the meeting of the Transport Committee held on 9 December 2016

Resolved: That the minutes of the Transport Committee held on 9 December 2016 be approved and signed by the Chair.

52. West Yorkshire Transport Strategy public consultation report

The Committee considered a report setting out the implications, response and next steps following public consultation on the West Yorkshire Transport Strategy. This drew on the conclusions and discussions of the Transport Committee workshop held on 23 January 2017.

Members reviewed the Transport Strategy Consultation Report, its conclusions, and the independent analysis of the responses attached to the report. Members made a number of comments, several of which drew attention to a disparity in the number of respondents between districts. It was acknowledged that the analysis of the data had taken this into account, and that this was a work in progress, with a plan in place to bring an updated report back to the Committee in July.

Members who had attended the Transport Committee workshop in January also reported that they found it useful.

Resolved:

- (i) That the West Yorkshire Transport Strategy is amended and brought to a future meeting of the Committee for endorsement and recommendation to WYCA.
- (ii) That further work to define how the policies can best be delivered through the development of a fuller strategy and action plan, following adoption, be endorsed.

53. Bus Strategy

The Committee considered a report setting out the implications, response and next steps following public consultation on the Bus Strategy. This drew on the conclusions and discussions of the Transport Committee workshop held on 23 January 2017. Members also noted an update on the Bus Services Bill and considered a response to the House of Lords Key Amendments to the Bill.

Members were pleased to note and endorse the WYCA position on the House of

Lords Key Amendments. In particular members felt that WYCA should support the amendment that would remove Clause 21 of the Bill, which would prohibit local authorities from establishing companies for the purpose of operating local bus services.

Members also fed back and discussed some of the challenges faced by bus users and drivers in the districts.

Resolved:

- (i) That the next steps following the public consultation on the Bus Strategy and the latest update on the Bus Services Bill be noted.
- (ii) That the draft position regarding the House of Lords Amendments around the Bus Services Bill as outlined in Appendix 1 be endorsed.
- (iii) That the proposed Bus Strategy Partnership Delivery Programme be endorsed.

54. West Yorkshire Low Emission Strategy 2016-2021

The Committee considered a report which provided an overview of the purpose and content of the West Yorkshire Low Emission Strategy (WYLES), and asked whether WYCA should adopt the strategy.

WYLES addresses Air Quality and Climate Change/Carbon reduction. It is a high level strategy document, largely concerned with transport, providing a framework to shape policy and actions by the West Yorkshire district councils to tackle pollutants which impact on health and environment. The statutory duty to manage air quality rests with the West Yorkshire district councils, but WYCA is active in WYLES recommendations and could develop a more proactive role.

Resolved:

- (i) That the WYLES be endorsed for formal adoption by WYCA.
- (ii) That WYCA works with the West Yorkshire District Councils to jointly develop a detailed Action Plan for delivery of the WYLES.
- (iii) That a workshop session on Air Quality is held with Transport Committee and Portfolio Holders to provide input on actions and priorities.

55. HS2 consultation response

The Committee considered a report which provided an update on the HS2 project and sought agreement to the proposed response to High Speed Two Phase 2b Route

Refinement Consultation.

It was noted that WYCA supports and welcomes the arrival of high-speed rail and strongly supports an integrated Leeds station. Also, the developments of HS2 and Northern Powerhouse Rail should complement each other and be supported by continued investment to enhance the conventional local, regional and national rail network. WYCA also supports the proposal for a northern junction, which would service Sheffield and then continue north to Leeds and beyond.

Members welcomed the draft consultation response and expressed questions and concerns over some of the specifics of the proposals, which have yet to be confirmed.

Resolved: That the draft response to High Speed Two Phase 2b Route Refinement Consultation, as detailed at Appendix A of the report, be approved.

56. Transport Strategy Implementation Plan 3 - LTP Integrated Transport block programme

The Committee considered a report which sought endorsement of a draft West Yorkshire LTP Integrated Transport block funded programme 2017-22 (IP3) as part of the overall Transport Strategy Implementation Plan 3.

It was noted that the Transport Committee agreed an indicative programme in December 2016, with priorities and indicated percentage allocations for the use of the LTP Integrated Transport (IT) funded element of the programme.

Members were advised that IT block funding is intended to fund smaller scale improvements to transport networks and facilities.

The Department for Transport has confirmed that West Yorkshire's share of the new National Productivity Investment Fund (NPIF), for local authorities to improve local road networks and public transport, is £6.925m. It is proposed to use £1.615m of the Year 1 NPIF grant to fund an expanded LTP IP3 programme, with the remainder proposed to be used for discretionary spend by partners for schemes in line with the draft Transport Strategy, contributing to the NPIF objectives.

The Committee noted the proposed programme, which shows detail for the first two years of IP3 (2017-19) and indicative allocations for the following three years (2019-22).

Resolved:

- (i) That the draft West Yorkshire LTP Integrated Transport block funded programme 2017-22 (IP3), attached to the report, be endorsed and recommended to WYCA for approval.

- (ii) That the use of 2017/18 National Productivity Infrastructure Fund to support delivery of the Integrated Transport block programme and partner priorities be endorsed.

57. LTP Approvals - LTP Quarterly Payments

The Committee considered a report asking it to approve Quarter 4 2016/17 payments for the Local Transport Plan (LTP) Integrated Transport and Highway Maintenance Blocks, Highways Maintenance Incentive Funding and the Cycle City Ambition Grant.

Resolved: That the quarterly payments as set out in Table 1 of the report be approved.

58. LTP Capital Spending and Project Approvals: Smartcard and Information Programme

The Committee considered a report on proposals for the funding of three Local Transport Plan projects that are part of the Smartcard and Information Programme:

- **Card Application System**
To extend the new card application system to enable customers to buy MCard ticket products (e.g. weekly, monthly) online using the MCard website. This will enable customers to buy tickets when and where they like, 24 hours a day, 7 days a week. The system will be developed to deliver personalised ticketing and travel information to card holders who wish to receive such information. This will enable information such as timetable changes or planned disruption information to be sent only to those customers who need to know based upon their travel patterns. Enhancements will be made to enable online smartcard application process for pupils who qualify for free travel to school or wishing to reserve a seat on a school bus service. The cost of these initiatives is £870k.
- **Smartcard**
To enhance the Smartcard retail offer to make it easier to purchase tickets by providing further self-serve MCard ticket machines and to extend the retail network to allow customers to allow customers to load (“pick up”) tickets pre-purchased online at a convenient locations. Work will be undertaken to scope the business case for a daily cap (the next stage of Pay As You Go which ensures the customer never pays more than a fixed daily price). Roll out of the daily cap would be subject to the development of a customer proposition, pricing and associated commercial arrangements which will be presented to the Committee. The cost of these initiatives is £613k.
- **Traveller Information**
Traveller Information enhancements including expansion of the self-service enquiry points at bus stations. The project will also enable enquirers to access

single bus fare information (which also requires bus operators to provide the data). This project will enable the creation of on-street city centre maps showing location of all city centre stops and key destinations served. The cost of these initiatives is £271k.

Resolved:

- (i) That expenditure of £870k to deliver the Card Application System project funded from the Local Transport Plan (Implementation Plan 3) be approved.
- (ii) That expenditure of £613k to deliver the Smartcard Project funded from the Local Transport Plan (Implementation Plan 3) be approved.
- (iii) That expenditure of £271k to deliver the Traveller Information project funded from the Local Transport Plan (Implementation Plan 3) be approved.

59. December 2017 rail timetable changes

The Committee considered a report summarising the proposed changes to services on the Arriva Rail North (ARN) rail network in December 2017, and the main points of the response WYCA has submitted to the relevant consultation.

The report also summarised the proposed changes to services on the Arriva Cross-Country (AXC) and Trans-Pennine Express (TPE) rail networks in December 2017, and WYCA's responses to the recent consultations in respect of each. The report supplemented the briefing notes produced in December 2016 and updated the report provided to the Committee on 14 October 2016.

Resolved: That the contents of the report be noted.

60. City Region transport update

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

- Leeds Public Transport Investment Programme
- HS2 Growth Strategy
- Bus 18
- Key Route Network
- Yorkshire Highway Alliance
- DfT Access Fund
- City Connect
- Low Moor Station
- Transport for the North
 - Single Transport Plan
 - Northern Powerhouse Rail

- Route Strategies
- International Connectivity
- East - West Connectivity

Resolved: That the contents of the report be noted.

61. Transport Committee 2017 timeline

The Committee considered a report which provided an overview of the issues and themes to be considered over the coming calendar year.

A programme of workshops was also proposed for the committee, to discuss:

- Local rail service development – presentations from Rail North and the Northern and TPE franchisees
- Air quality and transport
- Freight

It was noted that the Committee would review the criteria for supported bus services and education transport in order to ensure expenditure meets WYCA's policies within the reduced available funding. Reports on cost efficiency and income generation proposals will be brought to future meetings of the Committee.

Resolved:

- (i) That the issues to be considered during 2017 be noted.
- (ii) That a programme of themed workshops are provided for Members of the Committee.

62. Bus Services Working Group

The Committee considered a report to update members on the areas covered at the meeting of the Bus Services Working Group on 12 December 2016.

It was reported that the Working Group had also considered issues raised in two petitions received by WYCA:

- Bus services connecting Keighley and Halifax.
- Bus services in West Ardsley

Members noted the issues and the actions taken.

Resolved:

- (i) That the content of the report be noted.

- (ii) That the issues raised in petitions to the Authority regarding bus services and the actions taken, as detailed in the report, be noted.

63. Minutes of the meetings of the District Consultation Sub-Committees held on:

(a) Calderdale - 10 January 2017

Resolved: That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on 10 January 2017 be approved.

(b) Kirklees - 11 January 2017

Resolved: That the minutes of the meeting of the Kirklees District Consultation Sub-Committee held on 11 January 2017 be approved.

(c) Bradford - 13 January 2017

Resolved: That the minutes of the meeting of the Bradford District Consultation Sub-Committee held on 13 January 2017 be approved.

(d) Leeds - 16 January 2017

Resolved: That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on 16 January 2017 be approved.

(e) Wakefield - 19 January 2017

Resolved: That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on 19 January 2017 be approved.

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



Report to: Transport Committee

Date: 21 April 2017

Subject: Leeds City Region HS2 Growth Strategy Connectivity Approach

1 Purpose

- 1.1 To provide an update on the development of the Leeds City Region HS2 Growth Strategy.

2 Information

- 2.1 The February 2017 Transport Committee update report provided a summary of progress on the Leeds City Region HS2 Growth Strategy. This report provides further details and next steps, particularly around the connectivity component of the Strategy.

Background

- 2.2 In the 2016 Budget, Government announced they were making available funding to those cities with a HS2 station to develop a growth strategy to set out how they intended to maximise the arrival of HS2. HS2 is more than a transport scheme; the new railway will be an engine for growth through generating jobs, help rebalance the economy between north and south, and provide a platform for the country's future prosperity. HS2 will connect people and businesses, enhancing productivity and commercial activity. It will act as a catalyst for city centre regeneration and major development schemes. Current estimates predict that HS2 will generate benefits of at least £60 billion for the UK.
- 2.3 WYCA set out its continuing support for HS2 coming to Leeds at its meeting in July 2016. 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.
- 2.4 The LCR HS2 Growth Strategy will consider how interventions delivered alongside HS2 in Leeds and the wider City Region could spread 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 economic workstream forms the central

element of the strategy. The Strategy is due to be submitted to Government in September 2017.

- 2.5 WYCA and LCC secured the first phase of funding of £625K from DCLG in 2016 to develop the LCR HS2 Growth Strategy. This funding was approved by Combined Authority in July 2016. Phase 1 of the LCR HS2 Growth Strategy Programme has now been commissioned with a series of workstreams and consultants commencing work. The workstreams for phase 1 and lead advisors are:

- Economic workstream (Deloitte)
- Skills and Supply Chain (Arup)
- Funding & Finance strategy (Cushman and Wakefield)
- Developing the Yorkshire Hub (Atkins)
- South Bank Infrastructure Delivery Plan (Mott Macdonald)
- Commission Integration & Growth Strategy drafting (Deloitte)

- 2.6 Following a successful submission for Phase 2, on 22 March 2017, WYCA received a Grant Determination Letter for this second phase, also for £625K. As with Phase 1, WYCA will continue to be the accountable authority for the grant. Financial approval was gained from the Combined Authority to spend the Phase 2 grant of £625k at the meeting on 6 April 2017. Governance of this funding by Transport Committee is described below.

HS2 Growth Strategy: Connectivity Workstream

- 2.7 Phase 2 of the HS2 Growth Strategy will focus on how connectivity can support economic growth as a result of HS2. The purpose of this workstream will be to establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to Leeds.
- 2.8 The Leeds City Region ('LCR') Strategic Economic Plan (SEP), 2016-2036, is the ambitious, long-term strategy to fulfil the Leeds City Region's exceptional economic potential, and cement its place as a growth engine for the North and the nation as a whole. Refreshed in 2016, the vision is "to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone".
- 2.9 The West Yorkshire Transport Strategy supports the Leeds City Region Strategic Economic Plan's targets of creating an additional 35,700 jobs over the next 20 years, and growing the City Region economy at a faster rate than the national average. The Transport Strategy sets out the vision, objectives and proposed policies at a West Yorkshire level. Whilst it does not look in detail at spatial plans for individual districts it does set out that the ambition is for a transformational metro style public

transport system that connects different modes of transport into one network which includes improvements to local connectivity, especially for strategic growth areas across the Region.

- 2.10 The Leeds Transport Strategy also maintains an ambition to have a transport system which can transport large numbers of people through the growing city; this includes considering options for mass transit.
- 2.11 This connectivity workstream will need to develop a strategy which builds on the existing policy framework and incorporates the existing body of evidence, to establish how different modes, including rail, mass transit and bus rapid transit can unlock economic growth constraints, to realise the policy aspirations for Leeds and across the City Region.
- 2.12. Reflecting on the tight HS2 Growth Strategy timetable, a new commission is in the process of being tendered. The advisor commissioned through the *Strategic and Economic Connectivity Support* tender will establish from an economic perspective, corridor constraints across the Leeds City Region, both now and into the future. This will identify corridor gaps which need to be addressed through improved connectivity. From which, the commission will:
- Develop a comprehensive, evidence based and robust HS2 connectivity component for the HS2 Growth Strategy, considering both local and regional connectivity requirements. This will establish the case for individual corridor connectivity interventions, as well as a set of priority schemes for including within the HS2 Growth Strategy submission. This includes developing a prioritised package of connectivity schemes across rail, mass transit and bus rapid transport, for inclusion within the HS2 Growth Strategy submission in September 2017.
 - Consider the case for a Leeds City Region Mass Transit system, which sits within the context of broader connectivity requirements for the HS2 Growth Strategy, West Yorkshire Transport Strategy and LCR Strategic Economic Plan.
- 2.13 As the Local Transport Authority for West Yorkshire, WYCA has a statutory duty to produce and review a Local Transport Plan and this role is fulfilled through the on-going production of the West Yorkshire Transport Strategy. As with other modal strategies (such as the Bus Strategy), this new Leeds City Region HS2 Connectivity Strategy would, in time, become a daughter document of the West Yorkshire Transport Strategy and LCR Strategic Economic Plan.
- 2.14 To support this work, it is proposed that Transport Committee recommend to WYCA that a Leeds City Region HS2 connectivity strategy be developed. Whilst the oversight of the strategy would be overseen by Transport Committee, it would be WYCA that would in time adopt the strategy as a daughter document to the West Yorkshire Transport Strategy.

- 2.15 Further updates on the development of the HS2 connectivity workstream will be brought to WYCA and WYCA Transport Committee and also considered through future Transport Committee workshops.

2016 Metro Study

- 2.16 Whilst the HS2 Connectivity work programme set out above, set a different question and has a different purpose, it will apply many of the conclusions learnt from the 2016 Leeds City Region Metro study. This study which was considered at a Transport Committee workshop in February 2017, focused on regional 'hub-to-hub' services and the consultancy report is now available on the WYCA website. It concluded that in corridors currently served by rail, enhancing rail should always be the default option to providing connectivity. There are however a number of 'hub-to-hub' corridors where conventional rail currently does not (or cannot) meet the expected service standards.
- 2.17 For these 'hub-to-hub' corridors which could not be served by rail, alternative options were investigated, but significant challenges were identified, particularly around cost and deliverability issues. These challenges were particularly acute when considering a regional tram-train system across West Yorkshire. Reflecting on this, as well as the emerging outputs from the Sheffield Tram-Train trial, the conclusions of this study will be used to inform the development of the HS2 Growth Strategy submission and have also helped to Leeds Public Transport Investment Package which included the development of a new Leeds Bradford Airport rail station on the Harrogate railway line.

3 Financial Implications

- 3.1 WYCA has now received a Grant Determination Letter for £625K for this second phase. As with Phase 1, WYCA will continue to be the accountable authority for the grant.
- 3.2 Financial approval was gained from the Combined Authority to spend the Phase 2 grant of £625k at the 6 April meeting.

4 Legal Implications

- 4.1 WYCA Terms of Reference set out that the development and adoption of new strategies can only be approved by WYCA. This report proposes that Transport Committee recommends to WYCA that a new LCR HS2 Connectivity strategy be developed.
- 4.2 The new LCR HS2 Connectivity Strategy will consider which of the existing mass transit related planning policies identified in existing extant planning documentation (such as the Leeds UDP) would still be required. Land already within WYCA ownership from development of previous mass transit schemes will be retained until the new LCR HS2 Connectivity Strategy identifies that it is no longer required for this purpose.

5 Staffing Implications

- 5.1 Initial development work is being undertaken within the Transport Policy team. Additional staffing resources are being established through the WYCA One Organisation, organisational design process.

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 That Transport Committee note the development of the connectivity strategy as part of the HS2 Growth Strategy.
- 7.2 That Transport Committee recommend to WYCA that a Leeds City Region HS2 Connectivity Strategy be developed and that oversight of this is delegated to Transport Committee with a view to its adoption in due course by WYCA.
- 7.2 That Transport Committee note that land already within WYCA ownership from development of previous mass transit schemes will be retained until the new LCR HS2 Connectivity Strategy identifies that it is no longer required for this purpose.

8 Background Documents

- 8.1 None.

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Director: Dave Pearson, Director of Transport Services
Author: Tom Gifford



Report to: Transport Committee
Date: 21 April 2017
Subject: Bus Services Bill Update

1 Purpose

- 1.1 To provide an update on the development of the Bus Services Bill.

2 Information

- 2.1 As has previously been reported to Transport Committee at recent meetings, the Bus Services Bill continues through parliamentary process.

- 2.2 The Bus Services Bill seeks to “expand the range of tools available” to directly elected mayors and local transport authorities (LTAs) in areas in England outside of London to improve local bus services. The Government has said that the Bill would:

- Give elected mayors and LTAs “the power to improve bus services for the people who use them”.
- Provide directly elected mayors with “London-style powers to franchise local services”.
- Make available to app developers data about routes, fares and times across the country to give “passengers better information about how to make the most of local bus services”.

- 2.3 The Bill makes provision in the following areas:

- Advance Quality Partnership Schemes (‘AQPS’) and Enhanced Partnership Schemes (‘EPS’) (clauses 1 to 3 and 9 to 15)
- Bus franchising (clauses 4 to 6)
- Ticketing improvements (clauses 7 to 8)
- Bus registration and open data (clauses 16 to 20)

- 2.4 It is an enabling bill and extends to England and Wales, although it is intended to apply only to areas in England outside of London. The Explanatory Notes state that

the “Government would not mandate which approach is to be taken, encouraging LTAs to pursue the most suitable solution for their area”.

House of Commons Public Bill Committee

- 2.5 In line with standard parliamentary process, the Bill was considered at the House of Commons Public Bill Committee. Public Bill Committees examine each Bill line by line. Once a committee has finished looking at a Bill, it reports its conclusions and any amendments made to the Commons, where Members debate the Bill further. Although the Lords do not meet in Public Bill Committees, they have a report stage to allow further consideration of Bills.
- 2.6 Based on the conclusions reached at the WYCA February Transport Committee meeting, a WYCA submission was made to the Public Bill Committee on 15 March. A copy of the submission is included in **Appendix 1** of this report and was circulated to Transport Committee members ahead of the submission. Key messages were raised with local MPs. The most local MP to West Yorkshire who was sitting on the Committee was Andrew Jones MP (Parliamentary Under-Secretary, Department for Transport).
- 2.7 Submissions were also made by a number of other organisations including Urban Transport Group, Campaign for Better Transport, TfGM, First Group, Nexus and Arriva. These are all public submissions and can be found on the parliament website¹.
- 2.8 The Public Bill Committee stages completed during early March, following which the Bill was considered at Report Stage and Third Reading on Monday 27 March 2017.
- 2.9 At this point, the implications to the Bill are that many of the amendments proposed through the House of Lords have been dropped and the Bill generally reflects the original drafting. As currently drafted, this means that for example; only Mayoral Combined Authorities would be able to access the simplest route to franchising and new municipal bus companies are unable to be set up.
- 2.10 The Bill has now passed all its Commons stages and will now be considered by the House of Lords.

Guidance and Secondary Legislation Consultation

- 2.11 The February Transport Committee papers set out that on 8 February 2017, DfT published consultation documents seeking views on some key regulations and guidance associated with the Bus Services Bill. The consultation closed on Tuesday 21 March 2017.

¹ <http://services.parliament.uk/bills/2016-17/busservices/committees/houseofcommonspublicbillcommitteeonthebusservicesbillhl201617.html>

2.12 WYCA submitted a response to the consultation and a copy of the WYCA consultation response was circulated to Transport Committee members prior to its submission. Copies of the full WYCA response document are available upon request. Whilst being broadly content with the AQPS and Franchising provisions, a number of issues were highlighted around the EPS guidance. Key issues highlighted in the consultation response included:

- Concern around the ability of the EPS to function without the provision of necessary data to LTAs.
- Concern around the proposed bureaucratic approach to data provision for varied or cancelled services.
- The need for significant clarification around the EPS TUPE provisions
- A lack of clarity around the interaction between the new ticketing powers proposed and existing powers.
- A general concern around the complex, unclear and inconsistent nature of the drafting of the EPS guidance and regulations. As an example, as drafted it is unclear how an EPS could be terminated if it is not delivering against its performance criteria.
- Finally, there was also a concern around the conditions/scope for Non-Mayoral CAs to access franchising powers. This was an area not covered by the consultation but could be particularly important for West Yorkshire, given the latest drafting of the Bill only allows Mayoral Combined Authorities to access the simpler route to franchising.

2.13 The DfT are currently considering the consultation responses and will provide an update shortly.

Timescales and Next Steps

2.14 The DfT are still working on the basis that the Bill will reach Royal Assent by the summer.

2.15 A verbal update on the progress of the Bill will be provided at the meeting.

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 None as a result of this report.

7 Recommendations

7.1 To reaffirm WYCA Transport Committee's support for the positions outlined in **Appendix 1** regarding the Bus Services Bill.

8 Background Documents

8.1 None.

Bus Services Bill**West Yorkshire Combined Authority (WYCA) Submission to House of Commons Committee**

About us: WYCA

The West Yorkshire Combined Authority (WYCA) is the Local Transport Authority for West Yorkshire. With annual passenger journeys in 2016 of 170m¹, West Yorkshire has the third highest number of annual bus journeys of any Authority outside of London.

The principles of the Bill have cross party member support in West Yorkshire. The principles set out in this note were endorsed by WYCA Transport Committee members at its meeting on 24 February 2017.

Current Position

As demonstrated by Nexus in their Quality Contract Scheme Board, the existing powers available through the 2000 and 2008 Transport Acts are not fit for purpose and the delivery of the new Bus Services Act is vital to enabling the growth of the Region's economy.

WYCA strongly supports the principles of the Bus Services Bill and anticipates applying the new powers to West Yorkshire, as soon as the legislative process is complete.

As with all legislation, the 'devil is in the detail'. The DfT have now commenced a consultation on many aspects of the guidance and regulations. WYCA has a number of concerns within the guidance, particularly around the Enhanced Partnership elements, and will be responding to the consultation on the guidance by the closing date 21 March 2017.

The DfT have advised that comprehensive guidance to accompany the Bill will only be produced as soon as possible after Royal Assent. Full draft guidance/documentation would clearly be beneficial in advance of Royal Assent, as it will help confirm whether the DfT's expectation of how the provisions will be used reflect those of LTAs.

The key points associated with the Bus Services Bill are listed below:

1. [Clauses 1, 4, 9] Low Emissions Buses Specified for partnership and franchising – WYCA does not support

- 1.1. The Bill specifies that all new buses used to provide services in areas where Partnership or Franchising schemes have been established must qualify as 'low emission buses' according to the criteria Government set out when awarding funding as part of the Low Emission Bus competition. WYCA Transport Committee does not support this requirement.
- 1.2. *Reason:* Whilst WYCA Transport Committee supports any step towards low emissions vehicles and improving air quality, it feels that these matters should be determined locally to enable Transport Authorities to prescribe the standards that fit their local conditions and therefore it should not be specified as a requirement in the legislation.

2. [Clause 4] Automatic Access to Franchising Powers – WYCA supports Lords amendment

¹ DfT Bus Statistics, series 109

- 2.1. WYCA supports the Lords amendment which opened access to franchising powers to all local authorities without regulations, rather than only those which are Mayoral Combined Authorities (or have the Secretary of State's permission).
- 2.2. *Reason:* Local Transport Authorities are best placed able to determine the most appropriate way to manage bus services to suit their local economy. A variety of different local governance models are being developed throughout the country. To restrict bus franchising powers only to mayoral authorities potentially limits the power of other governance models to make a positive difference with their local bus networks.
- 2.3. We understand that the Government will be seeking that the amendment be overturned, so that the powers are only available to Mayoral Combined Authorities and as outlined above. Whilst supporting the Lord's amendment, the Combined Authority would not seek to lose the other provisions in the Bill should the Bill be threatened with withdrawal on this point.

3. [Clause 4] Dilution of the 'Simpler route to franchising' - WYCA supports

- 3.1. This clause seeks to simplify the process whereby franchising could be introduced. WYCA would be extremely concerned if the 'simpler route to franchising' powers were omitted or diluted. We do not support any amendments which seeks to introduce any further criteria or tests as this risks moving this legislation into the same category as the 2000 and 2008 Acts i.e. unusable in practice.
- 3.2. *Reason:* As demonstrated by Nexus in its Quality Contract Scheme Board, the existing powers available through the 2000 and 2008 Transport Acts are not fit for purpose. The simpler route to franchising provided within the Bus Services Bill provides the means to deliver franchising more efficiently and effectively.

4. [Clause 9] Enhanced Partnership Schemes ('EPS') - WYCA supports the principles

- 4.1. We support the proposed new principles EPS approach but the EPS needs to ensure the right balance of proportionality and governance, to focus on delivery of bus services in an increasingly constrained financial environment. EPS provisions need the flexibility to work in all circumstances (rural, urban and suburban) and will also (given operator veto) require a period of negotiation in advance.
- 4.2. It is important to ensure that the EPS voting mechanism can accommodate local circumstances, so neither a dominant operator nor a small operator can unreasonably frustrate or dominate the scheme. WYCA supports the EPS approach as currently drafted.
- 4.3. As currently drafted, the lack of revenue and vehicle information being provided to Authorities in respect of an EPS means it will be extremely challenging to work collaboratively with bus operators to specify and monitor the benefits which an EPS can bring. Fundamentally the problem with the regulations as currently drafted are that they assume that the Authority makes a conscious decision to either implement an EPS or franchising, whereas in reality an Authority will need to keep transport policy under review, including determining whether changes to an EPS are preferable to moving to a franchising scheme (or vice versa). The decisions of an Authority should be based upon access to, and review of, appropriate data, rather than having that data limited by reference to what route you have already decided to take.

- 4.4. *Reason:* Any amendments which seek to add additional hurdles or requirements which would risk fewer EPS being taken up as those requirements may not be appropriate given very varied local circumstances; or could mean entirely different standards on an EPS applying than to the rest of the bus network.

5. [Clause 16] Confer functions to enforce traffic offences - WYCA supports

- 5.1. This gives the Secretary of State the ability to confer functions to Authorities promoting an Advanced Quality Partnership Scheme (in partnership with bus operators), to enforce all moving traffic offences within the scope of the scheme. This would include powers to enforce and issue penalty charges for offences such as disregarding one-way systems, failing to give priority to ongoing traffic, or disregarding box junction markings. These powers are in place in London under separate legislation. WYCA Transport Committee supports this amendment as put forwards by the House of Lords
- 5.2. *Reason:* These powers would bring other regions in line with London and would strengthen the ability to enforce bus priority measures.

6. [Clause 17] Strengthening Consumer Rights for bus services - WYCA supports

- 6.1. Consumer rights in relation to bus services are at present extremely limited. For example there is no right of access to fares information (other than when boarding a bus) and available data on how bus routes are performing is often subject to commercial confidentiality restrictions by operators. However, much of the detail of how the open data provisions will work in practice is to be specified in secondary legislation and guidance. WYCA supports the powers included in the Bill but it will be important to ensure that the data is in a form which is usable both for transport planning and for passenger information. MPs may also wish to probe who will have access to this data and for what purpose (including passengers, local transport authorities, traffic commissioners and the statutory passenger watchdog – Transport Focus).
- 6.2. *Reason:* Consumer rights in relation to bus services are at present are extremely limited.

7. [Clause 17] Audio Visual on Bus Information – WYCA supports Lords amendment

- 7.1. The House of Lords secured an amendment which will require bus operators to provide audio and visual information, such as next stop announcements, on buses in Great Britain. WYCA Transport Committee supports this amendment.
- 7.2. *Reason:* We believe that by placing a requirement on operators to provide certain information rather than to install specific equipment, we will ensure that the needs of passengers are met within years, not decades.

8. [Clause 17] Bus Journey Planning – WYCA supports

- 8.1. The Government's intention is that these powers will be used to require bus operators to provide specified information about the name or other designation of the local service; the direction of travel; stopping places; diversions; and terminating locations on board a bus in an audio-visual format. WYCA Transport Committee supports this amendment.
- 8.2. *Reason:* The powers will make it easier to for customers to access bus journey planning information.

9. [Was Clause 21] Creation of new municipal bus companies – WYCA supports Lords amendment

9.1. WYCA supports the Lords amendment which would facilitate the creation of new municipal bus companies.

9.2. *Reason:* There are a number of good examples where local authority owned bus companies are providing a very effective service. To prevent this option for Authorities would seem to contradict the objective of the Bill to enable local determination of bus services. Whilst WYCA is not currently considering forming a bus company; there could be situations in the future where it may be necessary to start up a bus company. These may include creating an 'operator of last resort' where no other company is able to serve an area. A local authority owned bus company may also be necessary to facilitate a community transport service.

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Director: Rob Norreys, Director of Policy, Strategy & Communications
Author: Liz Hunter



Report to: Transport Committee

Date: 21 April 2017

Subject: WYCA response to the Government's Airports Consultation

1 Purpose

- 1.1 To agree our proposed response to consultation on the Airports National Policy Statement.

2 Information

- 2.1 The Government has published two consultations:

- Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England.
- UK Airspace Policy Consultation

- 2.2 The draft Airport National Policy Statement sets out:

- The Government's policy in relation to the need for new airport capacity in the South East of England;
- The Government's preference for the Heathrow Northwest Runway scheme to deliver additional airport capacity; and
- The requirements the applicant will need to meet in order to secure development consent for the preferred scheme.

- 2.3 The UK Airspace Policy Consultation sets out proposals:

- About who should make decisions on different types (or tiers) of airspace changes.
- To update the compensation policy for airspace changes - those experiencing changes in noise as a result of changes to airspace should in future expect the same compensation as that associated with new infrastructure
- About how noise should be factored into airspace changes including a proposal that sponsors of an airspace change should be required to carry out an options

analysis as part of the airspace change process.

- For an Independent Commission on Civil Aviation Noise (ICCAN) to support upcoming airspace changes.
- For how noise should be managed at all airports and the role of local authorities.

2.4 It is proposed that WYCA responds to the first consultation on the draft Airports National Policy Statement. We are proposing that our district partners respond as necessary on matters of local interest and, again as necessary, to the second consultation on Airspace Policy.

2.5 In terms of WYCA'S response, there are a number of questions about what the right answer is for southeast airport expansion. We are suggesting that our response focuses on the outcomes we need, regardless of the decision on location. We propose that the outcomes we would want to see are as follows:

- We would welcome a national aviation strategy that looked at airports nationally – their role in supporting economic growth and how they can be supported to grow their passenger numbers too. The growth of regional airports will help serve the Northern Powerhouse agenda of improved economic growth in the North.
- For Leeds Bradford Airport, improved surface access is important and work is ongoing to improve road and rail connectivity. For the Leeds City Region, good connectivity to Manchester airport is also crucial and we support Transport for North's proposals for better rail connectivity via Northern Powerhouse Rail in particular.
- Domestic routes into the hub airport from Leeds/Bradford Airport are important for the region. They support connectivity to London but also onwards via connecting flights to the rest of the world. Equally, rail connectivity to the hub airport should be improved.
- Domestic routes can be commercial but can find it hard to compete with other long haul routes in busy airports. The UK Government and or the UK's hub airport should continue to find ways to support domestic routes.
- As well as the flights themselves, we would support a better passenger experience for those using regional airports to fly through the hub airport. For example, opportunities for seamless journeys including through-ticketing.

2.6 If the Transport Committee agree with these main messages, officers will develop a consultation reply before the deadline of the 25 May 2017. Dialogue around the consultations with Leeds Bradford Airport is also taking place.

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 Response to the consultation is currently dealt with by the existing resources within Transport Policy.

6 External Consultees

6.1 The principles above have been shared with the officers of district partners.

7 Recommendations

7.1 That members approve the main messages in paragraph 2.5 above and agree that officers draft the consultation response and submit the response before the deadline of the 25th May.

8 Background Documents

8.1 Consultation Documents can be found at the following websites:

- Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England.
<https://www.gov.uk/government/consultations/heathrow-expansion-draft-airports-national-policy-statement>
- UK Airspace Policy Consultation
<https://www.gov.uk/government/consultations/reforming-policy-on-the-design-and-use-of-uk-airspace>

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Director: Dave Pearson, Director of Transport Services
Author: Peter Ratcliff



Report to: Transport Committee

Date: 21 April 2017

Subject: LTP Approvals: Real Time Evolution Display Renewal

1 Purpose

- 1.1 To seek funding approval for the project to renew/ upgrade the current on street bus stop displays in West Yorkshire

2 Information

- 2.1 At the December 2016 meeting Committee were presented with an update on progress to date and next steps on the development of the Real Time Evolution project. This seeks to upgrade the current real time bus information system and make it adaptable to future requirements. The Committee noted progress to date and endorsed the next steps as consistent with the Authorities policies.
- 2.2 The current Yorkshire-wide “YourNextBus” real-time system has been in live operation since October 2005 and provides passengers with information signs at bus stops and interchanges together with on line and mobile information services. The original contract was for a ten-year period and a procurement process has been undertaken for the continued operation and development of the system taking into account developments in technology, requirements and customer expectations.
- 2.3 Contracts have been awarded to suppliers of the “back office” systems which provide the real-time system outputs, funded by existing capital approvals. The procurement process has now reached a stage where arrangements are being made to refresh the 1050 on street signs during 2017/18. This will involve:
- The upgrading of the 310 larger three line LED displays found at the busier stops at a cost of £318K.
 - The replacement of the 740 smaller LCD displays found at less busy stops with brighter LED displays at a cost of £1,645K.
 - This project replaces / upgrades existing signs in situ. It does not increase the number of signs. Additional signs would require further approval or third party funding.

- To assist customers with limited mobility, all of the resulting display types will include audio facilities triggered by a freely provided mobile phone app using Bluetooth.
- 2.4 It is proposed that the resulting displays will be installed during 2017/18 at a total cost of £1,963K. During the transition both the existing and new displays can operate simultaneously so there will be no disruption to the service for passengers.
- 2.5 The project covers the renewal / upgrade of all of the existing displays in bus shelters in all five districts of West Yorkshire. Displays in North Yorkshire, City of York, Hull City and South Yorkshire driven by the YourNextBus system are not included and are the subject of other projects in those areas where appropriate.

Assurance

- 2.6 WYCA has adopted an Assurance Framework which all projects and programmes are required to follow as part of enhanced current project, programme and portfolio management arrangements. Included in the Assurance Framework is a new Assurance Process. This is a three stage process.
- 2.7 As part of introducing a new Assurance Process, a mapping exercise for all programmes and projects has been undertaken within WYCA's portfolio. This has been completed and provided a provisional position of schemes on the new process. The approved Real Time Evolution Display Renewal project has been mapped to Stage 3: Delivery and Evaluation, with current projects in Activity 6: Delivery.
- 2.8 The schemes subject to the request for funding in this report have been considered as part of this new Assurance Process with recommendations to confirm the costs in advance of seeking approval from Transport Committee. This has been completed.

3 Financial Implications

- 3.1 Provision was made in the Transport Strategy Implementation Plan 3 programme approved by the Committee at the February 2017 meeting for a scheme to renew/ refurbish the bus stop real time displays. The total cost of the proposed scheme is £1,963K.
- 3.2 The scheme will reduce the revenue costs of supporting the signs.

4 Legal Implications

- 4.1 A full EU procurement process has been undertaken to develop the scheme to implementation.

5 Staffing Implications

5.1 None as a result of this report. Staff costs to deliver the projects are included in the overall capital costs.

6 External Consultees

6.1 None as a result of this report.

7 Recommendations

7.1 That the Committee approves the expenditure of £1,963K from the Local Transport Plan Implementation Plan 3 capital programme for the Real Time Bus Passenger Information Display Refresh Project.

8 Background Documents

8.1 None.

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Director: Dave Pearson, Director
of Transport Services
Author: Tom Gifford



Report to: Transport Committee

Date: 21 April 2017

Subject: LTP Approvals: Bus Delivery Programme

1 Purpose

- 1.1 To request Local Transport Plan 3 financial approval from Transport Committee for the Bus Delivery Programme for 2017/18 and 2018/19, totalling £875,000.
- 1.2 To set out the forward activities for the Bus Delivery Programme as well as the forwards approval process requirements in line with the WYCA Assurance Framework.

2 Information

- 2.1 The February 2017 Bus Strategy report to Transport Committee set out that it is proposed that WYCA focus all efforts on delivering short-medium term improvement to the bus system through the Bus18 and other partnership opportunities. The report set out that performance of the current partnership working between Bus Operators and WYCA be a key determinant to continuing with this approach.
- 2.2 Moving forwards, this new Bus Strategy Delivery programme will need to take account of financial pressures facing WYCA and the bus industry and focus on:
 - Finalising the Bus Strategy vision and objectives document, as set out above;
 - Proposing to operators that the Bus 18 partnership be built upon and expanded;
 - Develop a series of small/ medium sized bus priority/hotspot interventions, which further the objectives of the Bus 18 initiatives across West Yorkshire;
 - Undertake a series of bus network reviews across West Yorkshire to inform future bus network decisions by operators and WYCA and District Highway Authorities. This work will look at whether the current service provisions are well aligned with current and future travel demands, the changing economy and social/demographic movement.
 - Continued liaison with the Department for Transport and UTG around the development of the Bus Services Bill, including pushing for all of the powers identified in the Bill being available to this region.

- 2.3 The existing approvals and funding for the Bus Development Programme work do not cover the continued development of the Bus Strategy and Bus 18 Initiatives. Funding came to an end at the end of financial year 2016/17.
- 2.4 In order to continue the development of the Bus Strategy and delivery Bus 18, additional funding is required and an extension to the programme for 2017/18 and 2018/19.
- 2.5 The work programme will be used to enable the completion of the activities set out above and will be used to fund:
- Internal and external development costs
 - Delivery costs for individual schemes developed within the programme, for example small scale corridor schemes/hotspot schemes identified through Bus18, low emissions schemes across West Yorkshire. Further information on the scope of Bus 18 is included in Appendix 1 which this funding will be utilised on. The scope of the individual schemes will need to integrate with those works being undertaken already through the Transport Fund, the Leeds Public Investment Programme as well other existing funding programmes.

Assurance

- 2.6 WYCA has adopted an Assurance Framework which all projects and programmes are required to follow as part of enhanced current project, programme and portfolio management arrangements. Included in the Assurance Framework is a new Assurance Process. This is a three stage process, with eight decision points.



- 2.7 All projects, subject to minor exceptions, as detailed in the assurance framework will as a minimum need to formally pass Decision Points 2 (case paper approval) and 5 (final cost approval), highlighted in green above, with the requirement to meet the intervening activities deemed on a project by project basis.
- 2.8 The Programme Appraisal Team (PAT) appraises all schemes at the determined decision points. The PAT consists of a panel of officers representing policy, legal, financial, assurance and delivery supplemented with external experts. The scheme promoters from the District Councils or Partner Delivery organisations attend the meeting to introduce the scheme and answer questions from the panel. The Terms of Reference for the PAT are contained within the recently updated Assurance Framework.

- 2.9 Any capital projects identified for delivery through the Bus Delivery Programme will be considered as part of this new Assurance Process with recommendations to confirm the costs in advance of seeking approval from Transport Committee.
- 2.10 In accordance with the recently updated Assurance Framework, an overview of all scheme business cases are published on the WYCA website.

3 Financial Implications

- 3.1 The following funding has been identified in the LT3 IP3 programme which was approved by WYCA on 6 April 2017:

- 2017/18: £500k
- 2018/19: £375k
- **TOTAL: £875k**

4 Legal Implications

- 4.1 None as a result of this report

5 Staffing Implications

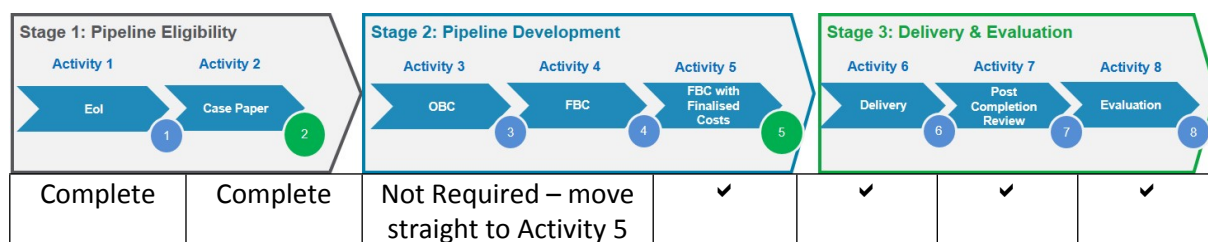
- 5.1 Staff resourcing will be overseen through the WYCA Transport Policy Team, which is currently being reviewed through the organisational design process.

6 External Consultees

- 6.1 None

7 Recommendations

- 7.1 That Transport Committee approve funding for the Bus Strategy Delivery Programme for 2017/18 and 2018/19, totalling £875,000. The scheme will be funded from the Local Transport Plan 3, Implementation Plan 3 Programme.
- 7.2 That Transport Committee approve the scheme to progress through Activity 2 (Case Paper) on the WYCA Assurance Process and commences work on Activity 5 (Full Business Case with Finalised Costs).
- 7.3 That Transport Committee approves the Managing Director to use his delegation for all approvals at subsequent Decision Points for the Programme and for all approvals relating to new projects identified for funding from this funding approval.
- 7.4 That Transport Committee approve the Assurance Pathway for the programme:



7.5 That Transport Committee approve the Bus Strategy Delivery Programme approval tolerances:

- Cost – Any additional funding required would require funding from other sources and further approvals from Transport Committee
- Time – If forecasted to go 3 months beyond the end of IP3, further approvals will be required from Transport Committee
- Risk – If the following risk occurs, then further approvals will be required from Transport Committee:
 - Performance of current partnership isn't delivering objectives and vision of the Bus Strategy.

8 Background Documents

8.1 None.

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



Report to: Transport Committee
Date: 21 April 2017
Subject: City Region Transport Update

1 Purpose

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

2 Information

Bus 18 Launch

- 2.1 The Bus 18 initiative was formally launched in Bradford on 24 March 2017. Bus 18 involves the Combined Authority and the bus operators making the following pledges to take action by the end of 2018 to address issues which are important to passengers:

To make buses easy to use we will:

We will develop a simpler bus network with fewer changes, more reliable services, smarter information and more ways to pay in advance.

To reduce emissions

We will introduce more environmentally friendly buses with less emissions to improve air quality.

To improve customer satisfaction and passenger experience

We will agree a customer promise to increase satisfaction with bus travel and engage with young people to understand what is needed to make buses more useful to them.

- 2.2 The following initiatives were announced at the launch:

Eco Stars – most buses in West Yorkshire will display a star rating which identifies their environmental performance. This will give greater visibility of the environmental standards of the bus fleet and will encourage operators to improve their fleet.

Customer Service- Any customers not happy with their bus journey can claim a free travel voucher from either; First, Arriva or Transdev. Customers can call a taxi and claim the cost back from either First, Arriva or Transdev if their last bus doesn't arrive within 20 minutes of the scheduled time

- 2.3 Transport Focus released the outcome of its national Bus Passenger Survey which includes extensive sampling in West Yorkshire. In West Yorkshire 81% of respondents were satisfied with their bus journey compared with an average across the major conurbations outside London of 85%. Passengers in our area generally rated the service below the average for the survey with timeliness, customer service and value for money are the biggest concerns reported by passengers.
- 2.4 Bus 18 presents an opportunity to work closely with bus operators to address these concerns. The partners will involve Transport Focus closely who will provide customer insight to inform the development of actions emerging from the Bus 18 pledges.

Transport for the North Updates

- 2.5 Transport for the North have (TfN) a number of work programmes ongoing which WYCA is either directly involved in, or kept informed of. A summary of progress is outlined below for workstreams that have moved on significantly since last reported.

Northern Powerhouse Rail

- 2.6 Following publication of the Northern Transport Strategy in March 2015, Transport for the North (TfN) and the Department for Transport (DfT), as joint clients, commissioned Network Rail and HS2 Ltd in July 2015, to develop a range of options for Northern Powerhouse Rail (NPR) to a feasibility level. Some of the options could make use of the planned HS2 network.
- 2.7 The HS2 Command Paper “High Speed Two: From Crewe to Manchester, West Midlands to Leeds and beyond” (<https://www.gov.uk/government/publications/hs2-phase-2b-decision-document>) was published on 15 November 2016. The Command Paper recognises the complementarity of HS2 and NPR and notes that by the end of 2017, a single integrated strategy for NPR and HS2 should be prepared by TfN, DfT, HS2 and Network Rail. This strategy will enable government to consider how it can develop and future-proof HS2 for the provision of NPR infrastructure. Where necessary, the government will include passive provision for NPR services in the Phase 2b hybrid Bill, subject to agreement of funding and the supporting business case.
- 2.8 TfN are currently developing the strategic case for investment in NPR, which is essential to progressing the scheme in light of the likely high costs. The case is likely to centre around NPR providing the essential core for the north’s public transport network, serving and connecting key hubs of economic activity, bringing multiple cities within practical travelling distance and opening up access to opportunities for people and business right across the north.
- 2.9 WYCA input into the TfN NPR workstream is informed by the Leeds City Region position on NPR as agreed by the Combined Authority in July 2016 and LEP Board in September 2016. Amongst other things, this includes the requirement for NPR to

serve Leeds, Bradford and York city centres, for already upgraded routes such as the trans-Pennine route through Huddersfield to retain their enhanced services, and for other routes in and serving the City Region to be improved and upgraded e.g. the East Coast Main Line, the Calder Valley, the Harrogate and Wakefield area lines, so that the whole city region can fully benefit from NPR and HS2.

- 2.10 Building on the work done jointly with WYCA to demonstrate the case for NPR to serve Bradford City Centre, Bradford Metropolitan District Council have recently launched their 'Next Stop Bradford' campaign working with public and private sector stakeholders. A link to the campaign information is provided below¹ which sets out that only a City Centre NPR station will help kick-start the regeneration of much of the city centre.
- 2.11 A large number of options are still under consideration. TfN will be undertaking more significant prioritisation (and business case work) over the next 6 months, which is due to the need to agree which NPR alignment options/junctions with HS2 should be progressed into the HS2 Phase 2 Hybrid Bill design.

Highways England Route Strategies

- 2.12 TfN has also been working with Highways England on their Route Strategies to establish investment priorities for England's Strategic Road Network (SRN). Route Strategies have a focus on supporting economic growth and addressing network capability, integration, safety and environmental performance. Route Strategies provide a high level view of the current performance of the SRN as well as collating issues identified by stakeholders that are anticipated to impact on the performance of the network, such as future development proposals, and which may require investment. WYCA and District Partner officers have inputted to this process.
- 2.13 Highways England is currently delivering £15bn of investment nationally following the process of set the first set of route strategies developed for the period 2015-2020. This was the initial step in a long-term programme to improve England's Strategic Road Network. The new Route Strategies will cover the period from 2020 onwards. Highways England will publishes a total of 18 Route Strategies in March 2017. Copies of all the Route Strategies reports will be able to be downloaded from the Highways England website at <https://www.gov.uk/guidance/future-investment-in-englands-motorways-and-major-roads#route-strategies> . For West Yorkshire there are three route strategies of particular interest: South Pennines (including M62, M621, M606); London to Leeds East (A1); and London to Scotland East (M1, A1M). A report on the published Route Strategies will be taken to WYCA Transport Committee.

Establishing TfN

- 2.14 Every constituent authority of TfN, including WYCA, has to consent to draft Regulations to establish the TfN before they are laid before Parliament (and district

¹ <https://www.bradford.gov.uk/media/3755/bradfordnorthernpowerhouserail.pdf>

authorities as highways authorities will also have to consent to the Regulations if they give TfN concurrent highways functions). It is currently anticipated that this consent will be requested in September 2017, with the Regulations to formally establish TfN as a sub-national transport body being made in November 2017.

Yorkshire Hub (Leeds Station) Masterplan

- 2.15 Work to develop a masterplan for the Yorkshire Hub is ongoing, with a preferred option needing to be developed in time to inform commencement of the HS2 Phase 2b Hybrid Bill design works later this year. A report will be brought to a further meeting of the Transport Committee.

Low Moor Station Update

- 2.16 The new rail station in Low Moor opened on Sunday the 2nd April 2017. After Kirkstall Forge and Apperley Bridge, this is the third new railway station to open in West Yorkshire in 18 months. Councillor Wakefield and other representatives attended an official opening on Monday the 3rd April to celebrate the achievement and to mark train services stopping at Low Moor for the first time in over 50 years.
- 2.17 Opening of the new station is the culmination of many years of planning and development work and a challenging 18 month construction period. The successful delivery of this new station creates a modern transport facility that includes; fully accessible platforms with foot bridge and passenger lifts, a 128-space car park with dedicated blue badge parking bays, drop-off point and cycle parking, electronic passenger information displays and public address system, modern waiting shelters with lighting, seating and CCTV surveillance. The local highway arrangements have also been developed to help improve access to the station and to accommodate local resident and business requirements.
- 2.18 The station will be served by Northern's hourly train service Leeds to Huddersfield via Bradford and it is anticipated that Grand Central will also be stopping their West Riding services between Bradford and London at the new station in the near future.

Bus Strategy Supplementary Consultation

- 2.19 Following the Bus Strategy report to Transport Committee in February, which set out the next steps in terms of moving towards an adopted Bus Strategy, the additional supplementary 4-week public consultation has now commenced around bus accessibility. Feedback has already demonstrated that this was particularly important to all, but especially for users with short and long term disabilities. To reflect this, an additional policy to the Bus Strategy around improving accessibility for all has been proposed.

- 2.20 The consultation is open for 4 weeks, from Monday 3 April until Monday 1 May. The documentation is available online². During the consultation, those which took part in the previous consultation are being made aware of this supplementary consultation and teams from WYCA will be returning to interest groups, including disability advocacy groups, for comment.
- 2.21 Following our consultation on the content of the Bus Strategy Accessibility Policy Proposal, the updated versions of the Bus Strategy and the Transport Strategy will be presented to the WYCA Transport Committee and the West Yorkshire Combined Authority in summer 2017.

CityConnect

- 2.22 The Cycle City Ambition Grant Programme (known as CityConnect) is being implemented through a number of projects, managed by District Councils, WYCA or, in the case of canal towpaths, the Canals and Rivers Trust. The status of each of the projects is summarised below:
- The Cycle Superhighway, a 24km route from east Leeds to Bradford is substantially complete, with all sections in use, some further minor works may be required over the coming months following the outcome of the Safety Audit process.
 - The complementary 20 mph zones in Leeds and Bradford are complete and operational.
 - The additional cycle parking in Leeds is complete and operational. Further cycle parking at businesses has been provided as part of our Bike Friendly Businesses and Bike Friendly Schools initiatives.
 - The planned re-surfacing on the towpath on the Leeds-Liverpool Canal between Leeds and Shipley is complete, and operational.
 - The supplementary 'CityConnect Walking' project is complete, and the results analysed and disseminated. The project engaged with people in 17 areas across West Yorkshire with high levels of health deprivation, providing a range of activities (1100 events) to encourage over 20,700 people to walk more often as part of their everyday lives.
 - A wide range of consultation, engagement and promotional activities have been undertaken, including the upcoming Cycle City Active City Conference that will take place in Bradford in May 2017.
 - The initial 'pre' works surveys have been completed and results analysed. Some early results from cycle counters are available and show an increase in the number of cyclists.
 - Design and consultation has been undertaken on the CCAG2 projects, and in some cases tenders invited,

² <http://www.westyorks-ca.gov.uk/ytys/>

- 2.23 A consequence of the requirement to secure funds through competitive bidding processes, with tight timescales, is that costs are based upon preliminary estimates, rather than detailed design. It has become apparent that initial cost estimates were low and that the level of contingency within bids, which was based on standard practice, has proved to be inadequate. In addition, construction costs have increased at a higher rate than originally envisaged. Which is leading to considerable pressure on the Programme's financial position
- 2.24 A number of schemes are currently out to tender. In order to allow these projects to proceed and to avoid delays to the programme, it is necessary to ensure the remainder of the programme is affordable and includes adequate contingency for costed risks and cost inflation.
- 2.25 Work is currently underway with District Council partners to review the cost elements of individual projects, to identify other relevant funding, to integrate scheme elements into other complementary projects and to remove less critical elements.
- 2.26 It is proposed to report the outcome of this work to a future meeting of the Transport Committee.

Cycling and Walking to Work Fund

- 2.27 The DfT has awarded WYCA £1.5m for a programme of revenue-funded activities to deliver the objectives of their Cycling and Walking to Work Fund. Activities to be funded in West Yorkshire will promote local economic growth through improving employment opportunities through access by bike or on foot, including linking jobseekers with work placements and apprenticeship. The programme has been approved by the Combined Authority. Work is underway to deliver the programme, including the securing of resources needed.

ULEV Taxi Scheme fund

- 2.28 WYCA has successfully bid to the Government Office for Low Emission Vehicles (OLEV) Ultra Low Emission Taxi Scheme and will receive £1.98m in capital funding to deliver 88 electric vehicle charge points across West Yorkshire dedicated for taxi and private hire use. The application was developed with the input of the taxi licensing departments of each of the five West Yorkshire District Councils and supported by several major taxi and private hires firms. The OLEV funding is for 75% of the unit and installation costs for each charge point. The required 25% match funding has been identified in the approved LTP IP3 programme, however private investment opportunities are being explored. WYCA will lead delivery of the project. The funding is for delivery over a three year period from 2017/18-2019/20.
- 2.29 This funding is forecast to result in 500 diesel taxis and private hire vehicles being converted to hybrid and pure electric versions by 2020. This project will be a delivery component of the West Yorkshire Low Emission Strategy which was endorsed by Transport Committee in March 2017 and seeks to reduce emissions from transport. The funding from OLEV is solely for costs related to dedicated taxi and private hire

charge point provision. During the procurement process to appoint an investor/operator for a West Yorkshire charge point network, WYCA will discuss further opportunities for innovation and private investment including support for e-bike charging to complement taxi and public charging infrastructure.

National Productivity Investment Fund programme

- 2.30 The £6.925m National Productivity Investment Fund (NPIF)³ grant for 2017/18 awarded by the DfT to WYCA and the West Yorkshire District Councils has been progressed through the WYCA Assurance Framework and has been approved by the Combined Authority. A list of schemes to be delivered in 2017/18 through the NPIF programme has been published on the Combined Authority website (<http://www.westyorks-ca.gov.uk/transport>) in line with DfT requirements. Partners are now commencing delivery of the schemes as part of their 2017/18 capital programmes.
- 2.31 In April 2017, DfT published guidance on a competitive bidding process for NPIF funding for the period 2018-20. A total £490m is available to English Local Transport and Highways Authorities. Funding is available for small (£2m-5m) or larger scale (£5-10m) projects that increase and rebalance productivity, by relieving congestion and delivering upgrades to local roads and public transport networks. Applications for funding have to be submitted by the end of June 2017 and WYCA and partners are considering potential schemes for submission.

Pot-hole Action Fund

- 2.32 In March 2017, the DfT confirmed allocations to West Yorkshire District Councils of the Pothole Action Fund for 2017/18. Previously pot-hole funding was paid directly to Districts but following a change to DfT arrangements, the total funding of £2.321m will now be paid to West Yorkshire Combined Authority to be distributed to the Districts to the formulae / allocations specified by the DfT.

Steeton and Silsden Bridge feasibility and development funding

- 2.33 DfT have made an offer of funding of up to £700K to WYCA to fund development work on a proposed scheme which aims to improve cycling and walking access between Steeton and Silsden, enabling crossing of the A629 dual carriageway. The funding is to be used for Bradford Council, working in conjunction with WYCA, to develop the business case for the scheme. Further funding would be required to deliver the construction phase of the scheme, and a source has not yet been identified. The grant offer was approved by the Combined Authority, with a requirement that an Expression of Interest is submitted by Bradford Council to the WYCA assurance process and Investment Committee.

³ This is a separate funding programme to the Northern Powerhouse Investment Fund managed by the British Business Bank, also known as NPIF.

DfT Highways Maintenance Challenge Fund bids

- 2.34 In March 2017, the DfT announced a £75m 'Local Highways Maintenance Challenge Fund Tranche 2a' for local authorities to bid for major highways asset renewal and improvement works that cannot be delivered through their annual LTP Highways Maintenance Block allocation. The DfT requires applications to be no more than £5m per bid with a minimum of 10% local match funding contribution and schemes must be deliverable in the single year of 2017/18. The DfT also required that Combined Authorities (CA) would be responsible for submitting applications, are named as the accountable body, and if multiple bids are submitted by local authorities, the CA must prioritise those applications based on strategic fit and regional priority.
- 2.35 The bid deadline was the 31 March 2017 and the DfT will announce successful applications by end of May 2017. Three applications were submitted to the DfT by WYCA on 31 March. The submitted bids were:
- Carriageway Major Maintenance: £3.7m bid (with District revenue match funding) in respect of Bradford, Calderdale, Kirklees, Leeds;
 - Highway Drainage Resilience: £2m bid (with District revenue match funding) in respect of Bradford, Calderdale, Kirklees, Leeds;
 - Traffic Signals Major Maintenance: £1.7m bid (with District revenue match funding) in respect of Calderdale and Leeds.

LTP IP3 programme – Financial and Performance Management

- 2.36 For 2017/18 onwards, the LTP IP3 programme will be managed through reporting to Transport Committee on an annual basis, including details of changes to the programme made through the year. This represents a change to current arrangements where changes are reported on a quarterly basis. Payments to partners will continue to be made on a quarterly basis as before.

East-West Trans-Pennine Corridor Study

- 2.37 As previously reported, an East-West Trans-Pennine corridor study which was jointly commissioned by West Yorkshire Combined Authority/Leeds City Region LEP, Lancashire County Council/Lancashire LEP and North Yorkshire County Council/North Yorkshire and East Riding LEP. The LEP Board approved the key recommendations of the study based on the evidence presented in the report of the key economic benefits of connectivity improvements in the Trans Pennine East-West Corridor in March.
- 2.38 The analysis points to a current "Corridor economy" which is functioning well to an extent but which has significant untapped potential, partly as a result of its physical connectivity constraints. The travel to work analysis points to self-contained and insular "Yorkshire" and "Lancashire" labour markets, with limited labour movements

between the two administrative boundaries, despite their geographic proximity. There is a critical need to ensure that the physical infrastructure is in place to promote the enhanced integration of these labour markets as there is evidence that this is currently limiting labour flows on an East-West axis.

- 2.39 The final draft of the report can be found below⁴ and following sign-off across partnership structures in Lancashire City Region and York, North Yorkshire and East Riding LEP will be used to shape TfN (Transport for North's) road and rail prioritisation in the Northern Single Transport Plan.

3 Financial Implications

- 3.1 None directly as a result of this report.

4 Legal Implications

- 4.1 None as a result of this report.

5 Staffing Implications

- 5.1 None as a result of this report.

6 External Consultees

- 6.1 None.

7 Recommendations

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

8 Background Documents

- 8.1 As identified in the report.

⁴ <http://www.westyorks-ca.gov.uk/uploadedFiles/CTPCEWC.pdf>

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Director: Dave Pearson, Director
of Transport Services



Report to: Transport Committee

Date: 21 April 2017

Subject: Transport Services Budget 2017/18

1 Purpose

- 1.1 To identify the priorities for the transport services provided by WYCA in the light of the Authority's 2017/18 budget.
- 1.2 To set out how these services will be reviewed over the coming year.

2 Information

- 2.1 In exercising its powers under the Transport Acts, the Combined Authority provides the following services;
 - **ENCTS Concessionary Travel Scheme** – WYCA provides free bus travel for older people and those with disabilities as prescribed in statute by the English National Concessionary Travel Scheme (ENCTS). This is a mandatory national scheme over which WYCA has no discretion over the scope of the scheme.
 - **Concessionary Rail Travel Scheme** – WYCA funds reduced rail travel tickets for ENCTS passholders.
 - **Young People's Concessionary Travel Scheme** - WYCA facilitates cheaper travel for under 18s. WYCA extended this provision to 16-18 year olds in 2015/16.
 - **Socially Necessary Bus Services** – WYCA procures bus services to supplement those provided by operators on a commercial basis. These services are provided under contracts awarded to operators by WYCA. The WYCA approved the policy framework for this activity in September 2014.
 - **School Bus Services** – WYCA procures bus and taxi services to schools on behalf of the five district Councils. The Councils fund the provision of transport for pupils statutorily entitled to free travel. WYCA pays the cost where additional bus services are needed to meet demand for school travel.
 - **Bus Stations** – WYCA operates all of the bus stations in West Yorkshire with the exception of Wakefield and Otley. The cost of providing Bus Stations is partly offset by charges paid by bus operators and commercial rents.

- **Bus Stops and Shelters** – WYCA provides and maintains all bus stops and shelters throughout West Yorkshire. All bus stops are provided with an information display that sets out the times for that stop. The cost of bus stops and shelters is partly offset by revenue from advertising and contributions from bus operators.
- **Travel Information** - WYCA provides the Metroline contact centre, the wymetro.com travel information site, social media information and printed timetables and guides. The cost of providing these services is partly offset by charges to bus operators.
- **MCard Multi Modal Ticketing Scheme** – a Joint Venture Company (WYTCL) manages the operation of the MCard scheme. WYCA provides the retail network and administration function funded by a commission from sales.

2.2 The £101m pa Transport Levy is paid by the five West Yorkshire district authorities to support the activities of the Combined Authority, of which £45m funds the non-discretionary ENCTS Concessionary Travel Scheme. At its meeting in February 2017, the Combined Authority resolved to reduce the levy by £1m in 2017/17 with further reductions in future years. WYCA will need to reshape its provision of transport services in order to operate within the reduced funding. Savings and efficiencies will be sought in 2017/18 pending a more fundamental review of service provision to meet further reductions in future years.

2.3 To meet the reduced funding, the following actions are proposed to be taken in the current year;

- **ENCTS Concessionary Travel Scheme** – there is limited scope to reduce expenditure in this area as the scheme is prescribed by statute. However, the calculation of reimbursement to bus operators is now based on smartcard data. This is likely to enable a reduction in costs over the coming year. In order to secure this saving, formal agreements will be made with the larger bus operators First and Arriva in accordance with the provisions of the Concessionary Travel Scheme established by the Authority.
- **Socially Necessary Bus Services** – Transport Committee approved value for money metrics in the policy framework established in 2014. Approximately 30% of this budget is spent supporting bus services on Sundays. A review of all Sunday contracts is currently underway to identify those services or journeys within services that are not carrying sufficient passengers to justify continued support under the Authority's current policy. The social benefit of the affected services will be reviewed to ensure withdrawal would not unduly impact on travel to employment and education or cause social isolation. A summary of the services/journeys recommended for withdrawal will be presented to the June committee.
- **Bus Stations and Bus Stops** – supplier contracts are being retendered seeking savings from more efficient specification and competitive pricing. Invest to save capital expenditure will extend the use of LED lighting to reduce energy costs and will include measures which enable additional advertising revenues.

- **Travel Information** – demand for paper maps and timetables has reduced in recent years as customers move to on line digital services. A new map based journey planner has been provided on the wymetro.com website. It is therefore proposed to cease printing some maps and guides and to reduce the printing of some timetable booklets; they will still be available online. The extended availability of self service information on line and the wider use of social media for live travel information has reduced telephone calls to Metroline after 8pm. The hours of operation will be reduced accordingly.
- **Staffing Efficiencies** – WYCA is currently undertaking a review of its organisation to ensure it has staff in the right roles to meet current and future demands. In Transport Services, this review is seeking to identify efficiencies which will reduce the overhead costs of providing the services under consideration in this report.

2.4 The actions outlined in the previous paragraph are aimed at reducing the cost of current service provision in line with the 2017/18 Transport Levy. In this challenging environment, it is proposed to undertake a ‘root and branch’ review to ensure that the services WYCA provides reflect the changing customer expectations, the impact of transport investment projects, the West Yorkshire Bus Strategy, new legislation including the Bus Services Act and future economic and societal trends.

2.5 During 2017/18 it is proposed that through Transport Committee, a plan for the transformation and modernisation of transport services will be developed. This will include:

- **Young People’s Concessionary Travel** – a review of the effectiveness of the current provision and opportunities to obtain greater value at a reduced cost to the taxpayer.
- **Supported Bus Services** – a full review of current policy and practice with a view to focussing the expenditure on actions which support the delivery of the West Yorkshire Bus Strategy. Alternative models of provision will be investigated and trialled including those which contribute to Mobility as a Service. Opportunities will be sought to integrate provision with community transport and other publically funded health and social care transport using the Total Transport model.
- **Travel Information Strategy** – the Authority has a statutory duty to provide an Information Strategy. The current strategy will be reviewed in the light of the West Yorkshire Bus Strategy and the continuing shift in customer preferences towards digital media and away from traditional paper based information services. It will also ensure a closer integration with ticket product retail, adapting the Travel Centres located in Bus Stations to a more model of customer self-service similar to that adopted by retail banking.

3 Financial Implications

- 3.1 The actions set out in paragraph 2.3 are anticipated to reduce the cost of providing transport services in line with the revised budget. Reducing payments to bus operators will reduce expenditure by £200k, the remaining £800k will be found from withdrawing poorly used bus services and by making efficiencies.
- 3.2 The Committee will consider changes to service policies aimed at reducing expenditure whilst providing more effective, targeted services

4 Legal Implications

- 4.1 The Authority is able to make the changes to services outlined in this report under its Transport Act powers.
- 4.2 The English National Concessionary Fare Scheme provides for agreements to be made with bus operators which set out the form and value of payments.

5 Staffing Implications

- 5.1 WYCA is currently undertaking a full review of its staff roles and organisation as part of its One Organisation programme. The staffing impacts of the changes to services discussed in this report will be managed through this process with the appropriate consultation with employees and Trade Unions.

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 That Transport Committee note and endorse the actions proposed to transport services in 2017/18 to reduce the cost of current service provision in line with the 2017/18 Transport Levy.
- 7.2 That agreements be made with First and Arriva in respect of the form and value of payments made under the English National Concessionary Travel Scheme.
- 7.3 That further reports be presented to Transport Committee detailing the changes to supported bus services in 2017/18.
- 7.4 That further reports be presented to the Committee developing proposals to modernise and transform the transport services provided by WYCA.

8 Background Documents

- 8.1 None.



**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY 30 MARCH 2017 AT THE COUNTY HALL, WAKEFIELD**

PRESENT: Councillor Glyn Lloyd (Chair)

WYCA TRANSPORT COMMITTEE

Councillor Kevin Swift

WAKEFIELD COUNCIL

Councillor Darren Byford
Councillor Monica Graham
Councillor Celia Loughran
Councillor Jacqui Williams

PUBLIC REPRESENTATIVES

Nigel Ashton
Pauline Blackburn
John Churms
Brenda Fruish
Dennis Pattinson

ALSO IN ATTENDANCE

Kim Purcell	-	Arriva
Richard Isaac	-	Northern
Dave Pearson	-	WYCA
Andrew Attack	-	WYCA

38. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representatives Brian Cooper and Barbara Darlison.

39. MINUTES

RESOLVED - That the minutes of the meeting held on 19 January 2017 be noted.

40. QUESTION AND ANSWER SESSION

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

Castleford Subway

Brenda Fruish reported that following the last meeting, the Castleford Subway floors had been swept and was in a suitable condition. However, the walls and lighting in the subway still needed some attention. The Chair informed the Committee that he will continue to liaise with the Ward Councillors in order to resolve the issues raised.

Bus Services

Members reported that bus services can often become unreliable on Friday afternoons and early evening, especially the 188 Arriva service towards Pontefract and Knottingley. Arriva representative Kim Purcell informed the Committee that Arriva have considered changing the timetable on Fridays but concluded that this would cause unnecessary confusion for passengers.

Bus Shelter Request

Following a request for a bus shelter to be installed outside the doctors surgery on Stanbridge Lane been rejected, Councillor Graham requested the criteria a location needs to meet in order to have a bus shelter installed. The criteria will be sent to Councillor Graham after the meeting.

Rail Station Parking

Members asked how often rail station car parks are surveyed to establish whether further development is needed. It was reported the Outwood Station is popular with people who are travel to London due to the free parking.

41. FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 19 January 2017 and to report the action taken.

At the last meeting members were consulted on Bus 18 and the future of the District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

Bus 18

It was reported that the Bus 18 initiative was formally launched on Friday 24 March 2017 in Bradford. The initiative includes the introduction of the ECOStars scheme, which allocates a start rating for each bus depending on its environmental credentials. The aim of the ECOStars scheme is to help reduce fuel consumption and harmful emissions on commercial vehicle fleets.

The initiative also allows passengers who are not entirely happy with their journey to claim a free travel voucher from First West Yorkshire, Arriva Yorkshire or Transdev

and claim the cost of a taxi if their last bus doesn't arrive within 20 minutes of the scheduled time.

Future of District Consultation Sub-Committees

Members were advised that the meeting was the last in the current meeting cycle and that WYCA are planning to expand the representation to include a wider range of interested parties and groups during the next recruitment phase. The meetings will also involve an open forum session where members of the public can raise issues from the floor.

Members suggested that traditional methods of promoting the Committee should still be used when going out to recruit new members, these include ads in local newspapers and printed materials on buses. Councillor Monica Graham agreed with the Members and suggested putting an ad in the Citizen newspaper, which gets delivered to every house in the district.

Members suggested that the people who completed the Bus Strategy consultation should be approached to sit on the Committee as they have an interest in the bus services in the area.

RESOLVED - That the report be noted.

42. INFORMATION REPORT

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

Service Changes

It was reported that Stagecoach made a number of changes to their commercial network in South East Wakefield in January 2017 which will leave parts of Hemsworth, South Elmsall, Upton and Pontefract with little or no service. A new service will be provided from 17 April 2017, which will be operated by M Travel.

Bus Stop Displays

Members were advised that following a review of how information is presented on bus stop displays, a redesign process had taken place and that the modifications will be rolled out in the September 2017 service change.

Journey Planner

It was reported that a new customer journey planner was launched on 2 March which has a range of features designed to help customers plan their public transport journeys in West Yorkshire.

Rail Timetable Changes

It was reported that due to delays on infrastructure projects nationally, many changes planned for December 2017 will be delayed. Minor changes will still happen in December 2017 but all other major changes will now be deferred until May 2018.

Bus Services Bill

It was reported that the Bus Services Bill is continuing through the parliamentary process and that the Second Reading took place in the House of Commons in early March 2017. The second reading is an opportunity for MPs to talk about the principles of the legislation, and is a key opportunity to demonstrate that there is support for the Bill.

West Yorkshire Low Emissions Strategy

Members were advised that the West Yorkshire Low Emission Strategy (WYLES) was formally adopted by WYCA at the Transport Committee meeting that took place on Friday 24 February 2017. The strategy was jointly developed with the five West Yorkshire District Councils and Public Health England with the aim to reduce the harmful emissions from transport and other sources that impact on health and the environment.

Supreme Court Ruling

It was reported that the Supreme Court's decision found that bus operators are under obligation to apply 'pressure' to non-wheelchair users to vacate the designated wheelchair space. Local bus operators are currently ensuring that their policies, procedures and guidance to their staff reflect the Supreme Court ruling.

RESOLVED - That the report be noted.

43. CONSULTATION REPORT

Bus Strategy – Presentation

It was reported that following the public consultation that took place between July and October 2016, over 3300 responses were received on the draft Bus Strategy for West Yorkshire. An independent analysis of the responses has been completed and is available in a report on the WYCA website (www.westyorks-ca.gov.uk/ytys).

The presentation also gave an overview of consultation responses, proposals for amendments to the strategy and the next steps.

Members suggested that a survey should be created for bus drivers in order to get their opinion on customer service processes.

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

RESOLVED - That members' feedback be noted.

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**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON FRIDAY 31 MARCH 2017 AT THE CITY HALL, BRADFORD**

PRESENT: Councillor Taj Salam (Chair)

WYCA TRANSPORT COMMITTEE

Councillor Abid Hussain
Councillor Hassan Khan
Councillor Rebecca Poulsen

BRADFORD COUNCIL

Councillor Rizwana Jamil

PUBLIC REPRESENTATIVES

Fred Gilbert	John Prestage
Andrew Jewsbury	Barrie Rigg
Gareth Logan	Andrew Wowk
Graham Peacock	

ALSO IN ATTENDANCE

Mark Fenwick	-	Arriva
Oliver Howarth	-	First
Mohammed Raja	-	First
Pete Myers	-	Northern
Barry Cliff	-	TLC
Neale Wallace	-	WYCA
Andrew Attack	-	WYCA
Chris Rickaby	-	Observer

38. APOLOGIES FOR ABSENCE

Apologies for absence were received from public representatives Peter Ketley and Keith Renshaw and Colin Brushwood, First.

39. MINUTES

RESOLVED - That the minutes of the meeting held on 13 January 2017 be noted.

40. QUESTION AND ANSWER SESSION

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

Train Tickets

Members asked whether the ticket barriers at Leeds Station accepted the new paper based train tickets. It was reported that the gates now take the new type of tickets and that the traditional tickets had been replaced to make the ticket more user friendly. Pete Myers added that the paper based ticket will be reduced in size in the future.

Permanent Concessionary Passes

Members asked whether it would be possible to issue a permanent pass to older people, rather than renewing every five years. Neale Wallace informed the Committee that it is a government requirement to renew the passes for data cleansing purposes.

Members raised concerns regarding the application process for disabled passes and asked if anything could be done to improve the process. The Committee were informed that the verification process is managed by each local authority but steps were being taken to standardise.

41. FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 13 January 2017 and to report the action taken.

At the last meeting members were consulted on Bus 18 and the future of the District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

Bus 18

It was reported that the Bus 18 initiative was formally launched on Friday 24 March 2017 in Bradford. The initiative includes the introduction of the ECOStars scheme, which allocates a start rating for each bus depending on its environmental credentials. The aim of the ECOStars scheme is to help reduce fuel consumption and harmful emissions on commercial vehicle fleets.

The initiative also allows passengers who are not entirely happy with their journey to claim a free travel voucher from First West Yorkshire, Arriva Yorkshire or Transdev and claim the cost of a taxi if their last bus doesn't arrive within 20 minutes of the scheduled time.

Future of District Consultation Sub-Committees

Members were advised that the meeting was the last in the current meeting cycle and that WYCA are planning to expand the representation to include a wider range of interested parties and groups during the next recruitment phase. The meetings

will also involve an open forum session where members of the public can raise issues from the floor.

Members suggested that traditional methods of marketing the Committee should still be used when going out to recruit new members, these include ads in local newspapers and printed materials on buses.

RESOLVED - That the report be noted.

42. INFORMATION REPORT

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

Boxing Day Services

It was reported that 65,000 passenger journeys were made on Boxing Day, which is an increase of 19% from 2015. Feedback from a customer survey on the Boxing Day services was generally positive.

Keighley to Halifax Bus Service

It was reported that no bus operators were willing to operate this service on a commercial basis, however, tenders were received from bus operators willing to provide a service at public expense. An evaluation of these proposals has taken place to assess if there is a business case for the provision of a service. The outcome will be presented at a future meeting.

Bus Stop Displays

Members were advised that following a review of how information is presented on bus stop displays, a redesign process had taken place and that the modifications will be rolled out in the September 2017 service change.

Journey Planner

It was reported that a new customer journey planner was launched on 2 March which has a range of features designed to help customers plan their public transport journeys in West Yorkshire.

Members asked whether the journey planner collected search data in order to establish the most searched for routes throughout West Yorkshire, the data could then be used to improve further service changes.

Bus Services Bill

It was reported that the Bus Services Bill is continuing through the parliamentary process and that the Second Reading took place in the House of Commons in early

March 2017. The second reading is an opportunity for MPs to talk about the principles of the legislation, and is a key opportunity to demonstrate that there is support for the Bill.

Trojan Bus

Members were advised that following introduction of a 'Trojan Bus' in the Buttershaw and Holmewood areas of the city, incidents involving anti-social behaviour has reduced significantly. The project is part of the 'Safer Travel' initiative in which WYCA work with the West Yorkshire Police in order to reduce crime.

Supreme Court Ruling

It was reported that the Supreme Court's decision found that bus operators are under obligation to apply 'pressure' to non-wheelchair users to vacate the designated wheelchair space. Local bus operators are currently ensuring that their policies, procedures and guidance to their staff reflect the Supreme Court ruling.

West Yorkshire Low Emissions Strategy

Members were advised that the West Yorkshire Low Emission Strategy (WYLES) was formally adopted by WYCA at the Transport Committee meeting that took place on Friday 24 February 2017. The strategy was jointly developed with the five West Yorkshire District Councils and Public Health England with the aim to reduce the harmful emissions from transport and other sources that impact on health and the environment.

RESOLVED - That the report be noted.

43. CONSULTATION REPORT

Bus Strategy – Presentation

It was reported that following the public consultation that took place between July and October 2016, over 3300 responses were received on the draft Bus Strategy for West Yorkshire. An independent analysis of the responses has been completed and is available in a report on the WYCA website (www.westyorks-ca.gov.uk/ytys).

The presentation also gave an overview of consultation responses, proposals for amendments to the strategy and the next steps.

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

RESOLVED - That members' feedback be noted.



MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY 3 APRIL 2017 AT WELLINGTON HOUSE, LEEDS

PRESENT: Michael Lyons (Chair)

WYCA TRANSPORT COMMITTEE

Councillor Christine Towler

LEEDS COUNCIL

Councillor Colin Campbell
Councillor Paul Wadsworth

PUBLIC REPRESENTATIVES

David Brady
Paul Chadwick
David Hope
Catherine Keighley
Hazel Lee
Alan Oldroyd

Judith Rhodes
Eric Smith
Ann Stocks
Charles Stones
Bill Tymms
Peter Wood

ALSO IN ATTENDANCE

Kim Purcell	-	Arriva
Paul Matthews	-	First
Will Pearson	-	First
Gwyn Owen	-	Leeds Council
Pete Myers	-	Northern
Graham	-	TransPennine
Meiklejohn	-	Express
Dave Pearson	-	WYCA
Neale Wallace	-	WYCA
Khaled Berroum	-	WYCA

38. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Neil Buckley, Councillor Keith Wakefield and Peter Taylor, Arriva.

39. MINUTES

RESOLVED - That the minutes of the meeting held on 16 January 2017 be noted.

40. QUESTION AND ANSWER SESSION

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

Text Replies

Members raised the issue of text replies for bus times taking too long, sometimes being several hours late. The committee heard that the text system should be instant and the problem will be looked at.

Cost of minor service changes

Members reported that many of the service changes in the Leeds area are minor tweaks which nonetheless cost thousands of pounds to change. Members asked if bus companies contribute financially. The committee was informed that costs are shared with bus companies.

Online timetables

Members asked if it was possible to put issue dates/numbers on website timetables so customers can see how current they are. The committee was told that this could be considered.

No. 5 Bus Service

Members asked when the currently diverted no 5 bus service would resume to normal route. The committee was informed that it was not possible to resume the normal route at the moment.

Evening and Night Services

Members drew attention to a Yorkshire Evening Post article highlighting the lack of evening and night bus services in Leeds when compared to other cities. The committee heard that some additional late evening services had been provided recently and the Combined Authority was conscious for demand for later services. Night services had been trialled in the past but there were issues with low take-up. Under these circumstances, funding night services with public money is questionable.

Timing Points

Members reported that it was difficult to know where timing points are. On the Arriva Dewsbury service, one timing point is defined as 'Beeston' or 'Beeston Hill' but there are 6 stops that could apply to. Members asked that timing points be made more specific to the stop. The committee heard that this would be considered.

Wheelchair provision on buses

Members requested information on what changes were being made in light of the Supreme Court ruling on wheelchair provision on buses. The committee heard that drivers were being briefed and trained accordingly.

Disability Services

Members asked what was currently planned for to improve services for disabled people. The committee heard that the Bus Services Bill had a requirement for audio and visual services on buses and that details of how this would be implemented were awaited.

Arriva App Issue

Members raised an issue with the Arriva app not working correctly. The committee was informed that Arriva are aware of the issue and the technical team are working to resolve it.

41. FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 11 January 2017 and to report the action taken.

At the last meeting members were consulted on Bus 18 and the future of the District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

Bus 18

It was reported that the Bus 18 initiative was formally launched on Friday 24 March 2017 in Bradford. The initiative includes the introduction of the ECOStars scheme, which allocates a start rating for each bus depending on its environmental credentials. The aim of the ECOStars scheme is to help reduce fuel consumption and harmful emissions on commercial vehicle fleets.

The initiative also allows passengers who are not entirely happy with their journey to claim a free travel voucher from First West Yorkshire, Arriva Yorkshire or Transdev and claim the cost of a taxi if their last bus doesn't arrive within 20 minutes of the scheduled time.

Members were concerned that not enough people will know about the taxi reimbursement scheme and the committee was informed that publicity for the scheme was due to being shortly.

Members raised concerns about the X84 bus service and asked why people in Otley and Ilkley affected by the changes were not being adequately consulted in the current consultation undertaken by First. Representatives from First acknowledged

the issues with the service and apologised if the consultation failed to capture everyone's voices. They offered to speak to anyone concerned about the X84 service after the meeting.

Members asked if there were any plans for more 10 minute services and were told that this was not currently being looked at.

Some members asked that complaints numbers should be better advertised on bus company websites and were told that this would be considered.

Future of District Consultation Sub-Committees

Members were advised that the meeting was the last in the current meeting cycle and that WYCA are planning to expand the representation to include a wider range of interested parties and groups during the next recruitment phase. The meetings will also involve an open forum session where members of the public can raise issues from the floor.

Members raised concerns about the time and venue of meetings as not everyone can make the 11am time. The committee heard that times and venues would be kept under review, but the current plan was to stick to the current time and a city centre location as it seems to be convenient to most people.

RESOLVED - That the report be noted.

42. INFORMATION REPORT

Bus Services Bill

It was reported that the Bus Services Bill is continuing through the parliamentary process and that the Second Reading took place in the House of Commons in early March 2017. The second reading is an opportunity for MPs to talk about the principles of the legislation, and is a key opportunity to demonstrate that there is support for the Bill.

West Yorkshire Low Emissions Strategy

Members were advised that the West Yorkshire Low Emission Strategy (WYLES) was formally adopted by WYCA at the Transport Committee meeting that took place on Friday 24 February 2017. The strategy was jointly developed with the five West Yorkshire District Councils and Public Health England with the aim to reduce the harmful emissions from transport and other sources that impact on health and the environment.

Journey Planner

It was reported that a new customer journey planner was launched on 2 March which has a range of features designed to help customers plan their public transport journeys in West Yorkshire.

Supreme Court Ruling

It was reported that the Supreme Court's decision found that bus operators are under obligation to apply 'pressure' to non-wheelchair users to vacate the designated wheelchair space. Local bus operators are currently ensuring that their policies, procedures and guidance to their staff reflect the Supreme Court ruling.

Bus Station Development

Members wondered why the St Peter's Street Exit improvement was not included in the past bus station development. The committee heard that the project was only considered after the increase in traffic congestion after the Victoria Gate car park had opened.

Bus Stop Displays

Members were advised that following a review of how information is presented on bus stop displays, a redesign process had taken place and that the modifications will be rolled out in the September 2017 service change.

43. CONSULTATION REPORT

Bus Strategy

It was reported that following the public consultation that took place between July and October 2016, over 3300 responses were received on the draft Bus Strategy for West Yorkshire. An independent analysis of the responses has been completed and is available in a report on the WYCA website (www.westyorks-ca.gov.uk/ytys).

The presentation also gave an overview of consultation responses, proposals for amendments to the strategy and the next steps

Members commented that bus driver morale could be better improved with longer or more frequent breaks to alleviate the pressures of quick turnovers and traffic stress.

Rail Franchise

The Committee was given a short presentation which provided an overview of TransPennine Express franchise which started in April 2016. A video was also shown which can be found on YouTube (https://www.youtube.com/watch?v=6XQf7_Z1fMQ)

Members asked if there were any plans to increase the number of passenger seats and were informed that the plan was to operate 5 carriage trains.

Members enquired as to whether there were more stops planned on the routes. The committee heard that no additional stops were planned.

Members asked about staffing and were told that TransPennine plans on ending the franchise with more staff who are currently being recruited and trained.

Members asked about catering plans for the routes. The committee heard that the aim was to include catering on every train and only use locally sourced Northern food.

Members asked if new trains and refurbishments would be built in Britain. The committee was informed that some trains will be built in County Durham with the remaining to be built in Spain.

Members asked about disabled access and were told that disabled access is a priority.

Members enquired as to whether there were any plans to reduce ticket prices between Manchester and Leeds. The committee heard that TransPennine are very aware that fares must be affordable and had numerous plans for discounted ticket schemes to help reduce costs.

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

RESOLVED - That members' feedback be noted.



**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY 4 APRIL 2017 AT THE TOWN HALL, HALIFAX**

PRESENT: Councillor Dan Sutherland (Chair)

PUBLIC REPRESENTATIVES

Myra James	John Sheppard
Peter Melling	Peter Stocks
John Myddelton	

CALDERDALE COUNCIL

Councillor Robert Holden

ALSO IN ATTENDANCE

Chris Lister	-	Arriva
Oliver Howarth	-	First
Pete Myers	-	Northern
Mike Holland	-	Yorkshire Tiger
James Smith	-	Yorkshire Tiger
Diane Groom	-	WYCA
Erica Ward	-	WYCA
Khaled Berroum	-	WYCA
David Ashton	-	Observer

37. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Jenny Lynn.

38. MINUTES

Regarding Halifax Town Centre, the committee was informed that discussions are still ongoing and a consultation on the issue was planned to take place soon.

RESOLVED - That the minutes of the meeting held on 10 January 2017 be noted.

39. QUESTION AND ANSWER SESSION

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

Composite Timetables

Members queried the disappearance of the old Metro composite timetables which provided a comprehensive outline of all train times on a route, saying that people now had to look at several different timetables to get the same information. Members asked if there was a plan to bring back the old timetables. A representative from Northern informed the committee that there were no plans to reproduce the old timetables.

Bus Stop Displays

Members advised that a bus stop in Sowerby Bridge had incorrect and unnecessary information on it. The member was informed that officers would look into that stop.

Bicycles on Trains

Members asked about the policy for taking bikes onto trains. A Northern representative confirmed to the committee that it remains 2 cycles per train, at the discretion of the conductor. Newer trains will aim to have greater provision for cycles.

Car Parking at Sowerby Bridge

Members asked if there were any plans to increase car parking at train stations, particularly Sowerby Bridge. The committee heard that there were no current plans to increase parking capacity.

40. FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 11 January 2017 and to report the action taken.

At the last meeting members were consulted on Bus 18 and the future of the District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

Bus 18

It was reported that the Bus 18 initiative was formally launched on Friday 24 March 2017 in Bradford. The initiative includes the introduction of the ECOStars scheme, which allocates a start rating for each bus depending on its environmental

credentials. The aim of the ECOStars scheme is to help reduce fuel consumption and harmful emissions on commercial vehicle fleets.

The initiative also allows passengers who are not entirely happy with their journey to claim a free travel voucher from First West Yorkshire, Arriva Yorkshire or Transdev and claim the cost of a taxi if their last bus doesn't arrive within 20 minutes of the scheduled time.

Future of District Consultation Sub-Committees

Members were advised that the meeting was the last in the current meeting cycle and that WYCA are planning to expand the representation to include a wider range of interested parties and groups during the next recruitment phase. The meetings will also involve an open forum session where members of the public can raise issues from the floor.

Members proposed that meetings take place in ground floor meeting rooms to better accommodate disabled members.

RESOLVED - That the report be noted.

41. INFORMATION REPORT

Service Changes

Members raised the issue of the X58 service changes. Members reported that the x58 service had been retimed changing from a 30-minute service to having two buses arrive within ten minutes of each other every hour. Members asked if the bus times could be better spread across the hour as it used to be. Yorkshire Tiger representatives said they would raise the issue with their commercial team. WYCA officers would also check if WYCA subsidises that route.

Supreme Court Ruling

It was reported that the Supreme Court's decision found that bus operators are under obligation to apply 'pressure' to non-wheelchair users to vacate the designated wheelchair space. Local bus operators are currently ensuring that their policies, procedures and guidance to their staff reflect the Supreme Court ruling.

Members enquired as to whether drivers had received new training in the wake of the Supreme Court case. The committee heard that drivers had been issued with new information and guidelines and that complaints had gone down.

West Yorkshire Low Emissions Strategy

Members were advised that the West Yorkshire Low Emission Strategy (WYLES) was formally adopted by WYCA at the Transport Committee meeting that took place on Friday 24 February 2017. The strategy was jointly developed with the five West

Yorkshire District Councils and Public Health England with the aim to reduce the harmful emissions from transport and other sources that impact on health and the environment.

Members raised concerns that the Low Emissions strategy defined in the papers was not adequate enough to meet targets, including EU targets, in Calderdale. The committee heard that there is a Calderdale strategy being developed at council level and discussions are ongoing. Further updates will be made in the future.

Bus Stop Displays

Members were advised that following a review of how information is presented on bus stop displays, a redesign process had taken place and that the modifications will be rolled out in the September 2017 service change.

Members asked when the issue of real time displays at bus stops not working will be resolved. The committee was informed that work was being done to identify the source of the problem and correct it.

Members commented on the consultation for new bus stop time displays and suggested that times take precedence over maps and diagrams and it was noted that there was still a lack of provision for blind people at bus stops. The committee was informed that WYCA is still in the process of receiving and analysing feedback and will provide more information to the committee in the future as matters progress.

RESOLVED - That the report be noted

42. CONSULTATION REPORT

Bus Strategy

It was reported that following the public consultation that took place between July and October 2016, over 3300 responses were received on the draft Bus Strategy for West Yorkshire. An independent analysis of the responses has been completed and is available in a report on the WYCA website (www.westyorks-ca.gov.uk/ytys).

The presentation also gave an overview of consultation responses, proposals for amendments to the strategy and the next steps.

Members raised the issue of physical accessibility to buses. Due to a lack of raised curbs and the issue of cars parking at bus stops, many people face both a gap and a step up when entering a bus. The committee was informed about plans in other districts to alleviate this issue.

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

RESOLVED - That members' feedback be noted.

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**MINUTES OF THE MEETING OF THE
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON WEDNESDAY 5 APRIL 2017 AT THE TOWN HALL, HUDDERSFIELD**

PRESENT: John Appleyard (Chair)

WYCA TRANSPORT COMMITTEE PUBLIC REPRESENTATIVES

Councillor Martyn Bolt	Mark Denton	Kathleen O'Shea
Councillor Eric Firth	Chris Jones	Keith Parry
Councillor Andrew Pinnock	Shaun Jordan	Chris Taylor

KIRKLEES COUNCIL

Councillor Gwen Lowe

ALSO IN ATTENDANCE

Oliver Howarth	-	First
Joanne Waddington	-	Kirklees Council
John O'Grady	-	Northern
Graham Meiklejohn	-	TransPennine Express
Neale Wallace	-	WYCA
Erica Ward	-	WYCA
Andrew Attack	-	WYCA

38. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Marielle O'Neill.

39. MINUTES

RESOLVED - That the minutes of the meeting held on 11 January 2017 be noted.

40. QUESTION AND ANSWER SESSION

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

Bus Service 268

Members asked whether Arriva would consider extending Service 268 to half hourly later in the evening in order to improve connections to Low Moor station. Neale Wallace informed the Committee that he would discuss the matter with Arriva and the outcome will be reported at a future meeting.

Tour De Yorkshire

Councillor Martyn Bolt asked whether there any plans for additional transport services to be provided on Saturday 29 April 2017 to cater for spectators watching the Tour De Yorkshire. Members were informed that the matter would be looked into and a response would be provided to Councillor Bolt.

Low Moor Station

Members advised that there was no disabled access to the South Platform at Low Moor Station as the gate to the ramp was locked. John O’Grady stated that the gate shouldn’t be locked and agreed to investigate the matter.

Councillor Martyn Bolt asked why there is no secure cycle parking provision at Low Moor Station. The Committee were informed that the matter would be investigated and reported back at a future meeting.

Bus Stand Allocation – Huddersfield Bus Station

Members advised that the Service 319 had moved to stand P and is now five stands apart from other services serving the same area, causing passengers to alternative between stands at short notice in order to catch a bus. The Committee were informed that the matter would be investigated and reported back at a future meeting.

Bicycles on Trains

Members asked about the policy for taking bikes onto trains. A Northern representative confirmed to the committee that it remains 2 cycles per train, at the discretion of the conductor. Newer trains will aim to have greater provision for cycles.

41. FEEDBACK REPORT

The Committee considered a report advising members of the feedback received at the meeting held on 11 January 2017 and to report the action taken.

At the last meeting members were consulted on Bus 18 and the future of the District Consultation Sub-Committees. The key points raised were outlined in the submitted report.

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The initiative also allows passengers who are not entirely happy with their journey to claim a free travel voucher from First West Yorkshire, Arriva Yorkshire or Transdev and claim the cost of a taxi if their last bus doesn't arrive within 20 minutes of the scheduled time.

Future of District Consultation Sub-Committees

Members were advised that the meeting was the last in the current meeting cycle and that WYCA are planning to expand the representation to include a wider range of interested parties and groups during the next recruitment phase. The meetings will also involve an open forum session where members of the public can raise issues from the floor.

RESOLVED - That the report be noted.

42. INFORMATION REPORT

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

Service Changes

It was reported that there is a new bus service between Holmfirth and Penistone, which also travels through Denby Dale. The service is operated by South Pennine Community Transport and operates on Thursdays and Saturdays, which are market days.

Bus Services Bill

It was reported that the Bus Services Bill is continuing through the parliamentary process and that the Second Reading took place in the House of Commons in early March 2017. The second reading is an opportunity for MPs to talk about the principles of the legislation, and is a key opportunity to demonstrate that there is support for the Bill.

West Yorkshire Low Emissions Strategy

Members were advised that the West Yorkshire Low Emission Strategy (WYLES) was formally adopted by WYCA at the Transport Committee meeting that took place on Friday 24 February 2017. The strategy was jointly developed with the five West

Yorkshire District Councils and Public Health England with the aim to reduce the harmful emissions from transport and other sources that impact on health and the environment.

Supreme Court Ruling

It was reported that the Supreme Court's decision found that bus operators are under obligation to apply 'pressure' to non-wheelchair users to vacate the designated wheelchair space. Local bus operators are currently ensuring that their policies, procedures and guidance to their staff reflect the Supreme Court ruling.

Bus Stop Displays

Members were advised that following a review of how information is presented on bus stop displays, a redesign process had taken place and that the modifications will be rolled out in the September 2017 service change.

Journey Planner

It was reported that a new customer journey planner was launched on 2 March which has a range of features designed to help customers plan their public transport journeys in West Yorkshire.

CityConnect

It was reported that CityConnect are running 12 week Cycle for Health courses in Wakefield, Keighley, Huddersfield and Leeds, in partnership with Cycling UK. The course is free of charge and is designed to help participants to develop their cycling technique and discover new cycling routes within their area. Further details are available on the CityConnect website (www.cyclecityconnect.co.uk).

RESOLVED - That the report be noted

43. CONSULTATION REPORT

Bus Strategy

It was reported that following the public consultation that took place between July and October 2016, over 3300 responses were received on the draft Bus Strategy for West Yorkshire. An independent analysis of the responses has been completed and is available in a report on the WYCA website (www.westyorks-ca.gov.uk/ytys).

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Rail Franchise

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

RESOLVED - That members' feedback be noted.

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