

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 12 MARCH 2021
DUE TO COVID-19, THIS MEETING WILL BE HELD REMOTELY AND
WILL BE LIVESTREAMED HERE:**

<https://www.youtube.com/channel/UCazjNSGpqZZT41Vibn2ZK9A/live>

(COPY AND PASTE THE LINK IN YOUR BROWSER)

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- 1. APOLOGIES FOR ABSENCE**
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Signed:

A handwritten signature in black ink, appearing to be 'BDM', with a horizontal line underneath it.

**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 15 JANUARY 2021 AT REMOTE MEETING TO BE
LIVESTREAMED HERE:**

<https://www.youtube.com/channel/UCazjNSGpqZZT41Vibn2ZK9A/live>

(COPY AND PASTE THE LINK IN YOUR BROWSERS)

Present:

Councillor Kim Groves (Chair)	Leeds City Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor Peter Carlill	Leeds City Council
Councillor Colin Campbell	Leeds City Council
Councillor Andy D'Agorne	York Council
Councillor Sinead Engel	Bradford Council
Councillor Miss Jo Hepworth	Wakefield Council
Councillor James Homewood	Kirklees Council
Councillor Hassan Khan	Bradford Council
Mark Roberts	Beer Hawk Ltd
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council

In attendance:

Councillor Jane Scullion	Calderdale Council
Councillor Lisa Mulherin	Leeds City Council
Paul Matthews	First Group
Graham Meiklejohn	Transpennine Express
Patrick Sibley	Arriva
Jonathan Bray	Urban Transport Group
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Matthew Page	West Yorkshire Combined Authority
Laura Simpkins	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
James Nutter	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

34. Chair's Introduction

The chair informed the committee that Councillor Michael Ellis had sadly passed away. A minute's silence was observed in memory of Councillor Ellis.

35. Apologies for absence

Apologies for absence were received from Simon Pringle.

36. Declarations of disclosable pecuniary interests

There were no pecuniary interests declared during the meeting.

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

There were no items that required the exclusion of the press and public.

38. Minutes of the meeting of the Transport Committee held on 20 November 2021

Resolved: That the minutes of the last meeting of the Transport Committee be approved.

39. Urban Transport Group Presentation

Jonathan Bray of the Urban Transport Group provided the Committee with a presentation informing them of the work being undertaken by the organisation.

Members questioned the potential future of government funding for the bus network highlighted within the presentation, particularly whether this funding was likely to be withdrawn gradually after the pandemic had abated or whether the transition would be more abrupt. It was noted that additional recovery funding was proposed by the Department for Transport for the transitional period, and additional capital funding (including £3 billion) had also been promised by the Prime Minister.

Resolved: The Committee thanked Jonathan Bray and the Urban Transport Group for the presentation.

40. COVID-19 Impacts and Recovery

The Committee reviewed a report providing an update on the impact of the pandemic on transport in the region, as well as proposals for recovery. The Chair thanked the hard work of the research and intelligence team for the transport survey information included in the report which had gathered responses from members of the public from different age groups and locations all across West Yorkshire.

The report highlighted shifts toward increased car use, which would need to be addressed as part of the Carbon Reduction Pathways work. Demand for public transport had fallen significantly with the onset of the latest national

lockdown, and discussions were underway with bus operators on how to use available resources prudently without impacting the ability of key workers and others to travel to their workplaces. Similar discussions had recently taken place between the Government and rail industry, and there were expected to be some slight reductions in rail services in coming weeks.

Members raised the following questions and concerns:

- How members of the public would be informed of changes to bus services, and on the impact these changes would have. Discussion about the next steps was on-going with the bus service, but it was emphasised that there was no intention to remove routes or services in any significant form at this stage of the lockdown.
- How face covering rules and reinforcement would change as the country began to move out of the pandemic. The importance of regaining public confidence was underlined and the Combined Authority was following Government guidelines and would be taking health advice on the best course of action as the situation developed.
- The importance of engaging the community in the course of any adoption of active travel schemes or neighbourhoods, and how the effectiveness of investment in these schemes was measured.
- The potential health and tourism benefits of active travel schemes, and whether these were being adequately emphasised to the public.
- The importance of a commitment to maintenance as a part of these schemes, as well as the difficulties of funding this maintenance.
- Issues with the Castleford Greenway were highlighted as an example of the importance of ensuring the results of the scheme were delivered as promised and were fit-for-purpose.
- How to assess the benefits of walking initiatives separately of cycling, including the benefits to the high street, as these schemes could be low-cost but have a high impact.

Resolved: That the report be noted.

41. COVID Bus Funding

The Committee considered a report from the Director of Transport Services on the status of bus funding.

It was noted a large degree of uncertainty existed regarding future bus funding. The current funding arrangements were being renewed with a rolling eight-week notice period, and it was expected this would continue until March 2021. Some recovery funding was expected after this notice period was triggered but the amount was still uncertain, as was how quickly and to what extent patronage levels would recover. It was estimated the funding gap for the region could be as large as £1.5 million per week.

It was highlighted that the period after leaving lockdown would be very important for the economic recovery, and bus services would be vital in supporting this. The Chair and leading members of the Combined Authority have therefore written to Grant Shapps, Secretary of State for Transport,

expressing their concerns about this funding uncertainty. It was proposed that the Committee also write to the Secretary of State in support of the Combined Authority's letter.

Members raised additional points of concern, such as the fact that many communities in the region had less than 50% car ownership, as well as the importance of ensuring public transport was accessible for young people so that they were more likely to use it in the future.

It was noted that a response to Transport for Greater Manchester's consultation regarding its 'Doing Buses Differently' proposals was being drafted, and this would be shared with Members when completed.

Resolved:

- (i) That the updates provided in the report be noted.
- (ii) That a letter be sent from the Committee to Grant Shapps, Secretary of State for Transport, supporting the West Yorkshire Leaders' letter of 4 January 2021 in seeking assurances from the Government regarding support for the recovery of the bus service.

42. Rail Matters

The Committee considered a report on the development of the West Yorkshire Rail Strategy, including a letter from Combined Authority leaders in response to the National Infrastructure Commission's Rail Needs Assessment (RNA).

Members received an update about Transport for the North (TfN), who had strongly agreed that the RNA was inadequate and that the funding limits were insufficient to allow the delivery of the levelling-up agenda. It was felt that the North was being forced to choose between the completion of HS2 and Northern Powerhouse Rail, and it was noted that none of the scenarios given in the RNA would deliver Northern Powerhouse Rail in full. This stood in strong contrast to reports of overspending on other parts of rail investment. TfN had agreed to draft a statutory letter, made public and shared with MPs, and to seek an urgent meeting with the Secretary of State for Transport.

Members largely shared the concerns raised over the RNA and supported the proposal of a letter being sent to the Government expressing their opposition to the scheme. Wakefield Members noted their abstention from this letter as they supported the approach to priorities displayed by the RNA. Members discussed the links between investment in new capacity such as HS2 on local schemes.

The long-term benefits of protecting former rail corridors both locally and nationally were highlighted, and it was agreed that a paragraph supporting this would be added to the proposed letter.

The important role of Leeds Railway Station was discussed, with Members emphasising its role as a main transport hub for the North. It was noted that any limitations of Leeds Railway Station restricted rail developments in the

region, and that further investment was an important priority for the region.

Members discussed the expected Williams Rail Review, which it was hoped would provide useful insights in how some of the problems discussed could be solved.

The Committee also noted the Combined Authority's response to the Transport Select Committee call for evidence into major transport infrastructure projects, as well as the Union Connectivity Review, which had been circulated to Members. Members had provided input into the Union Connectivity Review response prior to the meeting, but it was highlighted that further investment in rail provision was needed if it was hoped that a significant share of the public would switch from flight to rail for long-distance domestic journeys as well as those to other nearby nations.

Resolved:

- (i) That the updates provided in the report be noted.
- (ii) That a letter be sent from the Committee (with the abstention of Wakefield Members) to the Government explaining and expressing opposition to the National Infrastructure Commission's Rail Needs Assessment, including the concerns outlined in paragraph 2.17 of the submitted report and also highlighting the importance of protecting former rail corridors.
- (iii) That the Committee retrospectively endorses the Combined Authority's input to the Union Connectivity Review call for evidence.
- (iv) That the Committee notes that the West Yorkshire Combined Authority response to the "Transport Select Committee call for evidence into Major transport infrastructure projects".

43. Carbon Impact Assessment

The Committee heard a report from the Director of Policy, Strategy and Communication on proposals to improve the assessment of any carbon impact in decision-making. Members recognised the importance of this work in tackling the climate emergency and were pleased to note that these proposals embedded assessment into all stages of developing schemes. It was hoped that the proposed methodology could be completed and applied to schemes currently in the assurance processes over the next few months.

It was questioned what could be done to prevent the loss of agreed-upon funding if a project were changed or not progressed due to the carbon impact assessment. This was currently within the Combined Authority, and further conversations may be needed with the Government to ensure the funding could be reallocated to other schemes.

Members raised concerns regarding the different target dates being publicised by different organisations and whether this could potentially cause confusion among the public and hinder communication. Messaging was recognised as

an important challenge to address, and it was noted that the Combined Authority's target of significant progress by 2030 aligned with Leeds City Council's target of net-zero emissions by the same year.

The importance of a united approach among constituent authorities was highlighted, and it was recognised that each authority had made a commitment to ensuring carbon impact assessment was considered throughout their work.

Resolved: That the report be noted.

44. Summary of Transport Schemes

Members considered a report updating them on approvals from the recent meetings of the Investment Committee and of the West Yorkshire Combined Authority.

Resolved: That the report be noted.



Report to: Transport Committee

Date: 12 March 2021

Subject: **Covid-19 Update**

Director: Dave Pearson, Director Transport & Property Services

Author: Dave Pearson, Director Transport & Property Services

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

1. Purpose of this report

- 1.1 To provide an update on the current impacts of COVID on transport and on the actions set out in the Transport Recovery Plan that was endorsed at the Combined Authority in July 2020.

2. Information

Travel Advice

- 2.1 Following the introduction of “lockdown” restrictions on 4 January, the Combined Authority issued travel guidance in line with regulations and Government guidance limiting travel to essential journeys. On 22 February, Government set out an indicative “roadmap” of which the key transport implications are;

- **Step 1 - 8/29 March** - “Stay at home” message replaced by “Minimise Travel” on 29 March. Full school transport resumed from 8th March – Travel Centres opened w/c 1 March to facilitate.

- **Step 2 - 12 April** Non-essential retail returns but “minimise travel and still work from home if you can” message remains.
- **Step 3 - 17 May** Indoor hospitality and entertainment returns. “Minimise travel” advice lifted but “work from home if you can” remains.
- **Step 4 - 21 June** Remove all legal limits on social contact and remaining reopening. Social distancing capacity constraints on public transport may be lifted at this point.

Supporting our Bus Passengers

- 2.2 Since the current lockdown restrictions came into force on 4 January, bus patronage has fallen to around 30% of that seen in the corresponding month pre pandemic. Bus stations have remained open although Travel Centres were closed in January/ February to re-open when schools restart. Many school buses have continued to operate to provide access for students of critical workers and provision will step back up with the reopening of schools in March. The latest available patronage data is included at **Appendix 1**.
- 2.3 Government sought a reduction in bus network mileage commensurate with the reduced demand during lockdown. The West Yorkshire Bus Alliance agreed the following approach to this;

During the period of “Stay At Home” restrictions, we shall be maintaining bus services at a level which ensures critical workers can get to work or education and enables people to make essential trips to attend medical appointments, to shop for essentials, to take outdoor exercise, and for caring responsibilities. We also seek to ensure we do not disproportionate impact particular communities or social economic groups where there may be an impact on their resilience to the health and economic impacts of the pandemic.

- *The service changes do not impact on service levels to major hospitals, community vaccination centres and other critical worker locations*
- *The service changes do not leave any community unserved by buses between 0700 and 1900*
- *Any frequency reductions do not cause lead to overcrowding of remaining peak journeys*

- 2.4 Application of the above resulted in a reduction in overall mileage of around 15%. At the time of writing, these reductions will be reversed in March as restrictions ease.
- 2.5 Arrangements were introduced to support travel to Community Vaccination Centres by bus as follows
- Holders of free ENCTS bus passes can travel free of charge before 0930 to get to their vaccination appointment.
 - A shuttle bus between Huddersfield Bus & Rail stations and John Smiths Stadium Vaccination Centre

- The route of the Wakefield Free Citybus was amended to serve the Spectrum Vaccination Centre
- An additional stop was installed on Elland Road Park & Ride to enable people to use this service to get to their vaccination appointment
- AccessBus is supporting access to local vaccination venues

Supporting our Rail Passengers

- 2.6 Since the previous report there has been a step down in the number of rail services with a temporary lockdown timetable in place. The level of service provision and demand will continue to be monitored and adapted as the COVID-19 restrictions are lifted in the next few months. TransPennine Express was due to reinstate an additional morning service in each direction serving Slaithwaite and Marsden from 8 March to coincide with the reopening of schools.
- 2.7 The timetable is operating reliably. PPM (Passenger Performance Measure) for Northern remains above 90% but for TPE in the most recent rail reporting period there has been a slight decline, dropping into the 80's. CASL (Cancellations and Significant Lateness) for both operators has increased to approximately 3%. Some major incidents impacted on the period, such as a lineside fire at Bradford Interchange and a derailment at Sheffield. Flooding and extreme weather have also had a significant impact.
- 2.8 An ongoing concern for performance is train crew shortages which is currently low but is providing challenges when rostering staff. Several factors are impacting in this area – elevated level of absence due to self-isolation which is fluctuating in different areas of the business and is unpredictable; a slight increase of staff with long term COVID-19 symptoms; and the final category which is the clinically extremely vulnerable.
- 2.9 During the January/February lockdown period rail patronage fell to around 10-15% of pre COVID-19 levels for Northern and 5-10% for TransPennine Express. The busiest services were mostly peak weekday services although social distancing was possible on all services. Northern has put in place a clear plan to manage and monitor the impact of school children returning to the network from 8 March. The Combined Authority is again offering support with standby buses to facilitate social distancing at locations where high volumes of school children are expected. Leisure travel has been evident but in very low numbers. Passenger flows are also monitored at Leeds station and for the week beginning 15 February 2021 levels were 14% of levels observed a year earlier but had increased 6% on the previous week. The latest available patronage data is included at **Appendix 1**.
- 2.10 The one-way system which has been operating at Leeds station since May 2020 to help aid social distancing has been relaxed on a trial basis. This will hopefully improve throughflow at the station without compromising safety as passenger numbers are low.

- 2.11 Driver training, for both Northern and TPE has continued during the lockdown albeit at a significantly reduced rate for both operators with the additional COVID-19 measures which must be adhered to. Both operators have ensured the current timetable still allows for the capacity required to maintain a rolling training driver programme. Nonetheless the restriction of newly qualified drivers is emerging as a serious constraint on the industry, which will have implications throughout 2021.
- 2.12 Northern has reduced ticket office opening times on Sunday at some stations due to lockdown and the inevitable reduction in demand. At Leeds station this also impacts on the travel centre which will be closed all-day although the ticket office will remain open with no change to its hours of opening. The Information Point at Leeds will also operate reduced hours. These changes will be monitored and reversed as and when required.
- 2.13 The ongoing operation of the railway with reduced passenger numbers is coming at significant additional cost. This additional support is now understood to exceed £10bn since March 2020.

Bus Funding- Update

- 2.14 A paper was provided to the previous meeting setting out the financial issues for the Combined Authority arising from the impacts of COVID-19 on the viability of the bus network. The current Government COVID Bus Subsidy Grant (CBSSG) is continuing under a rolling 8-week notice period. At the time of writing, notice has not been given and the existing arrangement is expected to continue until June 2021. A further announcement is after the Budget on 3 March 2021.
- 2.15 Government has indicated that a new arrangement for funding will follow CBSSG managed locally through a Recovery Partnership. Details of the value, process and conditions attached to this funding are awaited. Preliminary discussions have been held with bus operators seeking to use the established Bus Alliance as the vehicle for the Recovery Partnership. Transport Committee on 20 November 2020 endorsed the development of an Enhanced Partnership (as defined in the Bus Services Act). The Recovery Partnership will be a key transition between the current voluntary Alliance and the formal Enhanced Partnership.
- 2.16 Government requested that Local Transport Authorities (LTAs) continue to make concessionary fare payments to bus operators despite the significant reduction in patronage. In consultation with the Chair of Transport Committee, the Combined Authority has complied with the Government request and will continue to do so up until the end of CBSSG. When the nature of the Government “recovery” funding is known, a further paper will be prepared for the Combined Authority and Transport Committee and will look at the role of concessionary fare reimbursement in the context of supporting the recovery of the bus network.

- 2.17 In July 2020, the Transport Committee re-established the Local Bus Services Working Group to provide oversight of the application of the criteria for the supported local bus services and input into the procurement process for tendered services. A meeting of the Working Group will be called following any Government announcement on recovery funding to review the position regarding bus services directly funded by the Combined Authority.

3. Tackling the Climate Emergency Implications

- 3.1 Air quality has seen improvements during the crisis. Local real-time road-side monitoring shows harmful NO₂ emissions on a downward trajectory during the early stages of lockdown and it can be inferred from this that CO₂ emissions were similarly reduced. It is therefore important that the Transport Recovery Plan seeks to ensure that the recovered transport network delivers a more favourable situation for air quality and carbon generation than existed prior to the pandemic.

4. Inclusive Growth Implications

- 4.1 Maintaining public transport for critical workers is key to ensuring continued public services during the lockdown restriction. The restoration of an effective, stable and affordable public transport network will be key in ensuring the post pandemic economic recovery is inclusive particularly to communities with limited access to private transport.

5. Financial Implications

- 5.1 COVID-19 is having a significant impact on the Combined Authority's revenue budget. This is manifested in reduced commercial income, increased bus station costs, lost commission from MCard sales and increased costs of bus service contracts where fares revenue is used to offset costs. The financial implications of COVID were considered in detail by the Committee at its previous meeting.

6. Legal Implications

- 6.1 There are no legal implications directly arising from this report.

7. Staffing Implications

- 7.1 There are no staffing implications directly arising from this report.

8. External Consultees

- 8.1 No external consultations have been undertaken.

9. Recommendations

- 9.1 That the Committee notes the updates provided in this report.

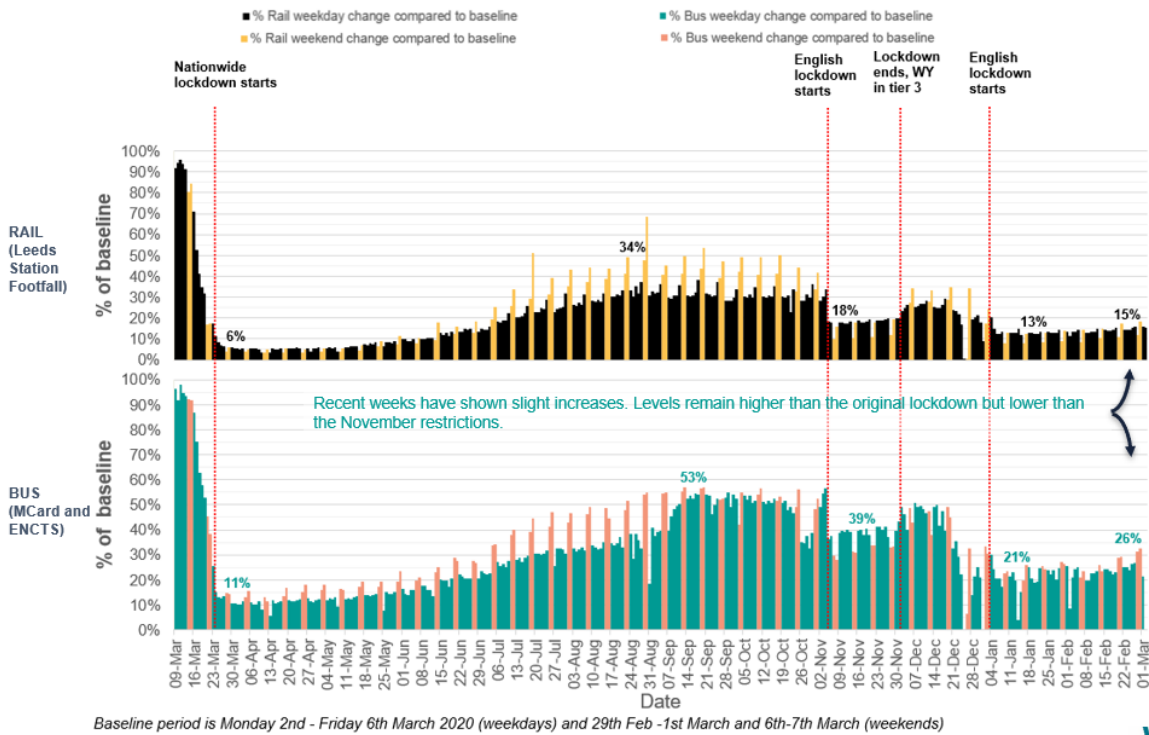
10. Background Documents

- 10.1 Transport Recovery Plan, Item 6, Appendix 2, West Yorkshire Combined Authority, 27 July 2020, available via this link:
<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CIId=133&MIId=963&Ver=4>
- 10.2 During the Coronavirus outbreak, we are publishing a fortnightly economic monitor and a weekly dashboard to help better understand the changing situation. This includes information on public transport patronage. They are available via this link: <https://www.westyorks-ca.gov.uk/documents/economic-monitor/>

11. Appendices

Appendix 1 - Summary of public transport patronage data

Local rail and bus proxies show slight increases over recent weeks

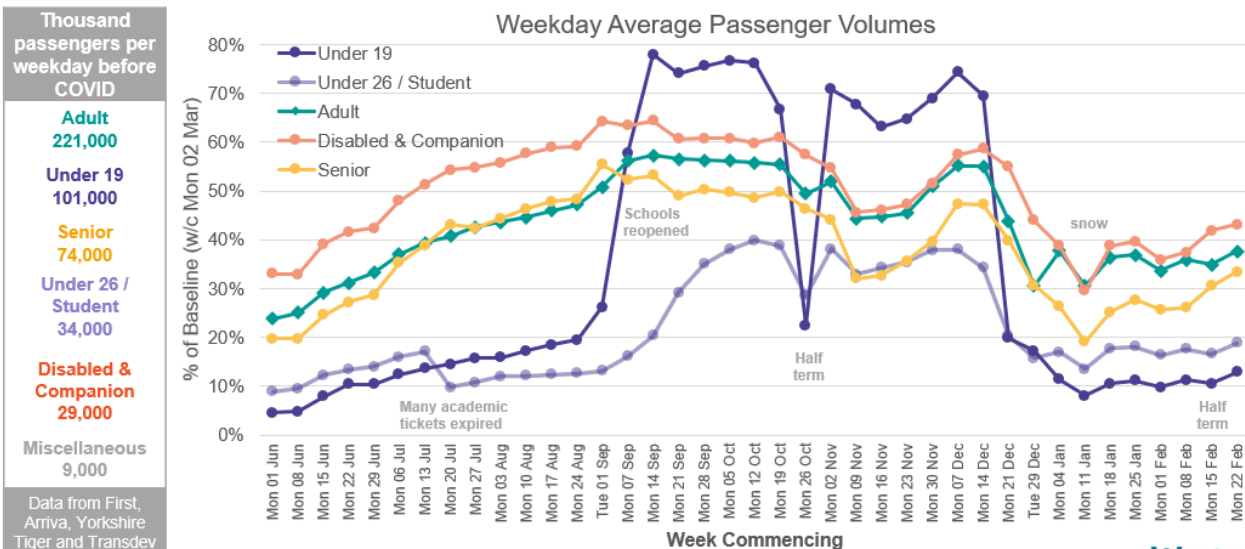


Source: Leeds Rail Station Footfall - Network Rail (top) and MCard and English National Concessionary Travel Scheme (ENCTS)



Recent bus use increase has been highest in the older and disabled cohorts

Data from bus ticket machines continues to show that bus by the Disabled cohort is similar to late June, while in the latest week all other cohorts is more like early July. Senior and disabled cohorts have increased for the last two weeks while there was a small half-term dip for the other cohorts. Differences in the weeks before winter half term were attributed to changeable weather. The increase from early to late February is highest in the older and disabled cohorts where first vaccinations have been concentrated.



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Report to: Transport Committee

Date: 12 March 2021

Subject: **Connectivity Plan Engagement**

Director: Alan Reiss, Director Policy, Strategy and Communications

Author: Steve Heckley, Policy Manager

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

1. Purpose of this report

- 1.1 To provide an update on the current public and stakeholder engagement on the West Yorkshire Connectivity Infrastructure Plan, WY Mass Transit Vision 2040 and associated documents, following their publication in January 2021.

2. Information

Background

- 2.1 In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040, which sets out our policy framework for improving transport. Transport Strategy 2040 represents the statutory requirement placed on the Combined Authority to produce a Local Transport Plan. It was developed with the oversight of Transport Committee.
- 2.2 The Connectivity Infrastructure Plan is an extension of the Transport Strategy, setting out a delivery plan and long-term pipeline to 2040 of transport infrastructure improvements to improve connectivity in our region. The technical work to develop the Connectivity Infrastructure Plan was also

overseen by Transport Committee, and with the input of each of the five West Yorkshire partner councils, taking place over a period of two years.

- 2.3 A workshop with Transport Committee and West Yorkshire District Portfolio Holders on 13 November 2020 provided input to finalising the detail of the Connectivity Infrastructure Plan and Mass Transit Vision documents. The Transport Committee meeting of 20 November 2020 endorsed the timescales for publication of these documents and escalated their consideration to the Combined Authority. The Combined Authority meeting of 10 December 2020 endorsed the commencement of an engagement on the Connectivity Infrastructure Plan and associated documents to commence in January 2021.

Context

- 2.4 A modern, integrated transport system is essential for an economy to flourish and communities to thrive. West Yorkshire is a significant and growing economy which has outgrown its transport system. To fulfil its full potential as a major player in the Northern Powerhouse, and to support the decarbonisation of the economy, our region needs a transformation in its transport system, to one that is fit for the 21st Century.
- 2.5 The Connectivity Plan sets out a long-term transport infrastructure investment programme for the next 20 years, providing a spatial picture of where improvements are most needed to stimulate inward investment and improve people's quality of life, building on our key growth areas within the region.
- 2.6 The Connectivity Investment Plan deliberately focusses on a sustainable future, in addressing three strategic challenges:
- COVID-19 - Recession and recovery;
 - Connecting Everyone - Inclusive growth and the productivity gap;
 - Climate change - Decarbonising transport.
- 2.7 The plan identifies options for investing in bus, rail, cycling, walking, mass transit, digital demand responsive transport, other innovative solutions, as well as the road network, with the intent to enhance economic performance by connecting all of our important places, and in doing so, help deliver inclusive growth by giving particular attention to the needs for our currently more disadvantaged and peripheral communities. The plan makes the case to Government for longer-term local transport budgets to deliver improvements, including unlocking the government's infrastructure fund linked to the West Yorkshire devolution deal.
- 2.8 This is a starting point in the development of our Connectivity plan and pipeline. The purpose of early engagement is to seek feedback on the work so far and to help inform the next stages of development.

Engagement

- 2.9 The engagement on the Connectivity Infrastructure plan began on 27 January 2021 and runs to 11 April 2021. As is consistent with other engagements during the Covid-19 pandemic, engagement on this plan will be mainly carried out digitally.
- 2.10 The engagement materials are hosted on the Your Voice pages of the Combined Authority's website at: <https://www.yourvoice.westyorks-ca.gov.uk/connectivity>. This page provides visitors with access to:
- **Video animation** - setting out our vision for transport in West Yorkshire;
 - **Key documents and the supporting evidence base** – see paragraph 2.11 and 2.12 below;
 - **Explanatory frequently asked questions (FAQs)** – to explain why we are publishing and engaging on our plans now, and address key themes identified through pre-engagement;
 - **Online survey questionnaire** – to seek early feedback on future investment priorities for Mass Transit, Bus, Rail, Walking and Cycling;
 - **Interactive map** - on which people can add their own suggestions of places to connect across West Yorkshire and identify concerns with the current transport network and ideas for improvement.

Key documents

- 2.11 The Connectivity Infrastructure Plan provides an overview of our proposed approach and investment plans to better connecting places and communities. The Connectivity Infrastructure Plan has been published alongside a number of other key documents which provide more in-depth analysis and information around each individual mode:
- **West Yorkshire Mass Transit Vision** - Mass Transit is a central component of the Connectivity Infrastructure Plan proposals. This document identifies initial proposals for the shape of a mass transit network, potential routes and mass transit technologies.
 - **West Yorkshire Rail Vision** – This is first product of a Rail Strategy, setting out West Yorkshire's ambition for the way in which the railway needs to serve the region. Feedback on the Rail Vision will help us to develop the full Rail Strategy, translating the high-level objectives, outcomes, and outputs contained in the vision into interventions.
 - **West Yorkshire Bus Network Review** – This is a strategic study of the core bus network published in 2020. It identifies present and future demand for the bus, and existing and new locations that could generate patronage growth, which has been used to identify options for supporting infrastructure requirements to make the bus competitive.

- **West Yorkshire Future Mobility Strategy** - This sets out ways to increase travel options through new forms of transport and better integration maximising new technologies – from autonomous cars to e-scooters, digital on-demand buses services, shared transport and integrated apps for accessing services, plus innovative ways of getting the goods into our town and city centres.

2.12 The evidence base for the plan consists of:

- **Case for Change Reports** - The evidence base for the Connectivity infrastructure plan includes ten Case for Change Reports that set out the analysis and findings from 24 Corridor studies investigating connectivity needs and issues. These studies were undertaken across the geography of West Yorkshire;
- **Local Cycling and Walking Infrastructure Plans (LCWIPS)** – The Combined Authority has started a process of locality-based studies to investigate and prioritise investments for walking and cycling. The first five reports are provided on the Connectivity Infrastructure Plan Your Voice webpage. The LCWIP approach is now being rolled out across West Yorkshire and many more similar reports will follow over coming months.

2.13 The Connectivity Infrastructure Plan engagement has purposefully used two discrete methods for capturing feedback. The online survey questionnaire is designed to provide both quantitative and qualitative feedback and provide respondents with the option to give detailed comments on the plans. The interactive map has been used as a simple, more accessible way of capturing feedback on areas to improve connectivity. The Combined Authority will emphasise the interactive map to audiences who may find this more accessible.

2.14 The Combined Authority has a stakeholder plan which is being used to tailor engagement approaches for different stakeholder and community groups on the material described above.

2.15 The Combined Authority will monitor responses by district and characteristics during the engagement period so that further promotion of the engagement can be targeted as needed. Particular importance is attached to reaching seldom heard groups.

Impact of the launch

2.16 The publication of the Connectivity Infrastructure Plan and Mass Transit Vision 2040 on 27 January led to 60 pieces of media coverage.

2.17 All the main newspapers and websites covering our five partner council areas carried news of the publication along with Look North, Calendar, BBC and commercial radio, business media and transport trade press. The coverage was broadly supportive. Major themes from the coverage were:

- The scale of the ambition outlined;
- Routes to funding the proposals;
- Routes and timescales for delivery of the proposed mass transit system.

2.18 The early feedback on the plans through social media (such as twitter) has also been broadly positive. Illustrative twitter messages around the launch included:

- *“Done properly, this could indeed be transformational”*
- *“Very positive news. West Yorkshire Combined Authority today launched plans for a mass transit scheme along 9 routes in West Yorkshire. It would serve major towns and cities and would be built in stages over 20 years. WYCA will now bid for a share of £4.2bn government money”*
- *“We should have had an effective mass transit system in West Yorkshire years ago. The fact that we are still without one is testimony to the failure of over centralized government. It hardly helps our drive for economic growth.”*

2.19 As of mid-February 2021, the Connectivity Plan engagement had received:

- 4,000 webpage visits to the Your Voice webpage;
- Multiple actions on the webpage i.e. visitors viewing multiple project pages, and/or downloading one or more of the key documents for review;
- Completed survey responses are now starting to be received from all the West Yorkshire Districts and adjoining areas. An initial review of the quantitative sections of the survey shows a high level of agreement with the priorities that the Connectivity Plan has set out to address, the approach to investing in and joining up different modes of transport and the ambition outlined in the Mass Transit vision document;
- Comments are being provided on the interactive map – with suggestions for walking & cycling accounting for nearly 50% of the comments.

2.20 The number of survey and interactive map respondents are expected to increase over the coming weeks as engagement activities are delivered.

2.21 A targeted digital campaign to promote the engagement is in development, which will be delivered across multiple social media channels. This will use paid, promoted, social media advertisements, and this will be further targeted to responses by district, age group and gender as appropriate.

Webinars

- 2.22 The Combined Authority is making arrangements for a series of webinar events to address particular themes of the Connectivity Infrastructure Plan. It is proposed that these are broadly based on the main modes of transport addressed by our plans, but shaped to provide a particular focus on what we are trying to achieve and the role of the particular mode(s) in addressing the key challenges of COVID-19 recession and recovery, inclusive growth and decarbonisation. The webinars would focus on the following themes:

Title	Modal focus	Themes to address
The opportunity for Mass Transit ¹	Mass Transit	WY Mass Transit Vision 2040
The role of Walking and Cycling in a strong, sustainable, inclusive economy	Walking and cycling	Health Air Quality Accessibility Inclusivity Economic benefits Decarbonisation
The role of Bus in a strong, sustainable, inclusive economy	Bus	Covid recovery Accessibility Inclusivity Economic benefits Decarbonisation
The role of Rail in a strong, sustainable, inclusive economy	Rail	Covid recovery Accessibility Inclusivity Economic benefits Decarbonisation
Integrating different modes for easy door-to-door journeys	All modes	Stations and hubs Services Ticketing products Future Mobility Digital connectivity
Meeting the transport decarbonisation challenge	All modes	Modelling outputs Targets Delivery Pathways

- 2.23 With the exception of the first webinar, on Mass Transit, to be held on 4 March 2021 the other dates are to be confirmed. The details of the schedule will be circulated to Transport Committee members in advance, and communicated via social media and to known contacts and distribution lists. The webinar events would be open to all. The expectation is that the events will be recorded and available for playback afterwards for anyone who is unable to attend.

¹ An initial webinar is being held on 4 March with the Leeds Transport Strategy consultation, which is also on-going at present. A further West Yorkshire Mass Transit webinar is planned.

Engagement with West Yorkshire partner councils

2.24 The Combined Authority has the Connectivity Infrastructure Plan and Mass Transit Vision documents as the main featured item for discussion at the next round of District Consultation Sub Committee meetings to be held in March. These take place on:

- 15 March - Leeds
- 16 March - Calderdale
- 18 March - Wakefield
- 22 March - Bradford
- 24 March - Kirklees

2.25 The Combined Authority has produced a briefing pack of engagement materials for each of the partner councils to promote the engagement within their own Districts and through their own channels.

2.26 The Combined Authority is looking to work with the partners to extend the reach of engagement to businesses, and seldom heard groups, particularly young people.

Engagement with West Yorkshire Members of Parliament (MPs)

2.27 The Chair of Transport Committee has written to all West Yorkshire MPs plus those from adjoining areas to introduce the Connectivity Infrastructure Plan and supporting documents. A briefing event for MPs is scheduled for 11 March 2021.

Engagement with the business community

2.28 The Combined Authority had undertaken pre-launch engagement on the Connectivity Infrastructure Plan with the business community through Chambers of Commerce and the Local Enterprise Partnership (LEP).

2.29 Following the engagement launch, reports have been made to the LEP Business Communications Group (BCG) of 23 February and to the LEP Board meeting of 24 February to provide updates on the consultation launch, to disseminate the Your Voice web address and the engagement material and to seek input to the further tailoring of engagement material and events to business interests.

2.30 The feedback from the businesses is a desire for 1-to-1 meetings on request and a wider, web-based roundtable discussion. The planning for these events is underway.

2.31 The partner councils have also been asked to identify key business stakeholders for the Combined Authority and the partners to engage with.

Accessibility and reaching seldom heard groups

- 2.32 A short presentation of 10minute duration is being provided for seldom heard groups to provide an accessible introduction to the plans, with further material, events and channels tailored to meet specific needs as identified. On request, paper versions of the survey can also be provided, and engagement materials translated.
- 2.33 The Combined Authority is planning two digital campaigns on social media. The first is a general campaign. The audience and performance of this first round of advertisements will be reviewed and the findings used to target and reach seldom heard groups using further paid advertisements. The Combined Authority Digital team will promote the next phase of advertisements to specific audiences, such as by gender, postcode, age and interests.
- 2.34 The postcode data of people who have already provided feedback via the survey or map will also be used to understand where response rates are low, and to inform and target social media and wider promotion to reach these groups and areas.
- 2.35 A key target audience is young people. Approximately 20% of the population of West Yorkshire is made up of young people aged 11–25 years. To ensure the views of this target group is heard and captured, it is proposed to host a series of specific engagement events in parallel to the wider activities carried out by the Combined Authority. The proposal is to host 5 to 10 events for young people, with one event in each of the five local authority areas that make up West Yorkshire, and further events held at a West Yorkshire level with specific demographic groups. The engagement will focus on the broad principles behind the connectivity proposals. The details are currently being finalised.

3. Tackling the Climate Emergency Implications

- 3.1 The work described in this report is central to ensuring that the transport sector can play a full part in the region making a green recovery from the Covid-19 pandemic and decarbonising the West Yorkshire economy by 2038, whilst providing the connectivity improvements that will help to ensure successful and inclusive growth.

4. Inclusive Growth Implications

- 4.1 The work described in this report is focused on communities of greatest economic need within the region and providing the connectivity improvements that will help to ensure inclusive growth.

5. Financial Implications

- 5.1 There are no financial implications directly arising from this report. The engagement on the plan uses existing resources of the Combined Authority.

6. Legal Implications

- 6.1 The West Yorkshire Combined Authority is the Local Transport Authority for West Yorkshire. As the Local Transport Authority, the Combined Authority has the legal responsibility to produce and maintain a Transport Strategy for the region. In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040, setting out our policy framework for improving transport. The transport Connectivity Infrastructure Plan is an extension of this, setting out the spatial delivery plan and long-term pipeline of transport infrastructure improvements to improve connectivity in our region.

7. Staffing Implications

- 7.1 There are no staffing implications directly arising from this report.

8. External Consultees

- 8.1 The engagement with the public is underway.

9. Recommendations

- 9.1 That the Committee notes the content of the report in respect of engagement to-date and plans for maximising engagement.
- 9.2 That the Committee discusses ways to engage stakeholder and communities in the Connectivity Infrastructure Plan and related supporting documents.

10. Background Documents

None.

11. Appendices

None.

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Report to: Transport Committee

Date: 12th March 2021

Subject: **Active Travel – Update**

Director: Alan Reiss, Director Policy, Strategy and Communications

Author: Kit Allwinter, Policy Officer

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

1. Purpose of this report

- 1.1 To provide a summary of the development of activity focussed on improving conditions and opportunities for walking and cycling within West Yorkshire, including an update on the delivery of schemes across West Yorkshire.

2. Information

Background

- 2.1 Walking and cycling are at the heart of the Combined Authority’s recently published West Yorkshire Connectivity Infrastructure Plan. Our proposition is that both can be used more often, not just for trips in their own right, but also to access all other sustainable modes of transport as part of a joined-up transport network that delivers easy door to door journeys.
- 2.2 As part of our Transport Strategy 2020, the Combined Authority set ambitious targets to increase the modal share of walking and cycling across West Yorkshire, and our ongoing Carbon Emissions Reduction Pathways study indicates that further strengthening of these targets will be necessary to meet our overall target for net zero carbon by 2036. If we can achieve these targets

it will have significant benefits for individuals who cycle and walk as well as delivering wider societal, economic and environmental benefits – some of which are outlined in more detail in Appendix 1.

- 2.3 The most effective way to increase the number of people walking and cycling is through a two-pronged approach of providing attractive infrastructure which is direct, convenient and safe, whilst simultaneously enabling people to reconsider their travel choices and explore the benefits of active travel. This approach has proved successful with the Combined Authority’s CityConnect programme and is now being applied to our future network development methodology.
- 2.4 The Connectivity Implementation Plan contains the five pilot Local Cycling and Walking Implementation Plans (LCWIPs) which pioneered the use of LCWIP methodology to determine the prioritisation and development of both walking and cycling infrastructure. This approach is now being applied at a larger scale in each of the districts to identify further corridors and walking zones for intervention.
- 2.5 As part of the consultation on the Connectivity Infrastructure Plan, we are undertaking to gather two different sets of data to help inform further work. The first of these is qualitative, and seeks to understand the current barriers to walking and cycling in local areas around West Yorkshire and how these might be overcome. This information is being gathered through the walking and cycling specific elements of the survey currently live on YourVoice: <https://www.yourvoice.westyorks-ca.gov.uk/connectivity>. The second element is developing our understanding of pinchpoints and potential infrastructure interventions through the use of the interactive map (same page on YourVoice) which, combined with the earlier input from the “Safer Streets” consultation of 2020 will provide a long list of potential schemes for the Combined Authority and District Partners to consider as part of the ongoing pipeline development and LCWIP work.
- 2.6 The LCWIP Phase Two work will be informed by the Connectivity Infrastructure Plan’s modelling and development, which has identified key flows ripe for conversion to active travel, or indeed existing flows which could be significantly increased. This, alongside other prior work undertaken both by the Combined Authority and the five Districts will inform the development of a pipeline of schemes for active travel infrastructure.
- 2.7 The Combined Authority is engaged closely with other relevant parties, such as the Canal and River Trust and Sustrans, to ensure that existing greenway schemes are integrated and accessible via the proposed network – resulting in a coherent and cohesive network of on- and off-road cycling and walking infrastructure to help enable modal shift.
- 2.8 Alongside infrastructure development plans, the Combined Authority is further developing its wider approach to community engagement as part of active travel schemes. This will enable us to identify key stakeholders, community groups and alike and engage with them early in the process to enable a

degree of iterative co-design of not only infrastructure interventions but also supporting behaviour change work.

- 2.9 This will include not only an approach to helping develop wider support for the active travel corridor and zone interventions, and understanding with regard to the re-allocation of roadspace, but also to encouraging and enabling a wide range of users to explore and utilise the new infrastructure as part of the growing network. To do this effectively, it is important that we monitor and evaluate schemes after implementation to understand which interventions are most effective in enabling the modal shift required by the Connectivity Infrastructure Plan. This will include understanding how to best ensure that maintenance of schemes is undertaken (e.g. gritting and drain clearance) so that use of the infrastructure can be year-round.

Monitoring and Evaluation

- 2.10 Monitoring and Evaluation of West Yorkshire's cycling and walking infrastructure is of increasing importance so that we can develop local evidence to support further investment. A current project is collecting all available data that we currently have access into one location to present a "Active Travel Data Dashboard" and this work is likely to be completed in March 2021. Once complete, the current data gaps will be reviewed and options regarding how best these could be filled will be explored, including on new infrastructure that is currently being planned and delivered.
- 2.11 As reported to Committee in January 2021, usage figures from newly completed infrastructure delivered through the Combined Authority's CityConnect programme showed an on-going increase in journeys made by bike throughout 2020, especially on off-highway routes. However, it should be noted that analysis of the cycle counter data for December 2020 and January 2021 shows a dip in usage compared to the same period last year. Considering the strong growth in usage seen in 2020, this dip is likely attributed to the more widespread inclement weather relative to last year, including multiple heavy snow fall events, lower temperatures and ice (coldest January in 10 years), and heavy rainfall (almost double last year) leading to flooding. This does provide support to the case for active travel routes to be added to winter maintenance schedules to ensure they are available for use all year round, as has been the case for the Leeds Bradford Cycle Superhighway, delivered through the CityConnect programme.

Delivery of Infrastructure

- 2.12 Through the West Yorkshire Combined Authority's CityConnect programme, dedicated to the delivery of cycling and walking infrastructure, we have delivered £60 million of investment in schemes focused on enabling more people to travel by bike and on foot.
- 2.13 Delivery of the most recent phase of CityConnect schemes is progressing well with delivery currently underway on four schemes. Phase 4 of the Castleford Greenway scheme is on site with works progressing well and completion due

during March 2021. Construction of new segregated cycle infrastructure along Claypit Lane in Leeds is complete, with the remaining upgrade to the signals at Sheepscar Junction to be completed in March 2021. The segregated cycle routes along Dewsbury Road and Elland Road in Leeds are both under construction with completion expected in April 2021. When completed these schemes will add over 7km of high-quality cycling and walking infrastructure to the expanding network across West Yorkshire.

- 2.14 An additional four schemes are in development through the CityConnect programme, which are proposed to deliver up to an additional 15km of active travel infrastructure. These include upgrades to the towpaths along sections of the Leeds & Liverpool Canal and Huddersfield Narrow Canal, due to go into delivery from Summer 2021 and a new greenway between Bradley and Brighouse due to go into delivery during 2022.
- 2.15 As reported to Committee in January, work is also continuing to deliver the Active Travel Fund – Tranche 2 schemes, with the current focus on engaging and consulting with stakeholders to enable scheme development and delivery plans to be finalised. With confirmation that the local and mayoral elections are progressing in May, some of this activity may be impacted by requirements put in place around election time e.g., the pre-election period (Purdah).
- 2.16 In addition to those schemes outlined above, a range of other programmes are delivering active travel infrastructure as part of other projects. The Corridor Improvement Programme, Leeds Public Transport Investment Programme and Transforming Cities Fund have schemes within them that will significantly improve walking and cycling trips both as separate modes and as part of wider journeys including public transport. The recently launched Connectivity Plan puts active travel at the heart of the Combined Authority's transport ambitions for the future and will continue to drive improvements for walking and cycling across the full range of our work.

Behaviour Change Activity

- 2.17 The large range of BCRs (noted in the Appendix) is also partially driven through the importance of uptake of schemes – as the more cyclists use the scheme, the better the resultant BCR. Whilst this is easy to model for new motor vehicle infrastructure it is harder for active travel. This is due to both the current lack of data and evidence, and due to the partial nature of the walking and cycling network that is attractive and useable by a full range of users. For example, a segregated cycling facility may be suitable and attractive to everyone, but if it is inaccessible except by through the use of general traffic lanes, it will continue to be under-used as it remains only of benefit to those already happy cycling amongst motor traffic. The network benefits will continue to accrue as the districts, the Combined Authority and other interested third parties (including the Canal River Trust, HS2 and Sustrans)

work together to build a coherent and cohesive network of safe walking and cycling corridors and areas across West Yorkshire.

2.18 It is also important to engage with potential users and make them aware of the potential of new infrastructure once it has been completed. For example, school streets or a new, safe route to a school may open up opportunities for significant modal shift amongst school pupils, which should be leveraged through supporting and encouraging behaviour change. This approach has driven our ongoing engagement activity. Through the CityConnect programme to deliver active travel in West Yorkshire, which is supported by a dedicated communications and engagement team, the Combined Authority have been delivering targeted behaviour change activity to enable more people to walk and cycle, since 2015. An overview of impacts of the CityConnect programme can be found here - <https://www.cyclecityconnect.co.uk/cityconnect-at-five>

2.19 As part of the response to the Covid-19 pandemic, the team have been delivering targeted activity to support people to make essential journeys by bike or foot, which has been funded through Tranche 1 of the DfT Active Travel Fund. Work has focused on delivering support to businesses to become more cycle friendly, working with our district partners to deliver free adult cycle training and supporting community groups to deliver activity in their local area through a community grants programme.

Support to businesses

2.20 Through the Combined Authorities Bike Friendly Business scheme, over 300 businesses in West Yorkshire have been supported to become more cycle friendly, with over 100 accredited as gold, silver or bronze bike friendly businesses. From July to December 2020, the 23 organisations were awarded grants to boost cycling opportunities for staff, with over £100k awarded in total.

2.21 Provision of pool bikes has been a popular option for business, with around 50 bikes funded so far. This includes bikes used by the App-Bike system at Central Square in Leeds, ebikes at a manufacturer in Guiseley and a variety of bikes provided at Shiers Solicitors in Bradford. Other organisations supported include Airedale NHS Foundation Trust, the Royal Armouries Museum and Open Source Arts in Leeds, which all benefitted from new, high quality, secure bike parking for employees, with around 70 spaces provided in total.

Support for cycle training

2.22 Following the end of the first lockdown in the summer of 2020, the Combined Authority received £25,000 from the Emergency Active Travel Fund to run a programme of adult cycle training across the five districts of West Yorkshire. This training programme aimed to complement new 'trial' cycling infrastructure, and

- Offered training to over 380 people across West Yorkshire
- Operated a total of 580 hours of group and 1:1 training

The training programme aimed to

- build on higher levels of cycling during the lockdown by giving people the skills to cycle to work (or make other everyday journeys) by bike
- support people to return to cycling after a long break
- enable people who had never learnt to ride a bike to do so

Training was offered on a 1:1 basis and in groups at community venues. Bikes were available to borrow for people who did not have access to one themselves.

Support to communities

- 2.23 During the early stages of the COVID pandemic in 2020, community-based cycle projects played a vital role in supporting key workers and others to get around by bike, reducing the need to use public transport. The latest round of community grant funding was aimed to build on this work and help more people to cycle in the period following the first lockdown.
- 2.24 Through these grants, delivered through the CityConnect programme, over 300 people were able to access a bike, more than 80 people received training to start cycling or to get back on their bikes, including 40 NHS workers, and more than 100 people were kept on two wheels through Dr Bike sessions and free repairs and servicing. Other activities included skills sessions to help people fix and maintain their own bikes, and getting essential cycle kit, such as lights, helmets and locks to people on lower incomes.
- 2.25 Examples of groups that have been supported through this programme include:
- Supporting Bradford Capital of Cycling and Margaret Carey Foundation to continue to loan bikes to key workers as well as virtual and socially distanced bike maintenance courses and winter commuter zoom workshops.
 - In Kirklees, supporting Streetbikes to also offer loan bikes and free repairs and servicing to essential workers.
 - In South Leeds, St Luke Cares skilled up local volunteers to refurbish more than 100 unused bikes and then get them into the hands of people who needed a bike.
 - In Calderdale, a CityConnect grant funded Happy Days CIC to create bike fleets for their tenants at their housing to borrow – some of whom have recently been homeless. They also helped to skill up tenants up to fix these and other bikes.
 - Experience Community used a grant to purchase and pilot some ‘clip-on’ motors for people to attach to the wheelchairs they use. The scheme aimed to trial the motors with 12 volunteers, to support independent, socially distanced travel over longer distances.

- Onna Bike worked directly with NHS workers at Bradford Teaching Hospitals Foundation Trust, offering convenient on-site cycle training to staff, and then helped some staff to own a refurbished bike (with the support of Ontrak)
- Hop On Bike offered learn to ride, road confidence and commuter training to people from Lister Park, along with passing on the skills to do simple repairs and maintenance of people's own bikes.
- Leeds Bike Mill used a grant to help towards the cost of a refurbished bike or essential cycle equipment – prioritising people on low incomes living in inner East Leeds. They also offered socially distanced Dr Bike sessions in Central & East Leeds to help fix and maintain the bikes of people already cycling.

2.26 Through the next phase of funding from the Active Travel Fund, a further round of community grants has been made available, with applications open from 19/02/21 to 19/03/21. Further details can be found at www.cyclecityconnect.co.uk/get-cycling/support-for-communities

2.27 The Combined Authority are also working with partners in each to district to deliver a range of initiatives across key workstreams that are funded through the next phase of the DfT's Active Travel Fund. Walking and cycling initiatives will target schools, businesses and communities, as well as active travel hub development and adult cycle training courses, including health-based cycle training. These initiatives will be available across West Yorkshire and details of forthcoming offers will be communicated through the CityConnect comms channels as well as through partner channels.

Future Opportunities

2.28 The Combined Authority recently completed the development of the first phase of Local Cycling and Walking Implementation Plans (LCWIPs), which was a pilot to test our approach to using the approved methodology in each of the five districts. This resulted in the publication of an identified cycle corridor and a proposed walking zone in each district, and a summary of the process and result was published as part of the Connectivity Infrastructure Plan this year.

2.29 Recently consultants have been appointed to take this work to the next stage and identify both further active travel interventions and an approach for developing the integration of these into local areas. This will complement the Combined Authorities own ongoing work in this area, particularly regarding the importance of engagement and securing public support for active travel interventions.

2.30 The Combined Authority continues to work with relevant parties (such as district councils, Canal and River Trust, Sustrans, etc.) to ensure that we work together to bring forward schemes in a planned manner to maximise both efficiency and the impact of schemes. This will present us in a strong position to apply for future funding streams as they become available through the development of a clear pipeline of schemes, varying in scale, which will come

together to build a better, more integrated and attractive active travel infrastructure for West Yorkshire.

3. Tackling the Climate Emergency Implications

- 3.1 Enabling Active Travel through the provision of safe, convenient, direct, high-quality and attractive infrastructure on both an area-wide and corridor-based approach will assist in modal shift away from cars towards foot, cycle, bus, rail and mass transit alternatives and thus help meet West Yorkshire's ambitious decarbonisation aspirations. This needs to be supported by an equally ambitious programme to encourage and support behaviour change.

4. Inclusive Growth Implications

- 4.1 Infrastructure built to enable walking (wide, clear, level footways with continuous crossings across side-roads and safe crossings of motor traffic) and cycling (a wide, connected and cohesive network of low-gradient routes separate from motor traffic) are accessible to all users from all backgrounds and have significant benefits for, as examples, the disabled, the elderly, schoolchildren, all socio-economic classes, families and businesses.
- 4.2 Rebalancing our transport system away from private car use to such modes will significantly improve inclusivity. Across the UK, 20% of men and 30% of women don't hold a driving licence. Only one-third of households in the lowest income decile have access to a car or van and half of lone parent families with children don't have access to a vehicle. Making all potential users aware of such options is needed alongside the delivery of infrastructure, as shown by the successful engagement with users which is being carried out as part of the CityConnect programme.

5. Financial Implications

- 5.1 There are no financial implications directly arising from this report.

6. Legal Implications

- 6.1 There are no legal implications directly arising from this report.

7. Staffing Implications

- 7.1 There are no staffing implications directly arising from this report.

8. External Consultees

- 8.1 No external consultations have been undertaken.

9. Recommendations

- 9.1 That the Committee notes the updates provided within this report.

9.2 That the Committee continues to support the design and implementation of high-quality active travel infrastructure across West Yorkshire.

10. Background Documents

None.

11. Appendices

Appendix 1 - Benefits of Active Travel

Item 7: Active Travel Update

Appendix One: Benefits of Active Travel

A1.1 There are many benefits to increased walking and cycling. These can be divided into the direct benefits for an individual in being more active for a given journey, and the total benefits society accrues through the widespread use of clean and quiet active travel. Some of these are shown below.

Direct Individual Benefits of Active Travel

A1.2 Walking and cycling more has huge individual health benefits, in terms of both physical and mental health. In the UK a third of the population lead lives that are so inactive that it could affect their long-term health, with 80% of British children undertaking so little exercise that their cardio-vascular systems are under-developed and they are more likely to suffer from chronic illness. In terms of physical activity, in West Yorkshire life expectancy is already below the national average and 38% of people are considered inactive. More than one in three Year 6 school children are overweight or obese. Inactivity (separate to obesity) is linked directly to increased risk of cardiovascular disease, cancer, type 2 diabetes, bone and joint health, cognitive function and dementia as well as mental health more broadly.

A1.3 However, walking and cycling are relatively easy ways to overcome this. World Health Organisation Guidelines state that 150 minutes a week of brisk walking or 75 minutes of reasonably quick cycling is enough to overcome inactivity related health issues. One of the leading causes of inactivity is a perceived lack of time – when exercise is limited to attending gym classes or carving out time to go for a run this can be difficult to do consistently due to other pressures and demands.

A1.4 Active Travel overcomes this by it no longer requiring separate time budgeting but instead being a part of everyday life. If we assume that a person leaves the house to go shopping, travel to work or school or undertake leisure activities 3 times a week, if they can do this actively it is much easier to reach these targets. 75 minutes of cycling is 12.5 minutes there, 12.5 minutes back. three times a week whilst 150 minutes of walking is 25 minutes there and 25 minutes back. Of course, at 5 times a week this comes down to 15 minutes there and 15 minutes back for walking, meaning that enabling (for example) school children to travel actively to and from school could have significant long-term physical and mental health benefits for West Yorkshire.

A1.5 Children who cycle to school are more attentive and achieve better results than children who are driven, whilst for adults and businesses, active travel reduces absenteeism, boosts productivity, results in fewer sickdays and lowers staff turnover due to happier, healthier workers. Cyclists consistently exhibit the highest levels of commute satisfaction, resulting from a high degree of arrival time reliability and control, enjoyable sensory stimulation (e.g. trees and greenery), the 'feel-better' effects of moderate exercise and the greater opportunities for social interaction afforded by cycling over other modes.

Broader Societal Benefits of Active Travel

A1.6 Society more broadly benefits from the adoption of walking and cycling. In particular, in terms of capacity compared to road, the amount of space required per person is significantly lower than in private vehicles:

(per person)	Pedestrian	Cyclist	Bus	Car
Space when Stationary	0.5m ²	2m ²	2m ²	30m ²
Space when moving	3mph: 2m ²	10mph: 5m ²	30mph: 7m ²	30mph: 140m ²
Capacity of a Lane	19,000	14,000	9,000	2,000

A1.7 This means that high density, cycle-friendly urban form is more conducive to agglomeration benefits than car-based systems and the reduced space and maintenance requirements mean that annualised infrastructure costs are 33% lower in less car-dependent areas than in car-oriented ones.

A1.8 A recent study (2017) in America determined that for every \$1 an individual spent walking (including the value of time) society paid an additional \$0.01 in terms of infrastructure upkeep, externalities such as air and noise pollution, health benefits severance, congestion and alike. For cycling, the additional costs were \$0.08, whilst for every \$1 spent on public transport society paid \$1.50 and for driving society paid an additional \$9.20.

A1.9 In addition to any health savings associated with the NHS through more active lifestyles, enabling active travel to and from schools would reduce the public costs of school travel (the Netherlands estimated it saved £390 million a year) but also free up significant time for adults no longer required to move their children around and enable them to partake in other activities and civic society, building community resilience. Per square metre, the provision of cycle parking provides five times higher retail spend than car parking, supporting evidence that cyclists visit local shops more regularly and tend to spend more than motorised users. Therefore a compact town optimised for walking and cycling has a “retail density” (spend per square metre) 2.5 times higher than a typical urban centre.

A1.10 Whilst it is easy to perceive some of the benefits of active travel (e.g. an accessible square full of trees and café-style seating with a cycle path is more pleasant to be in than a car park or a traffic gyratory and thus people will be happier, healthier, spend more time and money there, etc.) it is not always easy to measure these benefits. Whilst our system for measuring, modelling and planning for private motor traffic has been developed and in place for many years, active travel and the “softer” benefits are significantly newer in terms of being introduced to the appraisal framework. For example, throughout West Yorkshire there is an extensive array of automatic traffic counters to understand motor vehicle movements, we have much poorer data on the number of people walking at any given moment, on a bus or cycling

into and out of areas. The Combined Authority is undertaking a review of its current data on active travel and is seeking not only to present what information we have more accessibly, but also to assess how best these gaps can be filled through either new data collection infrastructure or innovative alternatives.

- A1.11 However, in summary, the benefits of investing in Active Travel are lower costs, a healthier population and a more prosperous economy. Not all of these are easy to monetise to include in benefit/cost ratios and business cases, however the DfT notes that many cycling schemes achieve BCRs of upto 19:1 (including some schemes as high as 35.5:1). By comparison, motorway upgrades and bypasses tend to have BCRs between 3.1:1 and 3.7:1 respectively.
- A1.12 The higher BCRs for active travel schemes tend to be for “new-build” schemes, as schemes where road space re-allocation is required away from private motor vehicle movement tend to have BCRs between 1:1 and 5:1, currently. This is due to many factors but includes widely acknowledged issues around the Transport Appraisal Guidance approach to modelling active travel schemes and valuing time. For example, car users’ time is valued more highly (£17.69 per hour) than that of either pedestrians or cyclists (£10.02 per hour) meaning that any impact on journey times for motorists can have significant ramifications for the ratio, even if the scheme may have multiple social and cultural values that are harder to monetise and include in the analysis. The DfT is currently looking at how such issues can be addressed and stress that TAG outputs are merely one element in the wider appraisal process which should enable incorporation of such strategic objectives.
- A1.13 The DfT’s Active Modes Appraisal Toolkit currently includes: reduced congestion benefits, infrastructure maintenance savings, fewer accidents, local air quality and noise benefits, greenhouse gas emission reductions, reduced risk of premature death, reduced absenteeism, improved journey ambience, indirect taxation changes and overall Government costs as part of the BCR analysis.

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Report to: Transport Committee

Date: 4 March 2021

Subject: **Carbon Impact Assessment**

Director: Alan Reiss, Director Policy, Strategy and Communications

Author: Matthew Page, Modelling Analyst

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

1. Purpose of this report

- 1.1 This paper provides an update on the work commissioned by the Combined Authority to develop a carbon impact assessment tool and incorporate this into the Assurance Framework. This work will ensure that the impact of proposals on the Climate Emergency are more explicitly taken account in decision making.
- 1.2 This paper is similar to one which was submitted to the Investment Committee (4 March 2021) and the Combined Authority (9 March 2021).

2. Information

Background

- 2.1 Given the scientific consensus that human influence is overwhelmingly responsible for changes in the global climate, addressing the climate emergency is a key priority for the Combined Authority and the West Yorkshire councils.

- 2.2 The Combined Authority declared a climate emergency and strengthened the City Region's carbon emission reduction target in July 2019. The strengthened target commits the region to achieve net-zero carbon by 2038, with significant progress by 2030. The task is challenging and will require significant and swift action to decarbonise all sectors.
- 2.3 A paper to the West Yorkshire and York Investment Committee (1 September 2020) outlined the proposals for strengthening decision making to reflect the Climate Emergency. A previous paper to the West Yorkshire Combined Authority (10 December 2020) outlined the recent progress on the carbon impact assessment project, which came out of the need to ensure that clean growth and climate change impacts are considered for all schemes progressing through the Assurance Framework.

The carbon impact assessment project

- 2.4 A methodology and supporting toolkit for assessing carbon emissions and clean growth impacts of new schemes is being developed, and the Combined Authority has appointed Mott Macdonald to carry out this work. A technical steering group, including officers from all West Yorkshire councils and York, has been established to develop the work and oversee the commission.
- 2.5 The work is underway and has five phases:
- Phase 1 Review of national and local examples of best practice in carbon assessment (September and October 2020)
 - Phase 2 Development of the carbon impact assessment toolkit (October 2020 to March 2021 with initial proposals available in December 2020)
 - Phase 3 Applying the toolkit to existing capital schemes currently going through the Assurance Framework (February to April 2021)
 - Phase 4 Carry out an in-depth assessment and recommend carbon mitigation measures for a shortlist of schemes in development (March to May 2021)
 - Phase 5 Carry out carbon literacy training to embed the toolkit in the Assurance Framework (February to August 2021)
- 2.6 This paper outlines recent progress on the project. Phase 1 has now been completed and the results were reported to the Combined Authority in December 2020.
- 2.7 The Consultants have now developed more detailed proposals for the methodology that should be used at each stage of the assurance process (Phase 2). These include technical notes and firm guidance on:
- Strategic Assessment (Activity 1) - a check on the alignment of the proposal with Carbon Emission Reduction Pathways

- The development of the Strategic Outline Business Case (Activity 2) - a qualitative screening process which assesses the wider sustainability/environmental impacts.
- Additions to the Outline Business Case (Activity 3) and Full Business Case (Activity 4) - a quantitative assessment of the carbon impact of proposals, this includes:
 - The carbon included in the construction of any infrastructure (embodied carbon)
 - The impact of the normal operation of the proposal (without any behavioural response to the intervention)
 - The impact of any behavioural response to the intervention

2.8 The methodology will be refined as it is used to assess the existing projects in the assurance process (in Phase 3). Particular challenges include:

- How to present the carbon impact assessment so that it is prominent within the business case and that it includes as much context as possible to assist decision makers. The carbon impact assessment methodology will not be able to suggest definitively whether a scheme should proceed or not but it will provide an important piece of evidence (the carbon impact) which can be taken into account by decision makers.
- Careful consideration of the counterfactual (what would have happened without the intervention). This is important to ensure that the intervention is assessed compared to a realistic assessment of what would have happened in the absence of the CA investment.
- Robust methodologies for assessing the behavioural response to interventions so that this important source of carbon impact can be properly assessed.
- The background assumptions to be used in the assessment of carbon impact, for instance traffic and fleet composition forecasts. For the assessments of existing projects these will have to match those made in the existing economic assessments. For future assessments, the consultants have recommended the use of assumptions which are consistent with the Carbon Emissions Reduction Pathways work and this will require an extra sensitivity test to be carried out in the economic assessment.

2.9 At the same time as the methodology was being developed, CA officers have been briefing officers in partner councils about the proposals, as well as presenting to meetings of the Directors of Development and Chief Highway Officers. Some briefings of elected members have also been held.

2.10 An important aspect of the project is making sure carbon impact assessment is incorporated into the assurance process so that it is considered in future decision making. Liaison is taking place between the consultants developing the methodology, the CA team overseeing the commission and the officers

taking forward the revisions to guidance and templates through which the assurance process is implemented. The timescale for including carbon impact assessment in the assurance process will be determined by when the guidelines and templates which include carbon impact assessment are completed and adopted.

Next Steps

- 2.11 Work on Phase 3 of the project (the assessments of existing schemes) is now underway. A list of projects which are in scope for assessment has been supplied to the consultants. These include all the transport schemes progressing through the assurance process (and not already into delivery) as well as a selection of non-transport schemes. As mentioned above, the methodology used is likely to develop as it is used to assess these existing schemes. The selection of non-transport schemes was therefore made so as to include as wide a selection of different types of scheme as possible.
- 2.12 Phase 4 (in depth assessment and recommendation of carbon mitigation measures) will provide scheme promoters with information about the carbon impacts and inform next steps. The outcomes of the assessments of existing schemes, including potential mitigation for shortlisted schemes, will be discussed with partners to consider recommendations to be reported to the Combined Authority in June 2021.

3. Tackling the Climate Emergency Implications

- 3.1 The proposed carbon impact assessment tool will assist decision makers in taking the carbon impact of proposals into account and is considered an important tool in understanding how our investment can support the ambition to becoming a net zero carbon economy by 2038.

4. Inclusive Growth Implications

- 4.1 Although the carbon emissions impact of investment is a key focus for the methodology under development through this work, the proposed toolkit includes a qualitative screening process at Strategic Outline Case (Activity 2) which supports the assessment of schemes' contribution to wider environmental, sustainability and social impacts.

5. Financial Implications

- 5.1 There are no financial implications directly arising from this report.

6. Legal Implications

- 6.1 There are no legal implications directly arising from this report.

7. Staffing Implications

- 7.1 There are no staffing implications directly arising from this report.

8. External Consultees

- 8.1 A steering group, including officers from all West Yorkshire councils and York has been established to develop this work and oversee the commission. A representative from the LEP's Green Economy Panel also sits on the steering group, acting as a "critical friend".

9. Recommendations

- 9.1 That the Transport Committee notes the contents of this report.

10. Background Documents

None

11. Appendices

None

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Report to: Transport Committee

Date: 12 March 2021

Subject: **Leeds City Region Transport Update**

Director: Alan Reiss, Director of Policy, Strategy and Communications

Author: Richard Crabtree, Rail Development Manager

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

1. Purpose of this report

- 1.1 To provide the Transport Committee with an update on current issues not covered elsewhere in the agenda.

2. Information

Transport for the North meetings

Transport for the North Board

- 2.1 The Transport for the North (TfN) Board met on 14 January 2021 and 18 February 2021.
- 2.2 A verbal update of the Board meeting on 14 January was provided to Transport Committee at its meeting on 15 January. The meeting covered the following substantive items:
- **Rail Needs Assessment** where members expressed their continued support for an approach that secures full delivery of HS2 and Northern Powerhouse Rail (NPR). TfN consequently issued statutory advice to

inform the anticipated Integrated Rail Plan for the Midlands and the North.

- **TransPennine Tunnel M6-A1 Corridor Statutory Advice** where members endorsed an approach that highlights the importance of strategic cross-Pennine connectivity, whilst recognising that upgrades to existing routes are likely to be the effective and environmentally sensitive approach, alongside investment in rail lines.
- **Funding and Business Planning** where members were briefed on TfN's funding settlement for 2021/22, which included a significant reduction in 'core grant', and an end to funding for the Integrated and Smart Travel (IST) programme. Members supported the need for sufficient funding of TfN's activities and expressed concern about the withdrawal of IST funding.
- **Recruitment of TfN Chief Executive** where members supported the case for recruiting a permanent Chief Executive.

2.3 The Board meeting on 18 February 2021 considered the following substantive items:

- **IST Programme** which covered the actions to wind-down activity on the Integrated and Smart Travel programme. It was agreed to make a final push to secure ongoing funding from the Treasury. Members expressed concerns about the loss of expertise built up in the team, and the lost opportunity to better integrate ticketing for multi-modal journeys.
- **Funding Update and Draft Business Planning** where members were updated on progress to putting in place a business plan for 2021/22. Reallocation of budgets has allowed some mitigation for the reduction of core funding.
- **Northern Powerhouse Rail** was further discussed. The result will be statutory advice from TfN to DfT to state the Board's priorities for NPR including on the preferred route. For West Yorkshire, this means a clear preference for a new link between Manchester and Leeds that serves central Bradford. Members reluctantly accepted that submission of the Strategic Outline Case (SOC) will be deferred so that it can respond to the proposals in the Integrated Rail Plan (IRP) for the Midlands and the North, expected to be published by DfT in March 2021.

2.4 Closure of the Integrated and Smart Travel programme will have implications for West Yorkshire. At the outset, it was intended that the programme would facilitate integrated pay-as-you-go ticketing across bus and rail, including fare-capping. Part of the programme would also have supported the necessary card reading equipment on smaller operators' buses. DfT has indicated there may be specific initiatives on ticketing announced as part of the Williams Review for rail and the National Bus Strategy. Subject to these

announcements it may be that initiatives for integrated ticketing across modes will need to be developed locally.

- 2.5 A link to TfN Board meetings and papers is provided in the **Background Documents** section, which includes access to recordings of the public session of the Board. The next meeting of Transport for the North Board is scheduled for 24 March 2020.

Rail North Committee

- 2.6 Rail North Committee met on 12 January 2021, covering the following substantive items:
- **Rail Reform Matters** which provided an update on still awaited rail reforms. Concerns were raised that decision-making appears to be increasingly centralised. Members discussed the merit in working at a level closer to the point of impact in future, and the importance of being able to offer local knowledge and intelligence in this context. The North East joint model was noted as a good case study. The importance of a stronger relationship with Network Rail was also raised.
 - **Update on Operational Rail Issues** updated members on the actions the industry and DfT are taking to respond to the ongoing COVID-19 crisis. In general, it has been easier to manage resources in the latest lockdown. Passenger numbers remain very low, although not as low as the spring lockdown in 2020.
 - **Planning for the Future.** Members endorsed the production of a 'roadmap to recovery' to support rebuilding after the pandemic. Members highlighted the risk of a 'car-led recovery' and underlined the importance of a flexible ticketing offer to attract passengers back.
 - **Manchester Recovery Taskforce.** Members received an update on the public consultation on service options for May 2022, which has subsequently been launched. Further details of this are provided elsewhere in this report.
- 2.7 Two informal workshops of the committee have also taken place. The first of these covered future service agreements. This topic is covered in further detail below. The second considered the emerging proposals for investment in capacity in the central Manchester rail network as part of the work looking at the long term under the Manchester Recovery Task Force activity.
- 2.8 A link to papers is provided in the **Background Documents** section, which includes access to recordings of the public session of the Committee. The next Rail North Committee is scheduled for 25 March 2021.

Rail Updates

Train Operators Forum and rail operator updates

- 2.9 The Chair led a meeting of the Train Operators Forum on 3 February 2021. This was attended by rail operators, Network Rail, Transport Focus and TfN, together with Cllrs Kaushik and Bolt.
- 2.10 Discussions included how to adapt to the changing market conditions and rebuild rail demand. This included looking at key information from surveys carried out by Transport Focus of what customers need/expect after restrictions are lifted. Transport for the North provided updates on rail reform and different recovery scenarios post COVID-19 and emerging key trends.
- 2.11 The management of the current COVID-19 crisis was discussed, and the details are reflected in the separate COVID-19 paper before the Committee at **Item 5**.
- 2.12 Recent poor rail performance because of changing weather conditions was discussed. Several trees laden with snow fell onto the railway in January. Network Rail has highlighted this as an area to be targeted during future de-vegetation work, to improve resilience and reliability in future.
- 2.13 Train Operators were asked to present to the next meeting initiatives they are proposing as part of an improved customer offer for post pandemic recovery.
- 2.14 The final train in Northern's fleet has entered their refurbishment programme. The £100 million programme includes more than 260 electric and diesel trains and has been carried out at eight depots across the country. The current stage of refurbishment focuses on customer comfort and includes upgrades to seating, lighting, interior and exterior painting, and toilets with baby changing facilities. The digital trains project is still ongoing which will see WIFI, USB charging points, media screens, passenger counting systems and improved maintenance features added. The passenger counting systems should mean comprehensive and accurate passenger counts are available to inform future decision making.

Planned timetable changes in May 2021

- 2.15 National rail timetables typically change twice a year in May and December. Whilst this cycle has been affected by short-term changes in response to the impacts of the pandemic, they remain the focus for planned changes.
- 2.16 Relatively few changes are being planned for May 2021, other than to refine provision according to available resources. The planned changes are also dependent on travel restrictions being lifted. A summary appears below, comparing the May 2021 timetable against what was initially operated in December 2020 (i.e. not against the January 2021 temporary timetables in operation at the time of writing).

- 2.17 On Northern, there are no changes planned to Sunday timetables. For weekdays, the principal changes are:
- Hull – Leeds – Bradford Int. – Halifax: drops from hourly (“1tph”) to every other hour (“0.5tph”)
 - Leeds – Skipton: normal daytime 2tph service continues, but additional peak-only trains are withdrawn.
 - Leeds – Wakefield Westgate – Doncaster: normal daytime hourly service continues, but additional peak-only trains are withdrawn.
 - Service increases previously proposed for Knaresborough – York, and York – Scarborough have been postponed.
- 2.18 On Trans-Pennine Express, no significant changes are planned for the West Yorkshire area, other than some alterations to the lengths of trains to minimise the risk of crowding. They will, however, monitor passenger numbers on the East Coast as there was a strong leisure market here last summer and adjust services if they can.
- 2.19 On LNER (London services), again no significant changes are planned for May 2021, though it should be noted that for much of this period, temporary timetables will be in force anyway due to the rebuilding of King’s Cross station and approaches and other engineering work.
- 2.20 Cross-Country (Edinburgh – Newcastle – York – Leeds – Sheffield – Birmingham – South-West services) are not planning significant changes in May 2021.
- 2.21 Grand Central’s Bradford – Halifax – Wakefield – London services are currently suspended. Subject to the lifting of restrictions as planned, services are expected to resume from 27 March 2021.

Transition of passenger operations to National Rail Contracts

- 2.22 Further to recent updates to Transport Committee on anticipated rail reform, the transition to new National Rail Contracts is underway, via a process of negotiated direct awards. The new contracts are intended as a relatively short term ‘bridge’ from the current emergency measures arrangements until a new long-term operational model to be defined and implemented as part of the wider Williams rail reform in coming years.
- 2.23 In common with the emergency measures arrangements, the contracts keep revenue and costs risks with DfT at a time when there remains a great deal of uncertainty due to the pandemic on revenue and funding. This means most decisions with financial impacts will be taken by the client, rather than the operators. Commencement of the new National Rail Contracts also marks a formal end to the previously agreed franchises, and the associated commitments they contained.

- 2.24 TransPennine Express (TPE) is anticipated to move to the new contractual basis from 1 April 2021 or soon afterwards. The same management principles will apply to the Northern operation whilst it remains under direct government ownership, which is expected to be formalised onto a new direct award contract from the first quarter in 2022.
- 2.25 An important feature of the new contracts will be annually agreed business plans setting out what operators will provide and to what standards. Engagement with DfT on the content and form of the annual business plans for TPE and Northern is being managed via the Rail North governance. Members of the Rail North Committee have requested oversight of the business plans for the forthcoming year. At the time of writing the long-awaited Williams Review white paper has not been published. It is currently anticipated in March 2021.

East Coast Main Line timetable consultation

- 2.26 The Chair met with industry representatives in January 2021 to discuss the proposed recast of the East Coast Main Line timetable in May 2022. This recast will allow for additional services and shorter journey times following the completion of major infrastructure projects as part of the East Coast Upgrade.
- 2.27 Details of the proposed changes are still being developed, but the opportunity was taken to highlight priorities for West Yorkshire, including:
- The importance of connectivity to stations between Doncaster and London, including for connections to the East Midlands and Cambridgeshire.
 - The importance of service frequency on local trains between Leeds, Wakefield, and Doncaster, particularly where some local stations only have an hourly service.
 - The continuing importance attached to ensuring regular through services to Bradford, noting these remain dependent on other infrastructure proposals at Shipley and Bradford.

- 2.28 A formal timetable consultation is expected to commence in later in the year, and a response will be presented for members to agree at a future meeting. Further details about the East Coast Upgrade are available via the link in **Background Documents**.

Manchester Recovery Tasks Force public consultation

- 2.29 Transport for the North, Network Rail and Department for Transport have been consulting the public on the trade-offs for restructuring the timetable in and around central Manchester to achieve better reliability. Three options are presented, each with different impacts on services and different anticipated reliability benefits.

- 2.30 The result of this consultation will inform a recommendation of the Manchester Recovery Task Force (MRTF), which the Rail North Committee will be invited to endorse at a special meeting in April. The changes are then expected to be introduced from May 2022.
- 2.31 The emphasis from TfN is that these are short-term measures to help ensure more reliable services, which underlines the need for investment in the network to accommodate planned timetables.
- 2.32 The options present no major negative impacts on connectivity for West Yorkshire. Given the issues involved, the West Yorkshire response does not endorse or state preference for specific options. The response supports the need for change and supports some aspects of the options. A specific benefit included in two of the options is a more consistent and regular service throughout the day for Slaithwaite and Marsden as part of stopping services between Huddersfield and Manchester.
- 2.33 The response also makes clear the ongoing priority attached to through services from Bradford, Halifax and the Calder Valley to Manchester Piccadilly and Manchester Airport. This north – south connectivity across Manchester was an important aspect of the original ‘Northern Hub’ infrastructure proposals and informs our engagement with the MRTF activity focused on the longer-term network investment proposals.
- 2.34 The consultation was due to close on 10 March 2021, and a copy of the West Yorkshire response is included at **Appendix 1**. A link to background information, including the consultation document are included in the **Background Documents** section.

Restoring Your Railway Fund

- 2.35 On 23 January 2021, the Government announced the third round of the Restoring Your Railways Ideas Fund to develop proposals to restore railway lines, services and stations axed under the Beeching cuts. Originally anticipated to be announced in November 2020 the third round was due to close 05 March 2021. A link to the announcement is included in the **Background Documents** section.
- 2.36 The Combined Authority will not make any submissions to this third round of the Ideas Fund. Building on the Rail Vision, which was published in January as part of the overarching Connectivity Plan, Combined Authority officers are currently developing the new Rail Strategy which will produce priorities for a pipeline of interventions which will be guided by and ultimately decided upon by members.
- 2.37 Part of the new Rail Strategy will include the role that new / re-opened railway lines and stations should play in delivering West Yorkshire’s objectives and critically, how these relates to the plans for mass transit. This is very much a work in progress and is in the early stages of development, meaning that we are at present not ready to prepare and submit a bid to the Ideas Fund. Also,

worth noting is that in the considerable and helpful engagement with Transport Committee members on the Rail Vision, the onus from Members was very much on improving the railway that is already there rather than on significant expansion through further new stations and re-opened lines. Following completion of the Rail Strategy and further development of the mass transit plans, we will look to develop further Ideas Fund proposals for member consideration at a West Yorkshire level.

- 2.38 The Combined Authority is not the only body in West Yorkshire eligible to bid to the Ideas Fund, and will consider supporting and providing information from existing work should individual MPs or other partners and stakeholders decide to submit bids.

Northern Accessibility Fund

- 2.39 In 2020, Northern agreed with South Yorkshire Passenger Transport, Transport for Greater Manchester and West Yorkshire Combined Authority to launch a £250,000 Accessibility Fund, dedicated to accessibility improvements for Northern rail services. This was related to the later than anticipated withdrawal of Pacer trains.
- 2.40 Northern will consider schemes or projects that will enable disabled and older people to travel with Northern, by improving the accessibility of Northern trains and stations, with a project value of up to £50,000. The fund will be led and overseen by the Northern Accessibility User Group (NAUG), an independently chaired pan disability user group, whose membership represents a range of disability groups and charities reflecting the communities served by Northern. At the time of writing, the Combined Authority is reviewing the criteria and considering a proposal, particularly focused on the rail lines where Pacer trains remained in service for longer than planned.
- 2.41 A link to the Northern Accessibility Fund webpage with more information is included in the **Background Documents** section.

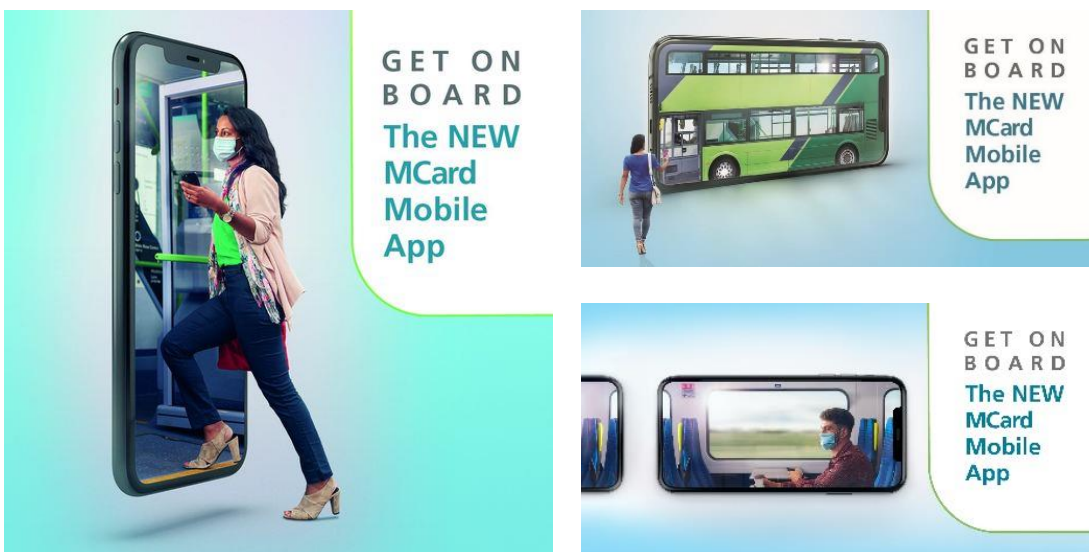
Bus Expert Panel

- 2.42 As part of the Combined Authority's work to understand the future options for bus in West Yorkshire, an Expert Panel has been established. The panel provides an opportunity to discuss bus in West Yorkshire and draw on the experiences of others outside of the area.
- 2.43 The second Expert Panel for bus was held in February 2021 and the discussion focussed on the customer and what techniques and interventions may be required to return the existing customers to the bus during the recovery phase and how to attract new customers going forward. The panel discussed how a clear and simple message, which makes bus an accessible option to use is key to returning and growing patronage.
- 2.44 The next Expert Panel is due to be held in June 2021.

Ticketing Update

MCard Mobile

- 2.45 MCard Mobile is a new app introduced in late 2020 enabling customers to purchase and download MCard tickets directly to their Apple or Android phone. The customer downloads the app, registers their details and payment card and then purchases tickets delivered to the phone as a secure bar code which can be read by the bus ticket machine and rail station ticket barrier.
- 2.46 The app is particularly aimed at returning part time commuters who will be able to buy travel for the days they need. Alongside the app, a new bus and rail “DaySaver” ticket has been introduced using the MCard travel zones. This is understood to be the first multi-modal ticketing app in the UK that allows the customer to purchase and use tickets via your smartphone to travel on bus and rail services. The customer can buy ten of these tickets for the price of nine and can choose which days they activate them according to the days they plan to commute. A full promotional launch will be held in the summer when COVID-19 restrictions are lifted. The graphics below indicates the marketing material to be used.



- 2.47 The next stage in the development of the MCard Mobile app is to develop “gifting”. This is where an organisation or individual can buy and send a ticket to an individual’s phone. This facility will for example enable parents to buy tickets for school students and companies for their workforce.

Leeds Public Transport Improvement Programme Update

- 2.48 Progress is being made on the schemes to improve bus facilities and services in Leeds funded by the Leeds Public Transport Improvement Programme;
- Installation of new bus stop signage is in progress to roll out the colour coded Leeds Core Bus Network. A digital map and video is now

available on wymetro. Additional real time information displays are also being installed throughout the City

- City Centre bus stop infrastructure improvements at Headrow, Park Row and Infirmary Street are approaching completion with works having started in the Corn Exchange area
- Work is progressing on bus priority corridors to reduce bus journey times and improve punctuality
- Stourton Park & Ride service is planned to commence in September using electric buses
- The East Leeds “FlexiBus” Demand Responsive Transport service is also planned to commence in September using electric minibuses

Levelling Up Fund and Existing Local Pinch Point Expressions of Interest

- 2.49 In the 2020 Spending Review the government announced the Levelling Up Fund, a new cross-departmental fund under the oversight of the Treasury, Department for Transport (DfT) and Ministry of Housing, Communities & Local Government (MHCLG) to invest in high value local projects that support economic recovery and regeneration. The Levelling Up Fund will supersede existing local growth funding streams.
- 2.50 The DfT wrote to Local and Combined Authorities on 11 February 2021 with some further details of the Levelling Up Fund, advising of the intention to publish a prospectus for the fund shortly, and to launch the first round of competitions in the first quarter of this year.
- 2.51 The DfT’s letter also advised that the Levelling Up Fund could include the Local Pinch Points Fund (LPPF) Programme, and was seeking Local/Combined Authority views by 24 February 2021 on whether they would like their LPPF Expressions of Interest (EOI) that had previously been submitted to the DfT in January 2020 to be considered for funding through the Levelling Up Fund in 2021/22. The DfT had put on hold the consideration of LPPF EOI due to the circumstances of COVID-19.
- 2.52 Transport Committee has previously been advised that the West Yorkshire Combined Authority was able to submit up to 5 EOI on behalf of the partner councils and was required to rank the schemes, indicating relative priority. The prioritised list of West Yorkshire LPPF EOI, agreed by Transport Committee, and submitted to the DfT in January 2020 was:
1. North Baileygate, Pontefract Gyratory and Junction Signalisation, (Wakefield Council) - DfT LPPF grant sought of £1,671,000;
 - 2= A62 Longroyd Bridge, Huddersfield (Kirklees Council) - DfT LPPF grant sought of £9,300,000;
 - 2= A61 Scott Hall Road bus lane, Leeds (Leeds Council) - DfT LPPF grant sought of £8,900,000;

4. Tetley Street / Inner Ring Road realignment, Bradford (Bradford Council) - DfT LPPF grant sought of £10,000,000;
5. A655 Black Road Bus Priority Scheme, Wakefield, (Wakefield Council) - DfT LPPF grant sought of £1,150,000 to 1,500,000 (depending on options).

- 2.53 In response to the DfT's letter of 11 February 2021, the Combined Authority asked the partners councils to review the list shown above and advise on the status of their EOI. The West Yorkshire Leaders confirmed that these schemes remain, and reflect, local priorities. This same list was then re-submitted to the DfT to their deadline of 24 February 2021. Local MPs had been contacted by the partners to identify their support for the schemes that fall within their constituency. A funding decision is awaited from the DfT.
- 2.54 An update report will be made to the next meeting of Transport Committee following publication of the government's Levelling Up Fund prospectus and Local Pinch Point Fund decisions.

DfT Highways Maintenance and Integrated Transport grant funding 2021/22

- 2.55 The DfT wrote on 13 February 2021 to all Local and Combined Authorities in England to identify the allocations for Highways Maintenance and Integrated Transport block grant funding for the next financial year, 2021-22. The DfT's notification had been delayed by Covid-19 impacts.
- 2.56 The Government's Spending Review in 2020 had identified that funding programmes for the immediate future would prioritise the response to COVID-19 and a focus on supporting jobs and families. That impact can be seen in the confirmed allocations for Highway Maintenance, which includes Potholes Fund 2021/22, Highways Maintenance Block (Needs element) 2021/22 and Highways Maintenance Block (incentive element) 2021/22. The table below provide a comparison between the funding for the next financial year (2021/22) and the current financial year (2020/21). The figures have been released at a West Yorkshire level. The amounts for each partner council will be confirmed by the DfT shortly, but as the allocations are made by a fixed formula the partner councils are aware of the level of funding to be received by each.

Highways Maintenance grant funding for West Yorkshire				
	Pothole Fund	HMB Needs	HMB Incentive	Total Highway Maintenance
Next financial year 2021/22				
West Yorkshire total	16,212,000	16,211,000	4,054,000	36,477,000
Current financial year 2020/21				
West Yorkshire total	18,610,000	23,507,000	4,896,000	47,013,000

Reduction in 2021/22	13%	31%	17%	22%
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- 2.57 Comparing any two years of pothole funding is difficult as the amount of pothole funding has fluctuated significantly over recent years and the allocation to pothole repairs in 2020/21 was significantly bolstered by the government’s Challenge Fund grant to West Yorkshire, for which there was discretion to prioritise use, and the partners agreed to prioritise pothole repairs. The impact on general highway maintenance however shows a clear, and significant decrease in funding.
- 2.58 The DfT’s delayed announcement corresponds with when annual Highway Maintenance programmes area being approved by Local Highway Authorities for 2021/22. This means that some of the West Yorkshire partners may have approved programmes that they will not now be unable to fully fund. The funding reductions will impact on the ability of the partners to maintain assets including roads, pavements, street lighting, bridges and drainage. The partners have been under significant pressures for some time to ensure that highway assets are maintained to a suitable standard, with significant funding shortfalls experienced over a period of decades. This current reduction comes at a time of concern with deterioration in asset condition due to a winter that has been harsher than normal.
- 2.59 The DfT allocation in respect of the smaller Integrated Transport Block shows a very slightly increase in grant funding from £13,104,000 in 2020/21 to £13,206,000 in 2021/22 (- an increase of £102,000 or 1% on the current year).
- 2.60 The partner councils have identified their concerns with the Highway Maintenance funding cuts to the DfT’s Northern Engagement Team. The partners are currently reviewing their investment strategies to consider the full implications of the cuts. An update report will be brought to the next meeting of Transport Committee on how next year’s programmes will be adapted.

Department for Transport: Future of Transport Rural Strategy

- 2.61 The Department for Transport launched a call for evidence to support the development of a national Future of Transport Rural Strategy with a closing date 16th February 2021. West Yorkshire Combined Authority has submitted a response to the call, using the findings of the Future Mobility Strategy development work, presenting aspects of best practices occurring in our rural areas as well as some of the challenges faced.
- 2.62 A link to the call for evidence is included in the **Background Documents** section, and a copy of the West Yorkshire response is included at **Appendix 2**.
- 3. Tackling the Climate Emergency Implications**
- 3.1 As described under the various topics covered above.

4. Inclusive Growth Implications

4.1 As described under the various topics covered above.

5. Financial Implications

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

6. Legal Implications

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

7. Staffing Implications

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

8. External Consultees

8.1 No external consultations have been undertaken.

9. Recommendations

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

10. Background Documents

Agendas, papers and webcasts of meetings of the Transport for the North Board and meetings of Rail North Committee are available via this link: <https://transportforthenorth.com/about-transport-for-the-north/meetings/>

More information on the East Coast Upgrade and background to the various projects are available via this link: <https://eastcoastupgrade.co.uk/the-upgrade/>

Background to the Manchester Recovery Task Force public consultation and a copy of the consultation document are available via this link: <https://www.gov.uk/government/consultations/timetable-options-to-improve-rail-performance-in-the-north-of-england>

The government announcement on the third round of the Restoring Your Railway Ideas Fund is available via this link: <https://www.gov.uk/government/news/transport-secretary-launches-794-million-investment-to-boost-rail-links-in-north-and-south>

Background to the Northern Accessibility Fund is available via this link: <https://www.northernrailway.co.uk/accessibility-fund>

Background to the Future of Transport: rural strategy – call for evidence is available via this link: <https://www.gov.uk/government/consultations/future-of-transport-rural-strategy-call-for-evidence/future-of-transport-rural-strategy-call-for-evidence>

11. Appendices

Appendix 1 – Submitted response to the Manchester Recovery Task Force public consultation

Appendix 2 – Submitted response to the Future of Transport: Rural Strategy Call for Evidence

Manchester Recovery Task Force Public Consultation

West Yorkshire response

March 2021

Executive summary

The West Yorkshire Combined Authority acknowledges the need and supports for case for restructuring timetables to improve reliability on the North's rail network. Improved reliability is a high priority for passengers and will be crucial in recovering and growing demand.

Regarding the options presented in the consultation, West Yorkshire does not have absolute preferences for any option, but detailed analysis is provided.

The proposal in options B and C for two trains per hour on stopping services between Manchester and Huddersfield is strongly welcomed. This will provide regular half-hourly services to local stations at Slaithwaite and Marsden, which is a long-held priority.

Maintaining regular (at least hourly) direct connectivity for Leeds, Dewsbury, and Huddersfield with Manchester Airport remains an important priority.

It is also important to highlight that, of necessity, this consultation is taking place before the details of actual specific services' timetables are known. It is therefore possible that other issues could emerge in that context, and the Combined Authority therefore reserves its right to make any further representations that become relevant in this way, including via the usual timetable consultation processes.

The next phase of the Manchester Recovery Task Force work will consider infrastructure needs to address network capacity in and around central Manchester by 2030, which has strong support from West Yorkshire, including to deliver the maximum benefit of Transpennine Route Upgrade.

The infrastructure phase must accommodate through-services from the Calder Valley to Manchester Piccadilly and Manchester Airport. Securing connectivity between Bradford, Halifax, and Rochdale to Manchester Piccadilly and Manchester Airport is a long-held priority. Providing this missing north – south connectivity across Manchester was an important aspect of the original 'Northern Hub' infrastructure proposals and must continue to be a driver for future investment.

The need to restructure timetables in and around central Manchester is only one part of a wider problem. Further changes will be required in and around other network congestion hotspots, including Leeds and the lines east of Leeds. The Combined Authority is keen to engage with DfT, TfN and the rail industry to inform such reviews as part of 'building back better'.

As with central Manchester, investment in additional capacity in and around Leeds and other congestion hotspots will be vital for service reliability and for accommodating future growth.

1. The West Yorkshire Combined Authority

The West Yorkshire Combined Authority, working in partnership with the Leeds City Region Enterprise Partnership, operates to ensure that our region is recognised globally as a strong, successful economy where everyone can build great businesses, careers, and lives. We bring together local councils and businesses to achieve this vision, so that everyone in our region can benefit from economic prosperity and a modern, accessible transport network. In this context, the City Region is defined as encompassing the districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield.

2. The MRTF and this consultation in context

Before commenting on the consultation, it is imperative to emphasise that, as the Transport for the North (TfN) Board and Rail North Committee have said, the potential timetable changes discussed in this consultation can and must only be viewed as short-term palliative interventions intended to mitigate the unacceptable performance that has resulted from attempting to provide better levels of connectivity without adequate investment in infrastructure. Such timetable changes are therefore only acceptable at all in the short term and will only be accepted against the background of a Government commitment to providing the badly overdue infrastructure upgrades that are needed to provide acceptable levels of connectivity, capacity, and performance on the railway in the North – including but not limited to Manchester itself. We therefore strongly support the work that TfN is seeking to take forward on Phase 2 of the Task Force work, as discussed further below, and cannot overemphasise that it is vital that this work be prioritised, and the relevant investment commitments secured.

We also agree with, and welcome, the comments made in the consultation document (paragraph no. 18) in relation to the impacts of COVID-19: it is West Yorkshire's view too that not only does the pandemic not weaken the long-term case for interventions of the types being considered by the MRTF, but it has provided some valuable "breathing-space" to reappraise what we need the railway to provide around Manchester, and the need to provide capital investment in sustainable and valuable projects as a way to re-start the struggling economy has never been greater.

Officers of the Combined Authority have had some involvement in the Manchester Recovery Task Force (MRTF) work hitherto, including contributing to the development of potential future service specifications for the longer-term solutions for the Manchester area (i.e., MRTF Phase 2, targeted on 2030). However, due to shortcomings in the process followed, we cannot be certain that the options put forward in this consultation for Phase 1 (regarding short-term timetable interventions) necessarily represent a good spread of choices nor include the optimal choices.

Finally in this regard, given the nature of this consultation as being "upstream" of normal timetable consultations, we note that details of specific services' timings are not included. This being the case, it is possible that issues may emerge that we have not identified in this response, and we therefore reserve the right to raise these, including via normal timetable consultations and other channels as appropriate.

3. The consultation options

In light of the above, while we consider it likely that all three of the specific options set out in the consultation contain elements that are of merit, and we have highlighted those elements, we do not consider it appropriate to lend the Combined Authority's full support to

any one of them. We consider it likely that all the options also contain potential weaknesses, and that certain potential service configurations not included in any of the options ought to have been considered, and so are disappointed that they neither feature in any of the three options, nor have we seen evidence that they have been tested as potential options.

This being the case, and as the specific questions listed in the consultation document do not lend themselves to raising such issues, we have instead set out our response in this format.

4. Scope of the options presented

While it is expressly not the case that the following imply service configurations that West Yorkshire would necessarily support, we note that few significant changes to the Trans-Pennine Express (TPE) Diggle-route services appear to have been considered, and would wish to see discussion of the potential merits (performance and connectivity) and disadvantages of potential shorter-term changes such as:

- Reversion of one or more TPE Diggle services from the Ordsall Chord to the “old” route from Stalybridge to Manchester Piccadilly via Guide Bridge, in order to reduce the burden of TPE services at Victoria and around the Ordsall Chord onto the Castlefield Corridor
- The switching of Ordsall Chord services from being long-distance services to being those of a local character (such as those starting at Stalybridge and/or Huddersfield), again in order to reduce the amount of delay imported via the Ordsall Chord onto the Castlefield Corridor; the more passengers have to change to reach the Airport and/or south side of Manchester, the more critical the reliability of the Ordsall Chord services is
- Alternatives to the current configuration of TPE services north of York, (although the link to the East Coast Main Line timetable consultation is noted) – this is particularly important given the evidence that such services are particularly prone to importing delay to the Manchester area

In this context, we would note that it is not clear how well the proposed service patterns under Options A, B and C would fit with the emerging TRU delivery strategy. Delivery of TRU will inevitably require substantial and lengthy possessions over various sections of the Diggle line, necessitating the use of diversionary routes such as the Calder Valley, Hope Valley, and other routes further east. We understand it to be the case that many of these diversionary route configurations will not support the full quantum of TPE services operating over the Pennines to/from Manchester.

As such, we consider none of the options to be satisfactory, as a whole, as regards the Diggle line, as they all appear to leave some of the biggest performance issues largely untouched, and their compatibility with TRU delivery is not apparent.

5. Essential considerations for West Yorkshire

From the West Yorkshire point of view, we consider that the following features are essential to the service configuration and must be retained, even in the short term:

- On the Calder Valley line (it is assumed that services not passing through Manchester will remain unchanged under all options, unless stated):

- 2tph (evenly spaced) from Leeds via Bradford, Halifax and Hebden Bridge to Manchester
- 1tph from Leeds via Dewsbury, Brighouse and Hebden Bridge to Manchester
- From a connectivity point of view, where (if anywhere) these trains continue to beyond Manchester is not critical (see note below regarding Manchester Airport): through services to Warrington, Chester and Wigan are certainly useful to West Yorkshire, but their principal benefit is actually in performance terms, in that such through links obviate the need to carry out operationally complicated and capacity-sapping moves crossing the throat of Victoria station and terminating there. For this reason, West Yorkshire does not agree with proposals that would terminate Calder Valley services at Manchester Victoria, as it is our view that these would harm performance on both the Calder Valley itself and, due to the conflicting moves, on the Diggle route.
- While West Yorkshire is committed to exploring every possible option to deliver the committed Bradford – Manchester – Manchester Airport service as soon as possible, it is accepted that it may be difficult to do so by May 2022 without unacceptable sacrifices to others’ existing services; this link must however be provided within the scope of the Phase 2 MRTF interventions.
- On the Diggle route (again, it is assumed that services not passing through Manchester will remain unchanged under all options, unless stated):
 - At least 1tph (but preferably 2tph at even intervals) from Leeds and Huddersfield to Liverpool and to Manchester Airport, of which at least 1tph should serve Dewsbury; it is not however critical from a connectivity point of view that all Airport trains should go via Victoria and the Ordsall Chord
 - 2tph at least in the peaks at all local stations – moving towards 2tph (at even intervals) all day
 - No skip-stopping at local stations – this was a component of the failed May 2018 timetable, was highly unpopular with passengers and stakeholders, and did nothing to benefit performance
- Where direct connectivity is broken or continues not to be provided for important flows, it is vital that convenient and reliable connections are provided and maintained, wherever possible using cross-platform or same-platform interchange and with reasonable connecting times to ensure that through journey times are not rendered unattractive. The railway must also be operated day-to-day in a manner that “puts the passenger first”, including at times of disruption; during 2018, it was all too common, for example, for passengers from West Yorkshire and further afield bound for Manchester Airport to be “dumped” at Victoria, or indeed Stalybridge, with no onward connections – such practices must not recur.
- Taking all options as whole packages, it is vital that compelling evidence being put forward to verify that, both in peak and off-peak periods, they definitely do deliver significant performance benefits. West Yorkshire has suffered along with most other regions of the North from unacceptable performance levels in recent years, and therefore our interest extends beyond service patterns on the two routes that directly touch West Yorkshire. We are, in this context, particularly keen to see options across the relevant network that, while they do not cause unacceptable connectivity sacrifices to any area, wherever possible:

- reduce conflicting moves at key junctions,
- bring Castlefield Corridor traffic levels down to sustainable levels,
- do not “move the problem” such as from south Manchester to the north side (see below),
- simplify service patterns, and
- reduce the potential to import delay from other areas

Changes to service patterns must not simply “move the problem”. For example, while the Castlefield Corridor is rightly the greatest single focus of this work, option development needs to acknowledge the risk of potentially shifting the problem to the north side of Manchester: Victoria is also not fit for purpose in terms of modern connectivity and capacity needs, and there is a real risk of exacerbating already unsatisfactory performance around this area – with knock-on effects that would be felt across West Yorkshire, Lancashire and more widely. As highlighted below, we believe that some of the proposed interventions could risk doing this at Victoria.

6. Positive features of consultation options

In the context of our wider comments, we welcome the following specific features which are included in one or more of the three consultation options, and would wish to confirm West Yorkshire’s support for these elements – though not necessarily for the option packages as whole:

Intervention	Option(s)	Comments
1tph Leeds – Bradford – Calder Valley – Manchester Vic extended to Wigan	A	While not a connectivity priority (1tph already links to Wigan), we consider this to offer performance benefits because this train would no longer carry out the undesirable crossing and reversing moves at Victoria.
1tph Leeds – Bradford – Calder Valley – Manchester Vic extended to Chester	C	Analogous to the above, we consider there to be potential performance benefits from removing the Victoria turnback, provided that performance risk is not imported from the Chester or Warrington areas. Additional benefit of creating the opportunity for an even-interval 30-minute standard Leeds – Bradford – Calder – Manchester – Warrington – Chester service. In this regard, this option is therefore potentially superior to Option A from a connectivity point of view – and both are substantially preferable to Option B from a Calder Valley point of view, which we consider both to remove connectivity but also to risk making performance worse rather than better (see below).
2tph Stalybridge – Huddersfield stopping	B & C	This is a long-standing West Yorkshire priority to bring local services up to acceptable standards, would pave the way towards TRU ¹ , is consistent with TfN’s Long-Term Rail Strategy, and is strongly supported.

¹ Trans-Pennine Route Upgrade

7. Consultation option proposals causing concern

Conversely, we have specific concerns at the following elements of the options:

Intervention	Option(s)	Comments
2tph Leeds – Bradford – Calder Valley – Manchester Victoria (terminate)	B	We believe terminating Calder Valley trains at Victoria to be operationally unwise, because it would heighten conflicts in the east throat of Victoria station between these Calder Valley services and TPE Diggle trains, many coming from a long distance away, and therefore unsound from a performance point of view.
Diggle line, generally	All	We are disappointed that none of the options proposes re-examining the pattern of services provided over Diggle by TPE. We consider this to be a weakness of the MRTF work so far. See separate more detailed comments above.
Terminating TPE Newcastle service at Manchester Victoria	B, C (peak)	<p>This move was proposed to be introduced in December 2020, but the relevant service is not currently operating. Practical operating experience may demonstrate that it is viable, but at present we are concerned that terminating a train too long to fit in a bay platform at Victoria, and one which requires a fairly long system “reboot” process as part of a turnback, could represent a significant performance risk to Victoria and its approaches. The trains will either need to shunt out of platform 1 or 2 into the west-side turnback siding, and back again, or occupy a platform for a lengthy period. Given the congestion in an around Manchester Victoria, this could be problematic in terms of propagating any delays from TPE to other services on the north side of Manchester.</p> <p>Victoria is also significantly inferior to Piccadilly for passenger connectivity: it is less attractive for many parts of Manchester itself, and far worse for access to connecting train services not only the to the Airport but to a wide variety of locations across the Midlands and South.</p> <p>While we are aware of serious constraints in the trainshed at Manchester Piccadilly too, terminating at Piccadilly (approach via Guide Bridge) could be operationally preferable, and would certainly be preferred from a passenger connectivity point of view.</p>

8. Next steps

We have already emphasised West Yorkshire’s firm support for the principles behind the MRTF work, and our support for elements of the proposals, but also our misgivings about other aspects. Looking forward, we would be keen to see:

1. Further development of the options for May 2022, including additional / alternative service options and consideration of the interactions with TRU strategy, including better sharing of the emerging evidence. It follows from the above comments that we would wish to see new options generated that would answer the concerns and address the priorities listed above, whilst preserving the positive features of the existing options, or to show how the existing options address them.

2. The prioritisation of Phase 2 of MRTF's work, i.e. the identification of the infrastructure interventions necessary to deliver the connectivity, capacity and performance needed for 2030. The specification of this work needs to continue to have special (though not exclusive) regard to areas that have particularly lost out as against what the Northern Hub scheme was intended to deliver, including the commitments embodied in the former 2016 Northern or Trans-Pennine franchises – Bradford being a particularly striking case in point, though by no means the only one.
3. A commensurate strategic focus on other areas where the North's rail network is close to, or beyond, capacity and cannot support good performance and adequate connectivity levels. Perhaps the most obvious such area is Leeds, especially but not only the Leeds – Micklefield corridor, but there are also significant issues around Sheffield, Doncaster, York (including the East Coast Main Line north of York) and elsewhere. In several of these cases, including Leeds and Doncaster, there is already a strong body of evidence from, for example, Network Rail's CMSP work, and it would be valuable for TfN to build on such foundations to make the case for early delivery of much-needed schemes that would provide major benefits to capacity and performance.

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Future of Transport: Rural Strategy Call for Evidence

**West Yorkshire Combined Authority
Response**

February 2021

West Yorkshire

With a population of two million, West Yorkshire is a diverse, polycentric region made up of major cities, towns and rural areas which all have distinctive economic roles and priorities. In 2019, 9% of the population of West Yorkshire lived in areas classified as rural (DEFRA Rural Classification).

Despite our many strengths West Yorkshire has some challenges, with 22% of people living in areas defined as being among the most deprived 10% nationally. Many of the most deprived areas are urban in nature but rural poverty is also an issue in West Yorkshire. Additionally, as the population has increased, transport congestion at peak times, access to services and air quality have become major constraints on inclusive growth.

Our region has four priorities: enabling inclusive growth; boosting productivity; delivering 21st century transport; and enabling clean growth including being net zero-carbon by 2038.

Issues facing rural areas

Dependence on private car use

In West Yorkshire, 83% of rural households have access to at least 1 car, with 42% having access to more than 1 vehicle (Census 2011). Declining revenue budgets for all local transport authorities have exasperated private vehicle reliance in some rural areas as a necessary means to access employment and key services.

Additionally, car dependency in rural areas can make these areas less attractive to younger people which recent evidence indicates are less likely to drive less. Around 21% of the population of rural areas in West Yorkshire are over 65 (6% higher than urban areas in West Yorkshire) (ONS, 2019). Fewer young people and fewer families can result in less demand to support local services such as schools and nurseries as well as intensify the decline of local highstreets.

Providing attractive links to and from nearby centres, and safe, attractive ways of getting around and between villages and local areas can help reverse this, supporting access to services and reinvigorating local rural economies and communities. Given the potentially longer travel distances and more challenging topography found in some rural areas in West Yorkshire, innovations such as electric bikes hire schemes, electric bike charging points and car club access can be key to ensuring active travel take up by the wider rural population.

Rural Bus Services

There has been a continued decline in commercial rural bus services. This is due to a number of factors, including a greater focus on urban operations by commercial bus operators, land use planning favouring car-based development, and inconsistencies in securing developer funding (S106). The Combined Authority look to support and invest in rural bus services through our tendered service budget. These bus services provide

affordable, inclusive and accessible transport providing connectivity to education, healthcare, retail, leisure and work opportunities.

Feedback from stakeholders and customers shows demand to provide more rural bus services and ensure that these are affordable. Sustainable revenue funding is a key issue. Many transport authorities are in a position of having to plan for the delivery of transport services over the coming five years in an environment of declining revenue budgets. A challenge with funding and the way it is administered is that it does not fully consider the social and economic value these bus services provide.

The Combined Authority trust that sustainable revenue funding for rural bus services will be considered and addressed in the planned future Department for Transport National Bus Strategy so that investment can be made to maintain and enhance rural bus services in our region. It is also vital to ensure that we can support decarbonisation, air quality and climate change priorities. Therefore, we would welcome ring fenced dedicated revenue funding for rural bus services, and capital funding to enable rural bus fleets to be upgraded.

Opportunities exist to adopt more Demand Responsive Transport (DRT) and flexible bus services using app-based technology, however mobile phone and internet connectivity is also a challenge in rural areas (covered below).

Access to key services and employment

In West Yorkshire, 33% of rural areas are in the most deprived 20% of the geographic barriers decile, looking at road distance to a post office, primary school, supermarket and a GP surgery (IMD). Work undertaken for the emerging West Yorkshire Connectivity Plan found that in some more remote areas of West Yorkshire, warehousing and distribution work are key employment areas for residents. This work is often at unsociable hours in industrial estates with poor public transport access. With 17% of rural households having no access to a car, barriers to employment are a significant issue faced by some in rural communities. More flexible and on demand transport solutions such as bikes hire schemes, car club access and DRT can help more remote communities access key services and employment opportunities.

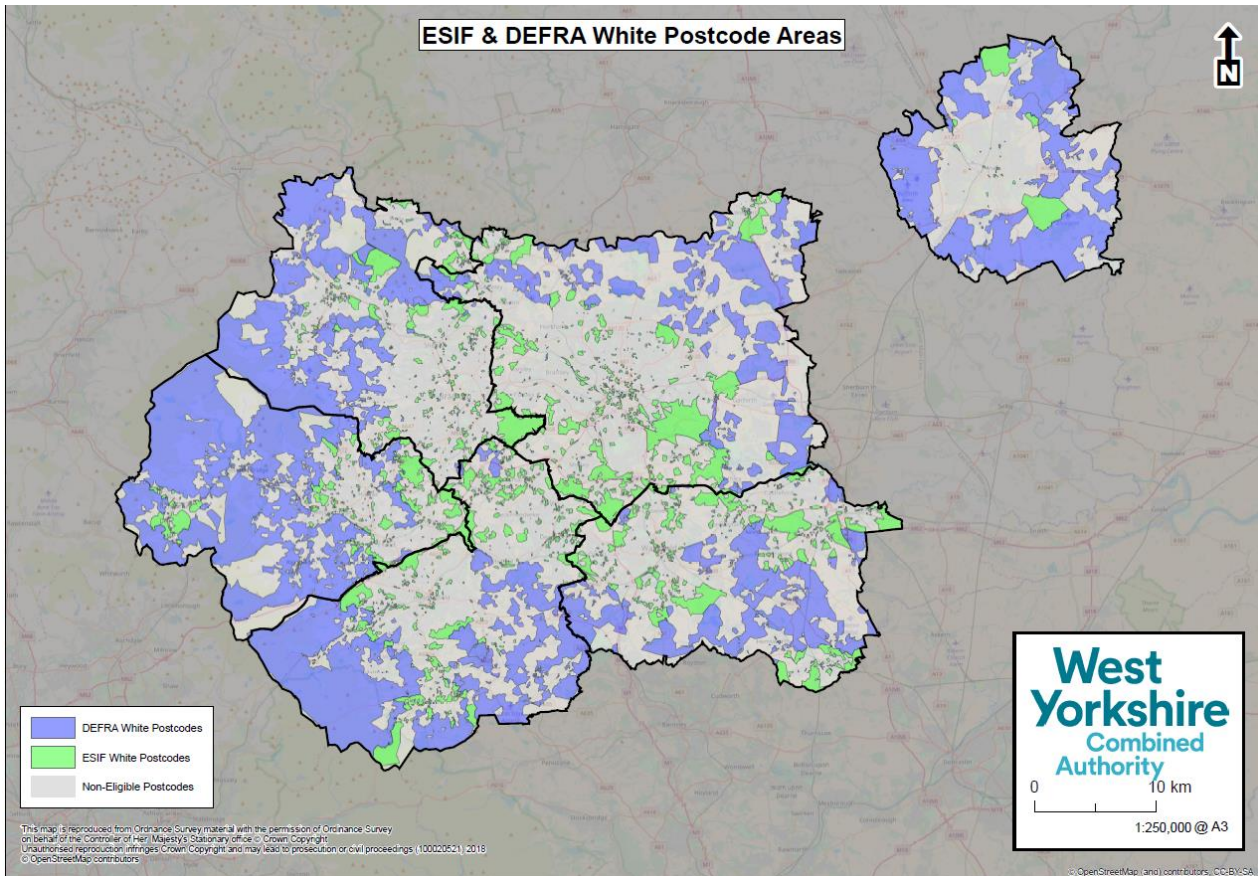
Rail is also an integral part of rural transport, particularly for accessing employment. It can also play a critical part in transporting children to school (Honley Station in the Holme Valley is a good example of this). Good integration of transport services is important to ensuring efficiencies and good customer experience. Many rural rail stations provide a good opportunity to combine transport services in the form of mobility hubs, providing interchange opportunities and first / last mile connectivity.

Digital connectivity

The UK's digital infrastructure must be able to support this rapid increase in traffic, providing coverage with sufficient capacity to ensure data can flow at the volume, speed and reliability required to meet the demands of modern life. Broadband and mobile connectivity must be treated as the fourth utility, with everyone benefiting from improved connectivity. This will play a crucial role in ensuring that everyone, wherever they live and however they connect, can make full use of digital services and benefit from participation in the digital economy.

The Combined Authority (and West Yorkshire and York council partners) have been working collectively on the Superfast West Yorkshire and York Programme. The programme is supported by Department for Culture, Media and Sport (DCMS), Department of Environment, Food and Rural Affairs (DEFRA) and local resources. Our programme operates in areas of market failure, which through a market review process, are identified as being unlikely to receive investment commercially before 2025.

This is predominately in the region's rural areas. This is illustrated by the figure below which shows post code areas across West Yorkshire and York which do not currently have superfast broadband coverage¹.



The programme, alongside commercial investment, is pushing the region closer towards 100% superfast (30Mbps¹) coverage in our communities by targeting hard to reach and/or rural areas. Nationally superfast coverage is currently 96.64%, with West Yorkshire superfast coverage at 97.89%².

The Combined Authority and partners are already thinking about future digital requirements and are delivering 'future-proofed' broadband infrastructure – we moved from delivering superfast speeds to delivering gigabit capable (1 Gigabit per second) infrastructure across phases two and three of our programme which are currently in delivery. This is delivered by either Fibre to the Premises (FTTP) or a mix of fibre and gigabit capable wireless technology. This type of infrastructure is critical in providing for the future requirements of home broadband and robust 4G and 5G mobile connectivity

¹ Rural areas without coverage (blue) and urban areas without coverage (green).

² Source: www.Thinkbroadband.com

which generally requires a fibre connection (referred to as 'backhaul') from each mobile mast.

Coverage of gigabit capable infrastructure is far behind superfast speeds, with 58.2% coverage across West Yorkshire (compared to 37.02% nationally) with areas of coverage generally being focused in cities, towns and other urban areas. Rural areas predominately fall behind when new types of digital infrastructure are rolled out and require significant amounts of public subsidy in order to stimulate commercial activity. This can leave rural areas digitally excluded and lacking the essential infrastructure to support mobility solutions.

Developments in innovation for rural transport

Community Rail Partnerships

Community Rail Partnerships can play an important role in supporting local community interaction with rail and other public transport, particularly in rural areas. In West Yorkshire there is a strong history of effective Community Rail Partnerships supporting and enhancing local railways and station facilities.

An example is the work local Community Rail Partnership carries out with a charity SELFA which works with young people and children in the Skipton/Craven area. The project supports them to take the train into Leeds to help practice their independence and social skills, and build on their self-esteem and confidence. The young people also give feedback on what could have made their journey easier, which can be used for training and audits of rural public transport access.

Similarly, the Penistone Line Partnership is a voluntary organisation which supports and promotes community involvement along the Huddersfield to Sheffield railway line. The Penistone Line Partnership draws together train operator Northern, Network Rail, local authorities and users to raise awareness of the railway in the local community, promote and market it more effectively, develop ideas and arrange funding for local improvements.

Public Transport Service Integration

Good public transport service integration is particularly important in rural areas to reduce reliance on private car use, improve access to employment and key services, and ensure a good customer experience.

In Hebden Bridge, around a quarter of households in Hebden Bridge do not have access to a car, significantly higher than most market towns and their rural hinterlands. The town has a subsidised minibuss network centred on the rail station which also links the surrounding hillside settlements with the town, alongside a regular commercial bus service to neighbouring towns. In response to poor customer satisfaction feedback, service improvements were instigated in the area to improve frequency and reliability after public consultation, with additional buses added for fixed periods to assess the impact on patronage. In addition, efficiencies were gained through better co-ordination with other funded services and minibusses were timed to provide better interchange with rail services. Patronage levels and customer satisfaction with bus services within Hebden Bridge significantly improved as a result of the project (between March 2013 and March 2016 patronage on the minibuss network alone increased by 40%).

The resurgence of the bus service in Hebden Bridge illustrates how, by consulting with bus residents and working closely with bus operators, a local transport authority can enable an efficient and effective bus service.

Rural Bus Services

The Combined Authority work in partnership with Holme Valley Parish Council (who part fund services) to provide a network of four buses in the local area. These buses provide a number of services linking rural communities with Holmfirth Centre where connections can be made for onward travel. This partnership approach has enabled the Combined Authority to successfully serve the community's needs, and regular feedback helps to continuously review services and react to the ever-changing customer demands.

In Marsden, the Combined Authority support a bus service which is operated by South Pennine Community Transport. This service provides a number of rural communities which would otherwise be isolated with access to Marsden and Slaithwaite centres.

By working with the Community Transport operator who is involved in the local area, we have been able to develop the service over the years to best serve the communities' needs. The service is now greatly valued by residents in the local area.

First last mile freight

The rise of home deliveries effects rural as well as urban areas, and the need for sustainable first / last mile delivery solutions is just as pronounced.

Cargodale is a local eCargo bike delivery service based on Hebden Bridge in Calderdale, West Yorkshire. Set up in 2020, the company employs 9 riders and delivers goods from a range of local independent businesses across Todmorden, Hebden Bridge and Halifax. The company is a community interest company, with any surplus reinvested rather than paid as profit/dividends. Website: <https://www.cargodale.co.uk/>.

Community Car Club

Rural areas offer opportunities for community car clubs with the support of the local community. An example in West Yorkshire is Hour Car, a rural car share scheme which has been operating in the upper Calder Valley for over 14 years. Hour Car, which has 5 vehicles and 60 members, is a co-operative owned by its members and is designed to provide a local alternative to car ownership. Website: <http://www.hourcar.co.uk/>.

Active Travel Routes

Providing attractive links to/from local centres, and safe, attractive ways of getting around and between villages and local areas can help to support access to jobs and services and reinvigorating local rural economies and communities.

The Castleford – Wakefield Greenway is a traffic free cycle route completed in 2020. The new infrastructure enables walking and cycling trips through rural areas between Castleford and Wakefield, providing alternative travel options to private car use, particularly as some of these areas currently have less regular public transport services. The route also increases the range residentials from these areas can travel to rail or bus link. The route has seen an increase in use since opening of 102% based on the same period in the previous year.

Department for Transport: Our approach

Through the development of the West Yorkshire Future Mobility Strategy, West Yorkshire Combined Authority held a series of stakeholder workshops which included representatives from our partner councils alongside transport operators, academics, technology and solution providers and local advocacy groups. These workshop sessions included a review of the Department for Transport's Future of Transport Urban principles to consider how they could be extended or modified to meet the needs of rural areas as well as those of our towns and cities. The following were highlighted as considerations required to support rural needs:

- **Mobility innovation needs to also help to solve more rural specific challenges:** the principles currently focus on common urban themes, but rural challenges are arguable more difficult to tackle. For example, social isolation is a key challenge in many rural communities with reduction of commercial public transport services. However, with limited demand to support services, poorer data connectivity, and more limited trials of mobility innovation, developing new mobility solutions and services to tackle connectivity issues, particularly for those without access to cars, is very challenging as commercial providers are reluctant to invest and limited funding is available for local authority led trials. New mobility services should support inclusive growth ambitions, improving access to jobs, training, and community services.
- **The benefits of innovation in mobility must be available to all societal groups:** although geographic inclusivity is important in the future of transport innovation (as per the current principles), inclusivity of access by all groups in society is vital if all are to be able to experience the benefits of such developments and none are left behind. The benefits of innovation in mobility must be available across society, including those who have limited access to technology. This is particularly important in rural areas, where data connectivity can be poor and opportunities to access alternatives are limited.
- **Walking, cycling and active travel:** The current urban principles state that active travel must remain the best options for short journeys. However, in rural environments active travel is not always possible given the limitations of existing rural infrastructure. Currently, safe walking and cycling infrastructure in many rural areas is extremely limited due to years of motor dominance. Separate infrastructure linking villages (as seen in the Netherlands) is needed to enabling modal shift and improving health and connectivity outcomes. However, this may need special consideration to ensure investment given current low cycling numbers in rural areas do not support the development of positive business cases.
- **Commercial opportunities:** The current principles do not recognise the more challenging commercial environment for transport innovation in rural environments. Concerns about potential demand to support services, poorer data connectivity, and limited trials of mobility innovation do not lend themselves to confidence in the marketplace by private investors or support strong business case development.

- **Innovation should improve customer experience:** With heavy reliance on car use in rural communities, innovation and new mobility services will only succeed if the overall experience is beneficial to users and help to support modal shift away from private car reliance. New mobility services should seek to improve affordability, ease of access and user experience of travel.

Encouraging transport innovation in rural areas

Funding opportunities and support

National government innovation funding should be targeted towards helping companies and local authorities to develop and test out innovative approaches to existing problems, many of which we cannot currently make the commercial case for trialling. This is particularly the case in rural areas where limited demand to support services and more limited trials of mobility innovation is very challenging as commercial providers are reluctant to invest and limited funding is available for local authority led trials. Developing rural trials will help to create an evidence base for future services and create both public and private sector confidence in rural service innovation going forward.

Such trials and pilots should be led locally in response to local need, with significant consideration of local context, service integration and community engagement. However, support and guidance should be offered nationally facilitate effective delivery, and enable best practice sharing between authorities.

Improved data connectivity

The coverage and availability of gigabit capable broadband and quality mobile connectivity (4G and 5G) still requires significant development in rural areas. We welcome the work from by the Government (particularly by DCMS) to support digital connectivity in rural areas. This has enabled rural communities to have access to robust gigabit capable broadband connectivity which provides the backhaul for the vast majority of 4G and 5G mobile services.

However, it is clear that more work is needed. We note that the recently announced funding for the Outside In Programme being developed by DCMS will not deliver gigabit broadband to all rural areas. It will only target c.5% of rural areas, with the remaining 15% of rural areas that will not receive commercial investment by 2025 being left in an unclear position.

We would emphasise the need for more government investment in this programme and mobile connectivity (4G and 5G) in rural areas to enable current and emerging transport innovations to operate successfully and integrate with existing traffic systems, ensuring rural areas are not left behind.

Legislation

Where legislation fails to keep pace with the scale and rate of change for a particular sector, there can be significant knock-on effects for wider public policy priorities like public safety, public health, congestion or inclusive growth.

There is a lack of flexibility in existing legislation, causing difficulties in responding to new transport services. Government should allow for greater flexibility around by-laws and highways powers so that innovative vehicles and services can be trialled more easily, and transport authorities can strike a balance between safety, the quality of the public realm, innovation, and consumer benefits in relation to rapidly emerging trends.

Inclusivity

There needs to be a recognition that in future, transport users without access to smartphones or other digital technology may be financially penalised by not being able to access the cheapest transport and fares via an app or online. This could be even more pronounced in rural areas where travel distances to access employment, education and key services can be longer. There is a risk that some parts of society that do not have access to Wi-Fi and contactless bank cards may be left behind in the development of new technology. The Government needs to ensure that wherever possible, funding opportunities are associated with the development of inclusive technologies and not just the development of technology that will benefit a minority of the population. In particular, user groups including vulnerable and elderly need to be protected by ensuring transport providers deliver benefits for all.

There is limited guidance or best practice on how to plan transport networks in rural areas for young people, the elderly and mobility impaired in mind. In particular, the DfT should ensure that the level of risk posed to the mobility impaired, pedestrians and cyclists by new mobility services and innovation is minimised.

Infrastructure

Funding for supporting infrastructure in rural areas is required to enable developments in mobility services and support innovation. With smaller populations, demand estimates can be an inhibiting factor to developing positive business cases for infrastructure investment. This includes investment in wider footways linking bus and rail hubs, or cycle lanes linking villages also provides a safe space for e-scooters and access to other modes. Additionally, services such as a mobility hub in a village, combined with an individual e-bike to access it, can enable a large range of isolated house to access a range of transport services, even in challenging topographies. Support from the national level is required to enable such investment.

Find out more

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Report to: Transport Committee

Date: 12 March 2021

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor, Head of Portfolio Management and Appraisal

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

1 Purpose of this report

1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee and Combined Authority meeting approvals from the following:

- 07 January 2021 – Investment Committee
- 03 February 2021 – Investment Committee
- 04 February 2021 – Combined Authority Meeting

2 Information

The following projects were presented at the Investment Committee meeting on 07 January 2021 - Capital Spend and Project Approvals

2.1 The full agenda and papers for the Investment Committee meeting on 07 January 2021 can be found on the Combined Authority [website](#).

Corridor Improvement Programme Phase 1: Huddersfield Southern Corridors

- 2.2 The Huddersfield Southern Corridors (HSC) scheme is part of the West Yorkshire plus Transport Fund (WY+TF) Corridor Improvement Programme (CIP). This scheme aims to reduce peak time congestion and remove barriers impacting growth by delivering transport infrastructure improvements along key strategic corridors.
- 2.3 The scheme will be funded from the West Yorkshire plus Transport Fund.
- 2.4 The scheme gained approval to proceed through decision point 4 (Full business case) and work commence on activity 5 (Full business case plus finalised costs) at the Investment Committee meeting on 07 January 2021.

The following projects were presented at the Investment Committee meeting on 03 February 2021 - Capital Spend and Project Approvals

- 2.5 The full agenda and papers for the Investment Committee meeting on 03 February 2021 can be found on the Combined Authority [website](#).

White Rose Rail Station

- 2.6 This scheme will deliver a new rail station on the Leeds Huddersfield line. The proposed station will sit between Morley and Cottingley on the Transpennine Route. This scheme will enable modal shift from road to rail and provide a better service for the local communities of Cottingley, Churwell and Millshaw.
- 2.7 The scheme will be funded from the Leeds Public Transport Investment Programme, Transforming Cities Fund and other public and private sector match funding.
- 2.8 The scheme gained approval to proceed through decision point 4 (full business case) and work commence on activity 5 (full business case with finalised costs) at the Investment Committee meeting on 03 February 2021.

A647 Corridor

- 2.9 The scheme consists of a series of bus prioritisation improvements, and complementary cycling and walking measures on the A647 between Armley Gyratory in Leeds and the Leeds Road Gyratory in Bradford.
- 2.10 The scheme will be funded from the Leeds Public Transport Investment Fund.
- 2.11 The scheme gained approval to proceed through decision point 5 (full business case with finalised costs) and work commence on activity 6 (delivery) at the Investment Committee meeting on 03 February 2021.

The following projects were presented at the West Yorkshire Combined Authority meeting on 04 February 2021 - Capital Spend and Project Approvals

- 2.12 The full agenda and papers for the Combined Authority meeting of 04 February 2021 can be found on the Combined Authority [website](#).

A64 Regent Street Bridge – Leeds City Centre Package

- 2.13 The scheme seeks to replace the existing structure of the Regent Street Bridge section of the flyover in Leeds city centre due to its continued deterioration.
- 2.14 The scheme will be part funded through the West Yorkshire plus Transport Fund.
- 2.15 The scheme gained approval to proceed through decision point 5 (Full business case with finalised costs) and work commences on activity 6 (Delivery) at the Combined Authority meeting on 04 February 2021.

Thorpe Park Rail Station

- 2.16 This scheme involves the development of a new parkway rail station at Thorpe Park on the Leeds to York section of the Trans-Pennine rail route.
- 2.17 The scheme will be funded from the West Yorkshire plus Transport Fund and Leeds Public Transport Investment Fund. Full funding for delivery of the scheme is still to be secured and a funding strategy for delivery will be set out in the full business case.
- 2.18 The scheme gained approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) at the Combined Authority meeting on 04 February 2021.

3 Tackling the Climate Emergency Implications

- 3.1 There are no climate emergency implications directly arising from this report. Clean growth implications, including climate change, are included in Capital Spending and Project Approvals' reports and are considered at the relevant Investment Committee and / or Combined Authority meeting.

4 Inclusive Growth Implications

- 4.1 There are no inclusive growth implications directly arising from this report. Inclusive growth implications, are included in Capital Spending and Project Approvals' reports and are considered at the relevant Investment Committee and / or Combined Authority meeting.

5 Financial implications

- 5.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee.

6 Legal implications

- 6.1 The payment of funding to any recipient will be subject to a funding agreement being in place between Combined Authority and the organisation in question.

7 Staffing implications

- 7.1 A combination of Combined Authority and District partner project, programme and portfolio management resources are identified and costed for within the schemes in this report.

8 External consultees

- 8.1 Where applicable scheme promoters have been consulted on the content of this report.

9 Recommendations

- 9.1 That the report be noted.

10 Background documents

None.

11 Appendices

None.



MINUTES OF THE MEETING OF THE LEEDS DISTRICT CONSULTATION SUB-COMMITTEE HELD ON MONDAY, 12 OCTOBER 2020 AS A REMOTE MEETING

Present:

Councillor Peter Carlill (Chair)	Leeds City Council
Mark Parry (Deputy Chair)	Public Representative
Councillor Neil Buckley	Transport Committee
Councillor Kim Groves	Transport Committee
John Birkby	Public Representative
David Brady	Public Representative
Charlotte Davenport	Public Representative
Howard Dews	Public Representative
Judith Rhodes	Public Representative
Eric Smith	Public Representative
Brannoc Stevenson	Public Representative
Bill Tymms	Public Representative
Leslie Webb	Public Representative
Clive Woods	Public Representative

In attendance:

Ruth Gelletlie	Leeds Living Streets
Kim Purcell	Arriva Yorkshire
Mark Fenwick	Arriva Yorkshire
Ben Mansfield	TransDev
Paul Matthews	First Group
Graham Meiklejohn	TransPennine
Paul Moses	First Group
Pete Myers	Northern
Dave Pearson	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority

11. Open Forum

The Chair introduced Ruth Gelletlie from Leeds Living Streets Charity to speak at the Open Forum. Ruth, a retired Clinical Physician provided the Sub-Committee with a presentation and spoke about the aim to make an environment which is more suitable for walking and cycling and to encourage exercise to prevent both physical and mental health issues.

The Chair thanked Ruth for attending and asked that the presentation slides

be circulated following the meeting.

12. Apologies for Absence

Apologies for absence was received from Clare Mason, public representative.

13. Declarations of Disclosable Pecuniary Interests

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

14. Exempt Information - Possible exclusion of the press and public

There were no items which required the exemption of the press or public.

15. Minutes of the meeting held on 17 October 2019.

Resolved: That the minutes of the meeting held on 17 October 2019 be approved.

16. Minutes of the Joint DCSC meeting held on 17 July

Subject to Charlotte Davenport, Howard Dews, Judith Rhodes, Leslie Webb and Clive Woods being added to the attendance list it was agreed to note the minutes.

Resolved: That the minutes of the joint District Consultation Sub-Committee be noted.

17. Chair's Update

The Chair reported the winning of a Local Government Award by Officers for their work on the climate emergency which is recognition for an in-depth piece of work.

Last week saw the rollout of the first electric bus. The buses will operate service 5 in Leeds (Halton Moor/ City Centre loop) with nine electric single deck buses from October 2020. The buses are part-funded through the DfT Office for Low Emission Vehicles (OLEV) grant scheme.

It was noted that the West Yorkshire Combined Authority had been awarded a single payment of £1,086 million revenue funding to support bus services in the region. The pandemic had delayed a number of initiatives intended to utilise this fund, but three had been completed.

- A Keighley to Halifax via Denholm service.
- New links between east Leeds and five local towns.

- A Barnsley/Doncaster to southeast Wakefield Service.

The rest of the fund had been put into a contingency plan pot with the agreement of the Department for Transport.

18. Information Report

The Sub-Committee noted a report which provided an update on matters relating to the Leeds district.

It was noted that major works have been taking place on Headrow, Infirmary Street and Park Row in Leeds city centre throughout the summer to speed up bus services and make them more reliable and punctual. Part of the Leeds City Council's £270 million Connecting Leeds programme, the scheme will result in Infirmary Street being two-way for buses and cycles with new bus stops in lay-bys along both sides. The central bus stop island will be removed and a new pedestrian crossing installed

Construction work has commenced to create a 1,200 space Park and Ride facility at Stourton.

The Network Navigation project will roll out a colour coded approach to the high frequency "core" bus network in Leeds from autumn 2020.

Works to improve passenger and environmental facilities at Leeds Bus Station will commence in Spring 2021.

The Sub-Committee was advised that operators were still reviewing their services to ensure they would be able to prioritise resources to meet demand but noted this was a rapidly changing environment.

It was reported that the Combined Authority had applied for Emergency Active Travel funding from the Department for Transport and had been successful in its application for tranche one. An application for further funding from tranche two had been submitted and a response was expected in the near future.

Resolved: That the information report and Sub-Committee's comments be noted.

19. Operator Updates

The meeting was attended by representatives from the rail and bus operators who provided the Sub-Committee with updates.

Arriva

Arriva informed the sub-committee it had been a busy two months with many timetable changes, extra journeys and capacity restrictions and had been working with the Combined Authority to enable bespoke services to ensure

students are able to get to schools.

The Sub-Committee was advised that as part of the West Yorkshire Bus Alliance, Arriva was currently in the process of retrofitting exhausts to a Euro 6 emissions standard, and that this programme had been made possible by the Combined Authority's successful bid to the Clean Bus Technology fund,

First Group

First Group informed the Sub-Committee of the measures they had implemented to prevent the spread of Covid-19 and have been working with the Combined Authority to enable bespoke services to ensure students are able to get to schools

It was highlighted that First Group had committed to operate as a zero-emissions bus company nationally by 2035 and did not plan to purchase any new diesel buses after 2022.

First is planning to operate service 5 (Halton Moor / City Centre Loop with the first bus to go out Tuesday 13 October 2020 and there will be nine single deck buses which have been part funded through the DfT Office for Low Emission Vehicles (OLEV) grant scheme

The Headingley Lane corridor was busy aiding the student population.

Transdev

Transdev informed the Sub-Committee of the measures they had implemented to prevent the spread of Covid 19

The network of bus services which link the Airport with Leeds and Bradford is jointly funded by the Combined Authority and the Airport company. Following a procurement process, Transdev has been engaged to operate the services which are now branded "Flyer" and have moved to running a double decker service to improve capacity

Northern

Northern advised that many changes had been made to services in a short period of time, with six timetables introduced since the start of the pandemic as services were gradually reinstated. They had also introduced a new flexible season ticket which would allow people only working for part of the week to take the advantage of a season ticket discount. This was in operation throughout West Yorkshire and proving popular.

It was noted that during the summer months there had been an upsurge on leisure services to tourist and retail areas, but this had now dropped following the re-opening of schools and colleges in September. Northern thanked the Combined Authority for their help in providing standby buses during the first week of the reopening of schools.

It was reported that compliance with mask guidance had been improving, with well over 90% compliance, particularly since masks had become compulsory in retail premises.

In respect of local lockdowns, Northern advised that they were liaising closely with local authorities to ensure that their communications and messaging were in harmony.

TransPennine

TransPennine informed the Sub-committee they were maintaining a high level of performance and increasing services. There was a low level of customer demand, although higher than at the beginning of the pandemic. As with Northern It was noted that during the summer months there had been an upsurge on leisure services to tourist and retail areas, but this had now dropped following the re-opening of schools and colleges in September

Resolved: That the operate updates and Sub-Committee's feedback be noted.

20. Workshop Session - Carbon Reduction Pathways

The Sub-Committee was given a presentation on West Yorkshire Carbon emission reduction pathways which was one of the significant areas of activity being undertaken by the Combined Authority to tackle the climate emergency. The Sub-Committee was invited to participate in the workshop and provide feedback.

It was reported that the Combined Authority had commissioned a study to identify potential carbon emission reduction pathways and the interventions that need to be implemented if the net zero carbon 2038 target were to be achieved.

The Sub-Committee was thanked for their feedback. They were asked to forward any further comments to the Combined Authority.

Resolved: That the progress being made to tackle the Climate Emergency be noted.

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**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY, 13 OCTOBER 2020 AT REMOTE MEETING – TO
BE LIVESTREAMED HERE:
[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE)**

Present:

Councillor Daniel Sutherland (Chair)	Transport Committee
John Sheppard (Deputy Chair)	Public Representative
Councillor Peter Caffrey	Transport Committee
Myra James (Public Representative)	Public Representative
Richard Potter (Public Representative)	Public Representative
Geoff Wood (Public Representative)	Public Representative

In attendance:

Edwin Swaris	West Yorkshire Combined Authority
Tom Bridge	First Group
Pete Myers	Arriva Rail North Limited
Richard Isaac	Arriva Rail North Limited
Dwayne Wells	Arriva Yorkshire
Ben Kearns	West Yorkshire Combined Authority

10. Open Forum

There were no questions from members of the public.

11. Apologies for absence

There were no apologies for absence.

12. Declarations of Disclosable Pecuniary Interests

There were no declarations of pecuniary interests at the meeting.

13. Exempt Information - Possible exclusion of the press and public

There were no items that required the exemption of the press and public.

14. Minutes of the meeting held on 15 October 2019

Resolved: That the minutes of the meeting held on 15 October 2019 be approved

15. Minutes of the Joint DCSC meeting held on 17 July 2020

Resolved: That the minutes of the joint DCSC meeting held on 17 July 2020 be noted.

16. Information Report

Members considered a report which set out various updates on transport issues in Calderdale.

Members made the following comments:

- That it was good to see that the plans for a new bus station in Halifax were progressing and had been approved by members of the Calderdale Council's Planning Committee.
- That the design of the bus station was improved, and the inclusion of a green roof was positive.
- That T J Walsh had ceased trading and tenders had been invited the company's services which were not in competition with other operators and contracts had been awarded to Yorkshire Tiger and South Pennine Community Transport.
- That the service between Halifax and Keighley had been reintroduced and also a service between Brighouse, Rastrick, Elland and Halifax on Sundays which was a positive.
- That an application for Tranche 2 of the Emergency Active Travel Fund had been submitted and a response from Government was awaited.

Resolved: That the report be noted.

17. Operator Updates

Members were provided with the following operator updates.

Northern:

- Northern were in the process of putting together their December timetable.
- Strains on timetabling during pandemic due to illness, self – isolation. Timetables had been amended as staffing levels improved.
- Altering of usership in that there was no discernible morning or evening

peak

- Currently at between 30 and 35 per cent of pre Covid patronage.
- Mask compliance generally good but can only be legally enforced by police.
- Introduced flexible season ticket to be trialled in West Yorkshire to respond to the working pattern post Covid.

Arriva

- Arriva patronage was at around 50% of pre-pandemic levels.
- That the service from Halifax to Keighley had provide popular
- Arriva clarified their flexible ticketing offer in the form of the m-card which was flexible and allowed use across multiple officers.

First

- Patronage on First bus services had also reached about 50% of pre-pandemic levels.
- First had amended their app so it displayed the number of passengers on a bus to enable passengers to know how busy the bus was before they board.
- Mask compliance was generally high.
- A Member asked a question regarding the 549 dropping to hourly from half hourly. First would take the question away and respond.

Resolved: That the operator updates be noted.

18. Workshop Session - Carbon Reduction Pathways

Information on the Carbon Reduction Pathways would be circulated separately to members.

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**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY, 15 OCTOBER 2020 AT 2 PM AS A REMOTE
MEETING**

Present:

Councillor Kevin Swift (Chair)	Transport Committee
Councillor Miss Jo Hepworth	Transport Committee
Usman Ali (Deputy Chair)	Public Representative
Cliff Baker (Public Representative)	Public Representative
Peter Daniels (Public Representative)	Public Representative
David Hogg (Public Representative)	Public Representative
David Young (Public Representative)	Public Representative

In attendance:

Pete Myers	Arriva Rail North Limited
Richard Isaac	Arriva Rail North Limited
Kim Purcell	Arriva Yorkshire
Dwayne Wells	Arriva Yorkshire
Helen Ellerton	West Yorkshire Combined Authority
Ruth Chaplin	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

11. Open Forum

There were no issues raised at the meeting which were not covered on the agenda.

12. Apologies for absence

Apologies for absence were received from John Churms, public representative.

13. Declarations of Disclosable Pecuniary Interests

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

14. Exempt Information - Possible exclusion of the press and public

There were no items which required the exemption of the press or public.

15. Minutes of the meeting held on 17 October 2019

Further to minute 4, Baghill Station, Pontefract, Northern Rail would provide the Sub-Committee with feedback in respect of the comments made regarding the need to upgrade the station and the level of service.

Resolved: That the minutes of the meeting held on 17 October 2019 be approved.

16. Minutes of the joint DCSC held on 17 July 2020

Further to minute 2, the Sub-Committee discussed the provision of toilets at Kirkgate Rail Station and also the lack of shelter for passengers on platforms 2 and 3. Northern Rail advised that both projects were being led by Grand Central and had not yet been progressed as many of their staff had been furloughed during the pandemic. However Northern Rail would seek an update and also investigate the possibility of providing some temporary shelter for the platforms.

Resolved: That the minutes of the joint meeting of the District Consultation Sub-Committees be noted.

17. Chair's Update

The Chair highlighted the concerns regarding the fragility and uncertainty of the Government continuing to fund the provision of bus services during the pandemic.

It was reported that Government had announced the continuation of the COVID-19 Bus Services Subsidy Grant (CBSSG) but this would be on a rolling eight week basis. Transport arrangements had been made to support the return to school/college which had needed approximately 60 additional buses and the Department for Education had awarded £1.9 million to the Combined Authority to meet the cost of the additional school transport provision over the first half term.

It was reported that the Combined Authority and bus operators were discussing proposals for an enhanced partnership which would be of benefit for all.

18. Information Report

The Sub-Committee noted a report which provided an update on matters relating to the Wakefield district.

It was noted that the Transport Committee receive updates on regional and national issues and the latest information provided was available on the Combined Authority's website.

Resolved: That the information report and Sub-Committee's comments be noted.

19. Operator Updates

The meeting was attended by representatives from the rail and bus operators who provided the Sub-Committee with updates.

Northern

Northern advised that since the start of the pandemic there have been 6 timetables which have been introduced as services are gradually being reinstated and passenger numbers increase. They had also introduced a new flexible season ticket. It was noted that during the summer months there had been an upsurge in patronage on leisure services to tourist and retail areas but this had now dropped following the reopening of schools and colleges in September.

It was reported that compliance with the wearing of face masks was generally good and had improved when it had been made compulsory to wear them in shops. Comment was made there had been concerns about social distancing on the Barnsley service, particularly at peak times, but it was hoped that the introduction of an additional service would help to alleviate this.

In respect of local lockdowns, Northern advised that they were liaising closely with local authorities to ensure that their communications and messaging were in harmony.

The Sub-Committee was advised that the proposed plans to introduce a direct route from Wakefield to Bradford were still being considered. However if this were to go ahead, it would not be until after the work on Platform 0 at Leeds Station has been completed as there was no available pathway through the station at the present time.

Arriva

It was reported that due to the pandemic, additional capacity had been arranged for the school network and funding had been awarded by the Department for Education to support the return to school/college in September.

The Sub-Committee discussed the social distancing arrangements at Wakefield Bus Station. Arriva advised of the safety measures which had been introduced at all their bus stations which also included Wakefield.

Resolved: That the operators be thanked for their updates.

20. Workshop Session - Carbon Reduction Pathways

The Sub-Committee was given a presentation on West Yorkshire carbon emission reduction pathways which was one of the significant areas of activity being undertaken by the Combined Authority to tackle the climate emergency.

It was reported that the Combined Authority had commissioned a study to identify potential carbon emission reduction pathways and the interventions that need to be implemented if the net zero carbon 2038 target is to be achieved.

It was noted that the current situation relating to COVID 19 had had a significant impact on plans to engage and consult with stakeholders on the findings of this work. However the planned work and emerging results was now being tested with partners and stakeholders and the Sub-Committee discussed the key messages resulting from the pathways work. The following comments and observations were made:

- Essential that young people are made aware of the challenges and the role they have to play in forward thinking.
- It was considered that the recent announcement by Leeds City Council regarding abandoning their clean air zone project could send the wrong message to the public.
- Need to recognise that the increase in people working from home is due to the pandemic and not because of the climate emergency and reducing carbon emissions.

A copy of the presentation would be circulated and the Sub-Committee was thanked for their feedback. They were asked to forward any further comments to the Combined Authority.

Resolved: That the presentation and the Sub-Committee's feedback be noted.



**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY, 19 OCTOBER 2020 AT A REMOTE MEETING**

Present:

Councillor Taj Salam (Chair)	Transport Committee
Councillor Sinead Engel	Bradford Council
James Craig (Public Representative)	Public Representative
David Hill (Public Representative)	Public Representative
Andrew Jewsbury (Public Representative)	Public Representative
Graham Peacock (Public Representative)	Public Representative
John Prestage (Public Representative)	Public Representative

In attendance:

Pete Myers	Arriva Rail North Limited
Dwayne Wells	Arriva Yorkshire
Mohammed Raja	First Group
Nabila Ayab	Careers and Technical Education Partnership
Richard Issac	TransDev
Andrew Bradley	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

30. Open Forum

Graham Peacock highlighted that pocket timetables and timetable displays had been widely removed from bus stations during the pandemic and that members of the public without access to smartphones could therefore have difficulty effectively utilising bus services. In response, the Sub-Committee was advised that additional roadside displays and pocket timetables were due to be issued in the next few weeks.

Nabila Ayub from Careers and Technical Education Partnership advised the Sub-Committee of her organisation’s work with young people showcasing career paths available in the district and in improving opportunities for engagement with students. She requested that operators contact her after the meeting if they were interested in being involved. The Chair thanked her for

this and noted the importance of this engagement with young people.

Transdev thanked young people across the district for taking part in a Dragon's Den challenge with the rail industry and noted that their work could be seen at Saltaire, Shipley, and Bradford Interchange stations.

No other questions or concerns had been raised from members of the public prior to the meeting.

31. Apologies for Absence

Apologies for absence received from Councillor Michael Ellis and Councillor Hassan Khan.

32. Declaration of Disclosable Pecuniary Interests

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

33. Exempt Information - Possible Exclusion of the Press and Public

There were no items which required the exemption of the press or public.

34. Minutes of the meeting held on 21 October 2019

Resolved: That the minutes of the meeting held on 21 October 2019 be approved.

35. Minutes of the joint DCSC held on 17 July 2020

Resolved: That the minutes of the joint meeting of the District Consultation Sub-Committees held on 17 July 2020 be noted.

36. Chair's Update

The Chair reported that bus service levels had risen from roughly 5% across the district at the beginning of lockdown to 90% of services running with between 50% to 60% patronage. Traffic volumes were increasing and rail services were running as normal, although the numbers of passengers were significantly below what would be expected for this time of year.

It was reported that as required by the Emergency Active Travel funding agreement, a number of arterial roads had been marked with lanes for cyclists and pedestrians. A report from the Bradford Cycling campaign providing feedback on the new cycling facilities was distributed to members after the meeting. The question was raised of whether more could be done to ensure

cyclists did not cycle on footpaths; the Chair responded that this message would be pushed wherever possible through district programmes.

The Sub-Committee discussed capacity issues on buses and the need for a bigger community focus on cycling. Concerns regarding the safety of bus drivers were also raised and the Sub-Committee noted the arrangements in place to protect drivers.

It was noted that the West Yorkshire Combined Authority had been awarded a single payment of £1.086 million revenue funding to support bus services in the region. The pandemic had delayed a number of initiatives intended to utilise this fund, but three had been completed:

- A Keighley to Halifax via Denholm service
- New links between east Leeds and five local towns
- A Barnsley/Doncaster to southeast Wakefield service

The rest of this fund had been put in a contingency plan pot with the agreement of the Department for Transport.

It was noted that Yorkshire Tiger had given notice of early termination of their contract in the Shipley and Bradford area. These services had been given to TLC, with Transdev taking over the airport service.

37. Information Report

It was noted that on-going traffic light installation at Greengates in Bradford had caused delays to bus services in the area. These delays would be likely to continue until after Christmas, but after completion it was expected the new traffic lights would be of great benefit to bus service provision.

The Sub-Committee was advised that operators were still reviewing their services to ensure they would be able to prioritise resources to meet demand, but noted this was a rapidly changing environment.

It was reported that the Combined Authority had applied for Emergency Active Travel funding from the Department for Transport and had been successful in its application for tranche one. An application for further funding from tranche two had been submitted and a response was expected in the near future.

Resolved: That the information report and Sub-Committee's comments be noted.

38. Operators Updates

First Group

First Group informed the Sub-Committee of the measures they had implemented to prevent the spread of Covid-19.

It was highlighted that First Group had committed to operate as a zero-emissions bus company nationally by 2035 and did not plan to purchase any new diesel buses after 2022.

The Sub-Committee was advised that First Group had held discussions with Councillor Alex Ross-Shaw regarding the Bradford-Shipley corridor, with the aim of pushing traffic onto Canal Road and improving the reliability of the bus service on Manningham Lane. First Group was now waiting for evidence regarding the service's ability to handle these traffic volumes and the staging of required work.

Some punctuality issues had been observed on Wakefield Road, and First Group would continue to monitor this.

First Group discussed their support for the Bradford bid to be the 2025 Capital of Culture bid, and noted they were available to assist with this in any way possible.

Discussions were ongoing with National Power Grid regarding future roadworks in Bradford. A recent unexpected road closure would mean that no bus services would be running in Wilsden for a period of five weeks. First Group had only become aware of this on 6 October and had been working with the Combined Authority to implement an emergency bus service into Bingley. Some customer complaints were expected, but little could be done due to the short notice received. There was some concern raised regarding the possibility of future problems further along the route of the proposed works.

Transdev

Transdev informed the Sub-Committee of the measures they had implemented to prevent the spread of Covid-19.

It was reported that an electric vehicle would be trialled on the shuttle service between Keighley and Bradford, with the hope of this service becoming all-electric if the trial went well.

The Sub-Committee was informed that Phil Jolly had left Transdev to work for the Combined Authority. The Sub-Committee noted its thanks to Phil Jolly for all his work in his previous role, as well as their thanks to bus drivers throughout the district for the care and courtesy they had shown over the course of the pandemic. The Chair welcomed David Issacs Service Delivery Manager at Transdev, who would be attending future Sub-Committee meetings.

Arriva

Arriva noted that despite a drop in peak-time demand, particularly for services

travelling into Bradford City Centre, demand had returned to normal for some services. Due to the need for social distancing, extra journeys had been added to the timetables of the three busiest bus services.

The Sub-Committee was advised that as part of the West Yorkshire Bus Alliance, Arriva was currently in the process of retrofitting exhausts to a Euro 6 emissions standard, and that this programme had been made possible by the Combined Authority's successful bid to the Clean Bus Technology fund.

Northern

Northern advised that many changes had been made to services in a short period of time, with six timetables introduced since the start of the pandemic as services were gradually reinstated. They had also introduced a new flexible season ticket which would allow people only working for part of the week to take the advantage of a season ticket discount. This was in operation throughout West Yorkshire and proving popular.

It was noted that during the summer months there had been an upsurge in patronage on leisure services to tourist and retail areas, but this had now dropped following the reopening of schools and colleges in September. Northern thanked the Combined Authority for their help in providing standby buses during the first week of the reopening of schools, particularly on the Wharfedale line, before the new timetable had come into place. A full timetable had now resumed on these lines.

It was reported that compliance with mask guidance had been improving, with well over 90% compliance, particularly since masks had become compulsory in retail premises.

In respect of local lockdowns, Northern advised that they were liaising closely with local authorities to ensure that their communications and messaging were in harmony.

Resolved: That the operators were thanked for their updates.

39. Workshop Session - Carbon Reduction Pathways

The Sub-Committee was given a presentation on West Yorkshire carbon emission reduction pathways which was one of the significant areas of activity being undertaken by the Combined Authority to tackle the climate emergency.

It was reported that the Combined Authority had commissioned a study to identify potential carbon emission reduction pathways and the interventions that need to be implemented if the net zero carbon 2038 target were to be achieved.

The following comments and questions were discussed:

- The role of cargo bikes for small business owners and traders, particularly in city centres, alongside a 'hub, spoke and last mile' delivery process.
- The potential rollout of electric trains or other alternative to diesel trains, such as hydrogen trains.
- Whether it would be practical to persuade a large enough segment of the public to change their travel habits.

The dangers of catching Covid-19 on public transport were also discussed, and the point made that there was no evidence currently available showing that public transport carried any extra risk.

The Sub-Committee was thanked for their feedback. They were asked to forward any further comments to the Combined Authority.

Resolved: That the presentation and the Sub-Committee's feedback be noted.



**MINUTES OF THE MEETING OF THE
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON WEDNESDAY, 21 OCTOBER 2020 AT REMOTE MEETING –
TO BE LIVESTREAMED HERE:
[HTTPS://WWW.YOUTUBE.COM/CHANNEL/UCAZJNSGPQZZT41VIBN2
ZK9A/LIVE](https://www.youtube.com/channel/UCAZJNSGPQZZT41VIBN2ZK9A/LIVE)**

Present:

Councillor James Homewood (Chair)	Transport Committee
Mark Denton (Deputy Chair)	Public Representative
Councillor Martyn Bolt	Transport Committee
Councillor Manisha Kaushik	Transport Committee
Christopher Jones (Public Representative)	Public Representative
Shaun Jordan (Public Representative)	Public Representative
David Quarmby (Public Representative)	Public Representative
Kelvyn Waites (Public Representative)	Public Representative
Mark Wylie (Public Representative)	Public Representative

In attendance:

Jean Margetts	Marsden Group
Brandon Jones	First Group
Tim Lawrence	Kirklees Council
Chris Burton	First Group
Graham Meiklejohn	Transpennine Express
Pete Myers	Arriva Rail North Limited
Councillor Rob Walker	Kirklees Council
Dwayne Wells	Arriva Yorkshire
Dave Pearson	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority
Aaliyah Younis	West Yorkshire Combined Authority

11. Open Forum

The Chair welcomed to the Open Forum representatives from Slaithwaite & Marsden Action For Rail Transport (SMART) who attended to seek assurances that connectivity would be maintained during TRU work and that station accessibility works were within scope.

The representatives from TransPennine Express and Northern responded to

say that they had asked the same question to Network Rail and are still waiting for final sign off from the Secretary of State.

Jean Margetts highlighted ventilation on buses and trains and Operators said they were looking at messaging the importance of ventilation, with drivers actively involved especially in the cold winter months.

No other questions or concerns had been raised from members of the public prior to the meeting.

12. Apologies for absence

Apologies for absence were received from Ann Baldwin, public representative.

13. Declaration of Disclosable Pecuniary Interests

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

14. Exempt Information - Possible exclusion of the press and public

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

15. Minutes of the meeting held on 23 October 2019

Resolved: That the minutes of the meeting held on 23 October 2020 be approved.

16. Minutes of the joint DCSC meeting held on 17 July 2020

Subject to Councillor Kaushik being added to the attendance list it was agreed to note the minutes.

Resolved: That the minutes of the meeting held on 17 July 2020 be noted..

17. Chair's Update

The Chair reported that the Information Report had taken into consideration information specific to Kirklees which had been discussed at the last meeting DCSC held on 23 October 2019.

It was noted that the West Yorkshire Combined Authority had been awarded a single payment of £1,086 million revenue funding to support bus services in the region. The pandemic had delayed a number of initiatives intended to utilise this fund but three had been completed.

- A Keighley to Halifax via Denholm service.

- New links between east Leeds and five local towns.
- A Barnsley/Doncaster to southeast Wakefield service.

The rest of this fund had been put in a contingency plan pot with the agreement of the Department of Transport.

18. Information Report

The Sub-Committee noted a report which provided an update on matters relating to the Kirklees district.

The information report included an update on The Huddersfield Better Connected Stations project, being delivered by Kirklees Council through the West Yorkshire Combined Authority's CityConnect programme improving the route between Huddersfield Bus Station and Rail Station, for people to travel by foot, as well as better access around bus stops on Westgate. Work has started on a £1.88 million scheme to make it easier for people to cross Huddersfield town centre by foot, or by bike, which will provide a further boost for West Yorkshire's growing walking and cycling network.

Members felt that more information on live projects, TCF and Transport Fund should be included in the Kirklees update report and Councillor Bolt gave the Cooper Bridge project as an example.

Cllr Bolt also raised concerns about student ticket prices - no discounted day ticket offer for students who attend lectures periodically. This led to a suggestion for cheaper Kirklees only bus only MCard products.

Members Discussed the age of buses in Kirklees and how there is a need to "level up" the bus age profile over the region. Cllr Homewood was keen for another phase of retrofit.

There were concerns about the closure of Dewsbury Travel Centre resulting in travel to Leeds or Huddersfield for Travel passes. It was explained that there is no advantage in going to the Travel Centre and passengers were being encouraged to apply on line, or have someone to do it for them

Resolved: That the information report and Sub-Committee's comments be noted.

19. Operator Updates

The meeting was attended by representatives from the rail and bus operators who provided the Sub-Committee with updates.

Northern

Northern advised that many changes had been made to services in a short period of time, with six timetables introduced since the start of the pandemic as services were gradually reinstated. They had also introduced a new flexible season ticket which would allow people only working for part of the week to take the advantage of a season ticket discount. This was in operation throughout West Yorkshire and proving popular.

It was noted that during the summer months there had been an upsurge on leisure services to tourist and retail areas, but this had now dropped following the re-opening of schools and colleges in September. Northern thanked the Combined Authority for their help in providing standby buses during the first week of the reopening of schools.

It was reported that compliance with mask guidance had been improving, with well over 90% compliance, particularly since masks had become compulsory in retail premises.

In respect of local lockdowns, Northern advised that they were liaising closely with local authorities to ensure that their communications and messaging were in harmony.

TransPennine

TransPennine informed the Sub-committee they were maintaining a high level of performance and increasing services. There was a low level of customer demand although higher than at the beginning of the pandemic. As with Northern It was noted that during the summer months there had been an upsurge on leisure services to tourist and retail areas, but this had now dropped following the re-opening of schools and colleges in September

ASLEF Train Drivers Union had re-instated driver training which is an important step as drivers have to be reassessed.

Funding has been secured with Kirklees and West Yorkshire Combined Authority from Transform Cities Fund to enable work to commence on the toilets at Dewsbury Station which should be completed late winter/early spring.

Arriva

Arriva informed the sub-committee it had been a busy two months with many timetable changes, extra journeys and capacity restrictions across Kirklees. Arriva have been working with the Combined Authority to enable bespoke services to ensure students are able to get to schools.

The Sub-Committee was advised that as part of the West Yorkshire Bus Alliance, Arriva was currently in the process of retrofitting exhausts to a Euro 6 emissions standard, and that this programme had been made possible by the Combined Authority's successful bid to the Clean Bus Technology fund,

The 229 Huddersfield to Leeds Buses now have premium software standards so are equipped with access to USB charges and display screens.

The Sub-Committee was informed of the sad news that Phil Carlton, known as Mr Bus, had passed away following a road traffic accident. The last bus driven by Phil, number 1933, has now been renamed to remember Phil and the bus has a name plate Phil (Mr Bus) Carlton.

First

First Group informed the Sub-Committee of the measures they had implemented to prevent the spread of Covid-19 and have been working with the Combined Authority to enable bespoke services to ensure students are able to get to schools

It was highlighted that First Group had committed to operate as a zero-emissions bus company nationally by 2035 and did not plan to purchase any new diesel buses after 2022.

Resolved: That the operator updates and Sub-Committee's feedback be noted.

20. Workshop - Carbon Reduction Pathways

The Sub-Committee was invited to participate in a workshop on carbon reduction pathways which was one of the significant areas of activity being undertaken by the Combined Authority to tackle the Climate Emergency and provide feedback.

It was reported that a study to identify potential carbon emission reduction pathways and the interventions that need to be implemented if the net zero carbon 2038 target is to be achieved had been undertaken.

It was noted that the current situation relating to COVID 19 had had a significant impact on plans to engage and consult with stakeholders on the findings of this work. However, the planned work and emerging results was now being tested with partners and stakeholders and the Sub-Committee was given the opportunity to contribute to the findings of the pathways work.

The presentation led to a discussion on Active Travel and Cllr Bolt said that canal towpaths are not adequate cycle infrastructure.

There was also an observation that we shouldn't waste time in the beginning looking for the big solutions (eg hydrogen) and we should focus on behavioural change.

Resolved: That the presentation and the Sub-Committee's feedback be noted.

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