

INFORMAL CONSULTATIVE MEETING OF MEMBERS OF THE TRANSPORT COMMITTEE

**TO BE HELD AT 11.00 AM ON FRIDAY, 14 MAY 2021
DUE TO COVID-19, THIS INFORMAL MEETING WILL BE HELD
REMOTELY AND WILL BE LIVESTREAMED HERE:**

<https://www.youtube.com/channel/UCazjNSGpgZZT41Vibn2ZK9A/live>

(COPY AND PASTE THE LINK IN YOUR BROWSER)

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 12 MARCH 2021**

Please note that these minutes are presented for information and cannot be approved during this informal meeting.

(Pages 1 - 6)
- 5. MAYORAL INTRODUCTION**
- 6. DCSC FEEDBACK**

(Pages 7 - 10)
- 7. COVID-19 UPDATE**

(Pages 11 - 20)
- 8. NATIONAL BUS STRATEGY UPDATE**

(Pages 21 - 28)
- 9. TRANSPENNINE ROUTE UPGRADE TWAO RESPONSE**

(Pages 29 - 34)
- 10. COMMITTEE ARRANGEMENTS**

(Pages 35 - 38)

11. LEEDS CITY REGION TRANSPORT UPDATE

(Pages 39 - 46)

12. SUMMARY OF TRANSPORT SCHEMES

(Pages 47 - 52)

Signed:

A handwritten signature in black ink, consisting of the letters 'BGM' in a stylized, cursive font. A horizontal line is drawn underneath the signature, extending to the right.

**Managing Director
West Yorkshire Combined Authority**

14 May 2021 – Please note that these minutes are presented for information and cannot be approved during this informal meeting



MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD REMOTELY ON FRIDAY, 12 MARCH 2021

Present:

Councillor Kim Groves (Chair)	Leeds City Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees Council
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City 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
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Mark Roberts	Beer Hawk Ltd

In attendance:

Councillor Alex Ross-Shaw	Bradford Council
Councillor Helen Hayden	Leeds City Council
Councillor Peter McBride	Kirklees Council
Councillor Jane Scullion	Calderdale Council
Dave Pearson	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Tom Gifford	West Yorkshire Combined Authority
Patrick Bowes	West Yorkshire Combined Authority
Richard Crabtree	West Yorkshire Combined Authority
Kit Allwinter	West Yorkshire Combined Authority
Farah Tam	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

45. Apologies for absence

Apologies for absence were received from Simon Pringle and Peter Caffrey.

46. Declarations of disclosable pecuniary interests

There were no pecuniary interests declared during the meeting.

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

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

48. Minutes of the meeting of the Transport Committee held on 15 January 2021

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

49. COVID-19 Update

The Committee received an update from the Director of Transport & Property Services regarding the current impacts of COVID-19 on transport and on the actions set out in the Transport Recovery Plan.

A small increase had been recorded in passenger numbers on bus and rail. Current data suggested that capacity may soon become a limiting factor, particularly considering the social distancing measures in place. This was expected to become more pressing when the non-essential retail and hospitality sectors opened in April and May. Some work had already been done to help address this, including displaying capacity information on the side of buses and bus occupancy indicators on real-time information screens and apps. The Combined Authority would continue to work with transport operators to manage the increased demand. Members were also advised of the expected roadmap for the return of bus and rail services to full levels of provision.

Uncertainty over the future of bus and rail funding was highlighted, and it was noted that the Chair and West Yorkshire leaders had written to the Secretary of State in January expressing their concerns in this regard. The Combined Authority was in the process of using the Bus Alliance to manage preparations for funding to transition into the recovery period, but a great deal of uncertainty still remained and many people in the region could be left lacking access to transport if bus provision was not funded, which made it a matter of urgency.

The National Bus Strategy was expected to be published soon, and the Combined Authority had provided feedback to Government. The Chair had written to the Secretary of State requesting further information on when the strategy would be published and on what it would contain, and would continue to push for meetings with the Government to get reassurance about funding.

Members questioned what support had been provided to the bus service to this point. It was explained that three main forms of support were received:

- A roughly £15 million per year Bus Services Operators Grant that was distributed directly to bus operators. This was still being maintained in full.

- A Covid-19 Bus Subsidy Grant claimed directly from the government by bus operators. Figures of what had been claimed by operators had not been shared by the government. Local Transport Authorities had also received a payment under this grant; the Combined Authority had received roughly £2.5 million since last year, which had been used to support the tendered network, to make up the gap between fares revenue and actual revenue, and support additional costs including cleaning.
- The Combined Authority continued to fund the free bus pass scheme at the full rates for the previous year, despite the significant drop in journeys undertaken. This amounted to effectively £30 million of support for the bus services in 2020/21.

The expected increase in demand as lockdown ended was discussed, particularly in regard to leisure activities such as holidays within the country and journeys into towns and cities for shopping. Members hoped that this pent-up demand would be a strong driver for the economic recovery. The potential impact of this demand on the above-mentioned capacity issues was noted, but discussions had taken place with transport operators regarding which routes were expected to have the highest usage in upcoming months and the intention was to be well-prepared for any surge.

Resolved: That the report be noted.

50. Connectivity Plan Engagement

The Committee received an update on the current status of 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.

The Chair thanked Members for all their support in producing the Connectivity Infrastructure Plan (CIP). The plan sought to address the challenges of both the climate emergency and inclusive growth, and positive feedback had been received from MPs at a briefing session. The importance of gathering as much feedback as possible was emphasised, and Members were advised that the upcoming District Consultation Sub-Committee meetings had been opened to a wider audience of district councillors for the purposes of soliciting their feedback on the plan. Discussions were also underway with the LEP Business Communications Group in hopes of potentially working together to engage with businesses directly.

It was noted that there were a number of unanswered questions within the plan, particularly surrounding the required funding. Members were advised that the presented pipeline of schemes would increase the Combined Authority's ability to access Government support, and that becoming a Mayoral Combined Authority would give access to the £4.2 billion Intra-city Transport Fund. Ultimately it was hoped that the Government would view this as an ongoing priority rather than a one-off investment, particularly in the light of historic under-investment in transport in the West Yorkshire region.

Members questioned how well passenger demand could be predicted as the

region began to move on from the pandemic. A number of scenarios were being developed following industry assumptions and would be continually tested against new data, with more modelling due to take place in the next stages of work. It was highlighted that the plans were aspirational, as it was vital to encourage people to move away from private car use and toward public transport or active travel in order to meet our net-zero carbon emission targets, and this modal shift was at the heart of the work being done.

Committee members raised the following other issues regarding the CIP and engagement:

- Concerns were raised of who would own a potential mass transit system, how infrastructure would be shared, and how modal integration could be achieved whilst maintaining competition. This would be explored later in the development process, but it would be ensured that the model chosen fitted with the priorities of the region as a whole.
- Members were advised that a key facet of the CIP would be trying to provide the public with a simple, seamless, integrated experience, with public transportation working together rather than as competitors. The enhanced partnership was a step in this direction. However, Members questioned what effect a lack of competition could have on prices.
- Members questioned how wide-reaching the consultation was, how seldom-heard groups were being reached, and whether contacts within each individual district were being fully used, particularly in terms of accessibility and usability groups. It was noted that unfortunately the pandemic had prevented much offline consultation work, but every effort had been taken to make digital engagement as accessible as possible, with different methods of feedback available, from a detailed survey, to polls, to an interactive map.
- It was highlighted that the overriding message that had been received from members of the public was that they wanted transport to be clean, local, easy, accessible, and reliable.

Resolved: That the report be noted.

51. Active Travel - Update

Members considered a report summarising developments aimed to improve conditions and opportunities for walking and cycling within West Yorkshire and received an update on the delivery of relevant schemes.

The need to enact a modal shift toward active travel was discussed, with shorter journeys being replaced by walking and cycling – a goal of 50% of trips being taken via active travel methods was highlighted. Greater integration for multi-modal journey was also raised as a key goal.

Members were advised that as part of a new commitment to active travel, the Department for Transport were proposing a multi-year funding settlement

based on the strength of the Combined Authority's pipeline of schemes. This would allow the Combined Authority to engage with more complicated projects, and to develop schemes more steadily without having to wait for undetermined funding further down the line.

Members raised the following questions and concerns:

- It was requested that more discussion of the link between business recovery and the high street be included in future papers, particularly including potential methods of enhancing what local shops can offer. The Cargodale service running in Calderdale was mentioned as an example of the potential that existed in this area.
- The extended delay of delivery of promised cycle storage services in Otley was raised and would be followed up after the meeting.
- Members discussed the Bradley to Brighouse Greenway and were pleased that this infrastructure would be in place prior to the expected housing growth in Kirklees and Calderdale.
- The Huddersfield Narrow Canal route to Marsden was praised. It was acknowledged that there remained some work to be done along this route, but Members emphasised the importance of remembering to promote the good things about cycling in the region rather than only focusing on what could still stand to be improved.

Members also questioned what progress had been made on work to improve active travel provision through Skelton Grange on the Transpennine Trail, as accessibility issues existed in regards to a bridge on the route. It was reported that a series of meetings were underway with the various stakeholders, including local landowners, and the development of a potential alternate route through the nearby Thwaite Mills estate appeared to be a promising option.

Concerns over proposals being changed after receiving approval from the committee were discussed. Members were advised that the transition to a Mayoral Combined Authority would involve changes to the governance structure which may impact on how this was managed going forward and were reminded that any concerns could always be raised between meetings.

Resolved: That the report be noted.

52. Carbon Impact Assessment

Members received a report providing an update on the work commissioned by the Combined Authority to develop a Carbon Impact Assessment tool and to incorporate this into the Assurance Framework.

Members questioned whether a list of projects being considered under Phase 3 of the Carbon Impact Assessment tool rollout could be made available. It was advised that the list was still at an early stage, but would be shared with Members after the meeting.

Resolved: That the report be noted.

53. Leeds City Region Transport Update

Members considered a report providing an update on current issues covered elsewhere in the agenda, including the Bus Expert panel, the Department for Transport's Future of Transport Rural Strategy call for evidence, and the Levelling Up Fund and Existing Local Pinch Point Expressions of Interest.

The report included an update on the Restoring Your Railways fund, and Members were advised that no bids had been submitted to the current round of this fund. The Queensbury Tunnel was discussed as a potential bid, and its national significance as one of the longest cycling tunnels in Europe was highlighted. However, Government funding had been allocated between Highways England, the Combined Authority, and Bradford Council to examine route options and costs for active travel in the region, including opening the Queensbury Tunnel, and this work was still underway. Once the work had been completed and a full understanding of the options and costs had been gained further conversations with the Department for Transport would likely take place regarding what could be delivered.

It was noted that the MCard mobile phone app had been launched, which was believed to be the first deployment of a mobile phone day ticket that could be used for both bus and rail. This was part of the Combined Authority's response to the different travel habits people would be adopting in the post-pandemic landscape.

Resolved: That the report be noted.

54. Summary of Transport Schemes

The Committee considered a report informing them of transport-related approvals from recent meetings of the Investment Committee and of the Combined Authority.

Resolved: That the report be noted.

55. Draft minutes of the district consultation subcommittees held in October 2020

Resolved: That the minutes of the following District Consultation Sub-Committee meetings be noted:

- a) Leeds – 12 October 2020
- b) Calderdale – 13 October 2020
- c) Wakefield – 15 October 2020
- d) Bradford – 19 October 2020
- e) Kirklees – 21 October 2020



Report to: Transport Committee

Date: 14 May 2021

Subject: **DCSC feedback**

Director: Dave Pearson, Director of Transport & Property Services

Author: Dave Pearson, Director of 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To provide Members with an update on the most recent cycle of District Consultation Sub Committee (DCSC) meetings.

2. Information

- 2.1 The DCSC meetings were held throughout March 2021. Minutes for the meetings had been published on the Combined Authority website and are available here:

- [Leeds DCSC 15 March 2021](#)
- [Calderdale DCSC 16 March 2021](#)
- [Wakefield DCSC 18 March 2021](#)
- [Bradford DCSC 22 March 2021](#)
- [Kirklees DCSC 24 March 2021](#)

- 2.2 District councillors had been invited to the DCSC meetings for their respective district as part of the Combined Authority's public engagement process on the

Connectivity Infrastructure Plan, which sets out a long-term transport infrastructure programme for the region for the next 20 years. Members and district councillors were invited to give feedback on all aspects of the plan through the workshop sessions taking place at each meeting.

- 2.3 The key points raised at the meetings and summarised in the minutes will be considered together with the feedback from the wider public engagement on the Connectivity Infrastructure Plan which will be reported to the Committee later in the year.

3. Tackling the Climate Emergency Implications

- 3.1 There are no implications directly arising from this report.

4. Inclusive Growth Implications

- 4.1 There are no inclusive growth implications directly arising from this report.

5. Equality and Diversity Implications

- 5.1 There are no equality and diversity implications directly arising from this report.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That members of the Committee note the minutes of the District Consultation Sub-Committee meetings.

11. Background Documents

None.

12. Appendices

None.

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Report to: Transport Committee

Date: 14 May 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To provide 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 On 22 February, Government set out an indicative “roadmap” of which the key implications for travel advice are;
- **Step 1 - 8/29 March** – The “Stay at home” message was replaced by “Minimise Travel” on 29 March.
 - **Step 2 - 12 April** Non-essential retail returned 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, travel advice and remaining premises reopen.
- The Government’s review of social distancing is separate to the roadmap and will consider the capacity constraints on public transport and other precautions such as face coverings.

Supporting our Bus Passengers

- 2.2 Ridership on buses has increased since the resumption of schools and the re-opening of non-essential retail. At the time of writing, bus use was at around 60% of that which could be expected in April. Service levels were restored to 100% of pre pandemic rates from 11 April. Enhanced cleaning and sanitisation continues to be deployed on buses and at bus stations. Face covering compliance in bus stations is around 90%.
- 2.3 Around 5% of trips involve situations where buses are full to their constrained safe capacity leading to bus passengers unable to board. Bus operators and the Combined Authority are working closely to ensure all available capacity is targeted at the busy times. Real time information screens and apps advise customers as to how full an approaching bus is. Data from ticket machines is being used to identify the busy times and target duplicate buses where available.
- 2.4 School and college buses resumed on 8 March with the additional capacity funded by the Department for Education. This provision is now expected to operate until the end of the academic year in July. The deployment of additional buses and coaches to school services limits the availability of buses to meet the overall increase in demand.
- 2.5 Bus service punctuality improved significantly during the “lockdown” period of lower traffic levels. Between January and March 2021 92% of buses were on time at a point along their journey and 95% started their journey on time. Punctuality at intermediate points on the journey was notably higher than the same period in previous years (2109 84%, 2020 82%). Since step 2 of the roadmap on 12 April, road traffic levels have increased to 85% of normal with a corresponding impact on bus punctuality.

Supporting our Rail Passengers

- 2.6 The national lifting of COVID-19 restrictions has made demand more unpredictable, and operators have had to become more reactive; providing additional bus replacement as a back up to rail replacement, strengthening where possible and providing additional staff at managed stations to assist customers and to feedback on problem areas. Staff resource availability continues to be a key challenge which is impacting on the number of services which can be reintroduced without impacting adversely on performance. West

Yorkshire Combined Authority will work closely with both Operators and Transport for the North to ensure those services unable to be introduced are put in place as soon as it is operationally practicable to do so.

- 2.7 The timetable continues to operate reliably with performance improving since the last period reported to committee. PPM (Passenger Performance Measure) for Northern and TPE remains above 90%. CASL (Cancellations and Significant Lateness) for both operators has decreased with Northern at 0.9% and TPE at 1.2%. Trespass on the railway is one of the areas which has shown an increase during the period impacting on delays.
- 2.8 One area of concern for Northern regarding their new electric (Class 331) and diesel fleet (Class 195) is a fault which has been discovered in a yaw damper bracket. A yaw damper is a large shock absorber which connects the wheels to the train body. The fleet have been inspected and 30 trains have been temporarily withdrawn from service and a modification has been developed which is expected to take several months to fit, a specific timescale will be made available shortly. No faults have been found in the remainder of the fleet, but this will be investigated further. Northern have advised that the removal of the 30 trains will not adversely affect the current timetable because of its reduced nature but for the May timetable there will be a bus replacement for the through services Huddersfield – Wakefield – Castleford. Also, additional peak services Knaresborough - Leeds will not operate but Northern have advised that it is considered the remaining peak provision will accommodate the suppressed passenger demand so bus replacement will not be required. This reduction of the services in the May timetable is expected to last for a short period only. The existing fleet will need to cover for the removed trains so potentially there is an enhanced risk of overstressing the remaining fleet or trains running with less than planned carriages, this will be monitored. TPE have also carried out precautionary checks on their Nova 2 trains (that operate on the West Coast Main Line) as they were built by the same manufacturer. Fortunately, those checks were completed, and no faults were found.
- 2.9 Predictably there has been an increase in patronage as COVID-19 restrictions have eased, with Northern at approx. 30% of pre COVID-19 levels and 21% for TransPennine Express. The main increase has been retail travel including retail workers into main centres. There has been a higher-than-expected level of commuters. Leisure travel has also been prevalent particularly when the weather has been good. The Combined Authority continue to offer support with standby buses to facilitate social distancing at locations where high volumes of school children are being experienced. Passenger flows are also monitored at Leeds station and for the week ending 18 April 2021 levels were 39% of levels of the same week in 2019 (most recent comparable year pre COVID) but had increased 74.24% on the previous week. The latest available patronage data is included at **Appendix 1**.
- 2.10 The train service changes expected to take place on 17 May 2021 were reported to the March Committee meeting. With the gradual easing since March of travel restrictions, these changes are expected to go ahead largely

as per that report with Northern delivering 85 per cent of its pre-Covid services and TransPennine Express 60 per cent but adding some additional strengthening to match demand. 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). A full comparison is available in **Appendix 2**.

- On Northern, there are no changes planned to Sunday timetables. For weekdays, the principal changes are:
 - **Harrogate line:** 2 trains per hour (“2tph”) Leeds – Harrogate – Knaresborough with 1tph continuing to York: no extra fast Harrogate trains except for LNER London trains every other hour
 - **Airedale line:** approximately normal Skipton services; also 8/day on Settle – Carlisle and 6/day on Lancaster / Morecambe routes
 - **Huddersfield line:** Local services to/from Leeds continue at normal 1tph each, but Huddersfield – Wakefield – Castleford service **not** restored yet: only running three times per day
 - **Hallam line:** stopping trains Leeds – Castleford – Wakefield – Barnsley – Sheffield running hourly as normal, but faster Leeds – Wakefield – Barnsley – Sheffield services only running hourly, not 2tph (Nottingham trains running, but no Lincoln ones)
 - **Wakefield line:** stopping trains Leeds – Wakefield – Moorthorpe – Rotherham – Sheffield running hourly as normal; Doncaster stopping trains running hourly **without peak extra trains**
 - **York & Selby lines:** Leeds – Garforth – York services back to normal hourly patterns but without peak extra trains; (Halifax –) Leeds – Selby – Hull trains only running every **other** hour
 - **Calder Valley line:** Hull – Leeds – Bradford Int. – Halifax: drops from hourly (“1tph”) to every other hour (“0.5tph”)
- On Trans-Pennine Express, as expected there are few significant changes as against the December 2020 timetable, bar a small number of incremental improvements to York – Scarborough services and some of their connections from/to Leeds.
- As previously advised, no major changes are expected on Cross-Country, nor to LNER London services, except where major engineering works will require temporary timetables to run.
- The hoped-for restarting of Grand Central’s Bradford – Halifax – Wakefield – London services did indeed take place, and three trains are expected to continue to run every day each way after May.

2.11 It was reported to the last committee about a trial to remove the one-way system at Leeds Station which had been operating since May 2020 to help aid social distancing. Despite an increase in footfall at the station the trial was successful, and a revised arrangement is currently in place. Some barriers have been retained where there are pinch points to assist with the contraflow and monitoring will continue as the passenger numbers increase.

- 2.12 The rail industry is developing proposals for return to a 'new normal' through a roadmap to recovery which reflects both the challenges and opportunities of the current crisis. The steps detailed in the plan aim to encourage passengers back to rail and start to regrow demand which has been lost during the pandemic. One of the first steps for rebuilding confidence is to look at how and what messaging is communicated. In the first instance this has been to change from 'Only Travel if Essential' to 'Travel with Confidence' and 'Travel Safe' messaging but further travel campaigns are being considered which promotes both how to travel safely and how rail travel helps address the climate emergency, for example.

3. Tackling the Climate Emergency Implications

- 3.1 Air quality improved during the periods of lower traffic levels. Local real-time road-side monitoring showed 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 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. Equality and Diversity Implications

- 5.1 There are no equality and diversity implications directly arising from this report.

6. Financial Implications

- 6.1 COVID-19 has had 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 significant impact on bus service costs and funding is considered in a separate report on this agenda.

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That members of the Committee note the updates provided in this report.

11. Background Documents

11.1 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>

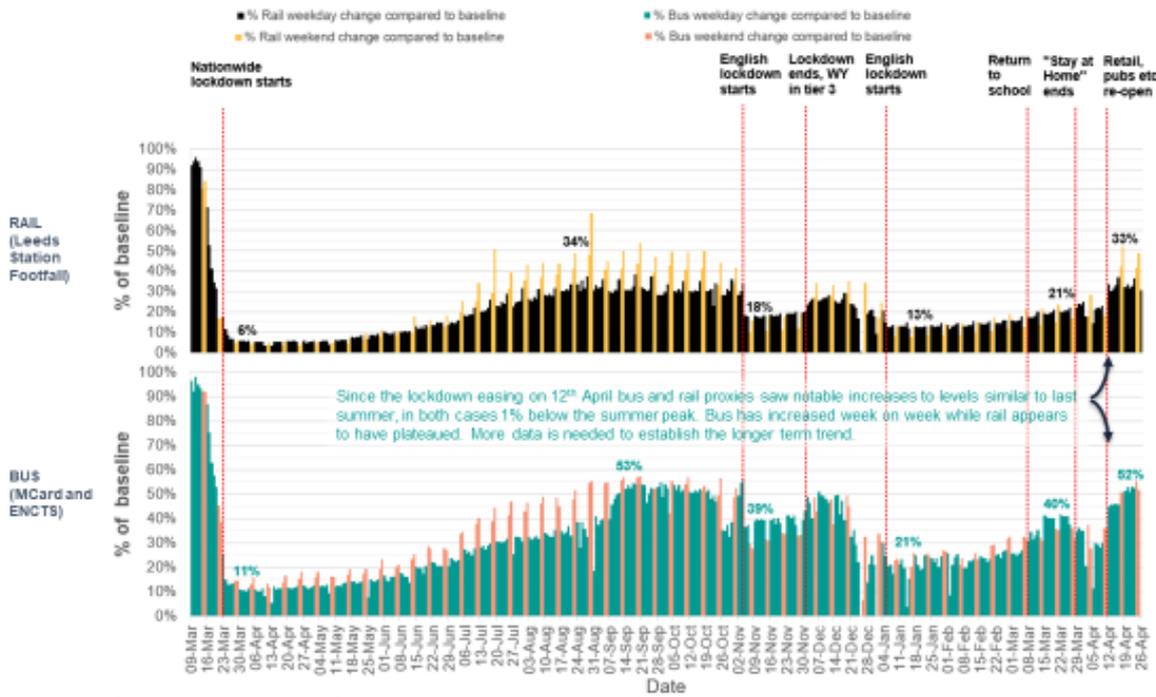
11.2 During the Coronavirus outbreak, we are publishing a fortnightly economic monitor and a weekly dashboard to help better understand the changing situation. This includes information on public transport patronage. They are available via this link: <https://www.westyorks-ca.gov.uk/documents/economic-monitor/>

11. Appendices

Appendix 1 - Summary of public transport patronage data

Appendix 2 - May 2021 Timetable change summary

Local bus and rail proxies almost reached their summer 2020 weekday peaks

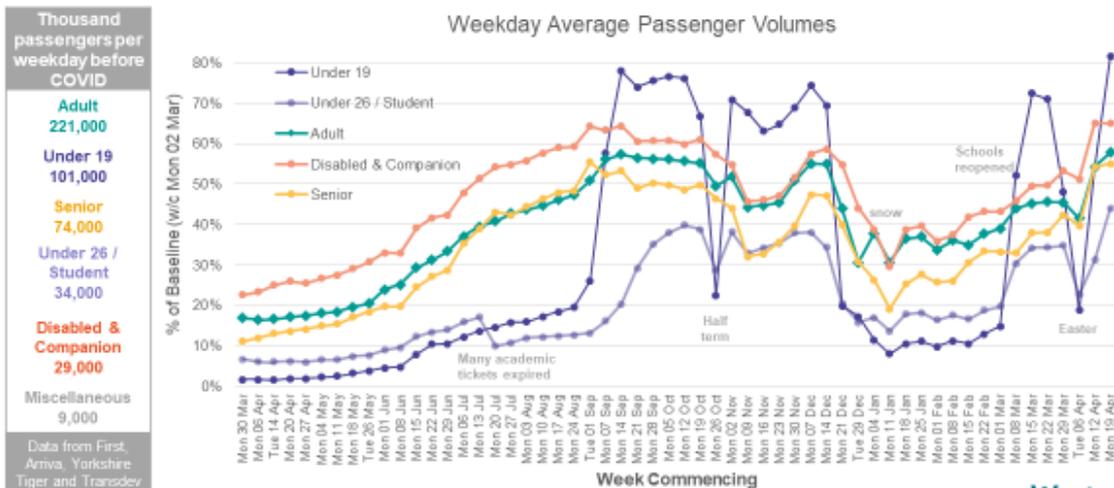


Source: Leeds Rail Station Footfall - Network Rail (top) and MCard and English National Concessionary Travel Scheme (ENCTS)



Bus use increased with non-essential retail & outdoor hospitality opening

The week commencing 12th April showed large increase in all cohorts as non-essential retail and outdoor hospitality re-opened and some schools returned after their Easter holidays. The increase in use by adult, disabled, and senior cohorts all showed the biggest increase in any weekday period since the government first started advising people to reduce non-essential travel. Use by younger cohorts was initially dampened as it was still the Easter holidays for some institutions.



Baseline period is w/c Mon 02 Mar. Source: Bus operators electronic ticket machine data, passenger boarding locations in West Yorkshire. First, Arriva, Yorkshire Tiger and Transdev account for over 90% of bus services in West Yorkshire. Graph shows First and Transdev data. Data is for weekdays excluding bank holidays, with ticket types assigned to broad cohorts.



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Item 7, Appendix 2: Overview of May 2021 rail timetable changes

Northern: - The main areas where **weekday** services from May will still fall short of levels operating in December 2020:

- **Harrogate line:** only 2 trains per hour (“2tph”) Leeds – Harrogate – Knaresborough with 1tph continuing to York: no extra fast Harrogate trains except for LNER London trains every other hour. *Service reduced against Dec 2020.*
- **Wharfedale line:** normal Ilkley services. *No Change against Dec 2020.*
- **Airedale line:** approximately normal Skipton services; also 8/day on Settle – Carlisle and 6/day on Lancaster / Morecambe routes. *Loss of some peak additional services against Dec 2020.*
- **Calder Valley line:**
 - Hull – Selby – Leeds – Bradford – Halifax only every **other** hour. *Service reduced against Dec 2020 was 1tph.*
 - Leeds – Bradford – Halifax – Manchester (– Chester) back to normal 2tph, *No Change against Dec 2020.*
 - York – Leeds – Bradford – Halifax – Burnley – Preston – Blackpool back to normal 1tph, *No Change against Dec 2020.*
 - Leeds – Dewsbury – Brighouse – Manchester (– Wigan) and Bradford – Halifax – Brighouse – Huddersfield both continue as normal 1tph, *No Change against Dec 2020*
 - Manchester – Todmorden – Burnley – Blackburn back to normal 1tph *No Change against Dec 2020.*
- **Huddersfield line:** Local services to/from Leeds continue at normal 1tph each *No Change against Dec 2020*, but Huddersfield – Wakefield – Castleford service **not** restored yet to full service: only running three times per day. *No Change against Dec 2020.*
- **Penistone line:** normal services Huddersfield – Barnsley – Sheffield. *No change against Dec 2020.*
- **Hallam line:** stopping trains Leeds – Castleford – Wakefield – Barnsley – Sheffield running hourly as normal *No Change against Dec 2020*, but faster Leeds – Wakefield – Barnsley – Sheffield services only running hourly, not 2tph (Nottingham trains running, but no Lincoln ones) *Service reduced against Dec 2020*
- **Wakefield line:**
 - stopping trains Leeds – Wakefield – Moorthorpe – Rotherham – Sheffield running hourly as normal; *No Change against Dec 2020*
 - Doncaster stopping trains running hourly **without peak extra trains** *Loss of some peak additional compared to Dec 2020.*
- **Pontefract lines:** Running normally (including Goole trains) **except** one morning train Leeds – Wakefield – Knottingley and back to Leeds withdrawn temporarily *Small change against Dec 2020*
- **York & Selby lines:** Leeds – Garforth – York services back to normal hourly patterns but without peak extra trains; *Small reduction against Dec 2020* (Halifax –) Leeds – Selby – Hull trains only running every **other** hour *Small reduction against Dec 2020*

- **Dearne Valley line:** York – Pontefract – Sheffield resumes normal pattern of three trains per day each way *No Change Against Dec 2020*

Northern Sunday services are understood to be as previously advised.



Report to: Transport Committee

Date: 14 May 2021

Subject: **National Bus Strategy Update**

Director: Dave Pearson, Director Transport and Property Services

Author: Helen Ellerton, 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 checked="" type="checkbox"/> Yes <input 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1. To provide an update to Transport Committee on the publication of the National Bus Strategy and the next steps for the Combined Authority.
- 1.2. To provide an update to the Committee of the current position regarding bus service funding.

2. Information

National Bus Strategy

- 2.1. The national bus strategy, Bus Back Better, was published by the Government on Monday 15 March. It sets out a key role for the bus, outlines the future of bus funding and the commitments needed from Local Transport Authorities and bus operators. The strategy can be accessed here: [Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better).

- 2.2. There is a close alignment between the Government's strategy and the twenty year West Yorkshire Bus Strategy which the Combined Authority adopted in 2017. The Government strategy has an emphasis on a number of key themes including more frequent, faster and reliable bus services, with the delivery of bus priority being cited as a key part to achieving this.
- 2.3. The Strategy has a number of key themes seeking to make buses;
- More frequent
 - Faster and more reliable
 - Cheaper:
 - More comprehensive
 - Easier to understand
 - Easier to use
 - Better to ride in
 - Better integrated with other modes and each other
 - Accessible and inclusive by design
 - Innovative; and
 - Seen as a safe mode of transport
- 2.4. The strategy has a strong emphasis on delivering highway schemes which reduce bus journey times, improve punctuality and give priority to buses over other road users.
- 2.5. The strategy also places emphasis on lower, flat fares and setting the price of multi-operator tickets to be competitive 'at a price little if at all higher than single-operator tickets'.
- 2.6. The strategy seeks to strengthen the role of Local Transport Authorities (LTAs) through devolution of funding. £3bn for bus was first announced by the Government in February 2020 and confirmed in the National Bus Strategy. Government has set very specific requirements and timescales for accessing this funding as follows

By the end of June 2021, we expect all LTAs, except MCAs which have started the statutory process of franchising bus services, to commit to establishing Enhanced Partnerships across their entire areas under the Bus Services Act, and all operators to co-operate with the LTA throughout the process..... From 1 July 2021, only LTAs and operators who meet these requirements will continue to receive the COVID-19 Bus Services Support Grant (CBSSG) or any new sources of bus funding from the Government's £3bn budget.

Only Greater Manchester has started the statutory process of franchising therefore the Combined Authority and all other LTAs must commit to Enhanced Partnerships.

Enhanced Partnerships

- 2.7. The National Bus Strategy marks a clear step away from the deregulated system towards a greater level of public influence in the operation of buses. This is in line with the approach that has been taken in West Yorkshire where the Bus Alliance has been effective in safeguarding bus services over the pandemic.
- 2.8. In November 2020, Transport Committee identified an Enhanced Partnership as the next step to enable a more accountable bus service and approved preliminary work in this regard. Positive discussions have taken place with bus operators who have confirmed their willingness to participate. The table below sets out the key themes of the Enhanced Partnership;

Theme	Description
Network Management and Development	To reinstate and reimagine the bus network post COVID to facilitate a restoration and growth in patronage. To create an effective and cost efficient bus network. To oversee a programme of infrastructure works to improve service performance and resilience
Bus Service Standards	To ensure customers receive a consistent standard of bus service across the network
Organisational Data Sharing	To build on the data sharing agreement in the Voluntary Partnership Agreement and enable delivery of the Enhanced Partnership
Fares and Ticketing	To develop and deliver fare deals that will encourage patronage to protect routes and create ticketing offers to make public transport more accessible to young people, job seekers and vulnerable groups.
Customer Services and Travel Information	Better integration and delivery of customer travel information and customer services
Marketing and Communications	Delivery of unified communications and marketing
Local Authority Requirements	Building on the Leeds Public Transport Investment Programme (LPTIP) and Transforming Cities Funding (TCF) investments, and delivering other interventions that will improve journey time reliability and punctuality. Align local policies, including parking to be complementary to bus policy objectives
Devolution of Funding	To create a single objective for bus funding to enable greater efficiency of delivery and be able to generate a fare subsidy on certain routes or areas

- 2.9. The formal process to establish an Enhanced Partnership is through the issue of a Notice of Intent for an Enhanced Partnership. The Notice of Intent must be agreed with bus operators and submitted to the Department for Transport by 1 July 2021. Members of the Committee are invited to provide views to inform a paper to the Combined Authority on 24 June setting out the issues, the

timescales to bus reform and recommending issuing the Notice ahead of the Government's deadline.

Bus Service Improvement Plan

- 2.10. Having met the deadline to commit to an Enhanced Partnership, the next deadline set by Government is to submit, by the end of October, a Bus Service Improvement Plan (BSIP). Details of the requirements for this plan are awaited however it is anticipated that it will set out the Combined Authority's schemes and funding requirements to deliver the objectives of the Bus Strategy. Work is underway to prepare the BSIP and an outline will be provided to the Combined Authority in June. It is intended to arrange a workshop for Transport Committee members to shape the Plan over the summer period ahead of a process to finalise the Plan in the Autumn.

Bus Franchising

- 2.11. Since becoming a Mayoral Combined Authority earlier this year, the Combined Authority now has powers to make a bus franchising scheme. To do so, the Combined Authority would need to prepare and publish an Assessment of the need for a Franchising Scheme (essentially a business plan), subject the Assessment to independent audit and instigate a public consultation. Greater Manchester initiated this process in 2017 and in March 2021 approved the making of a franchising scheme which will be introduced in phases between 2023 and 2025.
- 2.12. On 27 July 2020, the Combined Authority approved expenditure to develop the financial, legal and technical options available to reform the provision of bus services in the region. This work will inform the paper presented to the Combined Authority in June setting out the next steps for bus reform.
- 2.13. Establishing an Enhanced Partnership does not prevent the Combined Authority from initiating the franchising process at a future stage. The Enhanced Partnership will set clear targets and standards to ensure it furthers the overall bus strategy aims increasing patronage and through that securing the wider goals of inclusivity and carbon reduction. If the Enhanced Partnership does not achieve this, then this would provide evidence should a decision be taken to progress a Franchising Scheme.

Bus Funding

- 2.14. Since April 2020, Government has issued emergency funding to bus operators and Local Transport Authorities, the COVID Bus Subsidy Grant (CBSSG), and continued to pay Bus Services Operators Grant (BSOG) at pre pandemic rates. It requested that Local Transport Authorities (LTAs) continue to make concessionary fare and tendered service payments to operators at pre pandemic rates. The Government funding arrangement is continuing under a rolling 8 week notice period. The Bus Strategy states that CBSSG will remain in place for "as long as necessary". It is anticipated that notice to end CBSSG

will be given at or around step 4 of the Covid Roadmap (21 June at the earliest) making the end of this funding in late August.

- 2.15. The Government has said that further funding will be available to support the recovery of bus fare revenues will be provided for the remainder of 2021/22. It was initially expected that this funding would be delegated to LTAs however DfT officials indicate that the system is likely to continue payment direct to bus operators. Details of the value and mechanism of this funding are expected in late May. Clearly there is a risk to the bus network if this funding is insufficient or if revenues do not recover at the rate anticipated.
- 2.16. Since April 2020, the Combined Authority has complied with the Government request to continue to pay concessionary fare reimbursements to bus operators at pre pandemic rates. As at week commencing 18 April, only 55% of the expected number of concessionary journeys were being made. A decision was taken by the Managing Director in consultation with the Chair of Transport Committee to continue on this basis until June 2021. It is anticipated that, as part of the recovery funding arrangements, Government will ask LTAs to maintain this arrangement for the remainder of the financial year 2021/22.

Zero Emission Bus Regional Area (ZEBRA)

- 2.17. The Strategy also commits to funding 4,000 zero emissions buses (a tenth of the national fleet) and ending sale of diesel buses. Government have announced a Zero Emission Bus Regional Area (ZEBRA) scheme which is a competitive bidding process for match funding bus operators' investment in electric or hydrogen buses and associated fuelling infrastructure together with contributions from LTAs. Up to four areas in England will be awarded funding under this scheme.
- 2.18. Participation in the ZEBRA scheme is in line with the Combined Authority's target to reduce carbon emissions and to provide a zero carbon public transport system. Transport Committee is recommended to endorse participation in the scheme. A successful bid will need to demonstrate match funding and commitments from bus operators. Discussions are in progress to obtain this commitment.
- 2.19. To participate, the Combined Authority must express interest by June 2021. An expression of interest will be submitted in conjunction with the Chair of the Transport Committee following discussions with bus operators to obtain their funding commitments. An update will be provided to members of the Committee.

3. Tackling the Climate Emergency Implications

- 3.1. It is important that passenger revenues recover to ensure that the Transport Recovery Plan can deliver a transport network which delivers a more favourable situation for air quality and carbon generation than existed prior to the pandemic. If successful, the ZEBRA funding will enable the expansion of zero carbon buses in the region.

4. Inclusive Growth Implications

- 4.1. It is important that the bus network continues to provide access to employment and training opportunities across West Yorkshire.

5. Equality and Diversity Implications

- 5.1. There are no equality and diversity implications directly arising from this report.

6. Financial Implications

- 6.1. Whilst the Combined Authority is paying for concessionary journeys that are not being made, the spend has remained within the budget set aside for this purpose.
- 6.2. Similarly, spend of supported bus services remains within budget however if, as set out in para 2.15 Government recovery funding arrangements are insufficient leading to the risk of service withdrawal, the Combined Authority may need to spend more to maintain community connectivity.
- 6.3. Government has set aside £25 million for LTAs to assist with the costs of adopting the Bus Services Act provisions with an initial payment of £100k to each Local Transport Authority which has now been received by the Combined Authority. This funding will support the legal and technical work necessary to issue the Notice of Intent for an Enhanced Partnership and to develop the Bus Service Improvement Plan which will seek to draw down further on the £25m.

7. Legal Implications

- 7.1. There are no legal implications directly arising from this report. However, the submission of a Notice of Intent (in June 2021) to proceed with an Enhanced Partnership will formally commit the Combined Authority to develop the statutory process for an Enhanced Partnership to be in place from April 2022.

8. Staffing Implications

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

9. External Consultees

- 9.1. No external consultations have been undertaken.

10. Recommendations

- 10.1. To note the publication of the National Bus Strategy by the Department for Transport and the process established by Government to gain access to funding set aside for bus service improvement.
- 10.2. That members of the Committee provide views on a recommendation to the Combined Authority in June to issue a Notice of Intent for an Enhanced Partnership as a step towards greater public influence in the operation of buses.
- 10.3. That members of the Committee provide views on the submission of an Expression of Interest to the Department of Transport under the Zero Emission Bus Regional Area (ZEBRA) scheme.

11. Background Documents

- 11.1. The National Bus Strategy can be accessed here: [Bus back better - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-back-better).
- 11.2. The West Yorkshire Bus Strategy can be accessed here: [Bus strategy - Combined Authority | Unlocking potential, accelerating growth \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/consultations/bus-strategy)

12. Appendices

None

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Report to: Transport Committee

Date: 14 May 2021

Subject: **TransPennine route upgrade TWAO response**

Director: Liz Hunter, Interim Director Policy and Development

Author: Rebecca Cheung, 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1. To provide an update to Transport Committee on the Network Rail's submission of the Transport and Works Act Order (TWAO) in relation to the Trans-Pennine Route Upgrade.
- 1.2. To provide an update to the Committee of the Combined Authority's proposed response in relation to the TWAO submission.

2. Information

Transport and Works Act Order

Background

- 2.1 The Trans-Pennine Route Upgrade (TRU) was first announced in 2011. It is a programme of investment to deliver a high performing, reliable railway for passengers, with more seats, more trains and faster journeys between Manchester and York via Huddersfield and Leeds.

- 2.2. On 31 March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the proposed improvements between Huddersfield to Westtown (Dewsbury). On the same date, Network Rail made an application to Kirklees Council for listed building consents under the Planning (Listed Buildings and Conversation Areas) Act 1990 in connection with the proposed works.
- 2.3 Upgrading the section of railway between Huddersfield and Westtown is key to delivering the benefits passengers want along the Transpennine route and is regarded as “no-regret” intervention by the rail industry. The current layout of railway in this area limits the number and the speed of trains operating on the route which affect the reliability of services on this route. While the government has not made a decision on the scope of the full TRU and it is still subject to the publication of the Integrated Rail Plan, the submission of TWAO represents a key milestone for the delivery of the TRU.
- 2.4 TWAO is a statutory process to authorise the construction, maintenance and operation by Network Rail of works on the Transpennine line between Huddersfield and Westtown (Dewsbury). The proposed Order would authorise works to construct a new railway, including the upgrade and reconstruction of the existing railway, railway electrification works and associated works between Huddersfield and Westtown (Dewsbury). It would also authorise the construction of station improvement works at Huddersfield station and works for the construction or reconstruction of stations at Deighton, Mirfield and Ravensthorpe.
- 2.5 Network Rail completed two rounds of consultation in March and October of 2020. 85% of respondents who fed back through the first round of consultation supported the scheme.

Proposed TWAO response

- 2.6 The deadline for submitting a response to Network Rail in relation to TWAO will be on 17 May 2020.
- 2.7 It is proposed that the Combined Authority will submit a response to Network Rail with the following key points:
- To reiterate the Combined Authority’s support to the implementation of TRU and the TWAO submission due to its benefits to passengers, communities and the economy in this region.
 - **NPR and TRU:** A new NPR line from Manchester to Leeds via Bradford is our preferred option and will form the north’s inter-city east-west trunk route and TRU can be focussed to better serve the inter-regional, local and freight markets. Both TRU and NPR are required to boost economic growth, to bridge the productivity gaps and to level up. These two routes have different roles to play in the north’s east-west rail connectivity.

- **Delivered in full:** Whilst we welcome the submission of the TWAO, we urge the Government to provide commitment to the delivery of TRU in full without further delay with full electrification, optimised line speed improvements, W12 gauge for freight, European Train Control signalling and accessible stations throughout the route.
- **Leeds station capacity:** Leeds station capacity is a known problem and bottleneck in the railway in the north, not only causing issues on the current timetable but limiting any future enhancements in this region and the North. We urge the Government to prioritise work on resolving the capacity issues at Leeds and surrounding areas including track and station capacity.
- **Communication plan:** A clear communication plan to be shared and agreed in advance with the CA, so that we can help to raise the awareness of the project and help with the passenger travel disruption planning. This should be developed alongside with a collective approach to Travel Demand Management with the Combined Authority and the relevant district Councils in order that travel advice is offered to all travellers including rail and bus passengers, pedestrians and cyclists.
- **Disruption and mitigation:** We understand that there will be disruptions to services, passengers and communities during the construction of TRU and we are seeking Network Rail to continue to work with our officers and politicians and share the disruption strategy at the earliest opportunity to mitigate the potential impacts to local residents and businesses. In addition to disruption for rail passengers, local journeys by bus and road will also be disrupted and it is crucial that the mobility of local communities is not adversely affected. We request that the following plans be developed and in place as part of the TRU development.
 - A Station Travel Plan (STP) established for each affected station which seeks to maintain connectivity for the key journeys made by station users. This may require a bespoke approach to rail replacement. The STP should also identify how the project affects access to and from the station. Each STP to be reviewed dynamically as the project develops jointly by Network Rail, the TOCs, the Combined Authority and the relevant district Council and provide a legacy for station travel planning after the project is completed.
 - At each point where the scheme is anticipated to impact on the highway, a plan is devised and agreed with the local Council and the Combined Authority to mitigate impacts on all road users and to prevent severance/ isolation for communities impacted. In addition to traffic management provisions, this may involve funding diversionary bus services and/ or shuttle services.

- **Train services:** Once the scope and funding of TRU is confirmed, we would like Network Rail and the rail industry to work closely with us so that we can shape the train services that meet the needs of this region. We have set out our 'Ambition for TRU' in [Item 6 - TRU update - Appendix 1.pdf \(modern.gov.co.uk\)](#).
 - **Skills:** The Transport agenda is inextricably linked with skills and employment. TRU could provide opportunities for training and employment to up-skill the labour force of this region. We urge the government to include a skill premium of up to 5% as part of the TRU project based on the recommendation of the Future Ready Skills Commission. The additional money raised through a skills premium and devolved to areas would fund future workforce needs, support social mobility through better connection of local skills strategies and investment ensuring projects deliver their full social and economic potential and deliver the benefits to the communities the investment is intended for.
 - Based on the environmental statement, the Combined Authority will also provide high level comments around areas such as air quality, traffic and transport, climate effect and vulnerability, equality and diversity, socio-economic impacts.
 - A draft response will be circulated to Transport Committee members before the submission of TWAO response.
- 2.8 Aspects of the project involve works to the tunnel carrying the rail line beneath the area of Huddersfield which includes the bus station. The Combined Authority will be seeking the necessary assurances and indemnities from Network Rail to safeguard its interest as a landowner and facilities operator.
- 2.9 It is envisaged that Kirklees Council will submit their own response covering all local issues, matters related to planning, land acquisition and listed building consents.
- 3. Tackling the Climate Emergency Implications**
- 3.1 The full implementation of TRU with full electrification will help to encourage modal shift to public transport and tackle climate change.
- 4. Inclusive Growth Implications**
- 4.1 It is important that stations along the Transpennine route should be fully accessible and the railway continues to provide access to employment and training opportunities across West Yorkshire during and after the construction of TRU.
- 5. Equality and Diversity Implications**
- 5.1 In our TWAO response, we have highlighted that developing inclusive growth that is accessible to all is vital to transforming our economy. We urge Network

Rail to incorporate the principle of inclusive growth in every stage of development. Consideration of equality issues should be incorporated in the engagement process and communication plan. Businesses affected will need support in order to minimise disruption to their business operations and potential jobs losses. The principles of inclusivity, diversity and equality should be incorporated in the design of the stations and the network, mitigation measures, disruption planning, employment of the workforce and the operation of the railway. Design should take into consideration our aging population and those with long term health conditions, it is important that these groups are considered throughout the process in order to ensure there are no physical barriers to travel.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 Officers of the Combined Authority have worked closely with officers of Kirklees Council to ensure consistency in responses.

10. Recommendations

10.1 That members of the Committee note the submission of the TWAO by Network Rail.

10.2 That members of the Committee provide views on the proposed response set out in paragraph 2.7.

11. Background Documents

The full TWAO submission can be found in

<https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/huddersfield-to-westtown-dewsbury/>

12. Appendices

None

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Report to: Transport Committee

Date: 14 May 2021

Subject: **Committee Arrangements**

Director: Angela Taylor, Director of Corporate Services

Author: Caroline Allen, Head of Legal & Governance 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 This report updates the Transport Committee on proposals agreed by the Combined Authority at its meeting on 22 April, for changes to be made to its decision-making arrangements to better reflect the changed role and responsibilities of the Authority following the appointment of a Mayor for West Yorkshire.
- 1.2 The report outlines the changes by reference to the report to the Combined Authority and outlines next steps of relevance to the Transport Committee itself.

2. Information

Proposed Committee Arrangements

- 2.1 The report and appendices considered and agreed by the Combined Authority at its meeting on 22 April can be found via the link [here](#), under item 9 (MCA Committee Arrangements). The proposals can be most readily viewed by

reference to the diagram at Appendix 2 to the Combined Authority report and are intended to be implemented with effect from the Annual Meeting on 24 June. The proposals reflect a step change in the scope of the formal decision-making arrangements supporting the Combined Authority by increasing the number of decision-making committees each to be chaired by a portfolio lead Combined Authority member.

- 2.2 Members will note from the proposals that the Investment Committee is to be replaced by a Finance, Resources and Corporate Committee which is intended to have a wider remit. However, it is further intended that part of the current functions of Investment Committee will be delegated to the thematic decision-making committees, the detail of which is still being worked through.

Implications for the Transport Committee and the District Consultation Sub-committees

- 2.3 The Combined Authority report considers the future role of the Transport Committee and its sub-committees specifically at paragraphs 2.9 – 2.11 and 2.17. The report reflects a number of complexities that currently surround the transport agenda and the key role of the Transport Committee in this area. The recommendation in the report was, that against that context, any changes to the terms of reference or role of the Transport Committee necessitates a more considered period of review to ensure all associated implications can be effectively assessed. As the report highlights, there is an enhanced interrelationship with the new Transport Overview and Scrutiny Committee which needs to be worked through and also potential consequential implications for the five district consultation sub-committees.
- 2.4 The Combined Authority accepted this proposal. Members did however ask for a draft timeline for the stages of the review to be developed to provide a level of certainty to the process whilst recognising that any substantive changes which may be agreed as a consequence of the review findings may not be implemented until the following municipal year 2022/23.
- 2.5 As such, it is intended that the current membership arrangements of the Transport Committee including the specific roles and responsibilities will remain as present when appointments are made at the Annual Meeting in June. The Transport Overview and Scrutiny Committee will also be appointed, and membership agreed at the Annual Meeting, consistent with the two other overview and scrutiny committees to enable joint training etc. However, the work of this committee may need to be phased in to reflect the findings of the review. As members of a scrutiny committee are prohibited from scrutinising decisions with which they have been involved, the membership of the Transport Overview and Scrutiny Committee will need to comprise a different membership to that of Transport Committee.

3. Tackling the Climate Emergency Implications

- 3.1 Tackling the Climate Emergency will remain a core objective of the Combined Authority and all committees will contribute towards this aim.

4. Inclusive Growth Implications

- 4.1 Inclusive growth will be mainstreamed as an objective for all committees to embed this aim fully in all areas of the Combined Authority's work.

5. Equality and Diversity Implications

- 5.1 There are no equality and diversity implications directly arising from this report.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That members of the Committee note the proposals for changes to be made to the Combined Authority's committee arrangements and provide comment as appropriate.

11. Background Documents

None.

12. Appendices

None

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Report to: Transport Committee

Date: 14 May 2021

Subject: **Leeds City Region Transport Update**

Director: Liz Hunter, Interim Director of Policy and Development

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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1 Purpose of this report

- 1.1 To provide 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 24 March 2021 and 16 April 2021.

- 2.2 The Board meeting on 24 March 2021 considered the following substantive items:

- **Business Plan and Budget** where these were agreed for the coming year. Members noted the importance they attach to TfN's role in

freight and the decarbonisation agenda in the discussion. Members also considered what role TfN ought to play in respect of buses, especially in light of the new national 'Bus Back Better' strategy. Members acknowledges the risks on TfN's budget imposed by the outcome of the Integrated Rail Plan (expected by summer), given the central importance of the Northern Powerhouse Rail project to resourcing the organisation.

- **Decarbonisation Strategy** where members approved the draft strategy for consultation from May 2021. Members welcomed the work TfN has done on this as an important piece of work. The economic opportunities attached to decarbonation were highlighted, together with the opportunity to showcase specific initiative at the 26th UN Climate Change Conference of the Parties (COP26) in Glasgow in November 2021. The importance of electrifying rail freight was highlighted by members.

- 2.3 The TfN Board met on 16 April 2021 to confirm the appointment of Martin Tugwell as the new Chief Executive. Martin has over 20 years' experience in transport and investment senior leadership roles in the public sector and will join TfN from England's Economic Heartland, the Sub-national Transport Body for the region including Oxfordshire and Cambridgeshire.
- 2.4 Martin has committed to meeting Northern leaders on a one-to-one basis to understand their priorities for TfN ahead of talking up the appointment in summer announcements. It may be that initiatives for integrated ticketing across modes will need to be developed locally. It was also agreed that TfN's current Northern Powerhouse Rail Director, Tim Wood, will become Interim Chief Executive until Martin starts the role.
- 2.5 The agreed TfN Business Plan for 2021/22 has now been published. A link is provided in the **Background Documents** section.
- 2.6 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

- 2.7 Rail North Committee met on 25 March 2021, covering the following substantive items:
- **Priorities for Future Rail Services**, covering the 'roadmap to recovery' the emerging TfN decarbonisation strategy (see Board feedback), and the Manchester Recovery Taskforce consultation. Network Rail and the operators summarised the actions they are taking as part of the recovery and preparing to promote the return to rail as conditions allow.

- **Rail Reform Matters** which provided an update on still awaited rail reforms. The Rail North Partnership arrangements are subject to a review considering the changing relationships with operators. Work continues developing a response to the Williams Review when published.
- **Rail North Partnership Update** where Partnership officers updated on revised timetables on the business plans for Northern and TPE, as set out in the report.
- **Business Planning and Commissioning.** This noted the budget decision from the Board meeting. The priorities for the coming year were set out, and details of the financial contributions to the Rail North function for 2021/22 set.

2.8 Further informal workshops of the committee have also taken place, focusing on the findings of the Manchester Recovery Taskforce prior to the Committee being asked to take a formal view in May. The focus of these discussions has been on the short-term timetable changes, and the need for a clear plan for investment in the infrastructure to address the network constraints that impact services across the north.

2.9 A link to papers is provided in the **Background Documents** section, which includes access to recordings of the public session of the Committee. A Rail North Committee meeting is anticipated in May 2021 to formalise a review on short-term timetable changes proposed under the MRTF proposals.

Rail Updates

Train Operators Forum and rail operator updates

2.10 The management of the current COVID-19 crisis is covered in the COVID-19 paper at **Item 7**. The next Train Operators Forum meeting is planned for 19 May 2021.

East Coast Upgrade works

2.11 Significant work has been underway as part of the East Coast Upgrade, with a series of blockades in recent months to rebuild the approaches to Kings Cross station. Further closures at the southern end of the line are scheduled for early June. This will mark the completion of the most significant and disruptive works as part of the upgrade programme.

2.12 More details on the projects and planned disruption in June are available via the link in **Background Documents**.

2.13 These works pave the way for a recast of the East Coast Main Line timetable in 2022. Consultation on the new timetable is expected to commence in June 2021, and will likely involve changes to LNER, TransPennine Express and CrossCountry services in West Yorkshire.

Bus Updates

- 2.14 On 15 April, Arriva Yorkshire announced the sale of its Yorkshire Tiger operation to Transdev Blazefield. This involves the transfer of staff, vehicles and depots in Elland and Huddersfield from July 2021. Yorkshire Tiger provide bus services under contract with the Combined Authority in Calderdale and Kirklees, both companies have requested the transfer of these contracts along with leases for occupation of space within bus stations. Arrangements are in progress to facilitate the necessary transfers and to discuss plans for the future operation of services with Transdev Blazefield. Combined Authority officers will seek to ensure continuity of service for those communities currently relying on the services operated by Yorkshire Tiger. Significant service changes are not therefore expected in July however the operation of service 231/232 Huddersfield to Wakefield will transfer from Yorkshire Tiger to Arriva Yorkshire as part of the deal.

MCard Tickets for Flexible Working

- 2.15 The Covid Transport Recovery Plan adopted by the Combined Authority in July 2020 identified the need to a new approach to enable flexible ticketing to support the changes to working patterns expected following the pandemic. The Plan also identified the role of public transport ticketing in supporting a return to employment for those who may have recently lost their job.
- 2.16 As reported to the previous meeting, the MCard Mobile app is now in operation enabling customers to purchase multi operator tickets onto their phone. Along with the App, a new zonal Day Saver product has been introduced enabling customers to buy a whole day's travel by bus and rail. The cost of these tickets range from £11.10 to £13.80 depending on which zones the customer wishes to travel in. A West Yorkshire wide bus only Day Saver is available on the app at £5.50 with discounts for multiple purchase. MCard prices are set by West Yorkshire Ticketing Company; a joint venture company co-owned by the Combined Authority, bus and rail operators. The images below show screenshots of the tickets on the app.



- 2.17 The next stage of the development of the MCard Mobile app will allow employers to buy these tickets in bulk at a discount and send them to their employees' phones. Initial discussions with large employers indicate that this will be a popular approach from people who intend to adapt a "hybrid" approach combining commuting to a workplace with working from home. Discussions are ongoing with Department for Work and Pensions to utilise this approach for job seekers. It is expected to launch this new facility in September 2021.

Real Time Bus Information System

- 2.18 The Yorkshire Real Time System informs customers of the number of minutes until the arrival of their bus. The System delivers this information to electronic displays on bus stops, mobile phone apps, text messages to phones, web browsers and to third parties like Google. Geographically it is the biggest Real Time system in the UK and supports the large (and growing) on-street and in bus station display estate across Yorkshire. The System has been in operation since 2003 and a procurement process has been undertaken to renew the back office technology and support for the service. The new system will

enable more live data feeds to apps and other third party systems and will be more technically robust

- 2.19 Each of the participating authorities (South Yorkshire, City of York, East Riding, Hull, North Yorkshire and West Yorkshire) makes a financial contribution to the ongoing operation of the System. The Combined Authority is the lead partner and holds the contractual relationship with the system supplier and employs the internal technical and data processing staff who ensure that the service delivers for passengers. The annual cost to the CA and its partners for operation of the Real Time system is currently just over £200k.
- 2.20 In 2020, in response to the Covid emergency, a bus capacity indicator data was included in the data and outputs. Bus operators funded the data collection and transmission and the CA/ partners funded the database and output elements. Yorkshire was one of the first places in the country to do this.
- 2.21 A selection exercise is currently being undertaken for a replacement system in line with UK procurement legislation. Transport Committee oversees the Local Transport Fund Programme which contains provision to fund the capital costs of the system replacement with commensurate contributions from the respective partners. Subject to finalising the procurement process, the capital cost of the project is in line with provisions made in the programme. On 5 May 2021, Investment Committee approved the project to proceed through decision point 4 (full business case).

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. Equality and Diversity Implications

- 5.1 As described under the various topics covered above.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That members of the Committee note the updates provided in this report.

11. Background Documents

The Transport for the North Business Plan for 2021/22 is available here:

<https://transportforthenorth.com/business-plan-2021-22/>

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/>

12. Appendices

None

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Report to: Transport Committee

Date: 14 May 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:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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:

- 04 March 2021 – Investment Committee
- 07 April 2021 – Investment Committee

2 Information

The following projects were presented at the Investment Committee meeting on 04 March 2021 - Capital Spend and Project Approvals

2.1 The full agenda and papers for the Investment Committee meeting on 04 March 2021 can be found on the Combined Authority [website](#).

Brighouse A6025 Reconstruction

- 2.2 The scheme involves reinstating the A6025 Park Road following a landslip in February 2020 which led to its full closure throughout last year and stopped east-west traffic movements between Elland and Brighouse. The scheme's objective is to reopen Park Road to traffic, unlocking 0.5km of highway and re-connecting the key West Yorkshire growth areas of Elland and Brighouse.
- 2.3 The scheme will be funded from the Getting Building 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 04 March 2021.

Corridor Improvement Programme: Fink Hill, Leeds

- 2.5 The scheme will deliver highway enhancements to the A6120 Outer Ring Road corridor in Horsforth, increasing the operational capacity between the Fink Hill junction and Horsforth roundabout by enabling two lane traffic in each direction, plus new and improved walking and cycling infrastructure to enhance active travel provision.
- 2.6 The scheme will be funded from the West Yorkshire plus Transport Fund.
- 2.7 The scheme gained approval to proceed through decision point 4 (Full business case) and work commences on activity 5 (Full business case with finalised costs) at the Investment Committee meeting on 04 March 2021.

York Central Access and York Station Frontage

- 2.8 York Central is a major mixed-use regeneration scheme located on one of the largest city centre brownfield sites in the country. The Combined Authority has worked with City of York Council (CYC) and its partners over several years to develop proposals for the site and wider location, including a new access road to 'unlock' residential and commercial development and improved access to the city's railway station.
- 2.9 The Combined Authority has committed funding of £37.32 million from the West Yorkshire plus Transport Fund (WY+TF) to fund site access infrastructure and improvements to the railway station frontage. The full business case for York Central Access & York Station Frontage (YCA & YSF) was approved by the Investment Committee on 13 March 2019 with conditions.
- 2.10 The Combined Authority has also committed funding of £14.547 million from the Transforming Cities Fund (TCF) for the York Station & City Centre Access, a package of transport improvement interventions in and around the railway station together with improvements to the Askham Bar Park & Ride (P&R) corridor, which connects the railway station and city centre to the south east and the A642.
- 2.11 At the Investment Committee meeting on 04 March 2021 the scheme gained approval to:

- (i) Discharge the conditions on the York Central Access & York Station Frontage full business case approval of 13 March 2019.
- (ii) Rationalise the Combined Authority's West Yorkshire plus Transport Fund and Transforming Cities Fund allocations into three separate projects; York Central, York Station Gateway and Askam Bar Park & Ride Improvements.
- (iii) Proceed through decision point 4 (full business case) and work commence on activity 5 (full business case with finalised costs).

2.12 The Investment Committee also noted that:

- (i) The York Central project will come forward at decision point 5 (full business case plus finalised costs) in two phases seeking funding approval from the West Yorkshire plus Transport Fund.
- (ii) The York Station Gateway project will come forward at decision point 5 (full business case plus finalised costs) seeking funding approval from West Yorkshire plus Transport Fund and the Transforming Cities Fund.
- (iii) That the Askham Bar Park & Ride Improvement project will come forward at decision point 4 (full business case) seeking indicative funding approval from the Transforming Cities Fund.

Temple Green Park and Ride Extension

2.13 The scheme will upgrade the existing bus-based Temple Green Park & Ride site, located to the east of Leeds city centre in the Aire Valley and will extend the existing Park & Ride site through the addition of up to 391 additional car parking spaces. Alongside the increase in parking capacity, the proposed scheme involves the operation of an additional bus service during the peak periods to accommodate demand following the site's expansion. As a result, an enhancement in bus frequency from 10 minutes currently to 8.5 minutes post scheme delivery is anticipated during the peak periods of the day.

2.14 The scheme will be funded from the Getting Building Fund.

2.15 The scheme gained approval to proceed though decision point 5 (full business case with finalised costs) and work commences on activity 6 (delivery) at the Investment Committee on 04 March 2021

UTMC Element C

2.16 The West Yorkshire Urban Traffic Management Control (UTMC) system programme aims to create a single West Yorkshire Urban Traffic Management Control system covering all 1,600 signals, VMS, On-street CCTV, Fault and Air Quality monitoring. Element C is the integration of the 4 existing UTC teams to one team hosted by Leeds City Council.

2.17 The scheme will be funded from the West Yorkshire plus Transport Fund.

- 2.18 The change request gained approval to alter the scope to deliver a virtual service with a Central Hub.

CityConnect Phase 1 and 2

- 2.19 The CityConnect Programme is the Combined Authority's primary delivery programme promoting and delivering a high quality, strategic, cycle and walking network to encourage more people to cycle and walk, and make cycling the natural choice, especially for short journeys. The CityConnect programme was developed in response to the strong desire for greater participation in cycling across the region.
- 2.20 The scheme committed to a schedule of Monitoring and Evaluation (M&E) activity including periodic user surveys and 5 and 7 year post-completion surveys to demonstrate benefits realisation. Approval of this change request will allow these activities to take place (direct programme M&E activity and indirect programme management of any externally commissioned M&E work) between 2021/22 – 2026/27 now the requirements and scope have been able to be defined post completion.
- 2.21 This change request will be funded from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.
- 2.22 The change request gained approval for the CityConnect Phase 1 and 2 programme to fund £346,127 monitoring and evaluation work and internal Combined Authority costs of these phases of the programme between 21/22 – 26/27 from the LTP Integrated Transport Block (LTP ITB) 2019 – 2022.

The following project was presented at the Investment Committee meeting on 07 April 2021 - Capital Spend and Project Approvals

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

Mirfield to Dewsbury to Leeds (M2D2L)

- 2.24 The Mirfield to Dewsbury to Leeds (M2D2L) corridor forms a Key Route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail and housing sites. This £13.150 million prioritised package will constitute the Phase 1 of M2D2L, with any subsequent phases currently unfunded subject to separate business cases if a funding source is identified. The scheme includes improvements to the highway including major and side-road junction upgrades, pedestrian crossings and footways, bus lanes and high-quality stops, cycle tracks, and highway space reallocations.
- 2.25 The scheme is funded from the West Yorkshire plus Transport Fund
- 2.26 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 07 April 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 Equality and Diversity Implications

- 5.1 There are no equality and diversity implications directly arising from this report. Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

6 Financial implications

- 6.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee and / or Combined Authority.

7 Legal implications

- 7.1 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.

8 Staffing implications

- 8.1 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.

9 External consultees

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

10 Recommendations

- 10.1 That the report be noted.

11 Background documents

None.

12 Appendices

None.

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