

TRANSPORT COMMITTEE

MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 2 JULY 2021

This meeting will be held at Council Chamber, Civic Hall, Calverley St., Leeds LS1 1UR. In line with the Government's social distancing restrictions, there will be very limited capacity for observers of the meeting. If you would like to attend to observe the meeting in person, please email: governanceservices@westyorks-ca.gov.uk to request a place, clearly stating the name, date and start time of the committee and include your full name and contact details, no later than 24 hours before the meeting begins. Please note that the pre-booked places will be allocated on a 'first come, first served' basis and once pre-booked capacity has been reached there will be no further public admittance to the meeting. On receipt of your request, colleagues will provide a response to you. A recording of this meeting will be uploaded to our YouTube channel following the meeting.

Please Note: Coronavirus is still circulating so please follow all the Covid safe rules. Even if you have had the vaccine but have Coronavirus symptoms: a high temperature; a new, continuous cough; or a loss or change to your sense of smell or taste, you should NOT attend the meeting and stay at home and get a PCR test. For those who are attending the meeting, please bring a face covering, unless you are exempt.

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**
(Pages 1 - 6)
- 5. GOVERNANCE ARRANGEMENTS**
(Pages 7 - 32)
- 6. BUS SERVICE IMPROVEMENT PLAN**

(Pages 33 - 40)

7. RAIL UPDATE

(Pages 41 - 60)

8. LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME UPDATE

(Pages 61 - 76)

9. TRANSPORT NETWORK UPDATE

(Pages 77 - 106)

10. SCHOOL BUS SERVICES

(Pages 107 - 110)

11. LEEDS CITY REGION TRANSPORT UPDATE

(Pages 111 - 116)

12. SUMMARY OF TRANSPORT SCHEMES

(Pages 117 - 120)

For information

13. NOTES FROM INFORMAL MEETING OF TRANSPORT COMMITTEE MEMBERS HELD ON 14 MAY 2021

(Pages 121 - 128)

Signed:

A handwritten signature in black ink, appearing to read 'BAM', with a long horizontal line extending to the right from the bottom of the signature.

**Managing Director
West Yorkshire Combined Authority**



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: 2 July 2021

Subject: **Governance Arrangements**

Director: Angela Taylor, Director of Corporate and Commercial Services

Author: Caroline Allen, Head of Legal & Governance

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 advise Transport Committee of the Committee's terms of reference approved by the West Yorkshire Combined Authority (the Combined Authority) at the Annual Meeting on 24 June 2021, and of appointments to the Transport Committee.
- 1.2 To appoint District Consultation Sub-Committees, their members and Chairs.
- 1.3 To establish a Local Bus Working Group, and an Active Travel Working Group, and a Decarbonisation and Emissions Working Group.

2. Information

Transport Committee

- 2.1 As members will be aware, the Combined Authority at its April meeting agreed to retain Transport Committee in its current form pending review, reflecting the significance of the transport agenda going forward. The terms of reference

have been amended in the interim to reflect mayoral arrangements, (including the role of the Mayor in relation to the Local Transport Plan and bus franchising), and for consistency with the new thematic committees. Attached for information as **Appendix 1** to this report are the revised **terms of reference** for the Transport Committee, approved by the Combined Authority at its Annual Meeting.

- 2.2 The review of Transport Committee arrangements agreed by the Combined Authority at its April meeting will be undertaken expeditiously, and will report back at an early date. It is expected the review will:
- review the Terms of Reference of the Transport Committee and Transport Scrutiny Committee to ensure no overlap;
 - review membership and arrangements to ensure distinctive roles of the two committees, and make recommendations as to changes;
 - review the role of District Consultation Sub-Committees;
 - give options for when these changes could be brought into effect – but not impacting on any appointments made this year.
- 2.3 The Combined Authority at its Annual Meeting appointed Councillor Hinchcliffe as portfolio lead for transport. As portfolio lead, Councillor Hinchcliffe will chair this committee. However, given the significant pace of change, Councillor Groves has also been appointed as Lead Member, Public Transport (and will also discharge the role of Deputy Chair), and Councillor Kaushik as Lead Member, Active Travel.
- 2.4 The Combined Authority at its Annual Meeting also appointed Councillor Martyn Bolt as leader of the opposition on the committee.

Scrutiny arrangements

- 2.5 At the Combined Authority meeting on 9 March 2021, the Combined Authority considered and approved a proposal to replace existing scrutiny arrangements with three overview and scrutiny committees to cover corporate, economic and transport scrutiny. It was considered important to increase scrutiny and involve more members to broaden the engagement. The three scrutiny committees were appointed by the Combined Authority at its Annual Meeting.

District Consultation Sub-Committees

- 2.6 It is proposed that Transport Committee re-appoint the five advisory District Consultation Sub-Committees, each acting as a conduit for consultation in respect of each of the five Constituent Council areas. It is proposed that each Local Authority Co-optee from a Constituent Council on the Transport Committee is appointed as a voting member of the relevant Sub-Committee. Members of the public are also invited to attend and speak as public representatives, and other elected Members from Constituent Councils also regularly attend. **Appendix 2** to this report sets out proposed **terms of reference** for the District Consultation Sub-Committees. The Transport Committee is also asked to appoint a **Chair** for each committee.

- 2.7 **Dates of meetings** for the Sub-Committees are set out in **Appendix 3**, together with Transport Committee meeting dates.

Local Bus Services Working Group

- 2.8 In previous years, the Transport Committee has also established a 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. It is proposed that this Working Group is re-established for this municipal year. **Appendix 4** to this report sets out the arrangements including the **terms of reference** for the Working Group, with minor amendments for updating and clarification highlighted.

Active Travel Working Group

- 2.9 It is proposed that an Active Travel Working Group is established for this municipal year, replacing the Cycling and Walking Working Group. **Appendix 5** to this report sets out the proposed arrangements including the **terms of reference** for the Working Group, which follow those for the Cycling and Walking Working Group, with minor amendments for updating and clarification.

Decarbonisation and Emissions Working Group

- 2.10 It is proposed that a Decarbonisation and Emissions Working Group is established jointly with the new Climate, Energy and Environment Committee. **Appendix 6** to this report sets out the proposed arrangements including the **terms of reference** for the Working Group, which follow those for the Zero Carbon Working Group, with minor amendments for updating and clarification.

3. Tackling the Climate Emergency Implications

- 3.1 The work of the Decarbonisation and Emissions Working Group will be directed at tackling the Climate Emergency.

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 The positions of Lead Member, leader of the opposition and chair of a District Consultation Sub-Committee attract an allowance under the Combined Authority's Members' Allowances Scheme. The Allowances Scheme was

revised and approved at the Annual Meeting to reflect the new Lead Member positions.

7. Legal Implications

- 7.1 The Combined Authority's Procedure Standing Orders (including statutory access to information provisions), apply to meetings of the District Consultation Sub-committees. These provisions do not apply to Working Groups.
- 7.2 Political balance requirements do not apply to the appointment of co-optees to an advisory sub-committee.

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

That the Transport Committee:

- 10.1 Notes the **terms of reference** for **Transport Committee** attached as **Appendix 1** to this report.
- 10.2 Notes the following **appointments** made by the Combined Authority:
- Councillor Hinchcliffe as Chair of Transport Committee,
 - Councillor Groves as Lead Member, Public Transport,
 - Councillor Kaushik as Lead Member, Active Travel
 - Councillor Bolt as leader of the opposition on Transport Committee.
- 10.3 Establishes a **District Consultation Sub-Committee** for the municipal year 2021/22 for each Constituent Council area, with the **terms of reference** set out in **Appendix 2** to this report.
- 10.4 **Appoints** to the relevant **District Consultation Sub-Committee** each Local Authority Co-optee on the Transport Committee from a Constituent Council, as a voting member.
- 10.5 Appoints a **Chair** for each **District Consultation Sub-Committee**.
- 10.6 Notes the meeting dates of Transport Committee, and agrees the dates for each District Consultation Sub-Committee set out in **Appendix 3** to this report.

- 10.7 Re-establishes the **Local Bus Services Working Group** for the municipal year 2021/22, with terms of reference and arrangements as set out in **Appendix 4** to this report.
- 10.8 Establishes an **Active Travel Working Group** for the municipal year 2021/22, with the terms of reference and arrangements as set out in **Appendix 5** to this report.
- 10.9 Establishes with the Climate, Energy and Environment Working Group, a Decarbonisation and Emissions Working Group for the municipal year 2021/22, with the terms of reference and arrangements as set out in **Appendix 6** to this report.

11. **Background Documents**

None.

12. **Appendices**

Appendix 1 – Terms of Reference of Transport Committee

Appendix 2 – Terms of Reference for District Consultation Sub-Committees

Appendix 3 – Proposed meeting dates for District Consultation Sub-Committees

Appendix 4 - Terms of reference and arrangements for the Local Bus Services Working Group

Appendix 5 – Terms of Reference and arrangements for the Active Travel Working Group

Appendix 6 – Terms of Reference and arrangements for the Decarbonisation and Emissions Working Group

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Part 3

Section 2.3 - Terms of Reference

Transport Committee

The Transport Committee is authorised:

1. To advise the Mayor in respect of any Mayoral General Function¹ which is a transport function or other function related to transport, including the preparation of the Local Transport Plan and related strategies, and bus franchising functions.
2. To carry out any Non-Mayoral transport function² of the Combined Authority or any other Non-Mayoral function³ related to transport, including:
 - a) progressing those elements of the Mayor's pledges that fall within the remit of this committee, ensuring alignment with the Strategic Economic Framework where appropriate,
 - b) approving, amending or revoking any policy, investment priorities, strategy or plan which do not fall to the Mayor to prepare,⁴
 - c) delivering, monitoring and reviewing the outcomes and impact of any policy, investment priorities, strategy or plan,
 - d) submitting bids for devolved and other funding, and
 - e) working with key partners to develop and promote a shared understanding, approach and coherent strategies and policies, and

¹ Mayoral General Functions are the functions of the Combined Authority which are exercisable only by the Mayor, other than PCC Functions. These are conferred by the 2021 Order (see further Table D in Section 3.1.1 of Part 3 of the Constitution), or other legislation.

² functions in this context include any function of the Combined Authority in its role as local transport authority, travel concession authority or transport authority and are to be construed in a broad and inclusive fashion, and as including the exercise of the ancillary powers under Section 113A Local Democracy, Economic Development and Construction Act 2009.

³ Including those conferred on the Combined Authority by the West Yorkshire Combined Authority (election of Mayor and Functions) Order 2021.

⁴ With the exception of any major policy, investment priorities, strategy or plan reserved to the Combined Authority - see further Section 2.2 of Part 3 of the Constitution - and subject to any direction by the Mayor that any decision on a policy, investment priorities, strategy or plan be referred to the Combined Authority for determination.

- f) in accordance with the Leeds City Region Assurance Framework, progressing **any scheme within the Integrated Transport Block** of the Capital Programme, for which the cumulative total of the financial approval and tolerance threshold is **£3 million or under**

with the **exception** of

- any function which requires a Statutory Consent⁵ where that consent has yet to be given⁶,
 - any matter related to a Non-Mayoral Function conferred by the 2021 Order, which the Mayor has directed should be referred to the Combined Authority for determination⁷, or
 - any function which is reserved to the Combined Authority.⁸
3. To advise the Combined Authority in respect of any Non-Mayoral Function which is a transport function or function related to transport.
 4. To liaise with the Climate, Energy and Environment Committee and the Place, Regeneration and Housing Committee to secure the decarbonisation of transport infrastructure.
 5. To promote, in collaboration with other committees,

⁵ These include functions related to transport conferred by the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021 - see further the Access to Information Rules in Part 4 of the Constitution

⁶ in relation to any function in respect of which a Statutory Consent has been given, the Committee must exercise their authority in accordance with the terms of any Statutory Consent, including in relation to any agreed Key Route Network

⁷ The 2021 Order provides that these matters require the support of the Mayor

⁸ The functions reserved to the Combined Authority are set out in Section 2.2 of Part 3 of the Constitution and include:

- amending the Local Transport Plan and related strategies prepared by the Mayor,
- setting a **levy**,
- consenting to any **regulations relating to a sub-national transport body**,
- consenting to **regulations to borrow**,
- publishing an **annual report** on the exercise and performance of transport functions,
- functions relating to **road user charging** schemes,
- **jointly** (that is, with at least one other local transport authority)
 - approving, varying, revoking or postponing an **advanced quality partnership scheme**,
 - making varying or revoking an **enhanced partnership plan**
 - making postponing, revoking an **enhanced partnership scheme**
 - approving varying or revoking an **advanced ticketing scheme**
 - making, varying or terminating a **voluntary partnership agreement**
- agreeing a **Key Route Network** with Constituent Councils

- equality and diversity,
- inclusive growth,
- tackling the climate emergency, and
- the strategic alignment of the Combined Authority's policies, investment priorities, strategies and plans.

6. To respond to any report or recommendation from an overview and scrutiny committee⁹.

<i>Document version control</i>	
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Document approved by:	The Combined Authority
Date:	24 June 2021
To be of effect from:	24 June 2021

⁹ That is, any overview and scrutiny committee of the Combined Authority (in accordance with Scrutiny Standing Orders in Part 4 of the Constitution) or of any Constituent Council.

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Part 3

Section 2.3 - Terms of Reference

District Consultation Sub Committees

In relation to:

- the area of the Constituent Council, and
- local public transport functions

each District Consultation Sub Committee is authorised:

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

¹ Or on behalf of users.

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

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Transport Committee and District Consultation Sub-Committees

Calendar of Meetings 2021/2022

2021			
July 2021	2	Transport Committee	11.00 am
August 2021	26	Joint DCSC (all Districts)	3.00 pm
September 2021	17	Transport Committee	11.00 am
October 2021	11	Leeds DCSC	2.00 pm
	12	Calderdale DCSC	2.00 pm
	14	Wakefield DCSC	2.00 pm
	18	Bradford DCSC	2.00 pm
	20	Kirklees DCSC (Dewsbury)	2.00 pm
November 2021	5	Transport Committee	11.00 am

2022			
January 2022	7	Transport Committee	11.00 am
March 2022	4	Transport Committee	11.00 am
	14	Leeds DCSC	2.00 pm
	15	Calderdale DCSC	2.00 pm
	21	Bradford DCSC	2.00 pm
	23	Kirklees DCSC (Huddersfield)	10.00 am
	24	Wakefield DCSC	2:00 pm
April 2022	29	Transport Committee	11.00 am

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Local Bus Services Working Group

1. Terms of Reference

- 1.1 The Working Group is advisory only and has the following functions:
- a) To review and advise the Transport Committee on the Combined Authority's criteria for supported bus and their practical application.
 - b) To consider proposals for supported services or to review supported services that have been procured by the Combined Authority.
 - c) To consider and review the tender evaluation and award procedures.
 - d) To consider draft proposals for Area Bus Network Reviews before their consideration by Transport Committee.

2. Role

2.1 The Working Group is not intended to replace or conflict with oversight and review provided by any decision-making committee of the Combined Authority, including the Transport Committee.

2.2 The Working Group is not intended to replace or conflict with the Combined Authority's overview and scrutiny arrangements, and any matter reviewed by the Working Group remains within the remit of those arrangements and the Scrutiny Standing Orders in Part 4 of the Constitution.

3. Membership

3.1 The Working Group comprises **any number of members of the Transport Committee from time to time** but with the intention that attendees of Working Group meetings will always include a member from any Constituent Council where the supported services in issue are or would be provided, in the interests of providing local insight.

4. Meeting arrangements

4.1 The Working Group will meet as determined by the **Lead Member, Public Transport** and Leader of the Opposition.

- 4.2 An **agenda** for business to be considered by a meeting of the Working Group will be provided in good time for any meeting.
- 4.3 At least **5 working days' notice** of meetings should be given and any member that wishes to attend should notify the relevant officer.
- 4.4 There is no fixed **quorum** for meetings of the Working Group but it is advisable that:
- at least 3 members shall attend any meetings, and
 - at least one member from each affected Constituent Council should attend any meeting.

If fewer than 3 members indicate they will attend, or if no member from an affected Constituent Council will attend, then the meeting need not be held. If a meeting is not going to be held, then members may make written representations on the papers to the Director, Transport Services if they wish.

- 4.5 So far as possible, representatives of **more than one political group** should attend in the interest of balance. There is no legal requirement for political balance to be achieved on working groups.
- 4.6 The Working Group is **not a sub-committee**, for flexibility of business.
- 4.7 At any meeting, the members attending may if they wish select one of their number to act as **chair** for the purpose of conducting the business on the agenda. Where a decision is required, such as the terms of any recommendation, then the attendees may vote if there is not clear unanimity. Each attendee shall have one vote and any chair shall not have a casting vote. The views of all members present should be recorded if there is any dispute.
- 4.8 If at any meeting there is no **member present from a Constituent Council affected** by bus service issue or proposal then a recommendation may not be made if it might impact on that Constituent Council.
- 4.9 **Officers** may attend meetings and provide information, documents and advice to members. **Officers are not members of the Working Group.**
- 4.10 Any recommendations of the Working Group will be brought before the Transport Committee as soon as practicable, or in the case of urgent matters, be notified to the Chair of the Transport Committee and the Director, Transport Services as soon as possible.

- 4.11 As the information discussed at meetings may contain commercial or **confidential information** relating to bus operators and tenders, proceedings of the Working Group shall be kept private and confidential; meetings are not open to the public.

5. **Conflicts of Interest**

- 5.1 The **Members' Code of Conduct** of the Combined Authority applies to any Combined Authority Member, and to any voting Co-optee on Transport Committee attending this Working Group.
- 5.2 However, the Code does not explicitly extend its requirements in respect of declaring interests to meetings of any Working Group. The Head of Legal and Governance Services therefore advises that members of the Working Group should treat meetings of the Working Group as if they are a formal committee meeting for the purposes of disclosing interests and not participating in discussion where members have an interest in a matter. This will help members avoid breaching the principles of conduct set out in the Code relating to selflessness, and honesty and integrity.
- 5.3 Any declaration or non-participation by a member should be recorded in the minutes for the meeting of the Working Group.

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Active Travel Working Group

1. Terms of Reference

1.1 The Working Group is advisory only and with the following functions:-

- a) To review current progress on development of cycling and walking policy and strategy, in particular:
 - progress against West Yorkshire Transport Strategy targets relating to cycling and walking,
 - development of a West Yorkshire Local Cycling and Walking Infrastructure Plan (LCWIP), building upon individual LCWIPs currently being developed by Constituent Councils, to identify future investment requirements for cycling and walking infrastructure,
 - development of more detailed policy on cycling and walking where appropriate, and
 - facilitating members being champions and promoting all Combined Authority schemes within their Constituent Council in conjunction with the Lead Member, Active Travel.
- b) To discuss emerging issues affecting cycling and walking policy and delivery at a local, regional and national level.
- c) To advise and make recommendations to Transport Committee (and other relevant working groups where appropriate) on policy and delivery relating to cycling and walking.

2. Role

- 2.1 The Working Group is not intended to replace or conflict with oversight and review provided by any decision-making committee of the Combined Authority, including the Transport Committee, the Place, Regeneration and Housing Committee and the Climate, Energy and Environment Committee.
- 2.2 The Working Group is not intended to replace or conflict with the Combined Authority's overview and scrutiny arrangements, and any matter reviewed by the Working Group remains within the remit of those arrangements and the Scrutiny Standing Orders in Part 4 of the Constitution.
- 2.3 Oversight of cycling and walking delivery within individual projects and programmes across the Combined Authority's investment portfolio

continues to be undertaken through established processes in accordance with the Combined Authority's Assurance Framework.

- 2.4 The Working Group is not intended to act replace or conflict with consultation processes on individual projects and programmes led by Constituent Councils responsible for delivery.

3. Membership

- 3.1 The Working Group comprises **any number of members of the Transport Committee from time to time** but with the intention that as far as possible, membership reflect as far as possible all Constituent Councils and interest in both cycling and walking as individual modes of travel.

- 3.2 The **Chair** for the Working Group will be the Lead Member, Active Travel.

4. Meeting arrangements

- 4.1 The Working Group will meet quarterly or as otherwise determined by its Chair.

- 4.2 An **agenda** for business to be considered by a meeting of the Working Group will be provided in good time for any meeting.

- 4.3 At least **5 working days' notice** of meetings should be given and any members that wish to attend should notify the relevant officer.

- 4.4 There is no fixed **quorum** for meetings of the Working Group, but it is advisable that at least 3 members shall attend any meetings.

- 4.5 If fewer than 3 members indicate they will attend, then the meeting need not be held. If a meeting is not going to be held, then members may make written representations on the papers to the Director, Policy and Development if they wish.

- 4.6 So far as possible, representatives of **more than one political group** should attend in the interest of balance. There is no legal requirement for political balance to be achieved on working groups.

- 4.7 The Working Group is **not a sub-committee**, to facilitate flexible business.

- 4.8 At any meeting, if the Chair is not present, the members attending may if they wish select one of their number to act as chair for the purpose of conducting the business on the agenda. Where a decision is required, such as the terms of any recommendation, then the attendees may vote if there is not clear unanimity. Each attendee shall have one vote and the Chair shall not have a casting vote. The views of all members present should be recorded if there is any dispute.

- 4.9 **Officers** may attend meetings to provide information, documents and advice to the Working Group. Officers are not members of the Working Group.
- 4.10 Any **recommendations** of or updates from the Working Group will be brought before the Transport Committee or in the case of urgent matters, be notified to the Chair of the Transport Committee and the Director of Policy and Development as soon as possible.
- 4.11 Any proceedings of the Working Group shall be kept private and confidential; meetings are not open to the public.

5. **Conflicts of Interest**

- 5.1 The **Members' Code of Conduct** of the Combined Authority applies to any Combined Authority Member, and to any voting Co-optee on Transport Committee attending this Working Group.
- 5.2 However, the Code does not explicitly extend its requirements in respect of declaring interests to meetings of any Working Group. The Head of Legal and Governance Services therefore advises that members of the Working Group should treat meetings of the Working Group as if they are a formal committee meeting for the purposes of disclosing interests and not participating in discussion where members have an interest in a matter. This will help members avoid breaching the principles of conduct set out in the Code relating to selflessness, and honesty and integrity.
- 5.3 Any declaration or non-participation by a member should be recorded in the minutes for the meeting of the Working Group.

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Decarbonisation and Emissions Working Group

1. Terms of Reference

1.1 The Working Group is advisory only and has the following functions:

- a) To oversee the delivery of actions that decarbonise the transport sector while improving air quality.
- b) To monitor progress to decarbonise the transport sector.
- c) To assist in the prioritisation, identification and recommend low-carbon / low emission transport related interventions.
- d) To provide expertise and support for low-carbon transport related projects being developed by the Combined Authority and partners.
- e) To monitor the delivery of outputs and outcomes of low carbon and low emission transport related projects being developed by the Combined Authority and partners.
- f) To act as champions for low emission transport related projects, influencing partners, including regional organisations and government, to decarbonise the sector.

2. Role of the Working Group

2.1 The Working Group is not intended to replace or conflict with oversight and review provided by any decision-making committee of the Combined Authority, including the Transport Committee and the Climate, Energy and Environment Committee.

2.2 The Working Group is not intended to replace or conflict with the Combined Authority's overview and scrutiny arrangements, and any matter reviewed by the Working Group remains within the remit of those arrangements and the Scrutiny Standing Orders in Part 4 of the Constitution.

2.3 The Working Group is not intended to act replace or conflict with consultation processes on individual projects and programmes led by Constituent Councils responsible for delivery.

2.4 Transport is currently the highest emitting sector in West Yorkshire, contributing 44% of total regional carbon dioxide emissions. These emissions are predominantly from road transport, particularly private vehicles.

2.5 The Leeds City Region Strategic Economic Framework (SEF) sets out the commitment to become a resilient, net zero carbon economy by 2038. The purpose of the Decarbonisation and Emissions Working Group is to accelerate the action and pace on decarbonising transport to fulfil the commitment, alongside improving local air quality.

2.6 The aims of the Working Group are:

- To support the delivery of the Connectivity infrastructure Plan and Tackling the Climate Emergency Action Plan and Roadmap and the carbon dioxide emission reduction ambitions.
- To recommend the actions that will decarbonise the transport sector and improve air quality within the Combined Authority's Area.
- To work with and influence partners, including regional organisations and government to deliver actions that decarbonise the transport sector.
- To provide oversight of the delivery of outputs and outcomes of low-carbon / low emission transport related projects being developed by the Combined Authority and partners.
- To align activity on decarbonising the transport sector with activity to improve air quality in the Combined Authority's Area.

3. Membership

3.1 The Working Group comprises members from Transport Committee and the Climate, Energy and Environment Committee.

3.2 The Chair for the Working Group will be one of the Transport Committee members.

4. Meeting arrangements

4.1 The Working Group will meet quarterly or as otherwise determined by its Chair.

4.2 An **agenda** for business to be considered by a meeting of the Working Group will be provided in good time for any meeting.

4.3 At least **5 working days' notice** of meetings should be given and any member that wishes to attend should notify the relevant officer.

4.4 There is no fixed **quorum** for meetings of the Working Group but it is advisable that at least 3 members attend any meeting.

4.5 If fewer than 3 members indicate they will attend, then the meeting need not be held. If a meeting is not going to be held, then members may make written representations on the papers to the Director, if they wish.

4.6 So far as possible, representatives of **more than one political group** should attend in the interest of balance. There is no legal requirement for political balance to be achieved on working groups.

4.7 The Working Group is **not a sub-committee**, to promote flexible business.

- 4.8 At any meeting, if the Chair is not present, the members attending may if they wish select one of their number to act as chair for the purpose of conducting the business on the agenda. Where a decision is required, such as the terms of any recommendation, then the attendees may vote if there is not clear unanimity. Each attendee shall have one vote and the Chair shall not have a casting vote. The views of all members present should be recorded if there is any dispute.
- 4.9 **Officers** may attend meetings to provide information, documents and advice to the Working Group. Officers are not members of the Working Group.
- 4.10 Any **recommendations** of or updates from the Working Group will be brought before the Transport Committee or the Climate, Energy and Environment Committee as soon as practicable, or in the case of urgent matters, be notified to the Chairs of the Transport Committee and the Climate, Energy and Environment Committee and the Director, Policy and Development, as soon as possible.
- 4.11 Any proceedings of the Working Group shall be kept private and confidential; meetings are not open to the public.

5. **Conflicts of Interest**

- 5.1 The **Members' Code of Conduct** of the Combined Authority applies to any Combined Authority Member, and to any voting Co-optee on Transport Committee or the Climate, Energy and Environment Committee attending this Working Group.
- 5.2 However, the Code does not explicitly extend its requirements in respect of declaring interests to meetings of any Working Group. The Head of Legal and Governance Services therefore advises that members of the Working Group should treat meetings of the Working Group as if they are a formal committee meeting for the purposes of disclosing interests and not participating in discussion where members have an interest in a matter. This will help members avoid breaching the principles of conduct set out in the Code relating to selflessness, and honesty and integrity.
- 5.3 Any declaration or non-participation by a member should be recorded in the minutes for the meeting of the Working Group.

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Report to: Transport Committee

Date: 2 July 2021

Subject: **Bus Service Improvement Plan**

Director: Dave Pearson, Director Transport and Property Services

Author: Helen Ellerton, Interim Head of Transport Policy

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. Government requires all Local Transport Authorities to prepare and submit a Bus Service Improvement Plan (BSIP) jointly with bus operators by the end of October as a process of bidding for funding. This report provides Transport Committee with an update on the development of the BSIP and the process for its approval.
- 1.2. Bus services have been supported through Covid by a combination of local authority and Government funding. This report updates members on the current position and next steps.

2. Information

Mayoral ambitions and bus reform in West Yorkshire

- 2.1. The Mayor has pledged to “bring buses back into public control, introduce simpler fares, contactless ticketing and greener buses”, and action to deliver on this is now underway.
- 2.2. At the West Yorkshire Combined Authority meeting on Thursday 24th June, members approved the publication of Notices of Intent to:

- Conduct an Assessment of the need for a Franchising Scheme - setting out a 'roadmap; to bringing buses back into public control (from approx. late 2025 onwards).
- develop an Enhanced Partnership with local bus operators - to be operational from April 2022 and deliver benefits to passengers in the short term.

National Bus Strategy

- 2.3. West Yorkshire's plans for bus reform also sit alongside wider national ambitions for reform of the bus industry.
- 2.4. 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).
- 2.5. 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.
- 2.6. 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'.
- 2.7. 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.
- 2.8. Access to further funding however is to be granted on the basis that LTAs commit to using powers provided by the Bus Services Act 2017 – i.e., establish an Enhanced Partnership and / or Franchising. The Combined Authority has now fulfilled this requirement, as per paragraph 2.2.

Bus Service Improvement Plan

- 2.9. Government requires the submission of a Bus Service Improvement Plan (BSIP), by the end of October, as a means of accessing the funding set aside nationally to deliver change for bus users. The timescale for developing the BSIP is proposed as follows;
- **Early August** – Transport Committee Workshop – to give direction on the content of the Plan.
 - **Mid-August** – Joint District Consultation Subcommittee – to consult on the key themes for the Plan.
 - **17 September** - Transport Committee - finalise plan content.

- **End September** – Bus Alliance – obtain bus operator agreement and finalise local authority engagement.
- **21 October** – Combined Authority recommended to approve final document.
- **31 October** – deadline for submission to Department for Transport

2.10. The Bus Service Improvement Plan will set the ambition and aspiration of the Combined Authority for bus and customers in West Yorkshire, irrespective of the regulatory framework used to deliver it.

2.11. The Bus Service Improvement Plan will build on the West Yorkshire Bus Strategy adopted by the Combined Authority in 2017. The vision for the Bus Strategy sets out;

To create a modern, integrated and innovative bus system, which puts customers first and contributes to the delivery of the economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy.

2.12. To deliver the Bus Strategy vision, the Bus Service Improvement Plan seeks to:

- Contribute to improved economic productivity in West Yorkshire.
- Provide cleaner, greener buses supporting sustainable travel and contributing to the environmental targets of West Yorkshire.
- Support inclusive growth and social well-being ambitions of West Yorkshire.

2.13. To achieve this, the Bus Service Improvement Plan requires a set of objectives for delivery. It is proposed the objectives are as:

- Establish bus as a key mode of choice for travel in West Yorkshire.
- Establish a financially sustainable bus service.
- Improve operational delivery to provide the passenger with a service they can feel confident in using.
- Improve connectivity for communities facing deprivation, inequality, and exclusion.
- Ensure the bus service is integrated to deliver sustainable connectivity

2.14. The table below sets out the key themes, outputs and outcomes that the Bus Service Improvement Plan will set out to deliver.

Theme	Outcome	Output
Network design and bus priority highway infrastructure	-Improved punctuality and reliability of all services. - Fully refreshed network design with more frequent services and faster journey times providing improved connectivity for communities across the region.	- New and amended routes/services to improve connectivity in key areas – particularly on secondary and community networks. - Long term service development plan aligned to future growth/demand.

Fares and ticketing	<ul style="list-style-type: none"> - Simpler, affordable and fairer bus fares - More flexible and better integrated ways to pay 	<ul style="list-style-type: none"> - Single fares set / products under the MCard brand; - Consultancy research into most appropriate fares model to achieve outcomes – e.g. flat, zonal, capped etc. - Delivery of pay as you go, capped contactless travel across multi-operator journeys.
Customer service, information and communication	<ul style="list-style-type: none"> - Consistent level of accessibility support across the network / all services - Centralised travel enquiries and customer support service 	<ul style="list-style-type: none"> - AV facilities to be available as standard on all services region-wide; retention of printed information offer and reintroduction of bus stop timetables; agreed standards around wheelchair/pram and luggage space. - New service level agreements on handling customer feedback network-wide; roadmap to better coordination of customer support for bus passengers under Metro brand.
Vehicle emissions and decarbonisation	<ul style="list-style-type: none"> - A carbon-zero bus fleet and network, 	<ul style="list-style-type: none"> - An updated zero emissions roadmap; all vehicles EURO 6 standard or better by 2026; ZEBRA bids – £30-35m investment in more electric buses and supporting infrastructure.
Multimodal integration	<ul style="list-style-type: none"> - Better integration of bus as part of a wider public transport network, that supports sustainable travel door to door. 	<ul style="list-style-type: none"> - Improved and more seamless modal interchange points, with common wayfinding/information principles and improved service scheduling (particularly at rail stations) - Ongoing enhancements to multimodal ticketing. - Fare offers, incentives and other initiatives to support passenger behaviour change

2.15. The Bus Service Improvement Plan will provide the core content of an Enhanced Partnership Plan which will be developed with bus operators setting out how the Bus Service Improvement Plan will be delivered from April 2022. This will be presented to the Transport Committee in late 2021.

Bus Funding

2.16. Since April 2020, Government has issued emergency funding to bus operators and Local Transport Authorities, the Coronavirus Bus Services Support 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. As previously reported, the Combined Authority has paid operators based on 2019 concessionary fare patronage and will continue to do so until the end of the emergency CBSSG funding.

- 2.17. The Government emergency CBSSG funding is being provided under a rolling 8-week notice period. It is anticipated that notice will be given by end of June making the end of this funding in early September.
- 2.18. The Government has said that further funding will be available to support the recovery of bus fare revenues from September 2021 until March 2022 however full details were awaited at the time of writing. It is expected that Government will continue to utilise the current CBSSG mechanism to pay operators and will ask LTAs to continue to make concessionary fare payments at pre pandemic rates. Unlike CBSSG, LTAs will have a role in signing off operator claims and will have visibility of the total quantum of public funding.
- 2.19. If the accumulated value of this funding is insufficient or if revenues do not recover at the rate anticipated, then there exists a risk that bus operators may reduce or withdraw services. It is expected that LTAs must agree to bus operator claims to Government which will enable some transparency and influence in the process. It is therefore appropriate for the Combined Authority to establish the principles under which this funding would be deployed. The following principles were agreed by at the Combined Authority meeting on 24 June.
 - To maintain connectivity to communities currently served by buses
 - To maintain the integrity of the current bus network for the remainder of 2021/22 in advance of reviewing it from April 2022 under the Enhanced Partnership

3. Tackling the Climate Emergency Implications

- 3.1. Ensuring that the bus network continues to provide access to employment, training and leisure opportunities across West Yorkshire will ensure sustainable travel and mode shift to public transport can happen.

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. It is important that the Bus Service Improvement Plan addresses the accessibility needs of all communities across West Yorkshire.

6. Financial Implications

- 6.1. 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 develop the Bus Service Improvement Plan, which will seek to draw down further on the £25m.
- 6.2. 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.
- 6.3. Similarly, spend on supported bus services remains within budget however, if recovery funding arrangements are insufficient leading to the risk of service withdrawal, the Combined Authority may need to spend more to maintain community connectivity whilst fare income recovers from the effects of the pandemic.

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. This report has been prepared in consultation with bus operators and local Council officers.

10. Recommendations

- 10.1. That the Transport Committee endorses the approach and key themes for the development of the Bus Service Improvement Plan as set out in this report.
- 10.2. That the Combined Authority notes the update on emergency funding for bus services for the remainder of 2021/22 and endorses the approach set out in this report

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/uploads/system/uploads/attachment_data/file/94242/bus-back-better-2020.pdf).
- 11.2. Bus Service Improvement Plan guidance can be accessed here: [Bus service improvement plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94242/bus-service-improvement-plan-2020.pdf)

11.3. 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/bus-strategy)

12. Appendices

None

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Report to: Transport Committee

Date: 2 July 2021

Subject: Rail Update

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 rail policy matters including the Williams Review, New Stations Fund, Integrated Rail Plan, Manchester Recovery Taskforce, East Coast Main Line timetable consultation and Transpennine Route Upgrade Transport and Works Act Order submission.

2. Information

Great British Railways: The Williams-Shapps Plan for Rail

- 2.1. The Williams-Shapps Plan for Rail was published by the Government as a White Paper on 20 May 2021.
- 2.2. The Williams Rail Review was commissioned by Government in September 2018 in response to widespread timetable disruption and a failing commercial model for delivering passenger services. The review was commissioned to make recommendations for reform that prioritise passengers' and taxpayers' interests.

- 2.3. Initially due to be published in late 2019, it was delayed by the General Election, and then the impact of COVID-19. The latter has resulted in franchises ending early, accelerating a key part of the reform proposals.
- 2.4. West Yorkshire's submission to the Review in 2019 called for reform that delivered:
- **clarity of objectives** for the railway in social, economic, and environmental terms;
 - **value for money** in day-to-day operation and in delivery of new infrastructure;
 - a coordinated and integrated rail system with a '**controlling mind**' with clear lines for influence and accountability;
 - **devolution** to ensure that objectives reflect local priorities and conditions, with accountability to those most affected by the railway; and
 - an **operationally independent of government** (but accountable) railway, with a long-term focus on investing in skills and competence.
- 2.5. The Review was also informed by the work and recommendations of the Blake-Jones Review, with a particular focus on the North. Sir Roger Marsh OBE was also part of an expert challenge panel that informed the review. Sir Roger held this role reflecting his professional background, his role as part of the NP11 group, and advocate for the North.
- 2.6. In overall terms, the White Paper proposes:
- Fundamental restructuring of the railway with a **new public sector arm's length railway body** which will subsume the responsibilities of Network Rail, most rail functions of Department for Transport (DfT), and many operator roles to secure a more joined-up approach to running the railway. It will be called '**Great British Railways**' (GBR), assume the role of 'guiding mind', and provide accountable leadership. It will comprise a heavily devolved regional structure, initially based on the five Network Rail regions.
 - **Passenger services to be operated via Passenger Service Contract concessions** procured by Great British Railways. These tightly specified contracts will keep revenue risk with Great British Railways. The proposal is for Great British Railways to own the passenger relationship (ticketing, information, complaints). This will mean an end to competition between operators, provide greater clarity about who is in charge, with single sources of information and a consistent national railway brand (with potential for regional variations).
 - **Reform of rail fares**, to sweep away historic complexity. This is long overdue to make the railway more user-friendly and affordable and is crucial to the recovery. This will start with national roll-out of flexible season tickets (8 in 28 days), and a promise to quickly roll out pay-as-you go ticketing in urban and commuter networks. The lessons from the TfN ticketing programme (and others) will be incorporated.

- **Commercial reform** of the railway, to make it more financially accountable and more affordable to taxpayers by removing complexity and ensuring projects are delivered efficiently and on time. Great British Railways is intended to bring the railway's finances together in one place. Budgetary control will be internally devolved to regions and locally.
 - **People reform** to attract a more diverse workforce and establish better career paths in the railway.
- 2.7. The proposals therefore address many of the main areas set out in the West Yorkshire submission. An extract of the 62 commitments contained in the White Paper are included at **Appendix 1**, and a link to the full document provided in **Background Documents**.
- 2.8. The proposals set out in the White Paper will take at least three years to implement and will require primary legislation. Great British Railways is expected to be formally established in 2023. Andrew Haines (current Chief Executive at Network Rail) has been tasked on making a start on early proposals to realise benefits as soon as possible. This is likely to see the combining of parts of DfT, Rail Delivery Group and Network Rail as a shadow Great British Railways entity in short order.
- 2.9. In addition to its important national and inter-regional roles, the railway is an important part of the local transport mix in West Yorkshire. This is underlined by:
- Almost 7 in 10 passengers using trains in West Yorkshire are making trips within West Yorkshire.
 - Rail use at Leeds has more than trebled in the last 20 years – before COVID-19 there were over 30 million trips at Leeds station every year.
 - We spend over £900,000 annually on rail concessionary fares in West Yorkshire, widening access to local services, funded locally via council tax. Our MCard ticketing initiative is one of the biggest joint bus and train ticketing schemes outside of London.
 - We have invested over £40 m into projects to improve West Yorkshire's rail network in the last 10 years and have an ambitious programme of over £180m of investment in the railway in the coming years. This is delivering new stations, improved passenger facilities and station accessibility, and enhancing station gateways at key centres around West Yorkshire.
 - Further growing the role of the railway will be vital to achieving our ambition to be a net zero carbon economy by 2038.
- 2.10. A central element of the White Paper proposals is for Great British Railways to have a heavily devolved structure with empowered regional management. Intended to be clearly accountable, they will take decisions over services and investment, building on the new regional approach adopted by Network Rail. The Williams Review was also informed by recommendations in the Blake-Jones Review which considered ways to make the railway in the north more

accountable, and to address complexity in decision-making. An anticipated Levelling Up White Paper later this year is expected to confirm more details on how local partnerships with Great British Railways will work. However, the full scope of the partnerships will be limited without commensurate devolution of funding; no funding devolution proposals are included in the White Paper.

Next steps

- 2.11. The opportunity is now to shape the detail of the White Paper proposals as they are established. Officers will continue to engage with DfT officials directly and with and through the Urban Transport Group to ensure that the local partnership structures are effective. Discussion at the Transport for the North (TfN) Board in June also confirms an important role for TfN in securing the scope of strong local partnerships with Great British Railways for members.
- 2.12. Meanwhile, at the West Yorkshire level we are taking a pro-active move to establish a West Yorkshire Strategic Rail Partnership, to be chaired by the Mayor, with relevant industry leaders to shape the ultimate relationship with Great British Railways. This will establish a deeper and more influential partnership role with the railway locally across our delivery programmes, to ensure local choices respond to local priorities and to secure wider benefits from our significant rail investment. Ultimately, this way of working paves the way for a locally integrated public transport network. An initial meeting of the West Yorkshire Strategic Partnership is planned for July, where shared objectives and ways of working will be agreed, reflecting on the findings of the analysis in the Blake-Jones Review.
- 2.13. Transport for the North's role in rail will change fundamentally because of the reforms, and the move away from franchises. For pan-Northern issues there is a clear role for Transport for the North (TfN) where we pool our sovereignty with partners across the North, including making a strong case for investment in major projects such as TransPennine Route Upgrade and Northern Powerhouse Rail. The regional structure of Great British Railways also secures for TfN a necessary strategic role in securing co-ordination of strategy and a coherent delivery approach for the North across the two regions east and west of the Pennines.
- 2.14. We will bring further updates to Transport Committee as discussions progress and more details of implementation plans as they are produced.

New Stations Fund Announcement

- 2.15. It was reported to Transport Committee at its meeting on 03 July 2020 that the Combined Authority had developed and submitted two applications in June 2020 to the government's third round of the New Stations Fund (NSF) for proposed new rail stations at White Rose and Thorpe Park.
- 2.16. The fund was launched in February 2020 with £20m available to part-fund delivery of new stations. DfT was expected to carry out assessment of applications in August 2020 and announce successful submissions in autumn

2020. In November 2020, the DfT confirmed that three stations outside West Yorkshire had been successful for funding as part of a now enlarged £32m fund with a further announcement to follow.

- 2.17. On 26 May 2021 DfT announced another three stations had been successful for funding including White Rose (£5m) and Thorpe Park (£7m). A funding letter has been received, with the monies to be used as part of wider funding packages to deliver the stations which are currently in development.

Integrated Rail Plan for the Midlands and the North

- 2.18. Following the Oakervee Review of HS2 in February 2020, the government announced its intention to draw up an Integrated Rail Plan (IRP) for the North and the Midlands which will identify the most effective scoping, phasing and sequencing of relevant investments and how to integrate HS2, Northern Powerhouse Rail (NPR), Midlands Engine Rail and other proposed rail investments.
- 2.19. This Plan will be informed by the National Infrastructure Commission's (NIC) independent assessment of the rail needs of the Midlands and the North and inputs from the Infrastructure and Projects Authority (IPA) around costs and delivery mechanisms.
- 2.20. The NIC published the Rail Needs Assessment on 15 December 2020 and we understand the IPA has already submitted its findings to Government. The IRP, first expected by the end of 2020, remains unpublished. The continued delay to IRP publication is impacting on rail investment programmes nationally, including those benefitting West Yorkshire such as Leeds station capacity work, HS2, Northern Powerhouse Rail and TRU.
- 2.21. On 21st June 2021, the Yorkshire Post published an article suggesting that based on an official document it had seen, a decision was soon to be put to HM Treasury's Major Projects Review Group in relation to investment decisions around NPR and TRU. This was purportedly a decision to design, develop and deliver a TRU option that would lead to NPR between Leeds and Manchester not taking the form of a new line via central Bradford.
- 2.22. In response Mayor Brabin welcomed the TRU programme, but was clear that this should be as well as NPR, not instead of it. The implications of such a decision would go far beyond the city of Bradford, they would impact people across the region by also risking local services being cut in the future, as well as a less robust transport system with too much reliance on one line across the Pennines
- 2.23. The Mayor subsequently spoke to the Secretary of State for Transport to seek reassurance on NPR plans and the uncertainty around a new station and line via central Bradford. The Transport Secretary refuted recent reports about the Government scaling back NPR in Bradford. He reaffirmed his commitment to the city, acknowledging the need for Bradford's young people in particular to be better connected to infrastructure and greater opportunities.

- 2.24. Leaders continue to urge the Government to publish the IRP as soon as possible to end the uncertainty in rail investment and to restore confidence amongst businesses.
- 2.25. All major rail investment programmes such as TRU, HS2 and NPR will provide apprenticeship opportunities for young people in West Yorkshire.

Manchester Recovery Taskforce

- 2.26. Further to the last report to the Transport Committee, a special meeting of the Northern Transport Acceleration Council was convened by DfT in early May. At this meeting, it was agreed that DfT and TfN should work more closely together on supporting the case for infrastructure investment to address capacity constraints in central Manchester that impact on services across the North.
- 2.27. It was also proposed to defer the timetable changes to improve reliability to December 2022, to secure more time to take the decision on the most appropriate service changes. It was noted at the TfN Board meeting on 9 June that Richard George, a trusted senior industry figure, was to be introduced to the process to facilitate a decision on service changes.
- 2.28. At the time of writing, a decision on proposed timetable changes for December 2022 is expected to be presented to Rail North Committee at a special session in July 2022. The West Yorkshire Combined Authority position remains that set out at Transport Committee at its meeting on 12 March 2021.

Leeds Area Improvement Programme

- 2.29. Building on the rail industry's Leeds Area Strategic Plan that Transport Committee lent its support to in July 2020, Network Rail has established the Leeds Area Improvement Programme, which is a scheme in DfT's Rail Network Enhancement Pipeline (RNEP). Given the negative impact that the congested rail network at and around Leeds has on the ability to run longer and better services in West Yorkshire, across the North and nationally, this programme is highly important.
- 2.30. Sponsored by DfT, the Programme is coordinating and aligning various rail infrastructure schemes in and around the Leeds area. These include interventions to 2026, as well as longer term development beyond that to pave the way for HS2 and NPR.
- 2.31. Short term interventions include but are not limited to platform lengthening, junction improvements and other works at Leeds proposed at Christmas 2021, as well as around West Yorkshire. Also included are other improvements around the region such as works under development at Shipley and Bradford Forster Square. The programme interfaces with HS2, NPR and TRU to ensure that the right holistic solutions are delivered. The planned passenger-side investment through the Leeds Existing Station Programme is also a key

interface, as are other relevant Station Gateway schemes e.g. at Bradford Forster Square.

- 2.32. Interventions beyond 2026 are subject to development work to be funded through DfT's RNEP programme, funded by HM Treasury. At the time of writing, and this is also the case with the passenger side Leeds Existing Station Programme, there has been a delay in HM Treasury endorsing the release of development funding. Network Rail have stepped in on an interim, short term basis to keep the work programme moving forwards and prevent teams from halting work. DfT officials are working to support a positive decision.
- 2.33. Combined Authority officers represent West Yorkshire in the programme governance in an advisory stakeholder capacity, with the aim of influencing delivery of West Yorkshire's Rail Vision. Decision making lies with the DfT and ultimately HM Treasury.
- 2.34. The establishment of a closer and deeper working relationship with the emerging Great British Railways should greatly assist in helping successful delivery of the Combined Authority's Rail Vision through the Leeds Area Improvement Programme.

East Coast Main Line May 2022 consultation

- 2.35. Rail operators have now published consultation proposals for the revised timetables resulting from the proposed recast of East Coast Main Line services in May 2022. As set out to the Committee in May, this recast will capitalise on the package of network improvements delivered as part of the East Coast Upgrade.
- 2.36. The proposed changes, which have been developed via a cross-industry group and signed off by DfT, have been published by individual operators, including LNER, TransPennine Express, Cross Country and Northern. The proposals are detailed, and the full implications are still being analysed.
- 2.37. The overall position though remains one of compromises being required due to the overall constrained nature of the rail network, that makes it very difficult to reconcile competing priorities.
- 2.38. Amongst some of the most notable proposals impacting West Yorkshire are:
 - A modest reduction in journey times between West Yorkshire and London.
 - A new daily service between Huddersfield and London, also serving Dewsbury – comprising an early morning service to London, and an evening return service.
 - A reduction of the number of through services between Bradford, Shipley and London to one each-way, reversing a modest improvement delivered in 2020. This is alongside a commitment to continue to work with Network Rail and Northern to secure the promised six through trains per

day when possible (requiring works at Shipley and Bradford Forster Square).

- A reduction in the number of through services to Edinburgh and Newcastle to hourly (the recent historic norm), because of constrained capacity north of York (the relevant services are proposed to terminate at York in future), to facilitate an increase in Anglo-Scottish services to and from London.
- 2.39. Whilst an additional train every two hours between West Yorkshire and London is not part of the May 2022 proposals, this remains an aspiration for LNER. Also mentioned in the consultation is a proposal to introduce an additional hourly fast train between Leeds, Wakefield Westgate and Sheffield, enabled by the recast timetables, but to be delivered when resources allow. In combination with the hourly Cross Country service this would significantly improve connectivity between Leeds / Wakefield and Sheffield city centres.
- 2.40. The industry consultations close on 5 August. A proposed response will be developed and agreed with Members by correspondence for sign-off by the Chair.

Transpennine Route Upgrade Transport and Works Act Order

Consultation submission

- 2.41. The Combined Authority has submitted a response to the Transport and Works Act Order (TWAO) application made by Network Rail to the Secretary of State for Transport for the proposed improvements between Huddersfield and Westtown (Dewsbury) on 17 May 2021. 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-regrets” intervention by the rail industry.
- 2.42. A copy of the submitted response was circulated to the members of this Committee. We are supportive of Transpennine Route Upgrade (TRU) and the proposed works outlined in the TWAO and we have outlined the importance of the proposed improvements due to its benefits to passengers, communities and the economy in this region. The application for the Order, however, raises a number of issues that require further clarification and engagement with Network Rail. These include the following:
- Land issues - the proposed Order confers powers of compulsory acquisition and temporary possession over land owned by the Combined Authority, including in the vicinity of Huddersfield bus station. These powers have the potential to disrupt the operation of the bus station which means the bus station might need to be closed or partially closed.
 - Communications plan – it is important that any communication to the travelling public, communities and businesses about the impacts of disruption and travelling alternatives needs to be made jointly and through our channels and not just to existing rail passengers.

- Disruption and mitigation measures – we would like Network Rail to continue to work with our officers on a comprehensive management strategy, to mitigate the potential impacts on residents and businesses and for this to be agreed at the earliest opportunity. Station Travel Plans and Construction Traffic Management Plans need to be developed jointly with the Combined Authority and Kirklees Council due to the impact on the public transport network.
- Train Services - we would like to work closely with Network Rail and the rail industry to shape the train services that meet the needs of this region.
- Skills - we would like to explore the potential to include an additional skills premium to maximise the economic potential of the project.

2.43. The response was received by DfT and we are informed by them that the Secretary of State has decided to hold a public inquiry into the TWAO application. Our response is currently classified as an objection by DfT due to the concerns and questions we raised; procedurally this is an expected outcome and ensures that the matters above can be worked through appropriately. The Combined Authority could withdraw its objection at any point before the public inquiry should it become clear that outstanding concerns have been addressed.

Next steps

2.44. The Combined Authority has already been working with Network Rail to obtain suitable assurances that the powers in the Order will not adversely affect the safe and efficient operation of the bus station. We expect that such assurances can be secured prior to any inquiry or hearing held in connection with the TWAO application. However, in the unlikely event that our concerns have not been satisfactorily resolved by that time, the Combined Authority would wish to have the opportunity of appearing before and being heard by the person appointed by the Secretary of State in the Public Inquiry.

3. Tackling the Climate Emergency Implications

3.1 Modal shift of transport movements from air and road modes to rail will achieve reduced carbon impacts. This is relevant in particular for Anglo-Scottish transport considered as part of the East Coast Main Line consultation, where air is the most significant mode for travel between Scotland and South East England.

3.2 The full implementation of TRU with full electrification will help to encourage modal shift to public transport and tackle climate change.

3.3 A reliable and robust local, regional and national rail network with appropriate investment will help to provide an attractive alternative for road transport which will help tackling climate emergency and protect our environment.

4. Inclusive Growth Implications

- 4.1 The principle of inclusive growth has already been incorporated in all policy areas.

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. 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.

- 5.2 The principles of inclusivity, diversity and equality are incorporated in the design of new rail facilities and infrastructure including new stations, TRU, NPR and HS2.

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 There has been regular engagement with the rail industry in the lead up to the East Coast Main Line timetable consultations.
- 9.2 Officers of the Combined Authority have worked closely with officers of Kirklees Council in relation to the TWAO response.

10. Recommendations

- 10.1 That members of the Committee note the contents of this report, including the next steps set out.

11. Background Documents

The Great British Railways white paper can be accessed here:

<https://www.gov.uk/government/publications/great-british-railways-williams-shapps-plan-for-rail>

The Network Rail led Leeds Area Continuous Modular Strategic Planning Rail Study was supported by Transport Committee at its meeting on 3rd July 2020, and can be found at: <http://westyorkshire.moderngov.co.uk>

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

Appendix 1 Extract of the Williams-Shapps Plan for Rail.

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Our commitments

⇒ Chapter Three – Integrating the railways

- 1. A new public body, Great British Railways, will run the network in the public interest.**
- 2. Great British Railways will be the single guiding mind and leader that the railways currently lack.**
- 3. Great British Railways will be given the means to think and plan for the longer term.**
- 4. There will be a national brand and identity to emphasise that the railways are one connected network.**
- 5. Great British Railways will be a new organisation, not just a larger version of Network Rail.**
- 6. Great British Railways will be given a binding mandate to have as its primary focus serving the interests of passengers, freight customers and taxpayers and growing rail usage.**
- 7. Great British Railways will be mandated to increase efficiency and co-operation.**
- 8. The government will hold the railways' leaders accountable for meeting the needs of the customers and communities the network serves.**

- 9. A 30-year strategy will provide clear, long-term plans for transforming the railways to strengthen collaboration, unlock efficiencies and incentivise innovation.**
- 10. Great British Railways will be made up of powerful regional divisions, with budgets and delivery held at the local level, not just nationally.**
- 11. In England, new partnerships with Great British Railways' regional divisions will give towns, cities and regions greater control over local ticketing, services and stations.**
- 12. Devolved railways will be strengthened, with closer collaboration with Great British Railways improving services, consistency and co-ordination across the country.**
- 13. Community rail partnerships will be empowered to strengthen rail's social and economic impact.**
- 14. Station management will be integrated within Great British Railways to improve accountability for long-term investment in stations.**
- 15. Opportunities to better unlock housing, local economic growth and social value will be explored.**
- 16. Transport Focus will be reformed to become a passenger champion, advising the Secretary of State on passenger priorities.**
- 17. Performance and efficiency will be independently scrutinised by the statutory regulator, the Office of Rail and Road.**

- 18. Current safety and security rules will remain in place across the rail network. A consultation will be undertaken to ensure safety roles, rules and standards are appropriate for the future.**
- 19. Cross-sector organisations will be consolidated and integrated to enable the railways to operate more effectively and efficiently.**
- 20. Track access will be overhauled to make the best use of the rail network in the overall public interest.**

⇒ Chapter Four – **Replacing franchising**

- 21. Franchising will be replaced by new Passenger Service Contracts.**
- 22. Passenger Service Contracts will focus operators on meeting passengers' priorities and will incentivise them to grow rail usage.**
- 23. Each Passenger Service Contract will be designed to support the needs of passengers and the whole network, as part of an integrated system.**
- 24. Passenger Service Contracts will be different across the network and will not take a one-size-fits-all approach, including on contract length.**
- 25. Operators will have greater commercial freedom on some parts of the network, with revenue sharing arrangements where appropriate. New open access services will also be explored where spare capacity exists.**

- 26. The geographic and financial size of Passenger Service Contracts will reflect local markets and needs.**
- 27. Competition for Passenger Service Contracts will be greater than for franchises and Great British Railways will aim to compete all contracts.**
- 28. If operators fail, the government will be ready to step in and take control where needed.**
- 29. The government will work with the sector and potential new market entrants to develop and implement these changes.**

⇒ Chapter Five – A new deal for passengers

- 30. Easy, frictionless payment options for every journey will be introduced across the network.**
- 31. Pay As You Go journeys will be expanded outside London to make millions more trips straightforward.**
- 32. Digital tickets will be introduced across the network.**
- 33. A new Great British Railways website and app will create a personalised travel experience.**
- 34. Customer service at stations will be modernised, with one-team working expanded across the network.**
- 35. Fares will be simplified.**
- 36. Affordable fares and season ticket caps will continue to be protected.**

- 37. Off-peak services will be protected.**
- 38. New flexible season tickets will be introduced to reflect changing working patterns.**
- 39. Journeys across rail, bus, tram and bike will become seamless in the future.**
- 40. Getting to the station on a bike and taking it on a train will be made easier.**
- 41. Trains will be made more pleasant to travel on and easier to work aboard.**
- 42. Compensation will be simpler and easier to claim, with a consistent, modern process right across the network.**
- 43. Passengers will receive clear, consistent information before, during and after their journeys. Their experiences will be monitored more effectively.**
- 44. The first robust national accessibility strategy and long-term investment programme will improve inclusion and access for all.**

⇒ Chapter Six – **Unleashing the private sector's potential**

- 45. The economic and environmental benefits of rail freight will be supported by a new, customer-focused approach, modern track access rights and new safeguards.**
- 46. Operators will take a lead role in improving services and performance by innovating with private partners, including train-leasing companies.**

47. **Modern contracts will be introduced to increase competition, reduce costs and help to attract private investment for new technologies.**
48. **Partnerships with other key infrastructure providers, such as broadband innovators, will help to boost the country's drive towards a revolution in connectivity.**
49. **New, locally-led innovation schemes will unlock smarter working and support growth.**
50. **Local engagement will better support small- and medium-sized enterprises and start-ups.**
51. **Contestability across operations will be increased, but sub-contracting will need to deliver real value for money.**

⇒ Chapter Seven – Accelerating innovation and modernisation

52. **Electrification of the network will be expanded, and alternative technologies such as hydrogen and battery power will help to achieve zero emissions from trains and reduce air pollution.**
53. **The contribution of the railways to the nation's green recovery will be strengthened, including through a comprehensive environment plan by 2022 that will establish rail as the backbone of a cleaner future transport system.**
54. **Energy efficiency, renewable power production, tree-planting and other green initiatives across the rail estate will be accelerated.**

- 55. Long-term investment in climate resilience will be prioritised, supported by smarter forecasting, planning and technology.**
- 56. An ‘open by default’ approach to data sharing will better inform journeys, improve transparency and unlock new technology.**
- 57. Research, development and innovation funding will be simplified to make it more outcome focused and to improve collaboration.**
- 58. SPEED will accelerate the delivery of improvements, making more efficient results the new normal.**

⇒ Chapter Eight — Empowering rail’s people

- 59. A new joined-up, cross-sector training and skills offer will support people at every career stage to develop skills and bring in experience from outside the rail sector.**
- 60. A sector-wide workforce plan will be developed to assist employers and build system-wide resilience.**
- 61. Diversity across the sector will be improved through the inclusion of stretching measures in contracts to actively promote and increase recruitment and retention of a diverse workforce.**
- 62. Comprehensive data on productivity and pay will be collected and published by ORR, which will report on the data and compare it with that of other sectors and labour markets.**

Image (page 111) — Dawn on the railways at Clapham High Street, South London.

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Report to: Transport Committee

Date: 2 July 2021

Subject: **Leeds Public Transport Investment Programme Update**

Director: Dave Pearson, Director Transport & Property Services

Author: Andrew Norman, Programme 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 type="checkbox"/> No

1. Purpose of this report

- 1.1 This report provides Transport Committee members with an update on the delivery of schemes under the Leeds Public Transport Investment Programme (LPTIP) and the improvements it is providing to the facilities and services of which the Committee has oversight.

2. Information

- 2.1 The Leeds Public Transport Investment Programme (LPTIP) commenced in 2017. This is a £183.4 million programme using devolved Department for Transport funding supplemented with contributions from Leeds City Council and the Combined Authority. The £183.4 million of investment is being monitored through the Combined Authority's assurance process. A further £86.76 million has been leveraged as match funding from bus operating companies' investment in fleet, as well as £8.77 million from Section 106, European Regional Development Fund (ERDF) and Leeds City Council's Capital Programme

2.2 The Combined Authority is the accountable body for the programme and Investment Committee has overseen the programme management and funding approvals. The programme is jointly managed and delivered with Leeds City Council and is split into three separate packages plus an overall programme management element:

- Bus infrastructure package – delivered by Leeds City Council
- Bus delivery package - delivered by the Combined Authority.
- Rail package – jointly delivered by both authorities.

2.3 A summary of the schemes within the Programme is set out in Appendix 1 together with the expected completion dates. This report provides Transport Committee members with an update on the delivery of schemes within the programme, the capabilities they are providing to support the Combined Authority's wider strategies and the provision and upgrading of infrastructure which is managed by the CA.

2.4 The Programme is providing the following facilities and capabilities which fall within the remit of Transport Committee.

Network Navigation

2.5 The Network Navigation project aims to make it easier to plan and take bus journeys across Leeds by creating a “tube style” user-friendly and accessible set of maps and new colour coded bus stop flags, shelters and other on-street infrastructure that present the core bus network (where buses run every 15 minutes or more frequently). Each corridor has a name (for example the St James's Line). A launch campaign will commence in the coming months.

2.6 A project in the Transforming Cities Fund will extend this approach over the remainder of core bus services in West Yorkshire.

East Leeds Flexibus

2.7 The East Leeds Demand Responsive Travel project is a trial of a digitally enabled Demand Responsive Transport “Flexibus” service in East Leeds. An order for seven electric buses has been placed and are now in production to be ready for the launch of the service in September. This will be a trial service with similar services planned across West Yorkshire.

2.8 The Flexibus will serve an area which includes Cross Green, Richmond Hill, Temple Green/ Pontefract Lane, Halton Moor, Halton, Cross Gates and Seacroft. It will enable travel within the area and to points outside such as St James's Hospital. The area of operation has been chosen to address connectivity issues for communities in East Leeds which lie away from the main bus routes and to link new housing on the edge of the City with transport hubs at Cross Gates, Seacroft and Temple Green for onward travel to the City Centre and beyond.

2.9 The minibuses won't operate to a fixed route and schedule; passengers will be able to book a journey using an app choosing which bus stop they want to be

picked up from. A simple flat fare system will operate, and bus concessionary passes will be accepted. Following a procurement process, a contract to operate the service has been awarded to First. The Combined Authority's AccessBus team will oversee the service and provide a point of contact for customers.

- 2.10 The operating costs of the service will be met by developer funding and the Department for Transport grant under the Better Deal for Bus Users programme. Transport Committee in March 2020 approved an approach to the deployment of the DfT funding which included this service. All fare revenues collected will offset the cost of the service. A review point has been set to assess the performance of the service after the first year of operation to ensure it is delivering on the objectives and meeting financial targets.

Leeds Bus Station Gateway

- 2.11 The Leeds Bus Station Gateway project aims to transform the environment of the station by creating a modern and efficient layout that provides a better offer for passengers and makes the use of public transport within the city centre more attractive. The scheme includes new entrances, passenger facilities, a revised travel centre/ retail space and solar panels. Works have now commenced with completion planned by spring 2022.

Real Time Passenger Information

- 2.12 The Programme is funding for the installation of 1,000 new Real Time screens at stops, shelters and gateways throughout the City. The new Real Time screens will enhance bus users experience by improving transport facilities, passenger information, therefore increasing bus patronage and public transport mode share. This project has been delivered in two phases. Phase one of the Real Time programme saw the installation of 490 4-line LED displays in existing bus shelters and was completed in November 2019. Phase two of the project is almost complete delivering 510 battery powered and pole mounted Real Time screens, installed at bus stops without power supply. A project in the Transforming Cities Fund will extend this approach over the bus corridors throughout West Yorkshire.

Transport Hubs and Connecting Communities

- 2.13 The Bus Infrastructure package involves an extensive replacement of bus shelters and infrastructure in the City and in particular will transform key bus points in the City Centre at Infirmary Street, Headrow and Corn Exchange. The connecting communities element is also upgrading bus facilities in Bramley, Compton Road Harehills, Cottingley and Middleton together with active travel schemes at Lincoln Green, Pudsey, Rothwell and Robin Hood.

Stourton Park & Ride

- 2.14 Stourton Park & Ride will follow the operating model adopted for the other two Park & Ride services in Leeds. Leeds City Council own and operate the site

with the Combined Authority commissioning the bus service. Both parties agree service levels, fares etc. Following a procurement process, First West Yorkshire has been awarded the operating contract to provide a fleet of electric double deck buses. The additional capital costs of electric buses have been met by a combination of LPTIP and Government Ultra Low Emission Bus scheme funding. The service is expected to start in September 2021. The route of Elland Road Park & Ride site will alter at this time to serve the Wellington Place development in the west of the City Centre.

- 2.15 The operating contract for the services is similar to that adopted for the other Park & Ride services whereby a revenue guarantee is provided to the operator and fares revenue above this is distributed to the partners on a formula basis.

3. Tackling the Climate Emergency Implications

- 3.1 The Leeds Public Transport Investment Programme seeks to encourage more sustainable travel through improved facilities to enable active travel and public transport. The Combined Authority and Leeds City Council are working together on a behaviour change campaign which will promote the new facilities and encourage sustainable travel.

- 3.2 The scheme designs incorporate elements to reduce carbon generation including the generation of solar power at Leeds Bus Station.

4. Inclusive Growth Implications

- 4.1 The Leeds Public Transport Investment Programme seeks to enable access to employment, education, health and public services through improved transport facilities and services.

5. Equality and Diversity Implications

- 5.1 Each scheme has been subject to Equality Impact Assessment and there has been close involvement with accessibility groups in the design of new facilities.

6. Financial Implications

- 6.1 The costs of maintaining the new facilities provided by the Programme have been considered within the appraisal of business cases for each project in the Assurance Process.

- 6.2 During the trial period, the operating cost of the East Leeds Flexibus can be met from £0.753 million from the Better Deal for Bus Users grant from Government, £0.522 million from Leeds City Council Supplementary Planning Document and Section 106 contributions. The operating costs are partly offset by fares revenue for which a prudent assessment of £0.177 million has been estimated. The Combined Authority will carry the revenue risk and a contingency of £0.047 million has been identified from the tendered bus service budget to underwrite this risk.

6.3 As with the other two Park & Ride services there is a high level of confidence that Stourton will meet its financial targets notwithstanding the impacts of Covid on travel demand.

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 Extensive consultations have been held for each of the schemes in the programme.

10. Recommendations

10.1 That Transport Committee notes the improvements to the facilities and services of which it has oversight arising from the Leeds Public Transport Investment Programme.

10.2 That a further report be provided to the Transport Committee detailing the performance and future funding arrangements for the East Leeds Flexibus following the first year of its operation.

11. Background Documents

Report to March 2021 Investment Committee - Leeds Public Transport Investment Programme (LPTIP) Review 2020

12. Appendices

Appendix 1 - Summary Of Leeds Public Transport Investment Programme Schemes

Appendix 2 - Leeds Public Transport Investment Programme Images

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Appendix 1 Summary Of Leeds Public Transport Investment Programme Schemes

Scheme	Description	Planned Completion
Bus Infrastructure		
Headrow	Improved facilities for walking, cycling and bus	June 2021
Infirmary Street	Improved facilities for walking, cycling and bus	June 2021
Corn Exchange Gateway	Improved facilities for walking, cycling and bus	Feb 2022
Elland Road Park and Ride	Expanded car parking	June 2020
Stourton Park and Ride	New Park & Ride site	Sept 2021
A647	Improved facilities for walking, cycling and bus priority	Jun 2022
A61S	Improved facilities for walking, cycling and bus priority	Sept 2021
A61N Eastern Arm	Improved facilities for walking, cycling and bus priority	June 2021
A660 Holt Lane	Improved facilities for walking, cycling and bus priority	July 2020
A660 Signals	Improved facilities for walking, cycling and bus priority	June 2021
A65	Improved facilities for walking, cycling and bus priority	June 2021
Rail Package		
New Pudsey Park and Ride	Development costs	N/A
New Station – Leeds Bradford Airport	Development costs	N/A
New Station – White Rose	Development costs	N/A
New Station – Thorpe Park	Development costs	N/A
Leeds Rail Station	Development costs	N/A
Bus Delivery Package		
Transport Hubs and Connecting Communities	Improved bus, cycling and walking facilities for local centres	Sept 2021
East Leeds DRT	Provision of 7 new electric minibuses for new service	Sept 2021
Digital Hub	Provision of a co-ordination centre for social/ community transport	From Q1 2021-22
Real Time Information (Phase 1)	490 new bus shelter displays	Nov 2019
Real Time Information (Phase 2)	510 new bus stop displays	Dec 2021
Leeds Bus Station	Improved customer facilities and carbon reduction	Q4 2021-22
Bus Network Navigation	Colour coded map and infrastructure for core bus network	Q3 2021-22
Low Emission Clean Bus Technology Fund	Upgrading emission standards of diesel buses	
Low Emission Bus Top Up - Stourton	Contribution to cost of electric buses for Stourton Park & Ride	Q2 2021-22
Bus Operator Contribution		
First	284 New buses	Early 2022
Arriva	All buses in Leeds to Euro 6	
Transdev	All buses in Leeds to Euro 6	

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Appendix 2 LPTIP Project Photos and visuals

1. Network Navigation



New style bus flag

New style bus flag

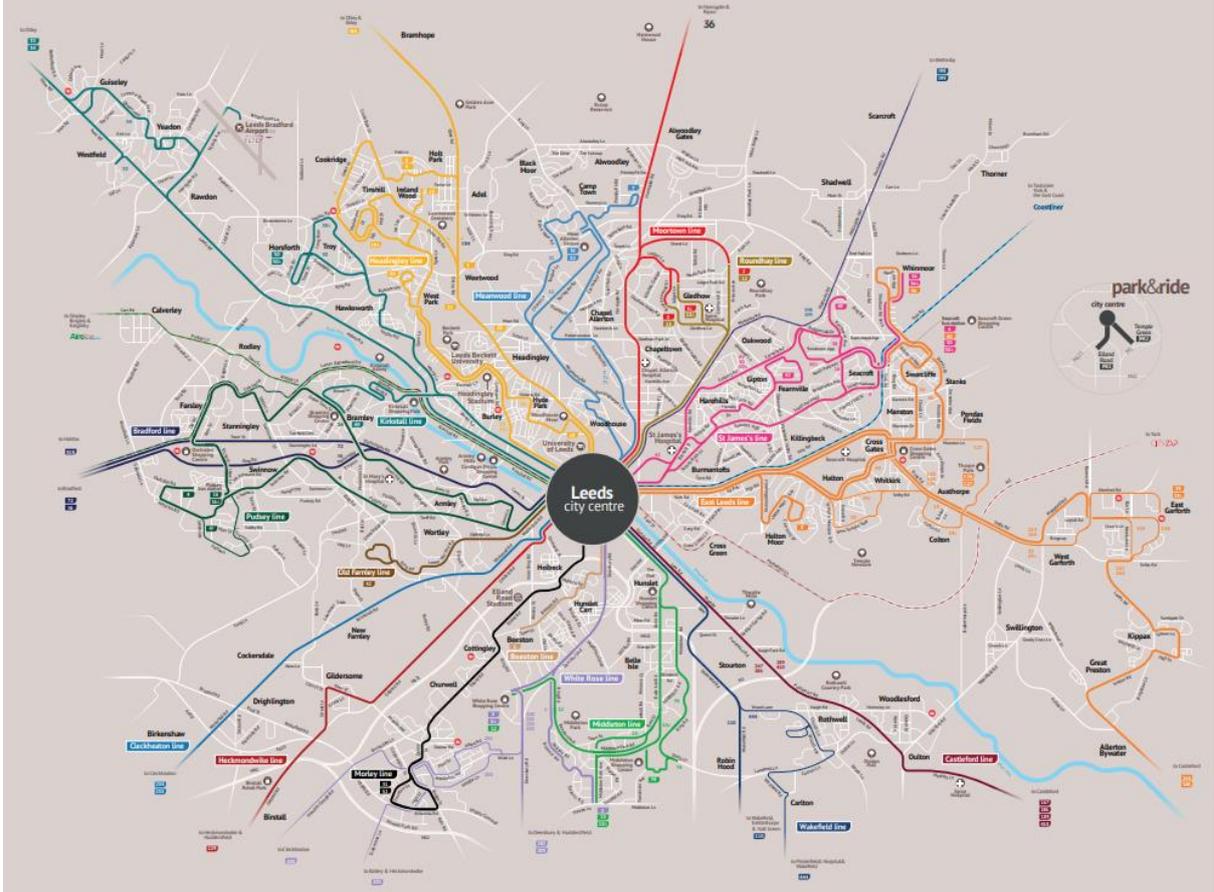


Completed bus stop

Completed bus stop

where buses go | Leeds core network map

every 15 mins or better



Leeds Core Network Map

Placement of map in bus shelter



2. Realtime

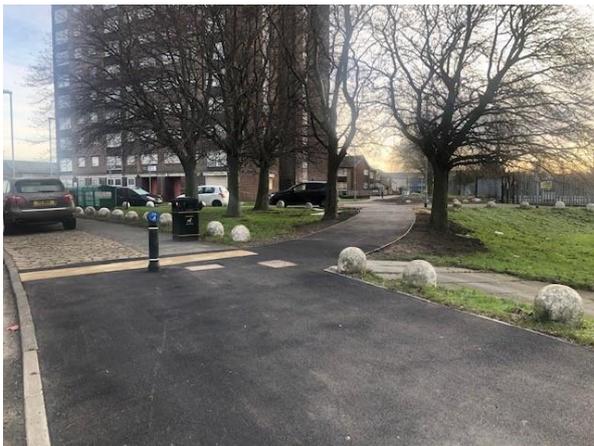


Real time unit installed



Real time unit on pole

3. Transport Hubs



Lincoln Green



Compton Road

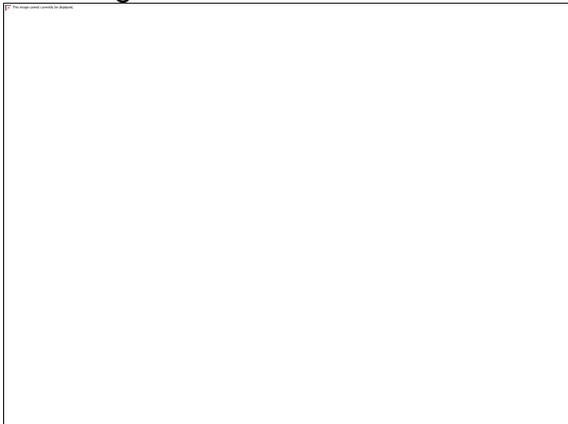
4. Headrow Gateway and Infirmary Street



City Square



Cookridge Street



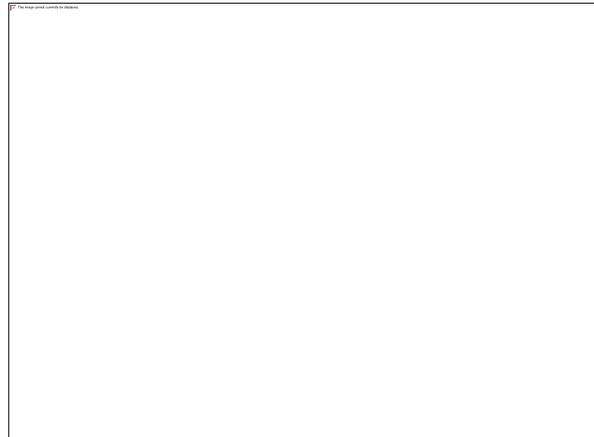
Infirmary Street



Park Row



Headrow West – Victoria Gardens



Infirmary Street

5. Leeds Bus Station Visuals



6. Leeds Bus Station Visuals



Stourton Park & Ride Visualisation



Stourton Park & Ride Terminal Building



Solar car ports and landscape planters

Landscaping



Landscaping and Paving works

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Report to: Transport Committee

Date: 2 July 2021

Subject: **Transport Network Update**

Director: Dave Pearson, Director Transport & Property Services

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 an update on the current performance of the transport network in West Yorkshire, including an overview of the Combined Authority’s activity and responses.

2 Information

Summary picture

- 2.1 The overall picture continues to be dominated by the impacts of the COVID-19 pandemic, as restrictions ease, passenger numbers are beginning to recover as are road traffic volumes.
- 2.2 Since 17 May we have been at Step 3 of the Government’s ‘roadmap’ which enabled indoor hospitality to reopen under capacity and social distancing limitations with the advice remaining to “work from home if you can”. At the time of writing all legal limits on social contact and travel advice are planned to be removed on 19 July.

- 2.3 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 beyond the Step 4 stage.

Use of the network

Overview

- 2.4 The general picture on bus and rail services remains one of recovering patronage whilst maintaining social distancing and developing passenger confidence. The lifting of “work from home” advice is anticipated to restore some of the commuter demand although changes in ways of working may cause a longer term impact on demand.
- 2.5 Road traffic levels are reaching pre pandemic rates and there is a concern that car use is currently growing faster than public transport use.
- 2.6 The latest available proxy data for public transport use is included at **Appendix 1**. We are working with rail industry colleges to secure reliable data for locations other than Leeds for future reports.

Bus network

- 2.7 Ridership on buses has increased since the re-opening of education and non-essential retail. At the time of writing, bus use was at around 65% of that which could be expected in June. 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%.
- 2.8 A revised risk assessment was agreed nationally in May which enabled bus capacity to increase to around 75%. This has reduced the number of incidents where passengers have been left at stops due to reaching safe capacity. Real time information screens and apps continue to 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.
- 2.9 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. The deployment of additional buses and coaches to school services limits the availability of buses to meet the overall increase in demand.

Rail network

- 2.10 Passenger numbers on trains continue to rise with Northern reporting levels at 40-45% during the week and as high as 70% on some services at the weekend compared to pre-COVID levels. TransPennine Express (TPE) demand is approximately 40% of pre COVID levels Monday to Friday and over

50% at the weekend, there has also been an increase in forward bookings reflecting strong demand going forward.

- 2.11 During the May half term week when children were off school, patronage increased significantly during the week for leisure purposes, particularly on the Bank Holiday Monday with figures reflecting that of pre-COVID levels. Social distancing on several services would have been challenging and continues to be monitored by both operators.
- 2.12 Passenger flows are also monitored at Leeds station and for the week ending 6 June 2021 levels were 65% of levels of the same week in 2019 (most recent comparable year pre COVID) and had increased 12.00% on the previous week.
- 2.13 Demand continues to be monitored closely as some services diverted to provide strengthening on leisure services may be required back in urban centres again.

Summary of network changes

Bus network

- 2.14 The bus network has remained stable with some timetable changes to reflect varying traffic conditions and demand. As reported to the previous meeting, services previously operated by Yorkshire Tiger will transfer to the Transdev owned "Team Pennine" from 28 July.

Rail network

- 2.15 The May timetable changes came into effect on 16 May 2021 and have been working well. The operators continue to work on the December timetable, initial plans were outlined in the most recent report to Transport Committee, but this will be governed overall by the ongoing resource position for each Train Operating Company. Any changes will be reported as and when they are finalised.
- 2.16 In the May report to Transport Committee an area of concern was raised for Northern regarding a fault which had been discovered in yaw damper brackets on their new electric (Class 331) and diesel fleet (Class 195), resulting in some services being withdrawn in West Yorkshire. An interim fix is now being implemented, which is working, and the fleet are starting to return into service which has meant that the Huddersfield – Wakefield – Castleford and additional peak services Knaresborough - Leeds were able to return on the 7 June. In addition, services on the Calder Valley and Leeds – York have been prioritised for 3 car 195 formations and Hull-Halifax returned to 4 cars which is welcomed as these services were those showing high patronage. Northern have advised that all 24 affected trains should be back into service by the end of June.

Passenger network performance

Bus network

- 2.17 The latest available performance data for the period from 1 January 2021 to 31 March 2021 is provided in **Appendix 2**.
- 2.18 Reliability data is calculated as the number of miles operated as a percentage of those that were scheduled to run. It is reported that 98.4% of scheduled miles were operated, a 0.2% increase in comparison to the same period in 2020.
- 2.19 Punctuality data is categorised in two ways:
- Origin: the percentage of buses that departed their first stop on time.
 - Intermediate: the percentage of buses that departed their timing points on time.
- 2.20 It is reported that 95.4% of buses started their journey on time, and 92.3% of buses were on time at selected stops along their journey, a 2.8% increase and 9.6% increase, respectively, in comparison to the same quarter in 2020.
- 2.21 With a return to lockdown for the whole period, bus operators maintained reliability except for a minor drop in the trend in January, caused by extreme weather, when some services had to be suspended. Service reliability is also impacted by driver availability which has been affected by Covid related absence. Bus operators are also reporting higher than average staff turnover at present.
- 2.22 Punctuality significantly improved this period with less traffic on the roads, In the year-on-year comparison, the first three months of 2021 achieved close to a 10% improvement on the period immediately before the pandemic. The April- June data will be presented to the next meeting however, early indications would suggest that punctuality has deteriorated as traffic congestion has returned.

Rail network

- 2.23 The last four periods performance reports for TPE, Northern and LNER are included in **Appendix 3**.
- 2.24 Prior to the Covid government lockdowns and reduction in timetabled services rail performance was poor. This was predominantly due to network congestion; any small delay had a knock-on effect to other services. As Rail operators build back these timetables it is recognised that there needs to be carefully managed growth, without impacting adversely on performance.
- 2.25 The newly introduced timetable is operating reliably but performance has declined slightly since the last period reported to Committee. However, Time

To 3 (Percentage of recorded station stops called at within 3 minutes of the planned time) for Northern and TPE remains above 90%. Cancellations for both operators has increased with Northern at 1.5% and TPE at 2.9%.

- 2.26 Trespass on the railway continues to impact on performance. Network Rail are working closely with operators and targeting reported hotspots with regular visits. They have also been ensuring that covert cameras are working correctly, and foliage is cut back. Additional signage has also been installed to act as an added deterrent. We have offered to assist the industry in supporting its anti-trespass campaigns where this will help.

Passenger satisfaction and attitudes

Overview

- 2.27 We are currently running the 5th wave of the COVID-19 Transport Recovery Survey series with fieldwork due to be completed by Friday 18th June. The results of previous survey waves are available via the link in **Background Documents**.
- 2.28 The survey is designed to gain insight into the attitudes and impacts of COVID-19 on transport by surveying a statistically representative sample of the West Yorkshire population (accounting for age, gender, ethnicity and district). Questions cover mode share by purpose in the short term vs pre-COVID-19, satisfaction with the public transport network, walking & cycling, home working and this time will asking respondents to quantify expected future travel demand.
- 2.29 Future waves are planned to take place in August and November (subject to COVID-19 easing of restrictions).
- 2.30 In March 2021, the Combined Authority conducted its annual Public Perceptions of Transport survey. More details of this, including a summary will be presented to the next meeting of the Committee. Initial analysis of the sample of 1,800 respondents, the following key results were obtained for bus:
- Mode Choice – the proportion of people using bus at least 4 days per week had halved (from 17% to 9%)
 - Satisfaction with assets and services - Local bus services saw an increase in satisfaction of 16%, from 2019/20. Satisfaction scores for local bus services (7.0) are at their highest level since 2015/16.
- 2.31 In previous years, the West Yorkshire Bus Alliance has also utilised data from the Transport Focus Annual Bus Passenger Survey to understand the areas of strength with regards to bus services, and those which require targeted interventions for improvement. However due to the pandemic the survey wasn't conducted in 2020, and previous research is now significantly out of date.

- 2.32 Instead Transport Focus has been conducting nationally representative research with circa 2000 members of the public (not all of which are passengers on public transport).
- 2.33 Noting that this has a relatively small sample size, key findings from the attitudinal survey (see link in Background Papers) conducted between 4 – 6 June are:
- the proportion of people who used a bus in the last seven days increased to 10%
 - around 9 in 10 of those making bus journeys felt safe in doing so
- 2.34 Key findings from the satisfaction survey (see link in Background Papers) are:
- 80% of passengers using the bus outside of London are satisfied with the journey overall (down 3% since 5 March 2021)
 - 87% of passengers felt safe in relation to Covid-19 (down 1% since 5 March 2021)
- 2.35 Whilst an uplift in bus use has been evident, there has been some marginal decline in measures of confidence and journey satisfaction. This may be linked to the impact on punctuality of growing traffic levels. This information is crucial in understanding passenger sentiment as we approach recovery and tailoring our communications accordingly.
- 2.36 To help to address this, launches of the MCard Mobile Fare Deal for under 19s, and the Leeds element of the Core Bus Network programme (visually signposting passengers to the high frequency network as set out in the accompanying report) are both planned for the summer.

Update on Combined Authority Transport Network activity

Current Usage Indicators

- 2.37 **Appendix 4** includes a summary of a number of usage indicators of Combined Authority “Metro” branded activity which give a comparison between current levels of demand and that experienced pre pandemic. These measures will be developed into a ‘dashboard’ for future meetings.
- 2.38 Usage of all services has been impacted by the reduction in travel arising from the pandemic. Use of older/ disabled bus passes is around 55% of pre pandemic rates and is growing more slowly than the general ridership trends. Use of under 19s tickets and passes is growing faster as education and leisure travel increases. Customer volumes at bus station travel centres remain low whereas demand for travel information services is in line with general public transport use.

Fares and Ticketing

- 2.39 The new bus and rail MCard Day Savers aimed at those who are flexible commuters will be promoted from Step 4 of the Government's roadmap currently planned on 19 July 2021. Customers will be able to buy ten Day Savers for the price of nine using the new MCard Mobile app.
- 2.40 The Fare Deal for under 19s which was approved by the Transport Committee will be introduced on 20 November 2020 will be introduced from 26 July. This provides:
- A simplified single fare system – 60p, £1.20 and £1.80.
 - A 10% saving in MCard multi journey tickets with a MyDay “go anywhere” ticket reducing to £2.50

Bus Alliance Update

- 2.41 A new governance structure for the Bus Alliance was introduced in April. The main focus of the Alliance is to collaborate on developing a Bus Service Improvement Plan as set out elsewhere on this agenda.

Rail Forum

- 2.42 Councillor Groves led a meeting of the Train Operators Forum on 19 May 2021. This was attended by rail operators, Network Rail and TfN.
- 2.43 Discussions included how to adapt to the changing market conditions and rebuild rail demand. Transport for the North provided an update on rail reform. The management of the current COVID-19 crisis was discussed, and the details are reflected in the detail of this report.
- 2.44 Network Rail provided an update on key projects which they are leading on including LAIP (Leeds Area Improvement Programme) which is a programme of works to improve station capacity. The current phase of the programme is to extend platforms 4-6. A separate detailed presentation on the works and the related passenger handling plans has been agreed to be provided to Councillor Groves and officers at a later date.
- 2.45 Northern outlined work which that it is currently carrying out to improve its cycling provision on trains and at stations and detailed how it intends to collaborate more to provide joined up solutions.

3. Tackling the Climate Emergency Implications

- 3.1 Air quality improved during the periods of lower traffic levels earlier in the pandemic with local real-time road-side monitoring showed harmful NO₂ emissions on a downward trajectory and it can be inferred from this that CO₂ emissions were similarly reduced. It is 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 Whilst there are no equality and diversity implications directly arising from this update report, ensuring an effective, stable and affordable public transport network is key for equality and diversity.

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. It is therefore key to the Combined Authority finances that the actions described in this report restore patronage and revenue.

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 the Committee note the updates on the current performance of the public transport network provided in this report.

11. Background Documents

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>

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/>

Transport Focus is publishing regular 'Travel During COVID-19' attitudinal and satisfaction surveys of potential and actual public transport users. These can be accessed via this link: <https://www.transportfocus.org.uk/home/coronavirus-latest/coronavirus-insight/>

Earlier waves of the Combined Authority's COVID-19 transport survey are reported on the website here: <https://www.westyorks-ca.gov.uk/documents/economic-monitor/> Wave 5 data will be included here when available.

12. Appendices

Appendix 1 – Proxy public transport use data

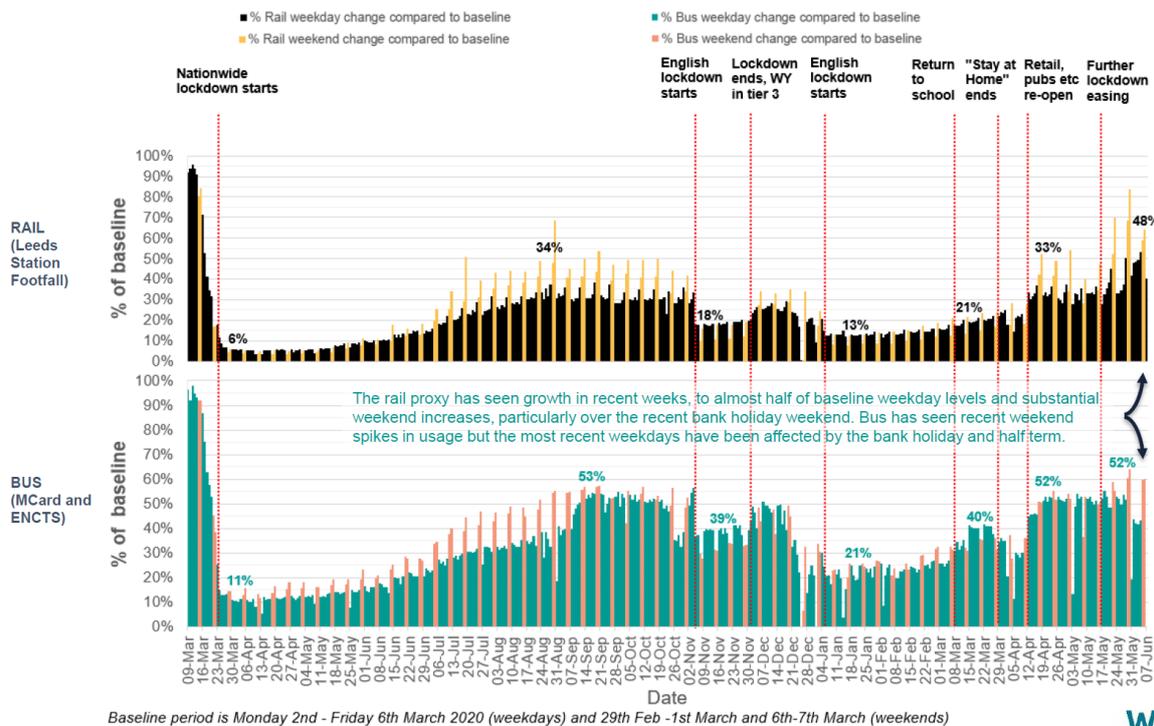
Appendix 2 – WY Bus Alliance Operator Performance Report Jan - Mar 21

Appendix 3 – Rail network performance data

Appendix 4 – Metro branded activity measures

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Rail shows substantial growth, bus shows weekend growth around half term decline

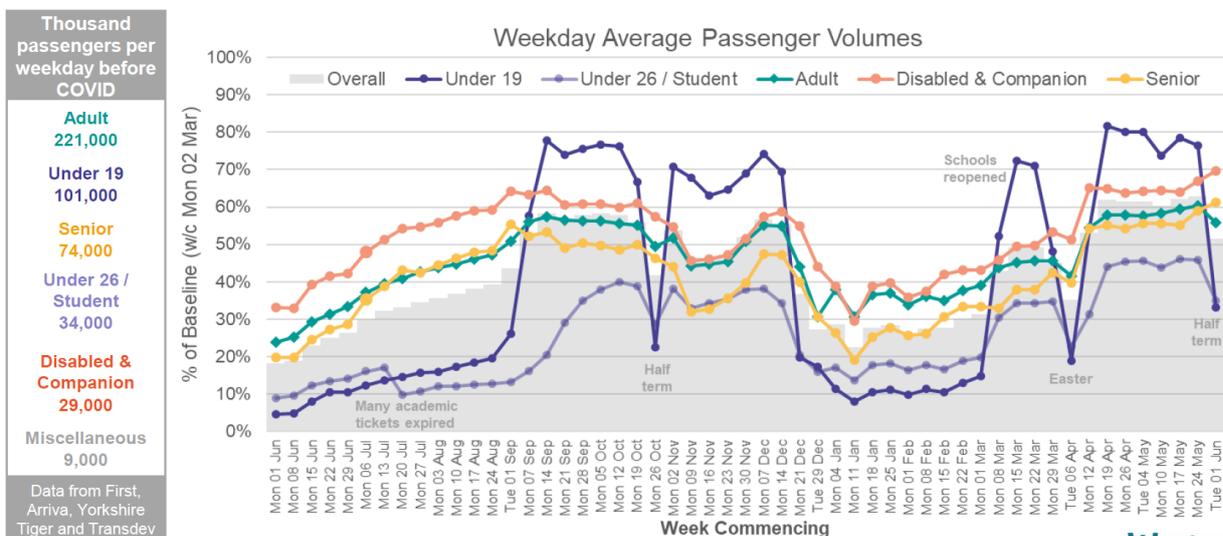


Source: Leeds Rail Station Footfall - Network Rail (top) and MCard and English National Concessionary Travel Scheme (ENCTS)



Bus use remains fairly stable, with slight growth in adult usage up to Spring Bank

Overall weekday use reached nearly 63% of baseline in the week commencing 24th May. The adult, disabled, and senior cohorts all reached new highest use since the start of lockdown. This increase was offset by a small decrease in under 19s. Overall it was the sixth successive week of at least 60% of baseline use on weekdays, before the dip for Spring Bank half-term. Ticket machine data covering all ticket types continues to show stronger recovery than Nero data covering a sub-set of ticket types and purchases.



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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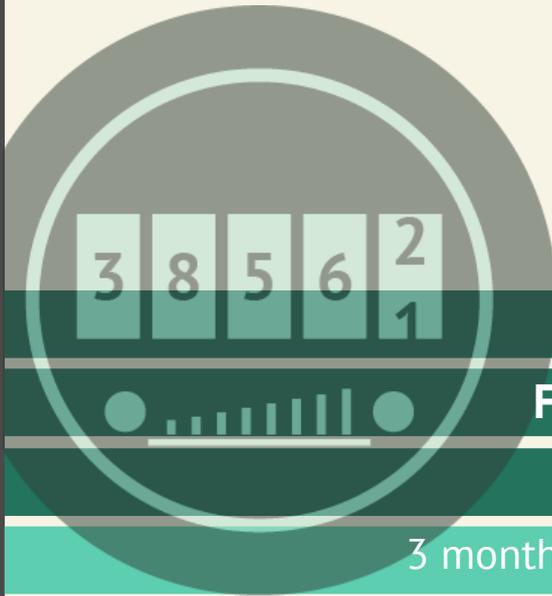
Bus Alliance performance

January to March 2021

Agenda Item 9

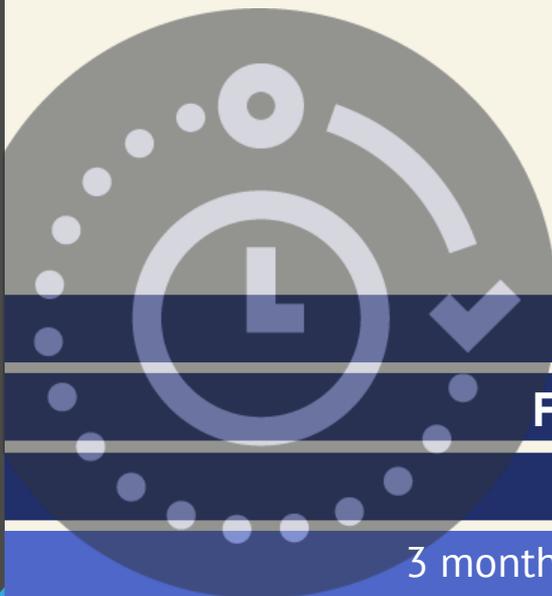
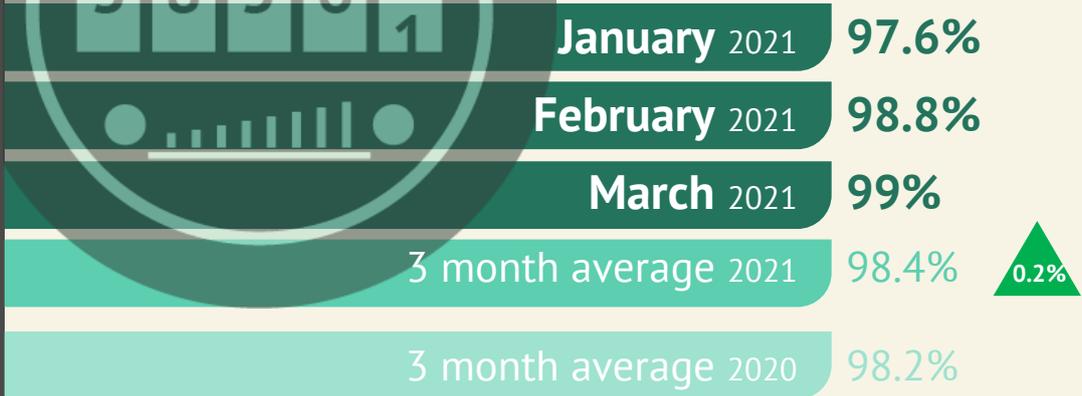
With a return to lockdown for the whole period, operators maintained reliability and punctuality except for a minor drop in the trend in January, caused by extreme weather when services had to be suspended. The impact of congestion along routes can be seen in the year-on-year comparison, as the first three months of 2021 achieved a close to 10% improvement with less traffic on the roads.

Appendix 2



Reliability

% of the **3.8 million** planned miles operated



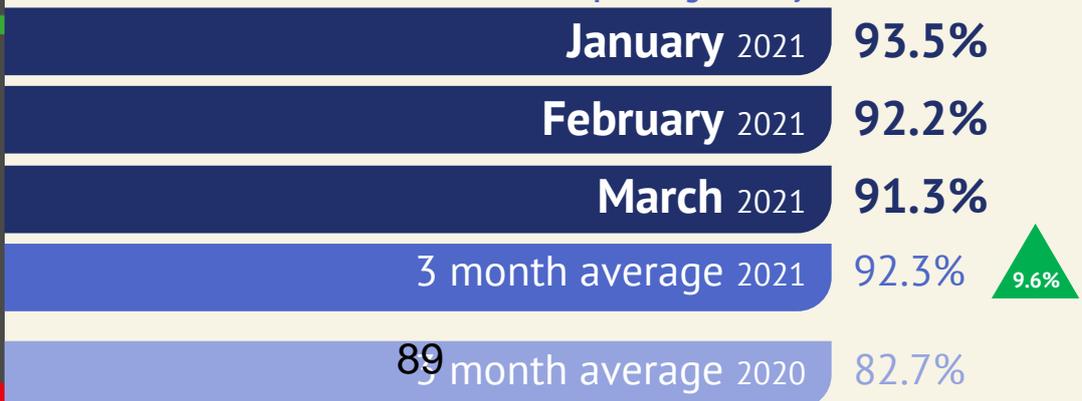
Punctuality

% of buses on time

from the first stop



from stops along the way



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From 2 May 2021 to 29 May 2021

	Short Formed	All cancellations	On Time	Time to 3	Time to 15
Northern	3613 (6.5%)	824 (1.5%)	75.4%	91.1%	99.2%

Our Service Group Performance

	Short Formed	All Cancellations	On Time	Time to 3	Time to 15	30-59	60-119	120+
Tyne, Tees & Wear	14 0.3%	38.5 0.9%	81.2%	92.9%	99.2%	7 0.2%	3 0.1%	0 0%
Lancashire & Cumbria Local	9 0.2%	26.5 0.7%	73.7%	91.0%	99.3%	6 0.1%	1 0%	0 0%
West & North Yorkshire Inter Urban	849 10.6%	155.5 2.1%	67.0%	86.7%	99.0%	6 0.1%	1 0%	0 0%
West & North Yorkshire Local	98 0.9%	237 2.1%	75.4%	92.2%	99.4%	8 0.1%	2 0%	1 0%
South & East Yorkshire Inter Urban	91 2.1%	40 0.9%	79.4%	92.3%	99.3%	8 0.2%	0 0%	0 0%
South & East Yorkshire	79 2.0%	50.5 1.2%	75.1%	91.2%	99.5%	3 0.1%	0 0%	0 0%
North Manchester	254 6.2%	59 1.4%	78.6%	91.4%	98.9%	7 0.2%	1 0%	0 0%
Merseyrail City Lines	444 15.2%	57 1.9%	75.5%	90.8%	99.1%	3 0.1%	1 0%	0 0%
South Manchester	636 7.8%	107 1.2%	78.0%	92.5%	99.5%	11 0.1%	2 0%	0 0%
Lancashire & Cumbria Inter Urban	1139 26.5%	53 1.2%	73.4%	90.2%	99.2%	4 0.1%	0 0%	0 0%

Unfortunately things don't always go to plan. The following incidents caused significant delay and cancellations:

4 May	track fault - Church Fenton
17 May	overhead line issue - Stockport
18 May	overhead line issue - Kirkstall
18 May	station building collapse - Northwich
20 May	power failure - Moorhorpe

The above incidents had a combined impact of 292 cancellations and 2,644 minutes delay which resulted in disruption to 525 Northern services.

Definitions

Short Formed	Services run with less than planned capacity
All cancellations	Services subject to cancellation (full/part)
On Time	Percentage of Recorded Station Stops called at on time or early
Time to 3	Percentage of Recorded Station Stops called at within 3 minutes of the planned time
Time to 15	Percentage of Recorded Station Stops called at within 15 minutes of the planned time
30-59	Services arriving at the planned destination between 30 minutes and 59 minutes late
60-119	Services arriving at the planned destination between 60 minutes and 119 minutes late
120+	Services arriving at the planned destination more than 119 minutes late

From 1 April 2021 to 1 May 2021

	Short Formed	All cancellations	On Time	Time to 3	Time to 15
Northern	2648 (4.8%)	493 (0.9%)	77.5%	92.3%	99.4%

Our Service Group Performance

	Short Formed	All Cancellations	On Time	Time to 3	Time to 15	30-59	60-119	120+
Tyne, Tees & Wear	7 0.2%	39.5 1.0%	76.9%	92.0%	99.0%	3 0.1%	1 0%	0 0%
Lancashire & Cumbria Local	7 0.2%	17.5 0.5%	68.0%	87.2%	99.3%	5 0.1%	0 0%	0 0%
West & North Yorkshire Inter Urban	395 5.1%	76.5 1.1%	73.7%	90.7%	99.1%	17 0.2%	2 0%	0 0%
West & North Yorkshire Local	99 1.0%	83.5 0.8%	78.8%	93.5%	99.4%	12 0.1%	1 0%	0 0%
South & East Yorkshire Inter Urban	84 2.0%	31 0.7%	80.5%	93.7%	99.5%	6 0.1%	0 0%	0 0%
South & East Yorkshire	203 4.8%	57 1.3%	73.6%	90.3%	99.4%	6 0.1%	3 0.1%	0 0%
North Manchester	334 7.4%	29 0.6%	80.7%	93.0%	99.5%	2 0%	0 0%	0 0%
Merseyrail City Lines	482 15.8%	41.5 1.4%	81.2%	93.3%	99.2%	6 0.2%	2 0.1%	0 0%
South Manchester	272 3.3%	55.5 0.6%	81.0%	94.1%	99.6%	5 0.1%	0 0%	0 0%
Lancashire & Cumbria Inter Urban	765 18.6%	61.5 1.4%	74.8%	91.1%	99.3%	4 0.1%	2 0%	0 0%

Unfortunately things don't always go to plan. The following incidents caused significant delay and cancellations:

12 April	trespass - Kirkstall
15 April	train fault - Manchester Oxford Road
18 April	track vandalism - Bradford
21 April	lineside fire - Outwood
29 April	track fault - Entwistle

The above incidents had a combined impact of 89 cancellations and 1,959 minutes delay which resulted in disruption to 198 Northern services.

Definitions

Short Formed	Services run with less than planned capacity
All cancellations	Services subject to cancellation (full/part)
On Time	Percentage of Recorded Station Stops called at on time or early
Time to 3	Percentage of Recorded Station Stops called at within 3 minutes of the planned time
Time to 15	Percentage of Recorded Station Stops called at within 15 minutes of the planned time
30-59	Services arriving at the planned destination between 30 minutes and 59 minutes late
60-119	Services arriving at the planned destination between 60 minutes and 119 minutes late
120+	Services arriving at the planned destination more than 119 minutes late

From 7 March 2021 to 31 March 2021

	Short Formed	All cancellations	On Time	Time to 3	Time to 15
Northern	622 (1.4%)	498 (1.1%)	80.0%	93.2%	99.4%

Our Service Group Performance

	Short Formed	All Cancellations	On Time	Time to 3	Time to 15	30-59	60-119	120+
Tyne, Tees & Wear	3 0.1%	47 1.4%	80.4%	93.3%	99.2%	9 0.3%	0 0%	0 0%
Lancashire & Cumbria Local	2 0.1%	40 1.4%	75.5%	90.7%	99.0%	7 0.2%	2 0.1%	0 0%
West & North Yorkshire Inter Urban	231 3.7%	61 1.1%	76.1%	91.1%	99.0%	10 0.2%	3 0.1%	0 0%
West & North Yorkshire Local	59 0.7%	57 0.7%	80.2%	94.2%	99.7%	5 0.1%	0 0%	0 0%
South & East Yorkshire Inter Urban	140 4.0%	12.5 0.4%	84.3%	95.4%	99.5%	4 0.1%	1 0%	0 0%
South & East Yorkshire	38 1.3%	55.5 1.8%	77.1%	92.2%	99.1%	7 0.2%	0 0%	0 0%
North Manchester	70 2.0%	24 0.7%	83.1%	94.6%	99.6%	1 0%	0 0%	0 0%
Merseyrail City Lines	18 0.8%	58.5 2.5%	82.7%	93.8%	99.3%	2 0.1%	0 0%	0 0%
South Manchester	21 0.3%	76 1.1%	82.3%	94.4%	99.6%	5 0.1%	0 0%	0 0%
Lancashire & Cumbria Inter Urban	40 1.2%	66.5 1.9%	76.8%	90.6%	99.4%	4 0.1%	1 0%	0 0%

Unfortunately things don't always go to plan. The following incidents caused significant delay and cancellations:

11 March	tree on the line - Manchester
11 March	signal failure - Romiley
15 March	signal failure - Preston
18 March	trespass - Kirkstall
30 March	train fault - Glazebrook

The above incidents had a combined impact of 155 cancellations and 1,500 minutes delay which resulted in disruption to 244 Northern services.

Definitions

Short Formed	Services run with less than planned capacity
All cancellations	Services subject to cancellation (full/part)
On Time	Percentage of Recorded Station Stops called at on time or early
Time to 3	Percentage of Recorded Station Stops called at within 3 minutes of the planned time
Time to 15	Percentage of Recorded Station Stops called at within 15 minutes of the planned time
30-59	Services arriving at the planned destination between 30 minutes and 59 minutes late
60-119	Services arriving at the planned destination between 60 minutes and 119 minutes late
120+	Services arriving at the planned destination more than 119 minutes late

From 7 February 2021 to 6 March 2021

	Short Formed	All cancellations	On Time	Time to 3	Time to 15
Northern	738 (1.5%)	556 (1.1%)	80.0%	93.0%	99.3%

Our Service Group Performance

	Short Formed	All Cancellations	On Time	Time to 3	Time to 15	30-59	60-119	120+
Tyne, Tees & Wear	2 0.1%	42 1.2%	79.7%	92.4%	98.9%	9 0.2%	0 0%	0 0%
Lancashire & Cumbria Local	0 0%	6 0.2%	75.8%	91.0%	99.2%	1 0%	0 0%	0 0%
West & North Yorkshire Inter Urban	431 6.2%	115 1.8%	75.2%	90.1%	98.6%	17 0.3%	6 0.1%	0 0%
West & North Yorkshire Local	0 0%	85 0.9%	80.7%	94.0%	99.5%	7 0.1%	3 0%	0 0%
South & East Yorkshire Inter Urban	95 2.4%	15 0.4%	81.3%	93.7%	99.4%	11 0.3%	1 0%	0 0%
South & East Yorkshire	8 0.2%	60.5 1.6%	76.0%	91.0%	99.1%	5 0.1%	0 0%	0 0%
North Manchester	61 1.5%	64 1.6%	84.0%	95.0%	99.5%	3 0.1%	0 0%	0 0%
Merseyrail City Lines	7 0.3%	53.5 2.0%	84.0%	94.1%	99.8%	1 0%	0 0%	0 0%
South Manchester	114 1.6%	82.5 1.0%	81.3%	93.9%	99.5%	7 0.1%	4 0%	0 0%
Lancashire & Cumbria Inter Urban	20 0.5%	32 0.8%	79.6%	92.8%	99.6%	1 0%	0 0%	0 0%

Unfortunately things don't always go to plan. The following incidents caused significant delay and cancellations:

14 February	severe weather - Buxton
19 February	severe weather - Darwen
19 February	track fault - Horsforth
28 February	engineering overrun - Eccles
1 March	track fault - Salford

The above incidents had a combined impact of 154 cancellations and 1,258 minutes delay which resulted in disruption to 202 Northern services.

Definitions

Short Formed	Services run with less than planned capacity
All cancellations	Services subject to cancellation (full/part)
On Time	Percentage of Recorded Station Stops called at on time or early
Time to 3	Percentage of Recorded Station Stops called at within 3 minutes of the planned time
Time to 15	Percentage of Recorded Station Stops called at within 15 minutes of the planned time
30-59	Services arriving at the planned destination between 30 minutes and 59 minutes late
60-119	Services arriving at the planned destination between 60 minutes and 119 minutes late
120+	Services arriving at the planned destination more than 119 minutes late

Performance Report



2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021



TransPennine Express Period Performance Data

2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021

2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021

Public Performance Measure (PPM) and Other Punctuality Measures



Route	PPM	Right Time Arrival at Final Destination
All Routes	94.3%	76.7%
North Route	95.2%	79.0%
South Route	93.6%	75.4%
Scotland Route	87.8%	60.4%

Route	Trains Arriving 30 - 59 Mins Late	Trains 30 - 59 Late as a % of Total Trains Planned to Run	Trains Arriving 60 - 119 Mins Late	Trains 60 - 119 Late as a % of Total Trains Planned to Run	Trains Arriving Over 120 Mins Late	Trains Over 120 Late as a % of Total Trains Planned to Run
All Routes	25	0.33%	2	0.03%	0	0.00%
North Route	16	0.28%	1	0.02%	0	0.00%
South Route	4	0.38%	0	0.00%	0	0.00%
Scotland Route	5	0.68%	1	0.14%	0	0.00%

Cancellations and Significant Lateness (CaSL) and Other Measures of Cancellation

Route	CaSL	Total Full Cancellations	Total Part Cancellations
All Routes	2.9%	77	117
North Route	2.8%	70	75
South Route	1.9%	4	12
Scotland Route	5.3%	3	30

Short Formations

Route	Short Forms	Short Forms as a % of Total Trains Planned to Run
All Routes	79	1.05%
North Route	63	1.10%
South Route	16	1.51%
Scotland Route	0	0.00%

The Public Performance Measure (PPM) combines figures for punctuality and reliability into a single performance record. It covers all scheduled passenger services, seven days a week and measures the arrival punctuality of individual trains at their destination against their planned timetable (within 10 minutes for all FTPE services). Services that are cancelled or fail to operate their entire route, calling at every station, count as a PPM failure. PPM figures, along with the percentage of trains arriving 'Right Time' at their final destination, for the period covered by this report are shown in the above table. The number of trains arriving significantly late at their final destination during the period are also shown, both by absolute number and as a percentage of the total number of trains run.

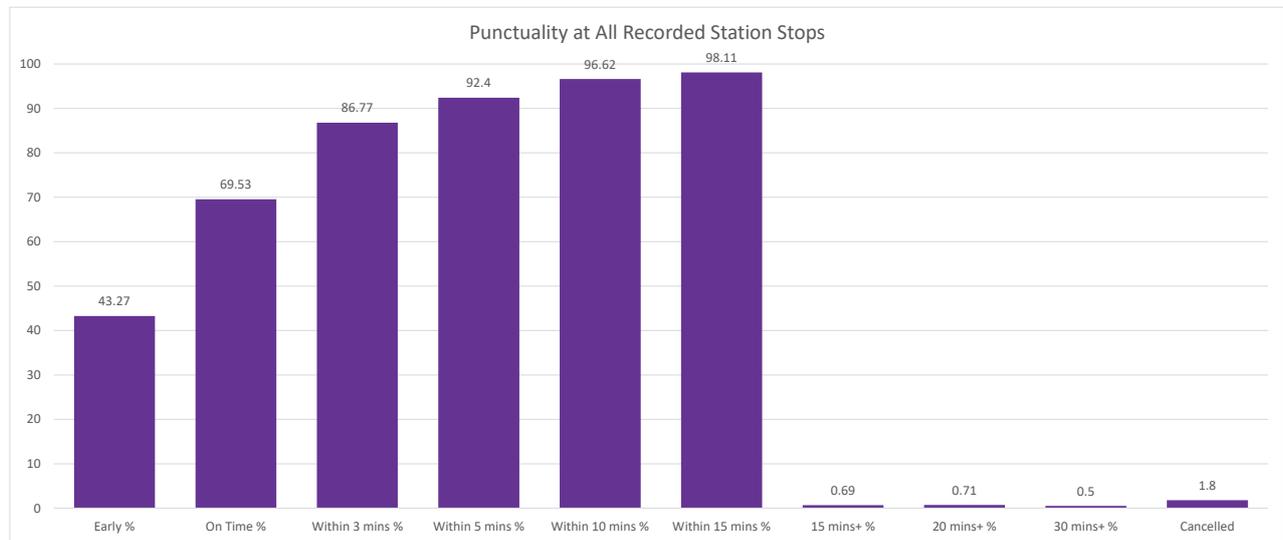
Cancellations and Significant Lateness (CaSL) is defined as the number and percentage of passenger trains which are cancelled in part or full, or which arrive at their final destination 30 or more minutes later than the time shown in the public timetable. CaSL figures, along with the overall number of TPE, Network Rail and Other TOC-caused cancellations for the period covered by this report, are shown in the above table.

Every day we are committed to providing a specific number of carriages for each and every service we operate. There are some occasions where we are unable to fulfil this commitment, for example we may have a shortage of trains due unforeseen problems with our fleet or the network infrastructure. Where this is the case we declare these instances (known as 'short forms') every period. Short form figures for the period covered by this report are shown in the above table, both by absolute number and as a percentage of the total number of trains run.

TransPennine Express Period Performance Data
2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021
 2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021
On-Time Data



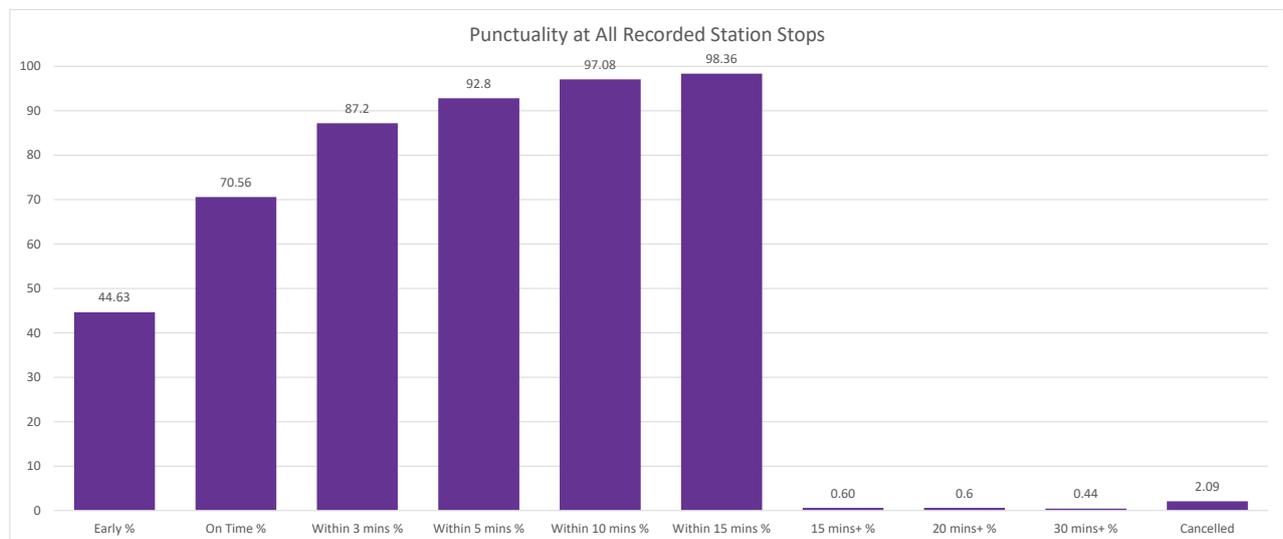
The following graph shows On-Time Data for TPE for the period which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>



TransPennine Express Period Performance Data
Moving Annual Average (MAA)
 2021/22 Period 2 - Sunday 2nd May 2021 to Saturday 29th May 2021
On-Time Data



The following graph shows average On-Time Data for TPE for the past 13 periods which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>



Performance Report



2021/22 Period 1 - Thursday 1st April 2021 to Saturday 1st May 2021



TransPennine Express Period Performance Data

2021/22 Period 1 - Thursday 1st April 2021 to Saturday 1st May 2021



Public Performance Measure (PPM) and Other Punctuality Measures

Route	PPM	Right Time Arrival at Final Destination
All Routes	95.8%	81.2%
North Route	97.4%	84.7%
South Route	95.1%	76.3%
Scotland Route	84.4%	61.5%

Route	Trains Arriving 30 - 59 Mins Late	Trains 30 - 59 Late as a % of Total Trains Planned to Run	Trains Arriving 60 - 119 Mins Late	Trains 60 - 119 Late as a % of Total Trains Planned to Run	Trains Arriving Over 120 Mins Late	Trains Over 120 Late as a % of Total Trains Planned to Run
All Routes	23	0.27%	2	0.02%	0	0.00%
North Route	13	0.20%	1	0.02%	0	0.00%
South Route	2	0.15%	0	0.00%	0	0.00%
Scotland Route	8	0.99%	1	0.12%	0	0.00%

Cancellations and Significant Lateness (CaSL) and Other Measures of Cancellation

Route	CaSL	Total Full Cancellations	Total Part Cancellations
All Routes	2.1%	47	108
North Route	1.5%	24	54
South Route	1.6%	2	17
Scotland Route	8.3%	21	37

Short Formations

Route	Short Forms	Short Forms as a % of Total Trains Planned to Run
All Routes	76	0.90%
North Route	47	0.74%
South Route	29	2.22%
Scotland Route	0	0.00%

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Cancellations and Significant Lateness (CaSL) is defined as the number and percentage of passenger trains which are cancelled in part or full, or which arrive at their final destination 30 or more minutes later than the time shown in the public timetable. CaSL figures, along with the overall number of TPE, Network Rail and Other TOC-caused cancellations for the period covered by this report, are shown in the above table.

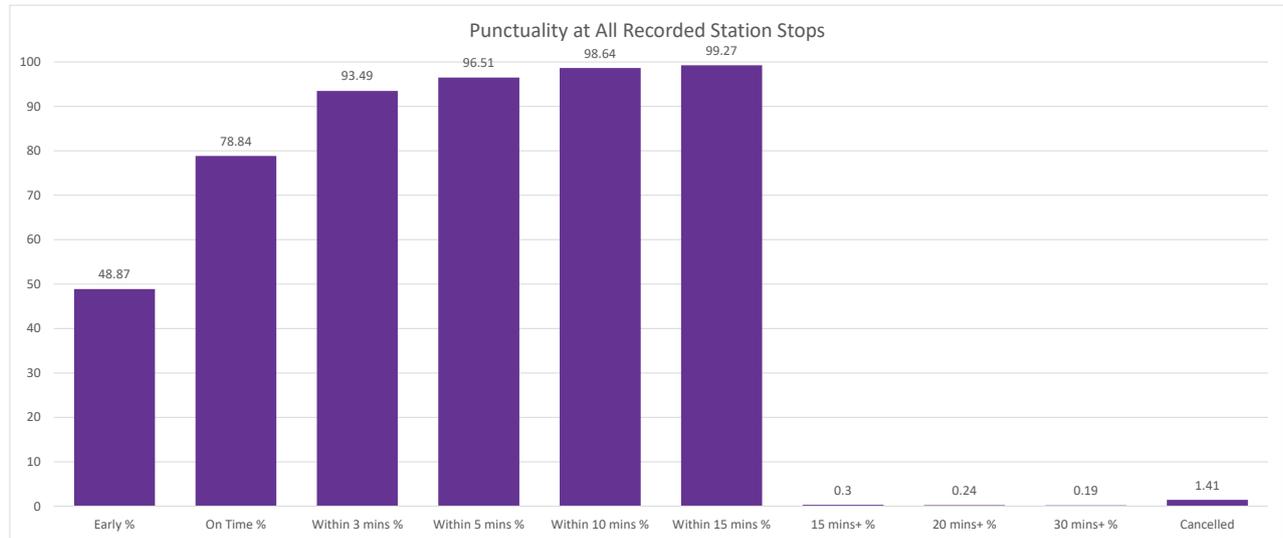
Every day we are committed to providing a specific number of carriages for each and every service we operate. There are some occasions where we are unable to fulfil this commitment, for example we may have a shortage of trains due unforeseen problems with our fleet or the network infrastructure. Where this is the case we declare these instances (known as 'short forms') every period. Short form figures for the period covered by this report are shown in the above table, both by absolute number and as a percentage of the total number of trains run.

TransPennine Express Period Performance Data
2021/22 Period 1 - Thursday 1st April 2021 to Saturday 1st May 2021



On-Time Data

The following graph shows On-Time Data for TPE for the period which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>

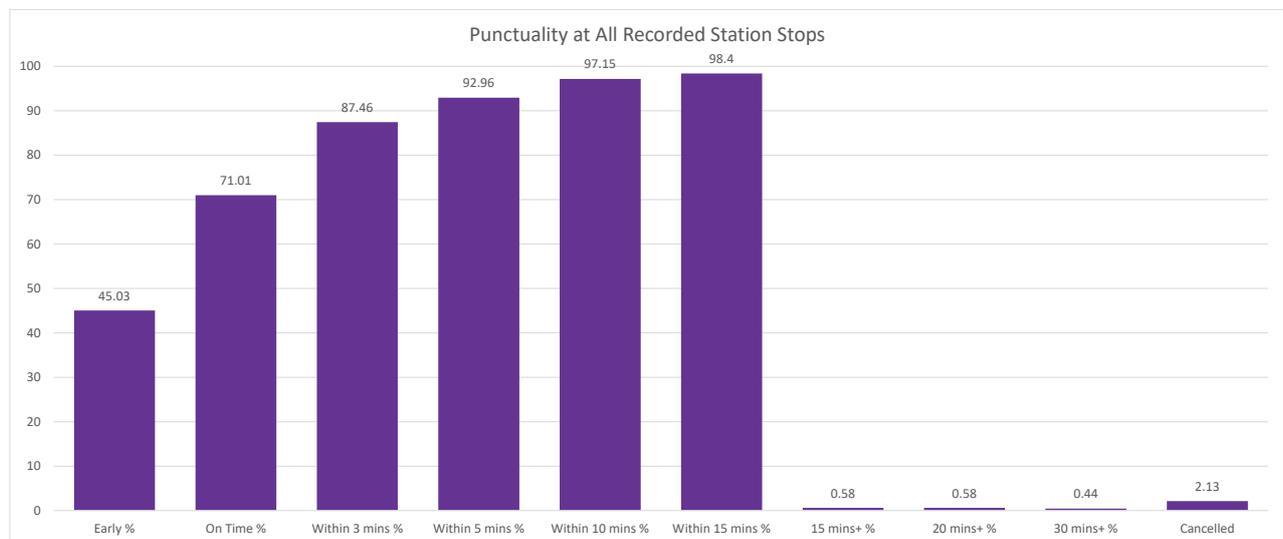


TransPennine Express Period Performance Data
Moving Annual Average (MAA)



On-Time Data

The following graph shows average On-Time Data for TPE for the past 13 periods which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>



Performance Report



2020/21 Period 13 - Sunday 7th March 2021 to Wednesday 31st March 2021



TransPennine Express Period Performance Data

2020/21 Period 13 - Sunday 7th March 2021 to Wednesday 31st March 2021

Public Performance Measure (PPM) and Other Punctuality Measures



Route	PPM	Right Time Arrival at Final Destination
All Routes	95.3%	83.0%
North Route	97.0%	85.2%
South Route	93.7%	77.6%
Scotland Route	88.2%	76.5%

Route	Trains Arriving 30 - 59 Mins Late	Trains 30 - 59 Late as a % of Total Trains Planned to Run	Trains Arriving 60 - 119 Mins Late	Trains 60 - 119 Late as a % of Total Trains Planned to Run	Trains Arriving Over 120 Mins Late	Trains Over 120 Late as a % of Total Trains Planned to Run
All Routes	9	0.20%	1	0.02%	0	0.00%
North Route	7	0.22%	0	0.00%	0	0.00%
South Route	1	0.19%	1	0.19%	0	0.00%
Scotland Route	1	0.15%	0	0.00%	0	0.00%

Cancellations and Significant Lateness (CaSL) and Other Measures of Cancellation

Route	CaSL	Total Full Cancellations	Total Part Cancellations
All Routes	3.0%	23	99
North Route	1.9%	9	44
South Route	2.8%	3	10
Scotland Route	8.8%	11	45

Short Formations

Route	Short Forms	Short Forms as a % of Total Trains Planned to Run
All Routes	24	0.55%
North Route	20	0.62%
South Route	4	0.76%
Scotland Route	0	0.00%

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Cancellations and Significant Lateness (CaSL) is defined as the number and percentage of passenger trains which are cancelled in part or full, or which arrive at their final destination 30 or more minutes later than the time shown in the public timetable. CaSL figures, along with the overall number of TPE, Network Rail and Other TOC-caused cancellations for the period covered by this report, are shown in the above table.

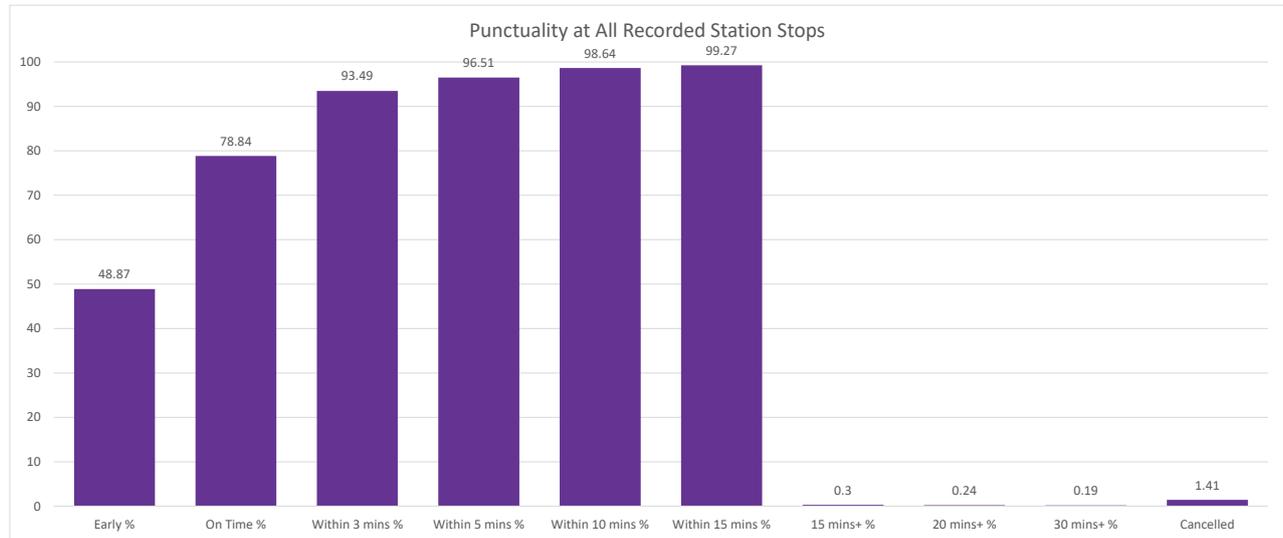
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**TransPennine Express Period Performance Data
2020/21 Period 13 - Sunday 7th March 2021 to Wednesday 31st March 2021**



On-Time Data

The following graph shows On-Time Data for TPE for the period which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>

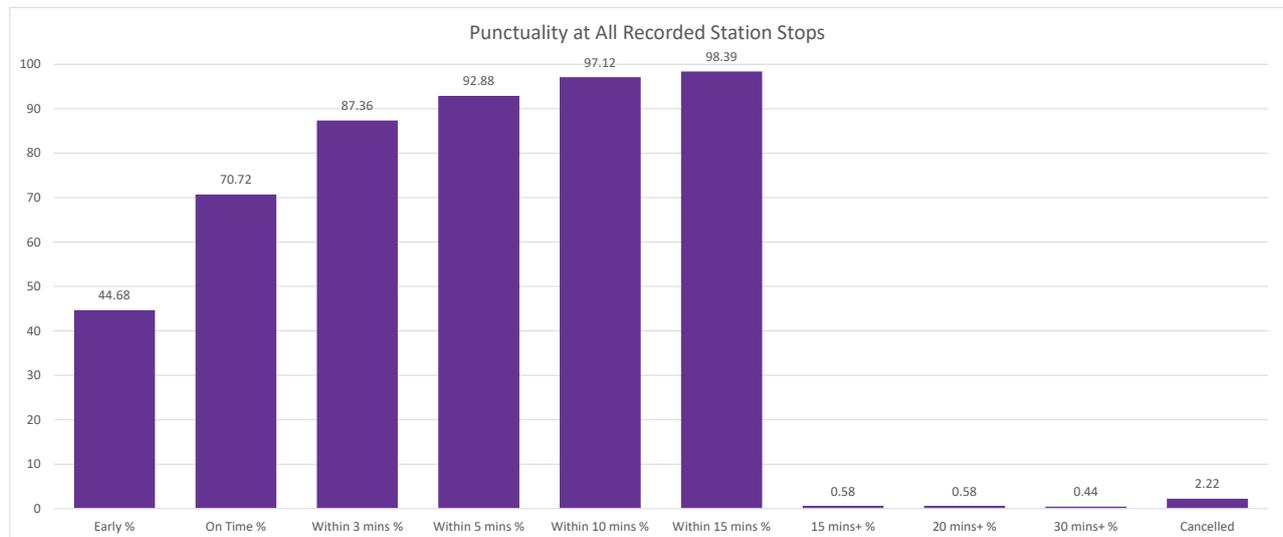


**TransPennine Express Period Performance Data
Moving Annual Average (MAA)**



On-Time Data

The following graph shows average On-Time Data for TPE for the past 13 periods which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>



Performance Report



2020/21 Period 12 - Sunday 7th February 2021 to Saturday 6th March 2021



TransPennine Express Period Performance Data

2020/21 Period 12 - Sunday 7th February 2021 to Saturday 6th March 2021



Public Performance Measure (PPM) and Other Punctuality Measures

Route	PPM	Right Time Arrival at Final Destination
All Routes	92.0%	75.7%
North Route	94.8%	79.1%
South Route	94.0%	73.5%
Scotland Route	78.5%	62.4%

Route	Trains Arriving 30 - 59 Mins Late	Trains 30 - 59 Late as a % of Total Trains Planned to Run	Trains Arriving 60 - 119 Mins Late	Trains 60 - 119 Late as a % of Total Trains Planned to Run	Trains Arriving Over 120 Mins Late	Trains Over 120 Late as a % of Total Trains Planned to Run
All Routes	27	0.61%	1	0.02%	0	0.00%
North Route	11	0.35%	1	0.03%	0	0.00%
South Route	8	1.54%	0	0.00%	0	0.00%
Scotland Route	8	1.08%	0	0.00%	0	0.00%

Cancellations and Significant Lateness (CaSL) and Other Measures of Cancellation

Route	CaSL	Total Full Cancellations	Total Part Cancellations
All Routes	4.6%	64	112
North Route	2.8%	27	49
South Route	2.1%	2	1
Scotland Route	14.2%	35	62

Short Formations

Route	Short Forms	Short Forms as a % of Total Trains Planned to Run
All Routes	62	1.40%
North Route	61	1.93%
South Route	1	0.19%
Scotland Route	0	0.00%

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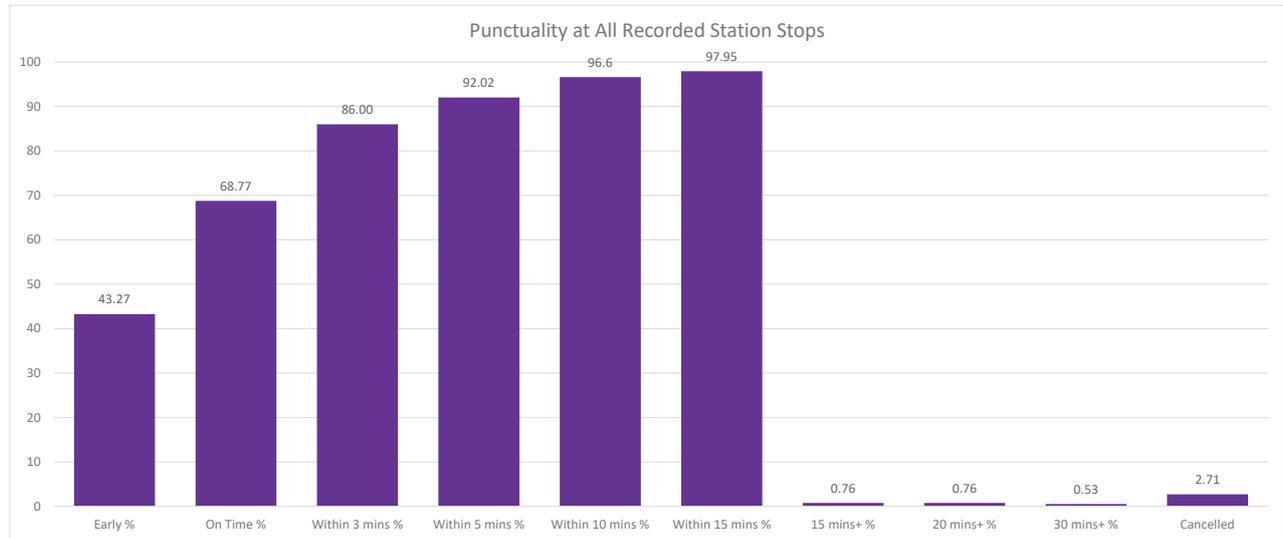
Every day we are committed to providing a specific number of carriages for each and every service we operate. There are some occasions where we are unable to fulfil this commitment, for example we may have a shortage of trains due unforeseen problems with our fleet or the network infrastructure. Where this is the case we declare these instances (known as 'short forms') every period. Short form figures for the period covered by this report are shown in the above table, both by absolute number and as a percentage of the total number of trains run.

**TransPennine Express Period Performance Data
2020/21 Period 12 - Sunday 7th February 2021 to Saturday 6th March 2021**



On-Time Data

The following graph shows On-Time Data for TPE for the period which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>

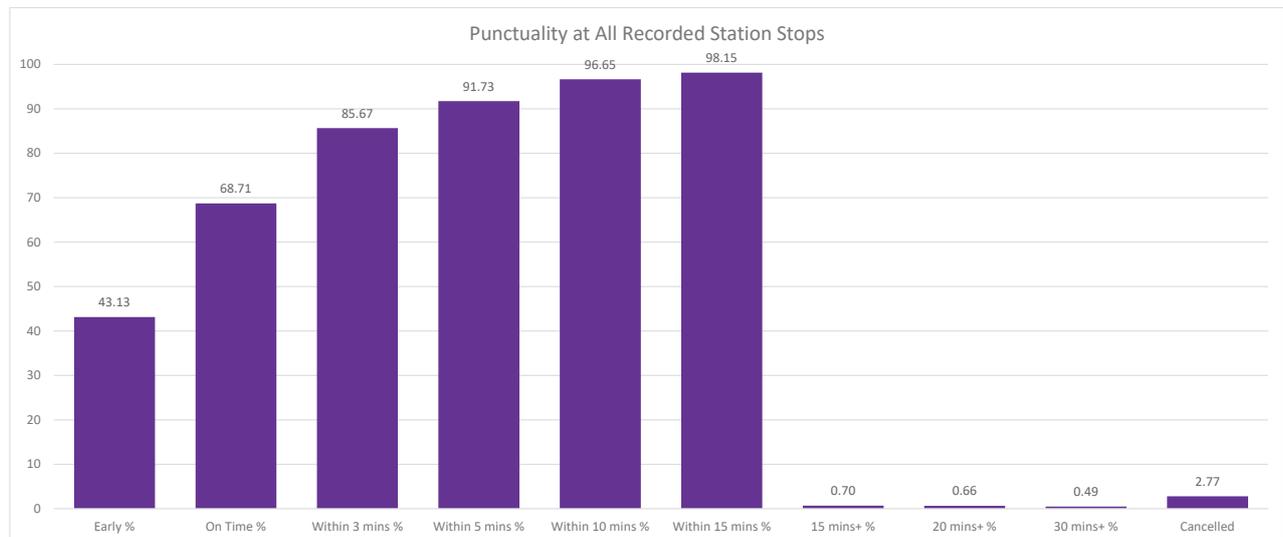


**TransPennine Express Period Performance Data
Moving Annual Average (MAA)**

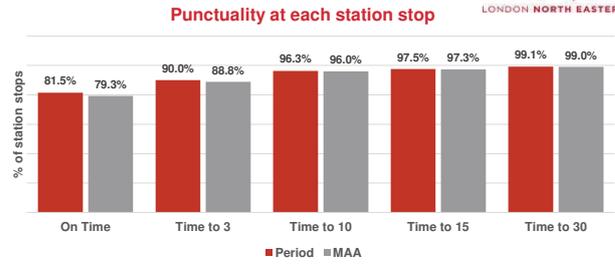


On-Time Data

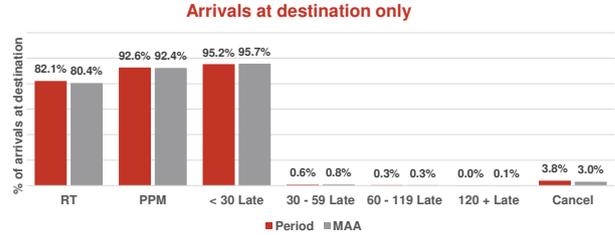
The following graph shows average On-Time Data for TPE for the past 13 periods which measures arrivals 'to the minute' at station stops. For more information please see <https://www.raildeliverygroup.com/punctuality.html>



Punctuality at all stations	Punctuality at each station stop					
	On Time		Time to 3		Time to 15	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	81.5%	79.3%	90.0%	88.8%	97.5%	97.3%
Service Groups						
Anglo Scottish Services	81.8%	78.9%	90.1%	88.4%	97.8%	97.2%
West Yorkshire Services	81.1%	80.3%	90.3%	89.9%	97.7%	97.9%
West Yorkshire Extensions	79.0%	78.1%	89.5%	90.2%	95.7%	98.0%
Anglo Scot Extensions	81.5%	77.9%	89.4%	87.4%	96.8%	96.4%
Annual Targets		50.0%		68.9%		94.1%



Punctuality at destination - Pd	Late arrivals at destination only					
	30 - 59 mins		60 - 119 mins		> 119 mins	
	#	%	#	%	#	%
Total LNER	20	0.6%	9	0.3%	1	0.0%
Service Groups						
Anglo Scottish Services	10	0.7%	7	0.5%	0	0.0%
West Yorkshire Services	8	0.5%	1	0.1%	1	0.1%
West Yorkshire Extensions	0	0.0%	0	0.0%	0	0.0%
Anglo Scot Extensions	2	0.6%	1	0.3%	0	0.0%



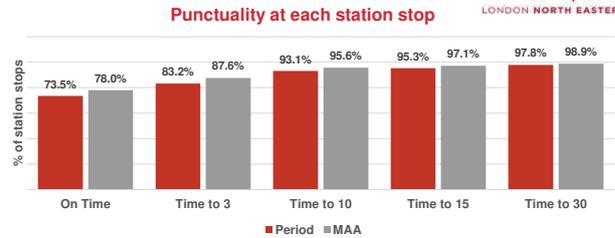
Cancellations	Cancellations					
	Total scheduled services		All causes		LNER only	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	3,218	39,780	3.8%	3.0%	0.6%	0.6%
Service Groups						
Anglo Scottish Services	1,398	19,246	2.8%	2.5%	0.2%	0.5%
West Yorkshire Services	1,462	16,797	4.5%	3.2%	0.9%	0.8%
West Yorkshire Extensions	25	1,229	8.0%	3.5%	0.0%	0.9%
Anglo Scot Extensions	333	2,508	4.8%	5.1%	1.2%	0.8%
Annual Target			2.8%			

Capacity	Reportable short formations			
	#	#	%	%
	Period	MAA *	Period	MAA *
Total LNER	5	0	0.2%	0.0%
Service Groups				
Anglo Scottish Services	1	0	0.1%	0.0%
West Yorkshire Services	4	0	0.3%	0.0%
West Yorkshire Extensions	0	0	0.0%	0.0%
Anglo Scot Extensions	0	0	0.0%	0.0%

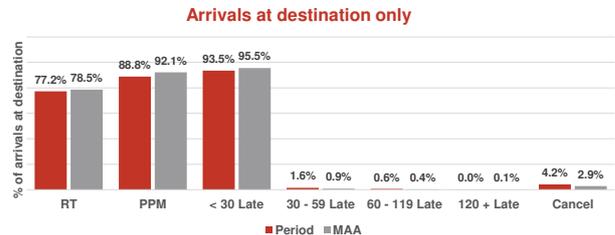
* To be reported from May 2021

- Anglo Scottish train services covers LNER's services between London and Edinburgh.
- Anglo Scottish train extensions covers those services which then go on to other places from Edinburgh, such as Aderdeen and Inverness. The Sunderland service also sits within this group.
- West Yorkshire train services covers LNER's services between London and Leeds, Bradford, Harrogate or Lincoln.
- West Yorkshire extension services cover between London and Skipton and London and Hull.

Punctuality at all stations	Punctuality at each station stop					
	On Time		Time to 3		Time to 15	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	73.5%	78.0%	83.2%	87.6%	95.3%	97.1%
Service Groups						
Anglo Scottish Services	71.3%	76.9%	81.2%	86.9%	94.1%	96.9%
West Yorkshire Services	75.7%	78.9%	84.8%	89.1%	96.9%	97.8%
West Yorkshire Extensions	74.9%	76.9%	83.3%	89.4%	96.2%	98.0%
Anglo Scot Extensions	76.7%	75.2%	87.0%	85.7%	95.8%	96.0%



Punctuality at destination - Pd	Late arrivals at destination only					
	30 - 59 mins		60 - 119 mins		> 119 mins	
	#	%	#	%	#	%
Total LNER	45	1.6%	17	0.6%	1	0.0%
Service Groups						
Anglo Scottish Services	26	2.0%	12	0.9%	0	0.0%
West Yorkshire Services	15	1.2%	3	0.2%	1	0.1%
West Yorkshire Extensions	0	0.0%	0	0.0%	0	0.0%
Anglo Scot Extensions	4	1.9%	2	1.0%	0	0.0%



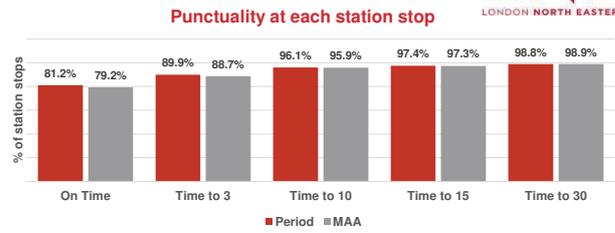
Cancellations	Cancellations					
	Total scheduled services		All causes		LNER only	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	2,802	40,715	4.2%	2.9%	2.1%	0.9%
Service Groups						
Anglo Scottish Services	1,312	19,695	3.5%	2.6%	2.6%	0.7%
West Yorkshire Services	1,204	17,196	4.3%	3.1%	1.3%	0.9%
West Yorkshire Extensions	76	1,316	7.9%	3.6%	6.6%	1.3%
Anglo Scot Extensions	210	2,508	7.1%	5.7%	2.4%	1.8%

Capacity	Reportable short formations			
	#	#	%	%
	Period	MAA *	Period	MAA *
Total LNER	97	0	3.5%	0.0%
Service Groups				
Anglo Scottish Services	51	0	3.9%	0.0%
West Yorkshire Services	42	0	3.5%	0.0%
West Yorkshire Extensions	3	0	3.9%	0.0%
Anglo Scot Extensions	1	0	0.5%	0.0%

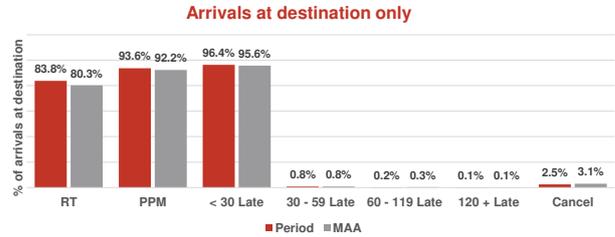
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- West Yorkshire train services covers LNER's services between London and Leeds, Bradford, Harrogate or Lincoln.
- West Yorkshire extension services cover between London and Skipton and London and Hull.

Punctuality at all stations	Punctuality at each station stop					
	On Time		Time to 3		Time to 15	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	81.2%	79.2%	89.9%	88.7%	97.4%	97.3%
Service Groups						
Anglo Scottish Services	81.1%	78.9%	89.6%	88.2%	97.3%	97.1%
West Yorkshire Services	82.4%	80.1%	91.6%	89.8%	98.5%	97.9%
West Yorkshire Extensions	72.7%	77.5%	83.6%	89.6%	100.0%	97.9%
Anglo Scot Extensions	79.3%	78.0%	88.1%	87.4%	95.7%	96.3%



Punctuality at destination - Pd	Late arrivals at destination only					
	30 - 59 mins		60 - 119 mins		> 119 mins	
	#	%	#	%	#	%
Total LNER	35	0.8%	8	0.2%	4	0.1%
Service Groups						
Anglo Scottish Services	20	1.1%	6	0.3%	3	0.2%
West Yorkshire Services	10	0.5%	0	0.0%	0	0.0%
West Yorkshire Extensions	0	0.0%	0	0.0%	0	0.0%
Anglo Scot Extensions	5	1.2%	2	0.5%	1	0.2%



Cancellations	Cancellations					
	Total scheduled services		All causes		LNER only	
	Period	MAA	Period	MAA	Period	MAA
Total LNER	4,118	41,891	2.5%	3.1%	0.3%	0.6%
Service Groups						
Anglo Scottish Services	1,802	19,843	2.3%	2.6%	0.2%	0.5%
West Yorkshire Services	1,877	18,025	2.5%	3.3%	0.4%	0.8%
West Yorkshire Extensions	33	1,149	6.1%	3.9%	0.0%	1.0%
Anglo Scot Extensions	406	2,874	3.4%	4.9%	0.5%	0.8%

Capacity	Reportable short formations			
	#		%	
	Period	MAA	Period	MAA
Total LNER	12	296	0.3%	0.7%
Service Groups				
Anglo Scottish Services	9	144	0.5%	0.7%
West Yorkshire Services	3	128	0.2%	0.7%
West Yorkshire Extensions	0	11	0.0%	1.0%
Anglo Scot Extensions	0	13	0.0%	0.5%

- Anglo Scottish train services covers LNER's services between London and Edinburgh.
- Anglo Scottish train extensions covers those services which then go on to other places from Edinburgh, such as Aderdeen and Inverness. The Sunderland service also sits within this group.
- West Yorkshire train services covers LNER's services between London and Leeds, Bradford, Harrogate or Lincoln.
- West Yorkshire extension services cover between London and Skipton and London and Hull.

Item 9 – Appendix 4

Transport Network Update: Metro branded activity measures

Based on latest available data for last three months / four-week periods available on 14 June 2021. November 2019 is used to compare current activity to a pre-COVID-19 context.

Metro Travel Centres

Measure	May 2021	April 2021	March 2021
Travel centre transactions - information	191	172	Not available
Travel centre transactions - sales	178	174	Not available

Measure: Daily average daily transactions (including weekends) per month for last three months. A transaction is any engagement between members of the public and travel centre colleagues. This information has been collected since April 2021, customer counting equipment was used previously however this did not give an accurate comparison.

Online journey planner

Measure	April 2021	March 2021	February 2021	November 2019 comparison
Journey planner enquiries	1,419	1,009	832	Not available

Measure: Daily average weekday enquiries per month for last three months, via the Moovit journey planner on www.wymetro.com. A different journey planner was in use in 2019, so comparable data is not available.

Engagement with Metro website – www.wymetro.com

Measure	May 2021	April 2021	March 2021	November 2019 comparison
Metro website hits	21,286	18,207	15,829	72,910

Measure: Daily average weekday hits per month for last three months.

MetroLine

Measure	May 2021	April 2021	March 2021	Nov 2019 comparison
MetroLine call volumes	485	449	569	748

Measure: Daily average calls per month for last three months.

Use of Park and Ride sites

Measure	Latest 4 weeks	Previous 4 weeks	Previous 4 weeks	Nov 2019 comparison
Elland Road	6,115	5,036	3,186	33,707
Temple Green	0	0	0	28,462

Measure: Journeys over the latest full four weeks.

MCard journeys

Measure	Latest 4 weeks	Previous 4 weeks - 1	Previous 4 weeks - 2	Nov 2019 comparison
Annual (Zonal)	18,330	17,837	14,259	85,443
Annual (county-wide bus only)	33,653	32,861	27,943	95,361
Week/Month Pink (Zonal)	37,590	37,379	29,443	111,453
Week/Month Pink (county-wide bus only)	139,472	136,943	111,661	312,385
Pay as you go (White)	632	544	369	965
Daysaver	15,855	16,542	13,141	38,217
My Day	11,556	11,891	10,019	5,183

Measure: Number of MCard journeys over the latest full four weeks.

Concessionary pass journeys

Measure	Latest 4 weeks	Previous 4 weeks	Previous 4 weeks	November 2019 comparison
ENCTS West Yorkshire	1,526,423	1,426,015	1,029,895	2,737,267
ENCTS Non-West Yorkshire	33,675	27,353	15,055	72,700
Under 16 Photocard	3,636	3,890	3,248	20,165
16-18 Photocard	981	1,221	863	4,321
School card	55,977	63,667	43,044	84,546
Boarding card	35,577	43,619	26,052	54,434
Under 19 Weekly (Bus only)	149,414	158,276	137,021	212,956
Under 19 Monthly (Bus only)	140,509	189,969	87,419	557,459
Under 26 & Student (Bus and Rail 1-5)	21,531	20,387	14,614	104,560
19-25 Bus only	57,931	57,637	42,589	168,043

Measure: Number of concessionary pass journeys over the latest full four weeks.

Social media interactions with “Metro Travel News” channels

Indicator	May 2021	April 2021	Mar 2021	November 2019 comparison
<u>Facebook</u>				
Posts	29	18	30	40
Reach	53,760	21,824	35,250	72,775
Engagement	2,118	533	1,130	3,647
<u>Twitter</u>				
Tweets	263	313	331	No data
Engagement	2,737	1,860	2,326	6152

Measures: Monthly totals. ‘Reach’ is the number of unique number of people that have viewed the post / message. ‘Engagement’ is all the interaction that people have with the content, including likes, shares, responses.

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Report to: Transport Committee

Date: 2 July 2021

Subject: **School Bus Services**

Director: Dave Pearson, Director, Transport & Property Services

Author: Steve Wainwright, Education Transport 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 on school transport provision.

2. Information

Context

2.1 The Combined Authority provides around 350 dedicated school bus services across West Yorkshire, transporting around 21,000 children and young people to and from school every school day. Around 120 of these services are subsidised by the Local Councils under Co-operation Agreements because they were originally introduced to meet needs of children who qualified for free travel under legislation or Council Policy.

2.2. A set of Transport Committee approved policy guidelines are used to determine whether or not a dedicated school bus should be provided. These consider the availability of public transport alternatives, the walking distance to school and the extent to which this is parental choice.

- 2.3 The vast majority of these services carry a mix of children who do qualify for free travel and are issued with a free bus pass, and children who do not qualify for assistance and travel at separate fares or use a weekly or monthly Under 19 Ticket. The ratio of qualifiers to non-qualifiers is broadly 1:6.

2020/21 Academic Year

- 2.4 Planning and procuring services in preparation for and during the 2020/21 academic year proved particularly challenging due to the impact of the Covid 19 pandemic. Planning the return of pupils and students in September started in July with a comprehensive on-line survey of students and schools to understand travel intentions and concerns. Social distancing required over 90 additional services to be procured over and above the 350 school buses commissioned in normal times. These additional services were funded by a specific grant from Department for Education. School bus operators range in size and resource, but all needed to adopt safety, hygiene, and safeguarding precautions.
- 2.5 Once the arrangements were made, they needed to be monitored closely. Any incidence of overcrowding required prompt action to ensure the right number of buses were available for the school the following day. The provision needed to be adapted throughout the autumn term in response to changes driven by local outbreaks at schools and colleges. Swift action was needed in January when schools closed again to ensure the pupils of critical workers could still attend. The re-opening of schools in March required further planning to ensure that school transport met changing requirements with regard to social distancing and hygiene.

2021/22 Academic Year

- 2.6 The Education Transport team have already begun preparing for the 2021/22 school year. At this stage, provision will assume 'business as usual' but this will be amended in light of any new Government Covid guidance. Policies regarding the provision of school transport were last reviewed by the Committee in 2019 and it is not proposed to amend them for the coming year.
- 2.7 Contracts for school bus services expiring in 2020 were extended for a year in the light of the uncertainties caused by the pandemic. This will necessitate a higher level of service procurement for the coming academic year than would normally be the case. This process is under way with contracts of a total value of £2.1m pa invited for tender. Contracts of a total value of £1.9m will be extended for up to two years. Whilst there may be minor changes to routes and some services may change operators, there will be no significant impacts for pupils. This approach is also aimed at reducing impacts on SME bus and coach operators to assist their recovery from the economic impacts of the pandemic.
- 2.8 The Combined Authority owns 60 BMC Condor "yellow school bus" vehicles currently in service on contracts expiring this year. The contracts for the

operation of these services will end in August 2021. These vehicles age between 13 to 15 years and form the remainder of the fleet of 150 buses obtained with a Government grant in 2006. Transport Committee have been advised of the disposal by sale of 90 buses in 2018 and 2019. Given the advanced age of the remaining buses, it is intended to transfer ownership of these buses to the current operators in return for an agreement to retain prices at current levels (with no indexation increase) for up to a further two years.

3. Tackling the Climate Emergency Implications

- 3.1 The provision of dedicated school bus services reduces car usage and school gate congestion.

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 The total cost of the school bus services commissioned by the Combined Authority is £13m per annum. The net cost is c£3.5m taking account of revenue from fares and prepaid tickets together with the contributions for the five West Yorkshire Local Councils.
- 6.2 The remaining BMC Condor “yellow bus” vehicles are valued at approximately £110k. Assuming inflation continues at current levels, maintaining £1.9m pa of contracts without applying RPI indexation will offset an anticipated increase in costs of around £140k. Passing the full responsibility for the vehicles to the respective bus operator also reduces risks of unforeseen expenditure for the Combined Authority.

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 the Committee notes the update on home to school transport provision in the 2020/21 academic year.
- 10.2 That the Committee endorses the approach taken in planning for the 2021/22 academic year and the disposal of the remaining MyBus vehicles.

11. Background Documents

None.

12. Appendices

None.



Report to: Transport Committee

Date: 2 July 2021

Subject: **Leeds City Region Transport Update**

Director: Liz Hunter, 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 Transport Committee with relevant updates on current issues not covered elsewhere on the agenda.

2 Information

Transport for the North meetings

Transport for the North Board

- 2.1 The last formal meeting of the Transport for the North Board was on 16 April 2021, reported at the last meeting.
- 2.2 A public session of the Board took place on 9 June 2021. This was a public meeting and the papers published. This session considered the following substantive items:

- **Governance** where consensus was established to replace John Cridland, the outgoing Chair, with a new Independent Chair. The process of recruiting a new Chair, and interim arrangements will be informed by a Member Working Group. Members thanked John for his contribution to the work of the Board over the years.
- **Spending Review** where officers set out the proposed approach to the Spending Review, to cover both the wider transport ambitions of the North as well as the function of TfN. More information will be presented at the July meeting.
- **Manchester Recovery Taskforce** and **Williams Shapps Plan for Rail**, which are covered in more detail at **Item 7** in this Committee.
- **Northern Powerhouse Rail and Integrate Rail Plan** where it was clarified that the delay to the Integrated Rail Plan is being used to further develop and refine the business case for Northern Powerhouse Rail. Members requested that TfN keep up pressure on Government to publish the IRP as soon as possible.

2.3 Subject to ongoing restrictions relating to COVID-19, the Transport for the North Board is due to meet in Leeds for its Annual Meeting on 27 July.

2.4 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.

Rail North Committee

2.5 A public Rail North Committee session took place on 23 June 2021.

2.6 The agenda covered rail reform, future service priorities, and an update on the Manchester Recovery Taskforce work. A brief verbal update will be provided to the Committee.

2.7 There have been further informal meetings of the Committee to deal with the Manchester Recovery Taskforce work, and the East Coast Main Line timetable consultation. These are dealt with in **Item 7** at this Committee.

Northern Transport Acceleration Council

2.8 A meeting of the Northern Transport Acceleration Council (NTAC) was convened by the Department of Transport on 18 May 2021. This was chaired by the Rail Minister, Chris Heaton-Harris.

2.9 The meeting was held in response to a request by Transport for the North to deal with timetable choices and rail infrastructure investment in central Manchester. This topic is dealt with substantively at **Item 7**.

2.10 A rail-focused NTAC meeting has also been convened to consider the Williams-Shapps Plan for Rail, and was due to take place at the end of June.

An update will be provided at the meeting, and further details included for the next meeting of the Committee.

Connectivity Infrastructure Plan – Next Steps

- 2.11 Transport Committee will be aware that the engagement into the West Yorkshire Connectivity Infrastructure Plan started in January, and following a pause during the pre-election period, closed on 4 June 2021.
- 2.12 Overall a range of events, meetings and press took place around the engagement. As the engagement took place during Lockdown, most events were via Zoom and Microsoft Teams, with much awareness raising via social media. As an example, the engagement reached over 400,000 people within West Yorkshire over social media. Overall there have been over 8,700 responses to the engagement via a variety of forums, such as the interactive map, various surveys, polls, and email responses.
- 2.13 With the scale of engagement and responses, this is now the largest engagement ever undertaken by the Combined Authority.
- 2.14 A full engagement feedback report is now being drafted by WSP and will be available later in the summer. The Connectivity Infrastructure Plan and Mass Transit Vision are now forming part of the Intra City Transport Fund (£4.2billion fund) bid, which is currently being developed. Further details will be brought back to Transport Committee.

West Yorkshire Mass Transit

- 2.15 The West Yorkshire Mass Transit vision 2040 was published as part of the Connectivity Plan engagement. The feedback from the engagement will also be used to update the Mass Transit vision, with the intention that an updated version of the Mass Transit Vision will be brought for consideration and approval by the end of 2021. The updated vision is anticipated to sit alongside the Transit Programme SOBC, which is currently in development and is also scheduled for Decision Point 2 submission by the end of the year. The SOBC considers all the 'corridors where there is the opportunity for Transit'. Further details around the SOBC will be brought back to Committee later in the year.

Walking and Cycling Update

- 2.16 The Combined Authority continues to progress the development of the Local Cycling and Walking Infrastructure Plans in partnership with district authorities. This will provide a prioritised pipeline of schemes for future development and delivery, building on the success of the CityConnect programme, which recently celebrated its five millionth cycle user. CityConnect, combined with other projects funded through other programmes including the Transforming Cities Fund, Leeds Public Transport Improvement Programme and West Yorkshire + Transport Fund provides a strong foundation for growing active travel mode share in West Yorkshire in line with ambitious targets.

- 2.17 Funding for the continued growth of the network and associated complementary initiatives including behaviour change programmes continues to be sought through multiple channels, including the DfT's CycleRail Fund, Active Travel Fund Tranche 2 and both the Revenue and Capital streams of the DfT Active Travel Capability Fund.

Levelling Up Fund

- 2.18 The Levelling Up Fund is a new National Fund announced in March 2021 Budget, jointly managed by HM Treasury, MHCLG and Department for Transport – with a focus on capital investment in local infrastructure.
- 2.19 The first-year funding releases a minimum of £800m for schemes which can start on site before March 2022. The Combined Authority submitted a bid to this on Friday 18th June. A decision is expected in the autumn. The bid comprised of a package of £36.49m for Elland Rail Station & access package and Halifax Bus Station.
- 2.20 In addition to the Combined Authority transport bid, Districts also had the option to submit bid(s) to the Levelling Up Fund.

3 Tackling the Climate Emergency Implications

- 3.1 It is essential that the public transport and walking and cycling networks continues to provide access to employment, training and leisure opportunities across West Yorkshire so that modal shift to public transport and active modes can happen.

4 Inclusive Growth Implications

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

5 Equality and Diversity Implications

- 5.1 It is important that the transport network addresses the accessibility needs of all communities across West Yorkshire.

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

Agendas, papers and webcasts of meetings of the Transport for the North Board and Rail North Committee are available via this link:

<https://transportforthenorth.com/about-transport-for-the-north/meetings/> .

12. Appendices

None.

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Report to: Transport Committee

Date: 02 July 2021

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author: 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:

- 05 May 2021 – Investment Committee
- 08 June 2021 – Investment Committee

2. Information

The following projects were presented at the Investment Committee meeting on 05 May 2021 - Capital Spend and Project Approvals

The full agenda and papers for the Investment Committee meeting on 05 May 2021 can be found on the Combined Authority [website](#).

Wakefield City Centre Package Phase 2: Ings Road

- 2.1 This scheme is the second phase of improvements to the Wakefield Inner Ring Road. The primary aims are to reduce congestion during peak hours and improve safety and amenities.
- 2.2 The scheme is funded by the West Yorkshire-plus Transport Fund (WY+TF).
- 2.3 The scheme gained approval to proceed through decision point 3 (Outline Business Case) and work commences on activity 4 (Full Business Case) at the Investment Committee meeting on 05 May 2021.

A61 North Corridor: Scott Hall Road

- 2.4 The A61 North Scott Hall Road scheme will deliver a new outbound bus lane, a fully segregated bi-directional cycle lane, and upgrade traffic signal equipment.
- 2.5 Development costs only for the scheme will be funded by the West Yorkshire-plus Transport Fund (WY+TF) through the Corridor Improvement Programme phase 2 (CIP2). CIP2 will develop the A61N Scott Hall Road into a shovel ready scheme, as it seeks to identify construction funding through alternative sources.
- 2.6 The change request to progress the scheme to full business case (activity 4) gained approval at the Investment Committee meeting on 05 May 2021.

The following projects were presented at the Investment Committee meeting on 08 June 2021 – Capital Spend and Project Approvals

The full agenda and papers for the Investment Committee meeting on 08 June 2021 can be found on the Combined Authority [website](#).

TCF: Skipton Railway Station Gateway – Active Travel Improvement Scheme

- 2.7 The scheme consists of a number of complementary elements in the Skipton Railway Station Gateway area. These include improving public spaces, improving accessibility and connectivity between the railway station, the bus station, and Skipton Town Centre (through high-quality walking and cycling routes along Broughton Road and the route linking the railway station area with the bus station) and upgrading existing pedestrian and cycling facilities along the Auction Mart canal footpath.
- 2.8 The scheme is jointly funded by the Transforming Cities Fund (TCF), North Yorkshire County Council (NYCC) and Craven District Council (CDC) contributions.
- 2.9 The scheme gained approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) at the Investment Committee on 08 June 2021.

TCF: Harrogate Railway Station Gateway – Active Travel Improvement Scheme

- 2.10 The scheme consists of a number of complementary elements in the Harrogate Railway Station Gateway area.
- 2.11 The scheme will provide wider footpaths and improved crossing points for pedestrians as well as segregated/dedicated lanes for cyclists, whilst retaining one lane for motorised traffic along Station Parade, the part-pedestrianisation of James Street and reconfiguration of local junctions to enhance safety.
- 2.12 The scheme is jointly funded by the TCF Fund, North Yorkshire County Council and Harrogate Borough Council contributions.
- 2.13 The scheme gained approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) at the Investment Committee on 08 June 2021.

Steeton and Silsden Crossing

- 2.14 Steeton and Silsden are located 1.5 kilometres apart in the Aire Valley, in the north-east of Bradford Metropolitan District Council’s geography. Cycling and walking between the two towns is made difficult by multiple natural and man-made barriers, primarily the A629 dual carriageway. The scheme proposes to deliver a pedestrian and cycle bridge, over the western arm of the A629 roundabout, and safe and easy access to it.
- 2.15 The scheme will be developed up to Full Business Case stage only, using the £0.7 million from the Department for Transport’s (DfT) Cycle City Ambition Grant ‘top up’.
- 2.16 The scheme gained approval to proceed through decision point 3 (outline business case) and work commences on activity 4 (full business case) at the Investment Committee 08 June 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 the Combined Authority and the organisation in question.

8. Staffing Implications

8.1 A combination of Combined Authority and local Partner Council project, programme and portfolio management resources are or are in the process of being 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.



NOTES OF THE INFORMAL MEETING OF THE TRANSPORT COMMITTEE HELD REMOTELY ON FRIDAY, 14 MAY 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 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 Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Mark Roberts	Beer Hawk Ltd

In attendance:

Mayor Tracy Brabin	West Yorkshire Combined Authority
Councillor Jane Scullion	Calderdale Council
Councillor Peter McBride	Kirklees Council
Councillor Helen Hayden	Leeds City Council
Dwayne Wells	Arriva Yorkshire
Alex Hornby	Transdev
Paul Matthews	First Group
Martin Hirst	First Group
Graham Meiklejohn	TransPennine Express
Pete Myers	Northern Trains
Patrick Sibley	Arriva
Ben Still	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Caroline Allen	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority

1. Apologies for absence

Apologies for absence were received from Simon Pringle.

2. Declarations of disclosable pecuniary interests

There were no pecuniary interests declared during the meeting.

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

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

4. Minutes of the meeting of the Transport Committee held on 12 March 2021

Members noted the minutes of the previous meeting for information, which would be taken for approval to the next meeting of the Committee.

5. Mayoral introduction

Members of the Committee welcomed the new Mayor of West Yorkshire, Tracy Brabin, to the meeting.

Mayor Tracy Brabin thanked the Committee and congratulated Members on their work representing their communities throughout the difficult times of the pandemic and for all the work the Committee had achieved to this point.

The Mayor noted that an integrated transport system would be a lynchpin of her focus for recovery from the effects of the pandemic, and was encouraged that government funding would be available while the region moved toward greater public control of the transport network.

6. DCSC feedback

In March 2021, the latest cycle of District Consultation Sub-Committees had taken place. Elected members from each district had been invited to the meetings to give feedback on a consultation item regarding the Combined Authority's Connectivity Infrastructure Plan (CIP).

The Chairs of the Sub-Committees reported that the meetings had been very positive, and that opening attendance to include district councillors had provided useful feedback from the public's representatives regarding the CIP. It was hoped that the wider reach of these meetings could be used again in the future, and that lessons could be taken from the experience on how to better engage with the public and make future meetings more accessible.

7. 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.

From Monday 17 May, the country would enter stage three of the government's roadmap out of lockdown. This was expected to further open up the economy. The rail service timetables would change at the weekend in preparation for the expected increase in demand.

It was noted that the latest figures were that bus patronage was at 63% of normal expectations for this time of year, with rail usage being slightly lower. Usage levels had increased since the last meeting in line with the progression out of lockdown, with the West Yorkshire and Merseyside regions noted as having particularly strong returns to bus usage.

The difficulties of fulfilling social distancing measures while meeting the increase in demand was highlighted, although it was noted that since the report had been published a revised risk assessment on buses had been carried out which should ease these concerns to a degree.

Committee Members were advised that as reported in the media, a defect had been discovered on a number of Northern Rail's newer trains. Since the report had been published, new Hitachi trains operated by London Northeast Railway and TransPennine Express had been identified as potentially having similar issues and had been withdrawn for inspection. Some disruption to rail services was expected due to this, but the Combined Authority had been assured a technological solution was in the process of being deployed.

The bus replacement service between Huddersfield and Castleford was discussed, with Committee Members noting that the rail service had already previously been reduced to a peak hours service. It was noted that passenger use of this link was less than on other routes, and assurances had been received from Northern Rail that this link would be restored once trains were back in service.

Members questioned whether social distancing measures would be abolished on buses and trains after the final stage of progression out of lockdown were reached on 21 June. It was advised that the government's review of social distancing was separate than the roadmap out of lockdown, and that any implications for public transportation regarding face coverings and social distancing measures would only be known after the results of this review were shared – this was expected to take place toward the end of May, with further information being made available after the decision on whether to proceed to stage four of the roadmap was made in early-mid June. It was noted that health advice had already been updated, and this had allowed transport operators, as well as other businesses, to review their risk assessments in light of the effective guidance.

8. National Bus Strategy Update

The Committee received an update from the Director of Transport & Property Services on the publication of the National Bus Strategy and the current

position of bus service funding.

The government's National Bus Strategy had been published since the last meeting of the Committee. It emphasised the importance of the role of buses in the transport network, and the aims of the strategy were closely aligned with the 2017 West Yorkshire Bus Strategy. The desire to reduce fares as well as to deliver highway schemes allowing buses to travel through the network more seamlessly and to create more reliability was highlighted.

It was noted that the National Bus Strategy created a timescale around the release of government funding. The Combined Authority would have to commit to a course of action by the end of June in order for the region to continue to be able to access its share of the £3 billion bus funding budget. The Bus Services Act set out the available options of an enhanced partnership or franchising, and a decision on this would be made at the Combined Authority meeting on 24 June. The report also highlighted the upcoming October deadline to submit a Bus Service Improvement Plan, which Members would shape through a future workshop, as well as the requirement to express interest to submit a bid to the Zero Emission Bus Regional Area (ZEBRA) scheme by June.

The Combined Authority had been working closely with bus operators to develop an enhanced partnership, which would set clear targets and standards to ensure the chief aims of the strategy – to increase patronage and inclusivity, and reduce carbon emissions – were met. If these targets were not met, this would be vital evidence when moving toward a franchising process.

The existing funding arrangement supporting the bus service throughout the pandemic was expected to come to an end in August or September and be replaced by a further funding arrangement, the details of which are not yet known. An element of risk existed around this in coming months, as insufficient funding for bus services would create pressure on both the operators and the Combined Authorities.

Committee Members raised the following questions and concerns:

- The election of the region's new mayor was hailed as a strong opportunity to address the failings of the current system and to find something that delivered for the general public.
- The significant time and financial costs of moving toward franchising were noted. It was suggested that a greater public awareness of the complex process involved be promoted by the Combined Authority. Members also noted that flexibility from the government would be helpful in allowing the region to pursue the goals that the public evidently supported, particularly in effect to dates regarding the Bus Service Improvement Plan.
- Members noted that the most recent government guidance established that the region would be able to proceed along the route of an enhanced partnership, and work to allay shorter-term funding concerns, whilst still moving toward franchising in the longer-term. However, concern was raised that this could lead to franchising falling by the wayside and no progress being made.

- The depth of strong public feeling about this issue was recognised by Members, and a great deal of feedback had been received from the public on this issue.
- Members highlighted the importance of flexibility for passengers, particularly now when flexible working hours and locations were becoming more relevant than ever before, and multi-operator and intermodal ticketing were expected to be of great benefit for both passengers and businesses.
- The LEP representative advised Members that many businesses within the region were involved in next-generation technologies that could be useful in developing a zero-carbon bus fleet, and offered to support of the LEP to connect these businesses with the Combined Authority to support a potential ZEBRA bid.

The difficulty of creating a useful plan with so many uncertainties existing at present in terms of both future funding arrangements and patronage levels was discussed. However, it was also noted that passenger numbers had been falling on many routes for years before the pandemic, and this reimagining represented a potential opportunity to not just reclaim passengers lost to Covid but also to bring a new group of users to the bus service who had not considered it before. The completion of work on fast bus corridors - as well as the funding from Leeds Public Transport Investment Programme and the Transforming Cities Fund - left the region well-placed to pursue this goal, and Members questioned whether this could be made more evident in the report.

Members also discussed the difficulty of encouraging the public to move from private car usage onto public transport, particularly if a direct service did not exist or if bus journeys were to take significantly longer than cars over the same routes. The Leeds to Huddersfield and Roberttown to Cleckheaton routes were highlighted, and Members questioned whether business plans and key dates for meeting improvement targets would be made available moving forward. It was noted that the core bus network had been examined in 2019 as part of the Connectivity Strategy Consultation, and the next piece of work – due to take place over the next two to three months as part of the Bus Service Improvement Plan – was to identify the wider network connections that needed to be made and to pick up examples such as those mentioned.

9. TransPennine Route Upgrade TWAO response

Members considered a report updating them on the Combined Authority's response to the Transport Works Act Order for the proposed improvements between Huddersfield to Westtown (Dewsbury), which had been submitted by Network Rail to the Secretary of State for Transport on 31 March 2021. The Combined Authority's response was due to be submitted to Network Rail by 17 May 2021. Some final legal clarification was being sought, and as soon as this was received the final version of the response would be shared with Committee Members.

This work offered great benefits for passengers throughout the region, despite the challenges involved, and was highlighted as being particularly vital for Huddersfield and Dewsbury. Members expressed concerns that only a fraction of the funding required to electrify the line had been identified, particularly as

the upgrade had been in discussion for over ten years.

Members discussed their disappointment at the lack of detail that Network Rail had provided at Network Planning meetings, as well as a lack of information about the length of disconnected roads, the impact of divergences, or what mitigation would be put in place for residents. The consideration shown for local businesses was also questioned, with examples being raised of Mirfield businesses that had received CPO notices with no prior contact to try to resolve any issues. Additionally, a disparity in the information that had been provided to local residents depending on their status as renters or homeowners was also discussed; mention of this would be added to the Combined Authority's response to the submission.

Potential disruption to the Calder Valley line during the construction phase was highlighted as an additional concern, as this was an important connection to Manchester with a large amount of freight traffic. The impact of the programme on active travel was also noted, with the Calder Valley Greenway being intersected in multiple places.

Officers advised they had been in contact with Network Rail in efforts to ensure they took all forms of disrupted travel into account in their planning. The need for Network Rail to provide a communications plan had been particularly emphasised, to better set out how they could work with affected parties to ease the challenges of the construction period.

It was also noted that quarterly working group meetings were planned, which would include work on a disruption and displacement plan to aim to minimise the negative impact of construction. These discussions had previously been held at the Partnership Board of Transport for the North (TfN), and it was intended that taking the lead through a Combined Authority working group would allow concerns to be addressed at a more local level, as well as to allow Members to address other Kirklees schemes and to better determine how to realign services among other lines.

10. Committee Arrangements

Members received an update from the Head of Legal and Governance Services summarising changes to the Committee arrangements of the Combined Authority in the wake of becoming a Mayoral Combined Authority, as agreed at its April 22 meeting. These changes would come into effect from the 24 June annual meeting.

It was noted that the aim of these changes was to create a wider remit amongst the Combined Authority's decision-making committees, in order to increase the pace of delivery while maintaining the effective public-private partnership that fed into the Combined Authority and LEP boards.

No significant changes to the Transport Committee had been included, due to the short timeframe and the Committee's challenging agenda. A review of the Transport Committee would take place over the next year, with any changes likely to be implemented from the following annual meeting of the Combined Authority.

The review would consider questions such as:

- Whether the Committee's terms of reference needed to be revised to reflect the changing landscape.
- How clear delineation could be achieved between the work of the Committee and any Scrutiny Committees, avoiding any overlap.
- The model of the District Consultation Sub-Committees going forward, and whether there was scope to build on the successes in this area.

Members emphasised the importance of public participation in the work of the Committee, and the hope that effective means to reach out to the public was strongly considered in any future changes.

11. Leeds City Region Transport Update

Members considered a report providing an update on current issues not covered elsewhere in the agenda, including the Rail North Committee report, the sale of Arriva Yorkshire's Yorkshire Tiger operation, and the March and April TfN meetings approving the business plan and budget and the draft decarbonisation strategy.

Members questioned how wide-ranging decisions made at TfN were discussed and held accountable at a local level, with it being noted that Transport Authorities were frequently only made aware of decisions that have impact on local services at a late stage in the process. The Castleford service was highlighted as an example of this, and Members hoped that the relationship between Transport Authorities and TfN could be more collaborative in future.

Officers advised that this was expected to be examined as part of the upcoming Williams review, as well as through the changing dynamics between operators and government that had developed in response to the pandemic. This examination could provide the Combined Authority to both strengthen the working relationship and act as a better champion for passengers, by providing local expertise and knowledge that could be fed into these wider decisions.

The report also highlighted the release of the MCard mobile app, which was welcomed as part of efforts to allow passengers greater flexibility and ease of use in intermodal and multi-operator travel.

12. 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.

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