West Yorkshire Combined Authority

INFORMAL CONSULTATIVE MEETING OF THE TRANSPORT SCRUTINY COMMITTEE

MEETING TO BE HELD REMOTELY DUE TO COVID-19 AT 10.00 AM ON THURSDAY, 20 JANUARY 2022

THIS MEETING WILL BE LIVESTREAMED HERE:
https://www.youtube.com/channel/UCazjNSGpqZZT41Vibn2ZK9A/live

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A G E N D A

1. **APOLOGIES FOR ABSENCE**

2. **DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**

3. **POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**

4. **MINUTES OF THE LAST MEETING HELD ON 18 NOVEMBER 2021**
   (Pages 1 - 6)

5. **CHAIR'S COMMENTS AND UPDATE**

6. **TRANSPORT NETWORK AND PROJECTS UPDATE**
   (Pages 7 - 46)

7. **TRANSPORT SCRUTINY WORK PROGRAMME**
   (Pages 47 - 62)

8. **MAYOR'S QUESTIONS - TRACY BRABIN**
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9. **DATE OF THE NEXT MEETING - 10 MARCH 2022**

Signed:

Managing Director
West Yorkshire Combined Authority

MINUTES OF THE MEETING OF THE TRANSPORT SCRUTINY COMMITTEE HELD ON THURSDAY 18 NOVEMBER 2021 AT COMMITTEE ROOM 6/7, LEEDS CIVIC HALL

Present:

Cllr Amanda Parsons-Hulse (Chair)	Calderdale Council
Cllr Peter Caffrey (Deputy)	Calderdale Council
Councillor Harry Ellis	Wakefield Council
Councillor Stephen Fenton	City of York Council
Councillor Jackie Ferguson	Wakefield Council
Councillor Dot Foster	Calderdale Council
Councillor Sharon Hamilton	Leeds City Council
Councillor Anthony Smith	Kirklees Council
Councillor Nic Stansby	Wakefield Council
Councillor Ruth Wood	Bradford Council
Councillor Paul Wray	Leeds City Council

In attendance:

Khaled Berroum	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority

1. Apologies for absence

Apologies for absence were received from Councillors Donald Firth, Robert Finnigan, Yusra Hussain and Luke Majkowski.

The meeting was confirmed as quorate, with 11 members present out of 11 needed for quorum, after a 10-minute delay.

2. Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests.

3. Possible exclusion of the press and public

There were no items requiring the exclusion of the press and public.

4. Notes of the inquorate meeting held on 23 September 2021

Resolved: That the notes of the inquorate meeting held on 23 September 2021 be noted and entered as public record of what was discussed.

5. Scrutiny and governance arrangements

The Committee considered a report of the Statutory Scrutiny Officer outlining membership changes since the last meeting and amendments to Scrutiny Standing Orders section on substitute rules to be proposed to the Combined Authority on 9 December.

The Chair welcomed new member Cllr Jackie Ferguson, representing Wakefield Council, to the committee.

Resolved: That the report be noted.

6. Chair's update and comments

The Committee received a verbal update from the Chair on her activity since the last meeting and a number of matters, including:

- The three Scrutiny Chairs have written a joint letter with Mayor Tracy Brabin to the Secretary of State for Levelling Up, Housing & Local Government, Michael Gove, asking him to consider lowering statutory quorum requirements for combined authority scrutiny and allowing remote or hybrid meetings.
- Following up on queries raised by members at the previous meeting, or afterwards via email, with the Mayor and directors – including safety on buses, shortage of bus drivers and its effects on service reliability, disabled peoples' passes, experience of neurodiverse and refugees inability to access public transport.
- Meeting with Mayor Brabin 1-1 to discuss the transport scrutiny workplan and the committee's plans for the year. The Mayor expressed support for scrutiny's critical friend role and is very keen for scrutiny to have early sight of developments in transport for maximum transparency and accountability.

Resolved: That the Chair's verbal update be noted.

7. Transport Scrutiny Work Programme 2021/22

The Committee considered a report of the Statutory Scrutiny Officer outlining the 2021/22 Work Programme which was based on the discussion held at the previous inquorate meeting and subsequent conversations with directors and heads of service.

The Chair also reminded members that the next meeting scheduled for 20 January 2022 would primarily feature a Mayor's Question Time session during which members will be able to question the Mayor on her transport pledges, policies and performance. A virtual workshop will be held a few weeks before the meeting for members to agree topics and questions.

Resolved: That the appended 2021/22 Work Programme be approved.

8. Bus Service Improvement Plan

The Committee considered a joint report of the Director of Transport & Property Services and Director of Policy & Development providing an overview of the Bus Service Improvement Plan (BSIP) which was submitted to the government in October 2021 and a general update on bus related matters including bus franchising, a bus network update, and Metro branded services and activity.

The Chair noted the Government's announcements regarding the future of high speed and integrated rail projects in the region and asked that officers provide a note to scrutiny members on the impact when they complete their analysis.

It was also agreed that scrutiny members would receive:
- the regular transport network updates submitted to Transport
- more information on a recent Wakefield Council pilot scheme which promoted pupils travelling to school on foot or by bus.
- more information on work being undertaken at City of York Council on behaviour change as part of their own BSIP.

Discussion took place around the following topics:

1. **Implementation date and numerical targets**: The 2027 implementation goal is a long way away for many of the older generation that currently rely on buses the most. The numerical targets for the BSIP were ambitious and the key behavioural drivers for getting passengers back onto public transport would need to be explored in more detail and prioritised alongside other drivers such as price and liability.

2. **HGV and bus driver shortage**: The delay in licensing and testing is an issue at the moment with some driver reporting not being able to find work – on certain routes – at the moment. Bus companies reported no shortage in people applying to become bus drivers, but there has been a delay in getting drivers on the road.

3. **Digital accessibility and information**: The increasing reliance on QR codes and digital methods for bus services and information risks disenfranchising older transport users. Paper distribution and printing was largely reduced and discontinued in the past for efficiency reasons (can't be updated as regularly), cost reasons as well as due to challenges from the pandemic. There are plans to reintroduce them more often for accessibility reasons. In other areas such as the AccessBus it is bookable by phone only – recognising the need for access.

4. **Audio-visual accessibility on buses**: Accessibility for people with audio and visual needs requires improvement. The systems need to be developed and used further to improve. All new buses were equipped with audio-visual technology as standard, similar to most trains, and some older buses are being retrofitted where possible.

5. **Demand led transport services**: A demand-led pilot called FlexiBus is ongoing in East Leeds, a bookable system service using 7 fully accessible electric vehicles. Demand led services could solve a lot of problems being faced by older and rural based passengers or areas which are near employment zones but lack strong connectivity. If left to the market, people would commonly use demand-led modes like taxis for shorter 'sideways' journeys to a GP or hospital, but buses towards city centre or between towns. FlexiBus has been running successfully for 2 months, attracting strong demand while remaining within capacity. Although the pilot seemingly popular and efficient, the demand-response nature of the scheme means it would likely not be a big revenue generator and always require public subsidy. Data and use will be analysed internally and make a full report in latter half of 2022 outlining all findings, performance, risk and costs.

6. **Mcard and general ticketing pricing**: The possibility and demand for greater suite of family ticket packages and the potential for a review of pricing to encourage family use of public transport on daily journeys E.g. a parent and their children, rather than separate payments. People using the Mcard mobile app are more likely to select lesser known ticket products as they can see the full range, unlike someone getting onto a bus who needs prior knowledge. More work needs to be done to promote certain products.

7. **Connectivity and planning**: Historically bus routes and public transport in general were designed based on going into city and town centres, and between cities. There's a need for a greater focus on intracity connectivity between urban and rural, and linking routes and corridors to behaviour and other needs, such as employment and the health system and leisure – which people currently rely on taxis for – which have historically been underestimated. There is a need to consider transport links and risks more strongly in planning applications for employment, health and housing sites. Members know their wards best and could be involved in the consultation stage of planning schemes if it affects transport in their ward. There is also the matter of cross-authority consultation as transport is across areas, York and West Yorkshire and North Yorkshire all share transport corridors in employment and housing.

8. **Zero emission fleet**: The BSIP commits the region to a zero emissions fleet. The current focus is on electric due to national government focus and funding, but other options such as hydrogen are being explored for the long term as well. Although the market is transitioning to more renewable, the public sector must invest in it if its to be done quicker and by target.

9. **Promotion of public transport in schools**: Behaviours, habits and mentality is often set at a young age. In areas such as London which embed public transport use early in the city's culture, more young people grow up to use it. The Combined Authority was in consultation with local schools in relation to the promotion of public transport and encouraging the use of the ticketing schemes for families and the

young. Some areas, such as Wakefield, have trialled schemes encouraging parents and children to use public transport (or walking) to school, getting the support of parents in it. Difficult to reach all schools in engagement due to the number, but there is marketing of buses as a mode and ticketing products – but could always improve, and could be a role for Members, especially those who are also school governors.

10. **Behaviour change**: Behaviour change is a vital area of further enquiry, if public transport use, including buses, is to be increased and improved. A recent British Psychologists Associations report showed that most people want to travel sustainability but don't feel its practical. Even if all infrastructure is built and improved and everything is zero emissions, if people are not using them for whatever reason, then their value is diminished. Motivational drivers can be identified and habits can be formed.

Resolved:

i) That the report be noted and the Committee's feedback and conclusions be considered further.

ii) That a note providing an update and analysis of the impact of the Government's high speed rail announcements on the West Yorkshire region and the Combined Authority's plans, projects and strategies.

9. Date of the next meeting – 20 January 2022, Mayor's Question Time

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West
Yorkshire
Combined
Authority

Report to:	Transport Scrutiny Committee
Date:	20 January 2022
Subject:	**Transport Network and Projects Update**
Director:	Dave Pearson, Director of Transport and Property Services
Author:	Khaled Berroum, Statutory Scrutiny Officer

1. Purpose of this report

1.1   To provide an overview of the updates on transport in the region, the transport network and the latest transport scheme approvals provided to the Transport Committee at its 7 January 2022 meeting.

2. Information

2.1   At the last Transport Scrutiny Committee, Members asked for greater sight of Transport Committee papers, in particular the regular updates provided on the transport network and transport-related schemes so that they are kept in the loop on developments in transport inside and outside the Combined Authority.

2.2   This report has attached as appendices the following reports from the 7 January 2022 meeting of the Transport Committee:
- Appendix 1: Item 5 – Transport Network Update (Report)
- Appendix 2: Item 5i – Insights into Transport Network Use (Appendix)
- Appendix 3: Item 5ii – Bus Performance, Jul-Sep 2021 (Appendix)
- Appendix 4: Item 5iii – Rail network performance data (Appendix)
- Appendix 5: Item 5iv – Metro-branded activity (Appendix)
- Appendix 6: Item 9 – Leeds City Region Transport Update (Report)
- Appendix 7: Item 10 – Summary of Transport Schemes (Report)

3. Tackling the Climate Emergency Implications

3.1   There are no climate emergency implications directly arising from this report.

4. Inclusive Growth Implications

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

5. **Equality and Diversity Implications**

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

6. **Financial Implications**

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

7. **Legal Implications**

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

8. **Staffing Implications**

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

9. **External Consultees**

9.1 No external consultations have been undertaken.

10. **Recommendations**

10.1 To note the information in the appendices.

11. **Background Documents**

None.

12. **Appendices**

Appendix 1: Item 5 – Transport Network Update (Report)
Appendix 2: Item 5i – Insights into Transport Network Use (Appendix)
Appendix 3: Item 5ii – Bus Performance, Jul-Sep 2021 (Appendix)
Appendix 4: Item 5iii – Rail network performance data (Appendix)
Appendix 5: Item 5iv – Metro-branded activity (Appendix)
Appendix 6: Item 9 – Leeds City Region Transport Update (Report)
Appendix 7: Item 10 – Summary of Transport Schemes (Report)

West Yorkshire Combined Authority

Report to:	Transport Committee
Date:	7 January 2022
Subject:	**Transport Network Update**
Director:	Dave Pearson, Director Transport & Property Services
Author:	Richard Crabtree, Rail Development Manager

Is this a key decision?	☐ Yes	☒ No
Is the decision eligible for call-in by Scrutiny?	☐ Yes	☒ No
Does the report contain confidential or exempt information or appendices?	☐ Yes	☒ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	☒ Yes	☐ 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 recovery of travel demand throughout the autumn slowed in December with the emergence of the COVID-19 Omicron variant and further Government restrictions. Shortages of bus, taxis and HGV drivers continues to impact public transport reliability and supply chains nationally and locally.

2.2 This paper was finalised during the first part of week commencing 20 December 2021 when the situation with the COVID-19 Omicron variant was evolving quickly. This was anticipated to have further impacts on the transport network, and verbal updates will be provided to the Committee as required when it meets.

Use of the network

<u>Overview</u>

2.3   The general picture on bus and rail services through the autumn was one of a steady recovery as commuter demand slowly build. In general, bus patronage recovered more strongly than rail. Usage remained higher at weekends, particularly for rail, indicating a stronger return of leisure trips and this is reflected in town / city centre footfall. However, the recovery stalled in December following the emergence of the Omicron variant and the introduction of Government "Plan B" measures.

2.4   Road traffic levels remain stable, having returned to near-normal levels some months ago. Ensuring these travel behaviours do not become embedded is a priority. Encouragingly, active travel levels remain higher than before the pandemic, suggesting evidence of positive long-term change.

2.5   The latest available proxy data for transport network use is included at **Appendix 1**. We continue to press rail industry colleagues to secure reliable footfall data for locations other than Leeds for future reports, but this will require installation of new equipment currently only available at Leeds station.

<u>Bus network</u>

2.6   At the time of writing, bus use was around 75% of that which could be expected in December, rising to over 80% at weekends, a small reduction in patronage was observed immediately following the "work from home" advice on 13 December. Service reliability remains impacted by the reduced availability of bus drivers and engineers. There are national issues regarding high driver turnover and delays in PSV licences which have impacted on service delivery locally.

2.7   Bus operators advise that they continue to have higher vacancies then they would normally experience. Whilst recruiting new drivers remains challenging issues regarding licencing and testing are easing. However, staff availability is now impacted by drivers isolating due to the new COVID-19 variant. This has given rise to reductions in service frequency and short-term cancellations.

2.8   Whilst home to school transport was restored to pre-pandemic service levels in the autumn term, this sector also faced challenges due to shortages of bus and taxi drivers. Some action has been necessary to revise routes to ensure resilience

<u>Rail network</u>

2.9   From the 30 November face coverings became mandatory again on public transport. All staff and passengers on trains and stations are required to wear a face covering at all times, unless exempt. Enforcement on the rail network can only be done by the British Transport Police, who have the necessary

powers. Passengers are being encouraged to contact the British Transport Police to raise any issues, including compliance with mask wearing. Train operators have refreshed posters to reinforce the message. Compliance is generally stronger during the day than on evening services.

2.10   Passenger numbers on trains continue to gradually rise with Northern reporting levels at 74% compared to pre COVID-19 levels. Commuter levels are being monitored and are at approximately 35-38% for Northern, ticket sales suggest that people are travelling one or two days a week. TransPennine Express (TPE) demand is approximately 68% of pre COVID-19 levels and forward bookings remain good.   It was reported to the last Transport committee that the leisure market for LNER was around 95% of pre-pandemic levels. This has dropped slightly in the most recent period to 87% because of engineering work at weekends. Business travel has been slower to recover, but significant growth has been experienced since summer, with levels now around 40% of pre-pandemic levels.

2.11   Passenger footfall is monitored at Leeds station and for the week ending 5 December 2021 levels were 74% of levels of the same week in 2018 (note that we have changed to a 2018 comparison as 2019 data from the source used has known limitations through autumn/winter). Footfall had increased 4% on the previous week however it fell again during week commencing 13 December as COVID-19 restrictions were reintroduced.

2.12   Weekends during November continued to be busy for both local operators with levels on leisure routes above pre COVID-19 levels on some weekends, although Storm Arwen negatively impacted on journeys on the 27/28 November. On the run up to Christmas Saturdays remain busy with the flows into major conurbations and shopping centres increasing. Operators are monitoring the busiest services and trying to add additional carriages if and where possible. Continuation of working from home and use of video technology continues to have an impact on both the commuter and business markets for all operators.

2.13   The Government has asked that people return to working from home where possible from 13 December 2021. It is anticipated that patronage will reduce again across the network, with operators already reporting a visible decline.

Summary of network changes

Bus network

2.14   No significant changes to the bus network have occurred since the last meeting however several operators are planning changes from mid-February in response to the ongoing funding uncertainty and workforce issues. Members of the Committee will be briefed on these changes later in January when more information is available.

2.15   New timetables were introduced on Sunday 12 December 2021 which will
        remain in place until May 2022. These were summarised at Item 6 at the
        November meeting of Transport Committee. Early indications are that the
        new timetable is operating well.

Passenger network performance

Bus network

2.16   The latest performance data from 1 July 2021 to 30 September 2021 is
        attached at **Appendix 2.** This illustrates a decline in punctuality and reliability
        in September associated with the driver shortage issues previously reported.
        Date for the final quarter of 2021 is being collated and will be reported to the
        next meeting however a worsening in punctuality and reliability in October and
        November has been observed.

Rail network

2.17   The performance reports for TPE and Northern are included in **Appendix 3**.

2.18   Since the last period performance was reported to the Transport Committee
        performance has seen a decline. Time To 3 (Percentage trains calling at
        station stops within 3 minutes of the planned time) for Northern and TPE has
        dropped well below 90% and for the most recent four-week period sits at
        74.6% and 72.3% respectively. Cancellations for Northern have increased to
        2.58% and TPE have decreased slightly to 2.2%.

2.19   Performance has been impacted by seasonal issues; leaf fall and the
        associated adhesion problems it causes on the railway; and Storm Arwen
        caused significant disruption with damage to overhead lines and fallen trees.
        Northern's autumn performance was affected because the Rail Head
        Treatment trains, which use water jets to clear the rail of compressed leaves,
        were not run as expected on several days due to driver shortages. Also, the
        Salisbury train crash, which happened at the end of October and thought to
        have been caused by low adhesion, resulted in train operators being asked to
        apply even more caution than they would do normally during the autumn
        period. On a positive note, Northern have been testing water jets attached
        directly to trains it operates, and Network Rail have installed lineside traction
        gel dispensers, which will spray sticky gel onto the railhead as trains pass.
        One of the first of these was installed at Burley Park, which is a known trouble
        spot. We will request feedback from the industry on how effective these
        initiatives have been once the full autumn review has been carried out in
        January.

2.20   As reported to the previous Transport Committee driver training for Northern
        had been accelerating with the easing of COVID-19 restrictions and enhanced
        risk assessment, facilitating improved training efficiency. It was hoped that
        this would mean the backlog would be cleared by May. However, the further

impacts of the Omicron COBID-19 variant and potential impact it may have to the training programme will have an impact, which is yet to be fully understood.

2.21 TransPennine Express (TPE) have notified the Combined Authority of industrial relations issues which are impacting on availability of staff and in-turn, services are subject to delays and short-notice cancellations. TPE are advising customers booked on those services of their alternative travel choices or how they can obtain a refund. Ticket acceptance has been arranged with Avanti West Coast, Northern and EMR and LNER. Buses for rail replacement services are being made available. Cross Country services are also being affected due to Industrial Action with revised timetables in place and passengers advised to check before they travel.

2.22 At the time of writing, the increasing incidence of COVID-19 was leading to short-notice cancellations with all operators, as increased numbers of staff are required to self-isolate. The industry is doing what it can to ensure as much notice of cancellations is given to passengers to minimise impact. This is likely to continue over the Christmas and New Year period, with an expectation that emergency timetables with be introduced early in January to provide greater certainty to passengers. More information will be known about this when the Committee meets, and a verbal update provided.

2.23 Over the Christmas period Network Rail was due to carry out track upgrades at Leeds station, remodelling the track layout between platforms 4 and 6 as part of a project to increase reliability and reduce the impact of future unplanned disruption. Advance notice was provided to customers and replacement buses were due to be provided for services unable to run into Leeds station. Information on this disruption has been circulated through multiple channels, including via the Metro website and social media accounts. A verbal update will be provided to the meeting.

Passenger satisfaction and attitudes

Transport Focus Surveys

2.24 Transport Focus continue to conduct nationally representative research around travel use, with circa 2000 members of the public (not all of which are passengers on public transport) on a weekly basis.

2.25 Noting that this has a relatively small sample size, key findings from the latest Travel during COVID-19 survey (link provided in Background Documents) conducted between 10 -12 December are:
   - 84% of bus passengers felt safe in relation to COVID-19
   - 49% of non-users would feel safe if they had to make a bus journey
   - 79% of rail passengers felt safe in relation to COVID-19
   - 58% of non-users would feel safe if they had to make a rail journey

2.26 In comparison to the October survey reported to the last meeting, confidence in public transport declined slightly as concerns about Omicron grew.

2.27 A national weekly survey is now in place to assess passenger experience and satisfaction. Again, noting the small sample size of 500 passengers (outside of London), the following key findings were:

- 84% of bus passengers were satisfied with their journey overall
- 87% of rail passengers were satisfied with their journey overall

Update on Combined Authority activity

Current Usage Indicators

2.28 **Appendix 4** includes a summary of several usage indicators of Combined Authority "Metro" branded activity which give a comparison between current levels of demand and that experienced pre pandemic, where available.

2.29 Usage of all services was impacted by the reduction in travel arising from the pandemic. Customer volumes at bus station travel centres remain low whereas demand for travel information services is in line with public transport use. Some measures (e.g., use of the Metro website, park and ride use) have slightly dipped in summer, which may be related to the summer holidays. Calls to MetroLine continue to recover and are now approaching pre-pandemic levels.

Fares and Ticketing

2.30 Usage of the new MCard Mobile App continues to grow and is now taking over 60% of sales transactions. The ability to "gift" tickets has been developed in the app, which allows organisations to buy tickets and send them to the smartphones of their employees/ clients instantly. Several educational establishments are now using this function to gift tickets to students who qualify for bursary funding. Refugee Action has been involved in testing and are gifting tickets to asylum seekers who are new to the area.

Bus Stations

2.31 Bradford Interchange has become what is understood to be the first Station of Sanctuary in the UK as part of Bradford's adoption of City of Sanctuary status. This initiative provides for services and support to refugees and others arriving at Bradford Interchange who require signposting to the services available to them.

2.32 A new changing places toilet facility has opened at Keighley Bus Station as part of a full refurbishment of toilets at the site. Work to refurbish Leeds Bus Station will complete in the spring and construction is underway for the new Halifax Bus Station.

2.33 An emergency bleed control kit has been donated for installation at Pudsey bus station following a fatal stabbing nearby earlier in the year. Arrangements are being made to install kits in Combined Authority run bus stations in 2022.

<u>Bus Alliance Update</u>

2.34   The Bus Alliance was the mechanism by which the Bus Service Improvement Plan was co-developed with bus operators. The current focus of the Alliance is to plan for the Enhanced Partnership as set out elsewhere on this agenda. The Bus Alliance has also been the means of collaboration on the bus service response to the ever-changing challenges of the pandemic.

<u>Rail Operators' Forum</u>

2.35   Cllr Groves led a meeting of the Train Operators Forum on 21 November 2021. This was attended by rail operators, Network Rail, Transport Focus, Transport for the North and Cllr Bolt.

2.36   Discussions included initial reactions on the Integrated Rail Plan (IRP) which was released in the week of the meeting. Operators outlined work which was starting to happen in relation to Great British Railways and how they are being involved in the transition to this new body.

2.37   Operators also detailed how they are adapting to the changing market conditions and rebuilding rail demand including introducing digital innovation and other customer service initiatives. This included looking at key information from surveys carried out by Transport Focus of what customers need and expect.

2.38   Transport for the North provided updates on integrated ticketing with bus and stressed the importance of ensuring the right solution is found for Leeds station in terms of capacity following the IRP announcement

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 NO_2 emissions on a downward trajectory and it can be inferred from this that CO_2 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.

4.2   The increase in flexible ticketing options and further development of the MCard product range are specifically intended to increase affordable options

for accessing employment and services, to contribute to the Authority's inclusive growth objectives.

5.   Equality and Diversity Implications

5.1   Ensuring an effective, stable and affordable public transport network is key for equality and diversity. The interventions highlighted on MCard to aid refugees, and to those seeking to escape from domestic violence demonstrate the ways in which our activity can actively contribute to ensuring equality.

5.2   The Fare Deal for under 19s set out in this report is a specific initiative to increase affordable mobility options for young people. This increases life chances in respect of education, training, employment, and social opportunities at a crucial life stage, which can help to overcome equality barriers.

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?CId=133&MId=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/. This now include a transport-economic recovery dashboard via this link

https://app.powerbi.com/view?r=eyJrIjoiZDdjMjNlNGEtNTY1Yi00YTgyLThmZGItMWI1NzQxNzExM2ExIiwidCI6IjM0ZTkzYmZjLWVINjYtNDM0NS1hNGZlLTgwNWI2N2U4ODBjMCIsImMiOjh9

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/

The Combined Authority's COVID-19 transport survey results are reported on the website here: https://www.westyorks-ca.gov.uk/documents/covid-19-transport-survey/ This includes the latest Wave 6 data summarised at the November meeting of the Committee.

12.   Appendices

Appendix 1 – Insights on transport network use

Appendix 2 – WY Bus Alliance Operator Performance Report from July to September 2021

Appendix 3 – Rail network performance data

Appendix 4 – Metro branded activity measures

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Nationally, road and bus usage remain broadly stable over recent weeks

Motor vehicle and bus use appear to be stable at slightly lower levels than September, with reduced fluctuation. Rail use declines notably however as there are missing dates and the local picture does not reflect this, this rail data should be treated with caution.
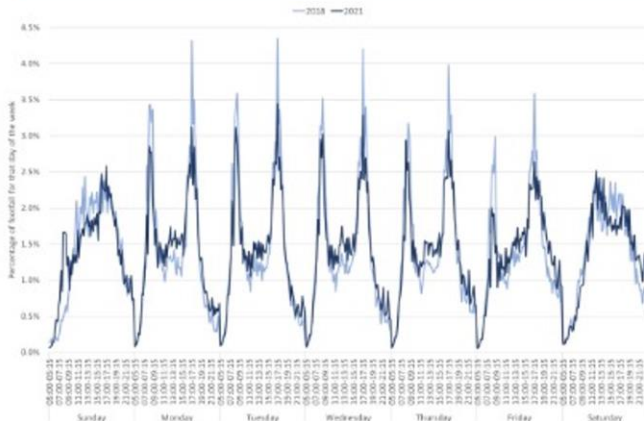

DfT transport use during the coronavirus (COVID-19) pandemic

N.B. the most recent seven days of rail data are subject to revision

Source: https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic
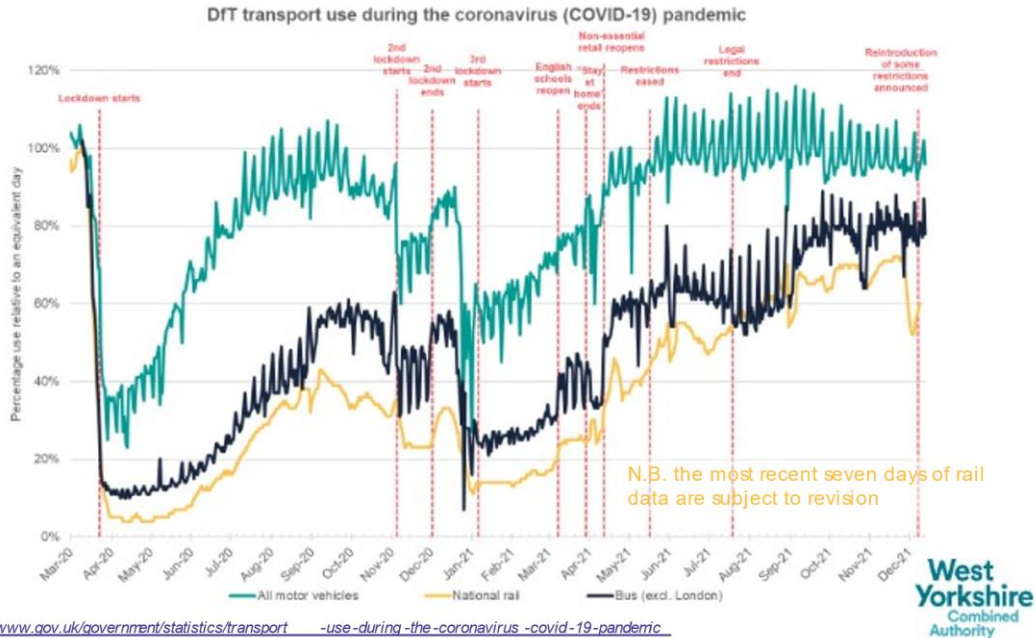
Leeds rail station weekday footfall remains broadly stable while weekends fluctuate

The level of footfall at Leeds rail station has remained broadly stable over recent weeks with some changes linked to extreme weather. Weekend levels have fluctuated but reached the highest increase observed against baseline on Sunday 5th December. The impact of recently reintroduced restrictions, including working from home guidance, is not yet apparent however the most recent Monday does appear low compared to recent weeks.

Baseline period is Monday 2nd - Friday 6th March 2020 (weekdays) and 29th Feb -1st March and 6th-7th March (weekends)
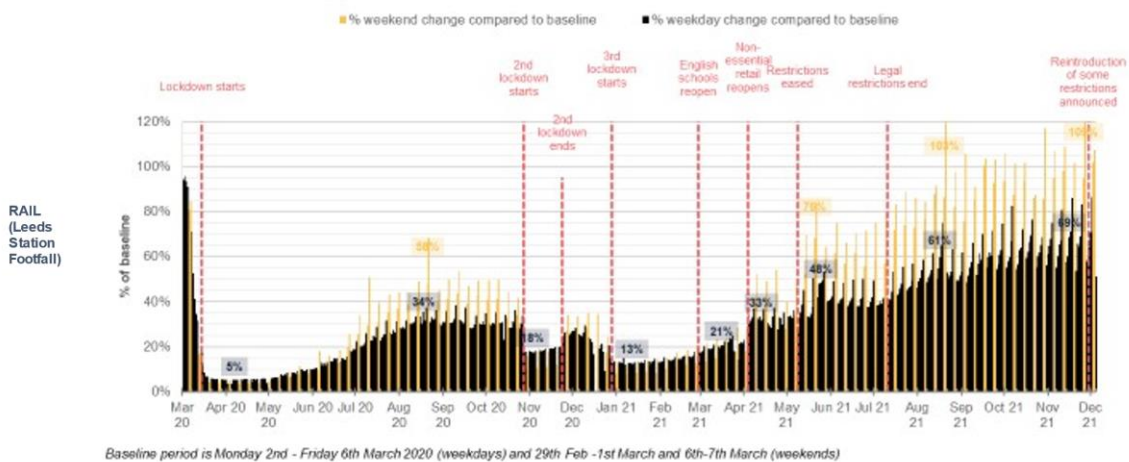
Source: Leeds Rail Station Footfall - Network Rail

Changes in travel time/day - Rail

A comparison of Leeds Station footfall data from 3 weeks in 2018 and 2021 in 15 minute time slices reveals that
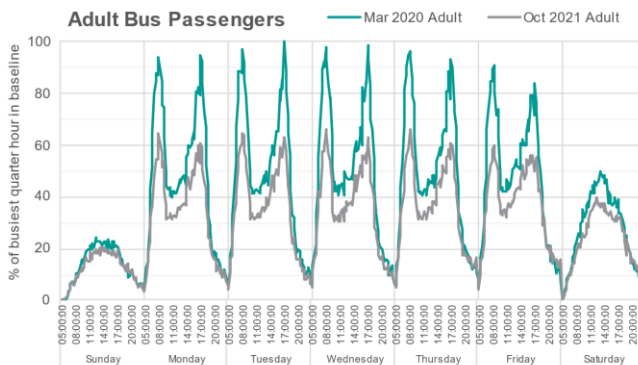- the busiest 15 minutes in weekday AM peak periods is now slightly earlier
- a greater proportion of people are now traveling during the off peak period
- a greater proportion of people are travelling late in the evening particularly on Fridays

- people are travelling later on Saturdays and earlier on Sundays
- looking at the days on which people are choosing to travel reveals that footfall during the working week has not returned to pre - pandemic levels, Friday remains the busiest working week day and footfall at weekends during this period in 2021 was 37% higher than in 2018.

Data used is from 30/09/2018 to 20/10/2018 and 26/09/2021 to 16/10/2021. 2018 has been used as a pre -covid comparison rather than 2019 when footfall counts were affected by the work moving the barriers and improving the concourse at Leeds Station.

Source: Leeds Rail Station Footfall - Network Rail

West Yorkshire Combined Authority

Changes in bus use are most apparent in the traditional commuter peaks

A comparison of adult bus use shows:
- Use in the traditional commuter peaks is still substantially lower than pre -pandemic
- The weekday peaks in use by adults have remained at 08:00 to 08:15 and 17:00 to 17:15.
- Recovery has been stronger outside of peak hours, particularly on evenings and weekends.

Bus use remains lower on all days of the week than pre -pandemic. This is true of each cohort, and therefore also true of all cohorts combined. Unlike the Leeds station footfall figures the overall distribution by day of the week follows a similar pattern to pre -pandemic, with perhaps Sunday being nearest to the baseline.
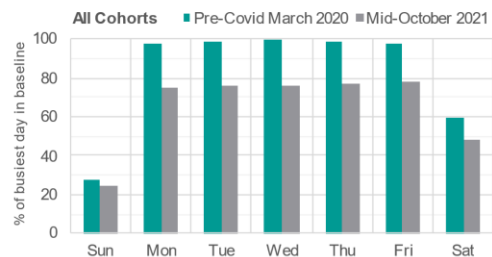
Extract of bus ticket machine data from 01/03/2020 to 07/03/2020 and 10/10/2021 to 16/10/2021. Data may not be fully representative of West Yorkshire .

Source: Leeds Rail Station Footfall - Network Rail

West Yorkshire Combined Authority

Evening footfall in Leeds City Centre decreased from October to November

Weekday and weekend evening footfall (Friday 18:00 – Monday 05:59) in Leeds decreased in November, the first time a decline from the previous month has occurred in 2021, however declines into the winter months are normal. Although footfall remains above 2020 levels, this is still lower than the same period in 2019.

Leeds Nighttime Total Footfall (18:00 - 05:59)

Source: Leeds City Council

West Yorkshire Combined Authority

The content in this Appendix is extracted from the Monitor of 17th December 2021 produced by the Combined Authority Research and Intelligence team. The full report is available here: https://www.westyorks-ca.gov.uk/documents/economic-monitor/, together with a link to a regularly updated dashboard with the latest available data, available here:
https://app.powerbi.com/view?r=eyJrIjoiNTA5ZjIzZWQtNDdiOS00ZGNiLTllNmQtNW ZmZmQ0ZDBkMjRiIiwidCI6IjM0ZTkzYmZjLWVlNjYtNDM0NS1hNGZILTgwNWI2N2 U0ODBjMCIsImMiOjh9 .

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Bus Alliance performance

July to September 2021

The drop in figures this quarter compared to 12 months ago can be attributed to key factors that differed this time as local economies emerged from lockdown. Well-documented driver shortages in all road transport and competition from logistics and distribution placed continued pressure on operators, resulting in reduced frequencies and cancellations to manage the network. Traffic congestion also rose quickly and sharply, notably with the return to in-person attendance at colleges and universities in September instead of virtual study which was the norm in 2020.

Reliability

% of the **4 million** planned miles operated

July 2021	**96.1%**
August 2021	**95.5%**
September 2021	**93.7%**
3 month average 2021	95.1%
3 month average 2020	99.2%

▼ 4.2%
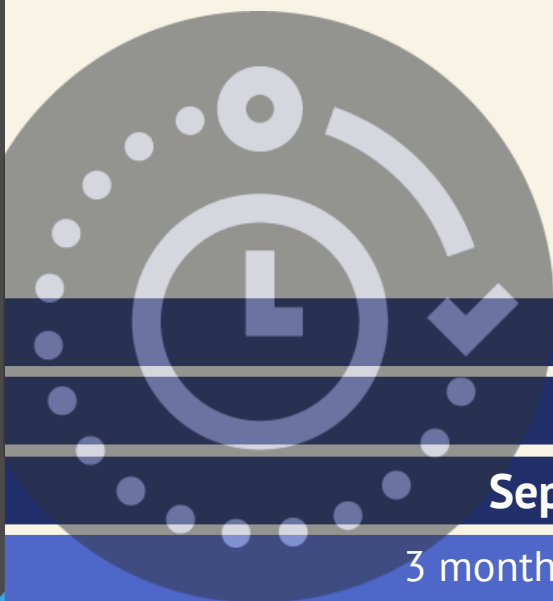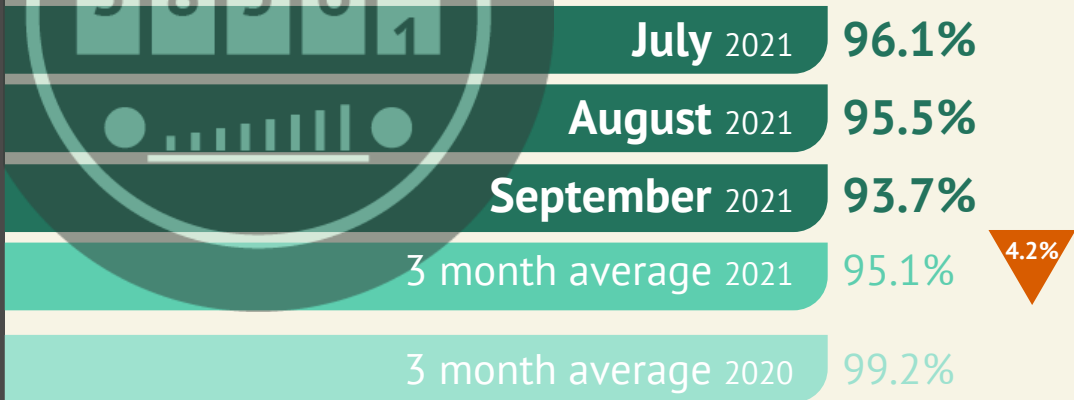
Punctuality

% of buses on time

from the first stop

July 2021	**92%**
August 2021	**92.6%**
September 2021	**88.3%**
3 month average 2021	90.9%
3 month average 2020	95.4%

▼ 4.5%

from stops along the way

July 2021	**85.4%**
August 2021	**86.2%**
September 2021	**79.6%**
3 month average 2021	83.7%
3 month average 2020	87.1%

▼ 3.4%
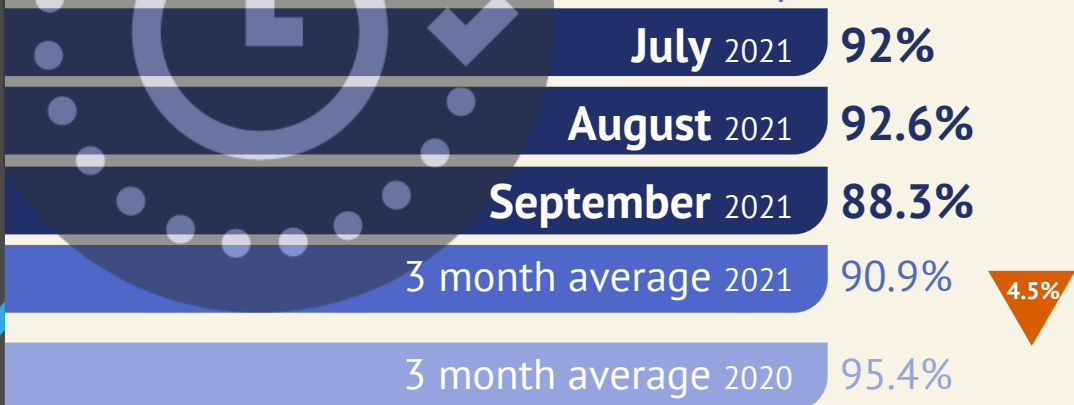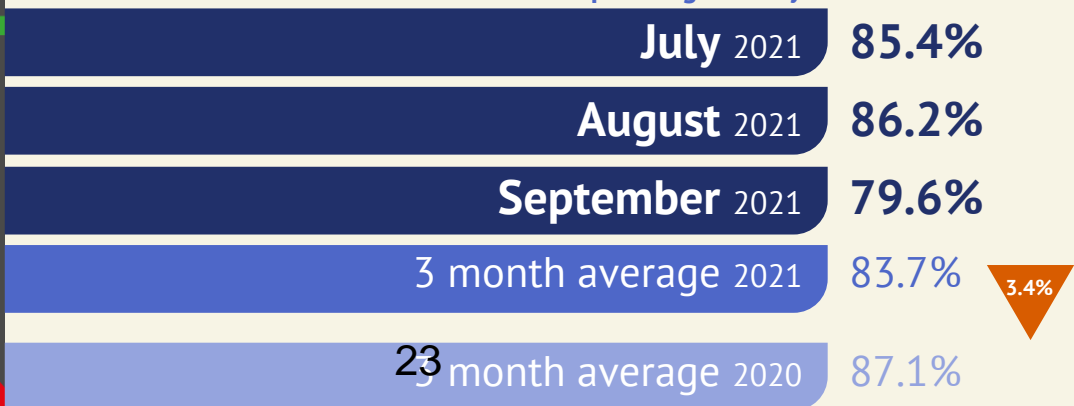
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Item 5 – Appendix 3

Rail network performance data

How performance is reported

Performance data for Northern and TransPennine Express (TPE) is summarised here. Northern and TPE provide most rail services in West Yorkshire. Links to summaries of other operators' performance data are also provided.

Performance data is now reported to new 'to time' measures. These measures replace the familiar 'PPM' measures and are intended to represent a more 'real world' reflection of performance as experienced by passengers. This measure records punctuality at all station stops (not just the final stop).

The main indicators used in this report are:

Measure	Explanation
Time to 3 T-3	Percentage of Recorded Station Stops called at within 3 minutes of the planned time.
Time to 15 T-15	Percentage of Recorded Station Stops called at within 15 minutes of the planned time.
Cancelled	Services subject to cancellation (in full or in part).

More information how rail performance is reported is available here: https://www.raildeliverygroup.com/punctuality.html .

Rail performance data is reported on 4-week reporting periods, numbered sequentially from 1 April each year. The main periods used in this report are:

Period	Four-week date range
P6 22/06	22 August 2021 to 18 September 2021
P7 22/07	19 September 2021 to 16 October 2021
P8 22/08	17 October 2021 to 13 November 2021

Some of the charts in the report show abbreviated codes, for example '22/08'. These codes refer to the year and reporting period. The first two digits refer to the year – '22' means 2021/22, '21' means 2020/21 and so on. The latter two digits are the period in the year. So, 22/08 is the 8th reporting period in 2021/22.

We will continue to work with Transport for the North to ensure the graphical summary data provides valuable insights, including to show year-on-year comparisons.

Northern

Northern operates most of the rail services in West Yorkshire.

Headline performance is summarised below.

Time to 3 (% of station calls within 3 mins of planed time)	22 Aug 2021 to 18 Sep 2021	19 Sept 2021 to 16 Oct 2021	17 Oct 2021 to 13 Nov 2021
Northern overall	88.0%	86.6%	77.0%
East Region (Yorkshire and East Midlands)	88.0%	88.1%	74.6%

Cancelled	22 Aug 2021 to 18 Sep 2021	19 Sept 2021 to 16 Oct 2021	17 Oct 2021 to 13 Nov 2021
Northern overall	2.24%	1.85%	2.94%
East Region (Yorkshire and East Midlands)	1.8%	1.48%	2.58%

More detailed information on Northern's performance is available here: https://www.northernrailway.co.uk/corporate/performance

The overall trend of Northern performance for the last six 4-week reporting periods is shown below:
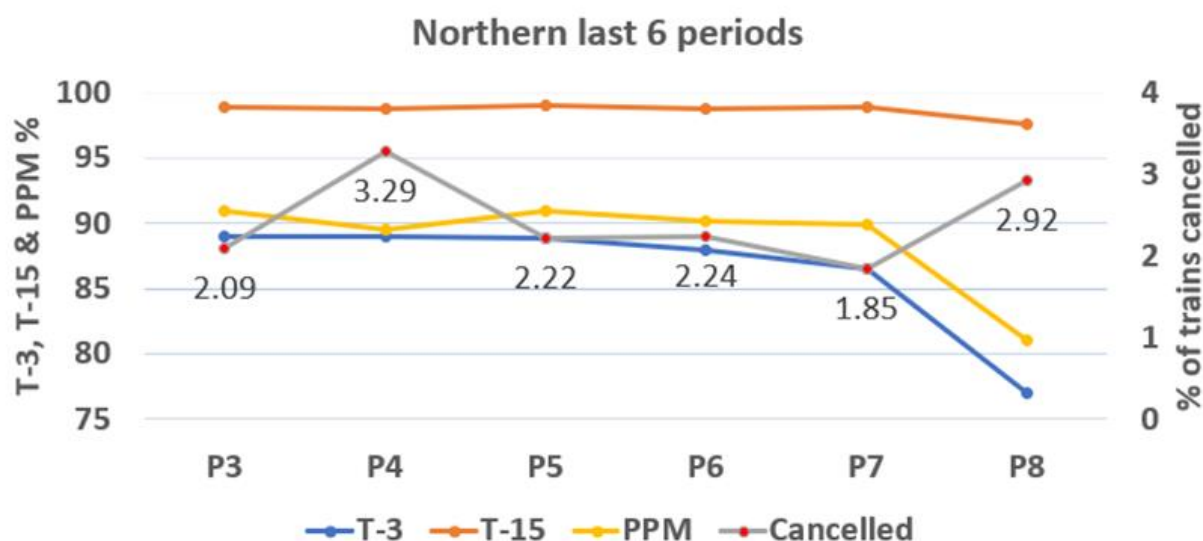
Key: Left axis: % of station calls within 3 minutes (T-3) of planned times, % of station calls within 15 minutes (T-15) of planned times, and legacy PPM measure.
Right axis: % of trains cancelled.

The chart below summarises Northern's East Region (Yorkshire and East Midlands) performance from 22 August to 13 November 2021 (Period 6 to Period 8).

Punctuality at recorded station stops
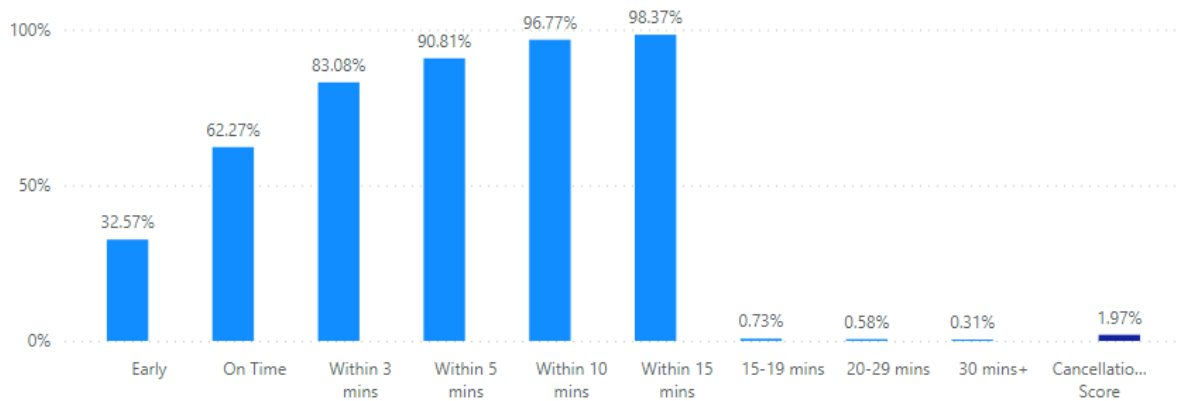
The charts below show punctuality and cancellation trends for Northern's East Region (Yorkshire and East Midlands area) in 4-week periods from 28 April 2019 (Period 2 of 2019/20, represented as 20/02) to 13 November 2021 (Period 8 of 2021/22, represented as 22/08).

Northern East Region: % of station calls within 3 minutes of planned time
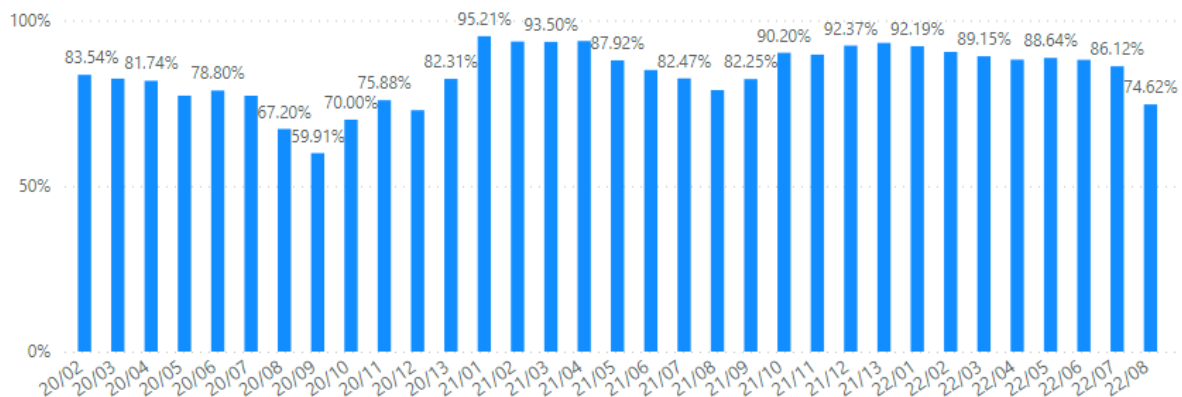
Northern East Region: % of services cancelled
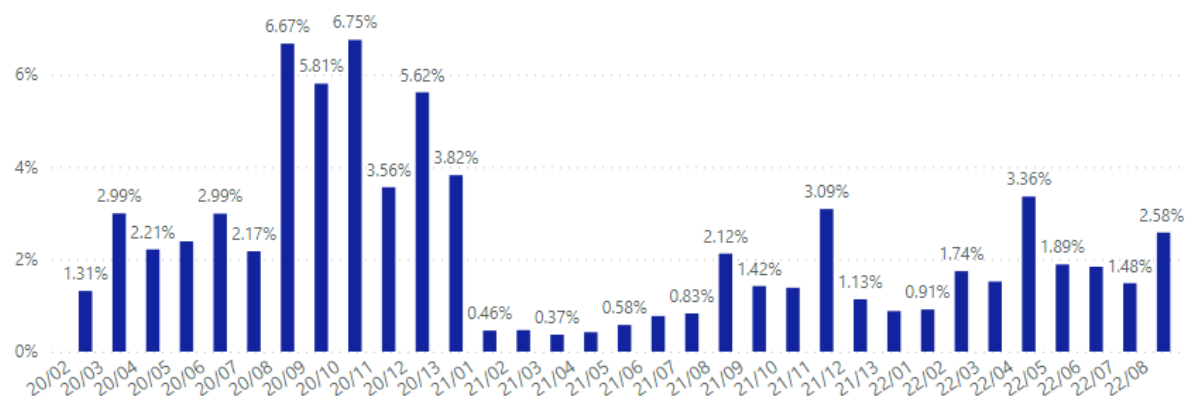
TransPennine Express

TransPennine Express operates regular services between Liverpool, Manchester, West Yorkshire, North Yorkshire and the North East via Leeds and Huddersfield.

Headline performance is summarised below.

Time to 3 measures (% of station calls within 3 mins of planed time)	22 Aug 2021 to 18 Sep 2021	19 Sept 2021 to 16 Oct 2021	17 Oct 2021 to 13 Nov 2021
Overall	84.31%	82.9%	72.3%

Cancelled	22 Aug 2021 to 18 Sep 2021	19 Sept 2021 to 16 Oct 2021	17 Oct 2021 to 13 Nov 2021
Overall	2.3%	1.17%	2.2%

More detailed information on TransPennine Express performance is available here: https://www.tpexpress.co.uk/about-us/passengers-charter/performance-transparency

The overall trend of TPE performance for the last six 4-week reporting periods is shown below:
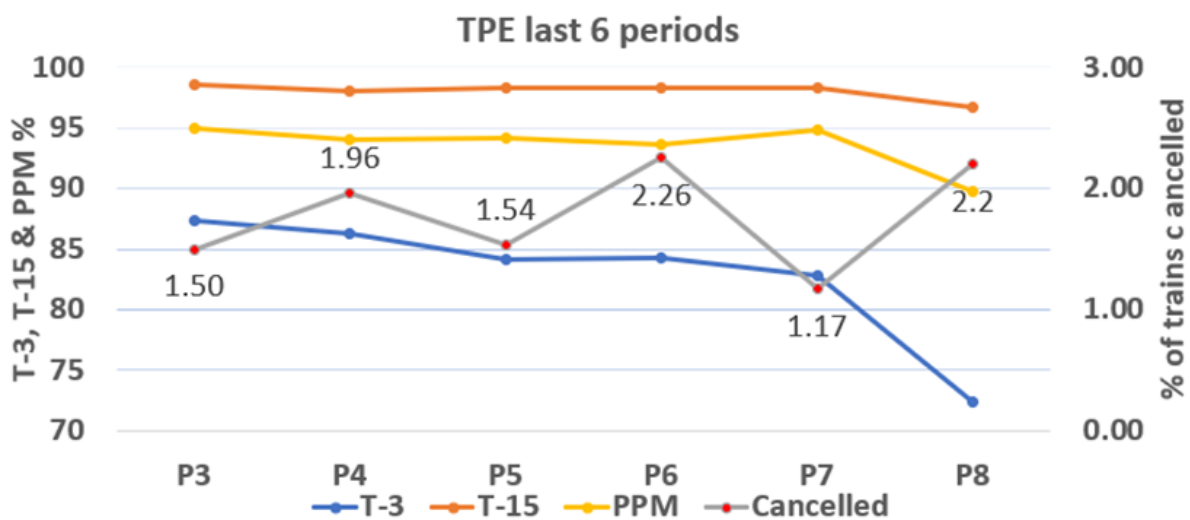
Key: Left axis: % of station calls within 3 minutes (T-3) of planned times, % of station calls within 15 minutes (T-15) of planned times, and legacy PPM measure.
Right axis: % of trains cancelled.

The chart below summarises TPE's North Route (services in and through West Yorkshire) performance from 22 August to 13 November 2021 (Period 6 to Period 8).

Punctuality at recorded station stops
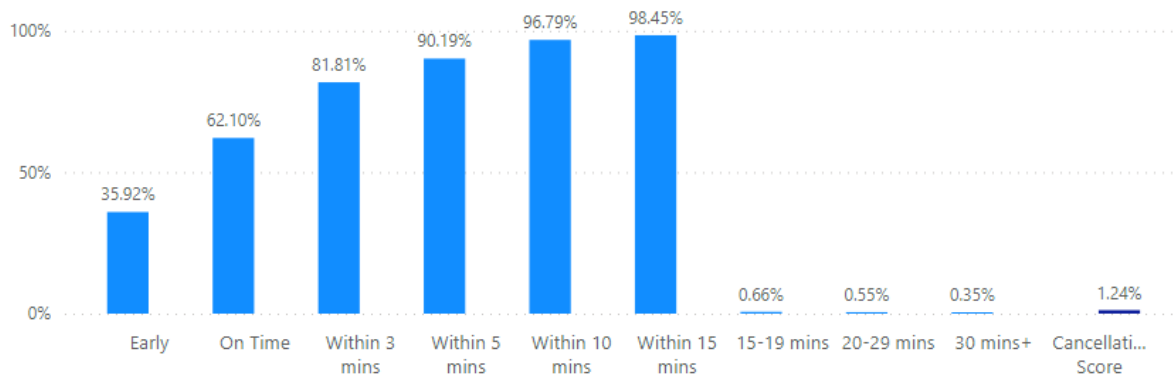
The charts below show punctuality and cancellation trends for TPE's North Route (services in and through West Yorkshire) in 4-week periods from 28 April 2019 (Period 2 of 2019/20, represented as 20/02) to 13 November 2021 (Period 8 of 2021/22, represented as 22/08).

TPE North Route: % of station calls within 3 minutes of planned time
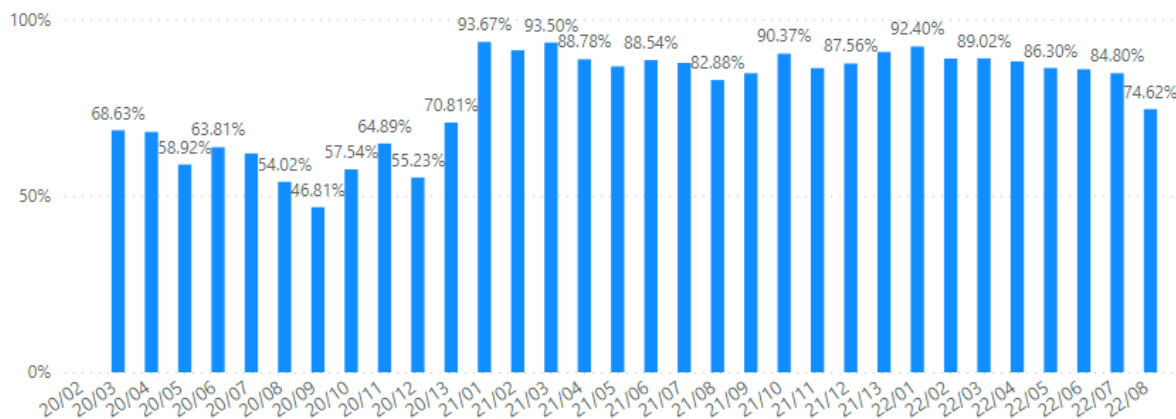
TPE North Route: % of services cancelled
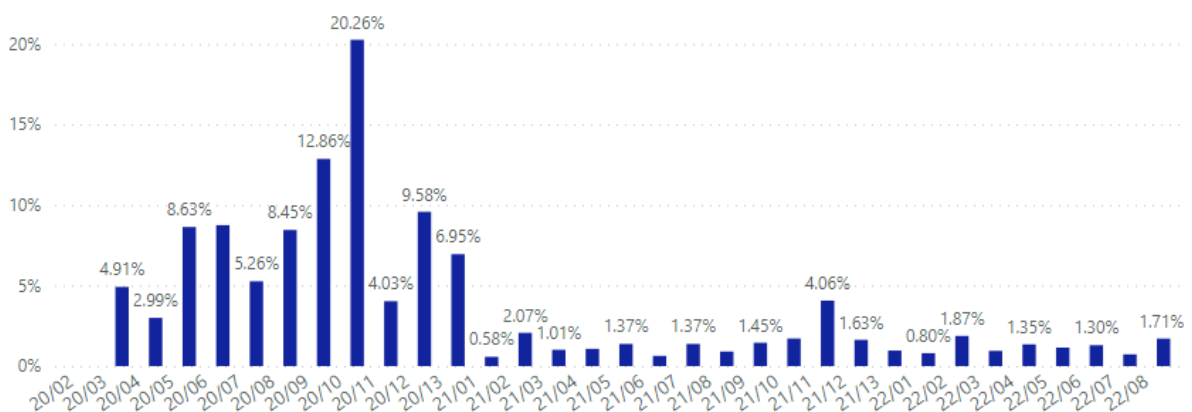
<u>LNER</u>

LNER operates regular services between West Yorkshire and London.

A summary of LNER's recent performance is available here:
https://www.lner.co.uk/about-us/our-performance-figures/

<u>Cross Country</u>

Cross Country operates services between Scotland, the North East, West and South Yorkshire, the Midlands and South West.

A summary of Cross Country's recent performance is available here:
https://www.crosscountrytrains.co.uk/about-us/key-business-performance-indicators

<u>Grand Central</u>

Grand Central operates trains between Bradford and London via Halifax, Mirfield, Brighouse, Wakefield, and Pontefract.

A summary of Grand Central's recent performance is available here:
https://www.grandcentralrail.com/about-us/how-are-we-doing/punctuality

Item 5 – Appendix 4: Metro branded activity measures

All content below taken from the Transport Committee PowerBi interactive dashboard managed by the Combined Authority Research & Intelligence team.

Metro Travel Centres

The chart shows the average number of daily (Monday to Saturday excluding bank holidays) sales and enquiries made at travel centres by month of the year. This information has been collected since April 2021, customer counting equipment was used previously however this does not give an accurate comparison.
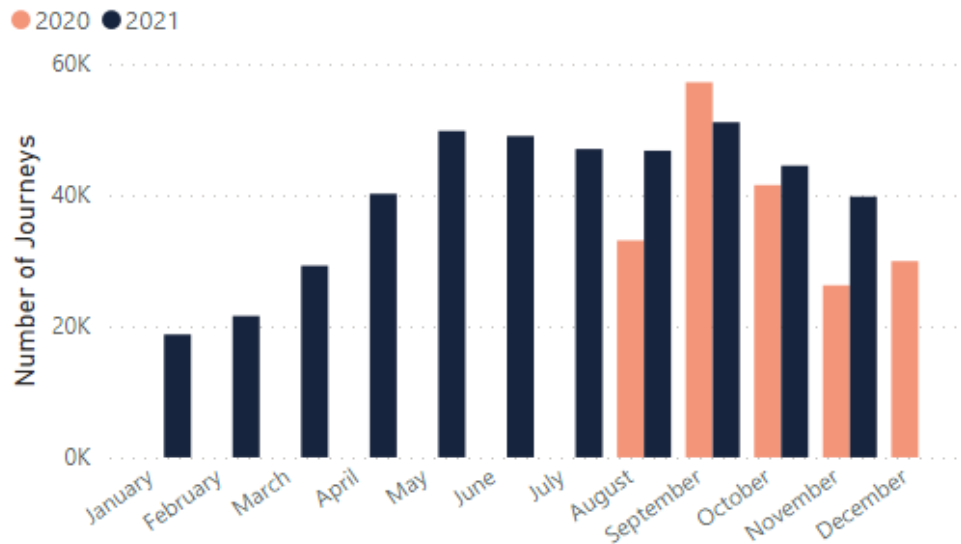
Metro Travel Centres: Average Daily Transactions

● Sales ● Enquiries
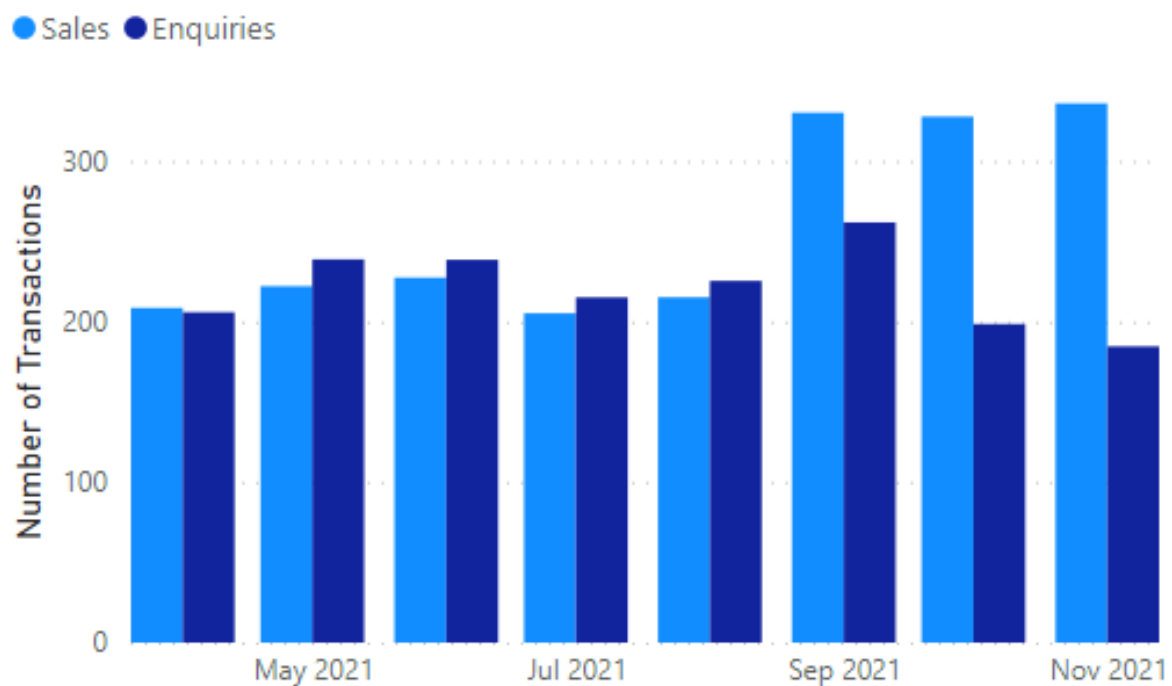
Number of journeys planned using Moovit Journey Planner

The chart shows the number of journeys planned using the West Yorkshire Moovit Journey Planner by month and year, available via www.wymetro.com . A different journey planner was in use in 2019, so comparable data is not available.
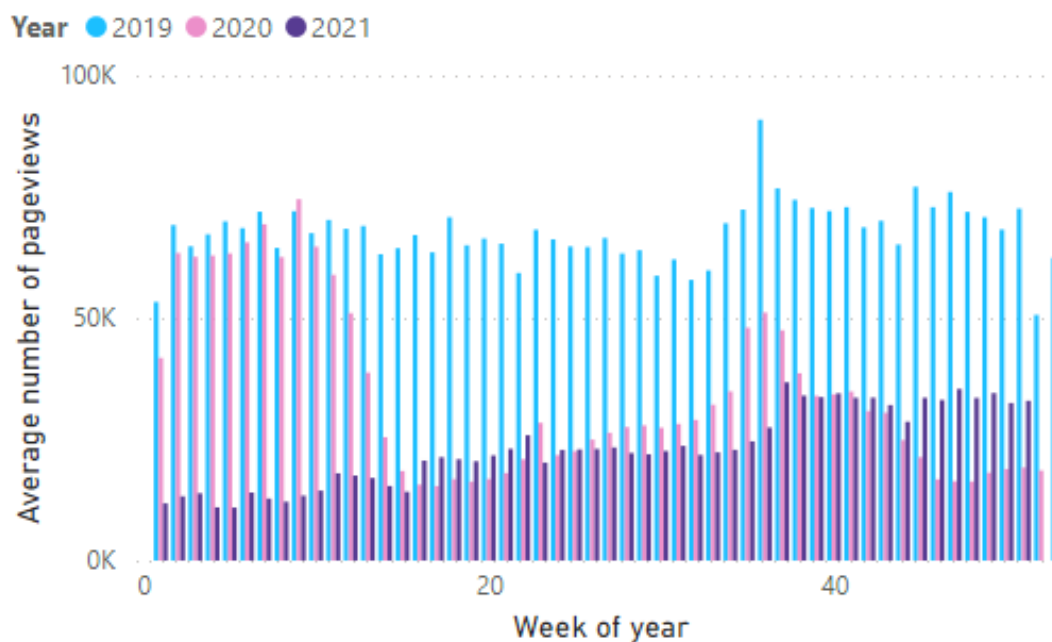

Engagement with Metro website – www.wymetro.com

The chart shows the average number of weekday (Monday to Friday) pageviews for the Metro Website by week of the year.
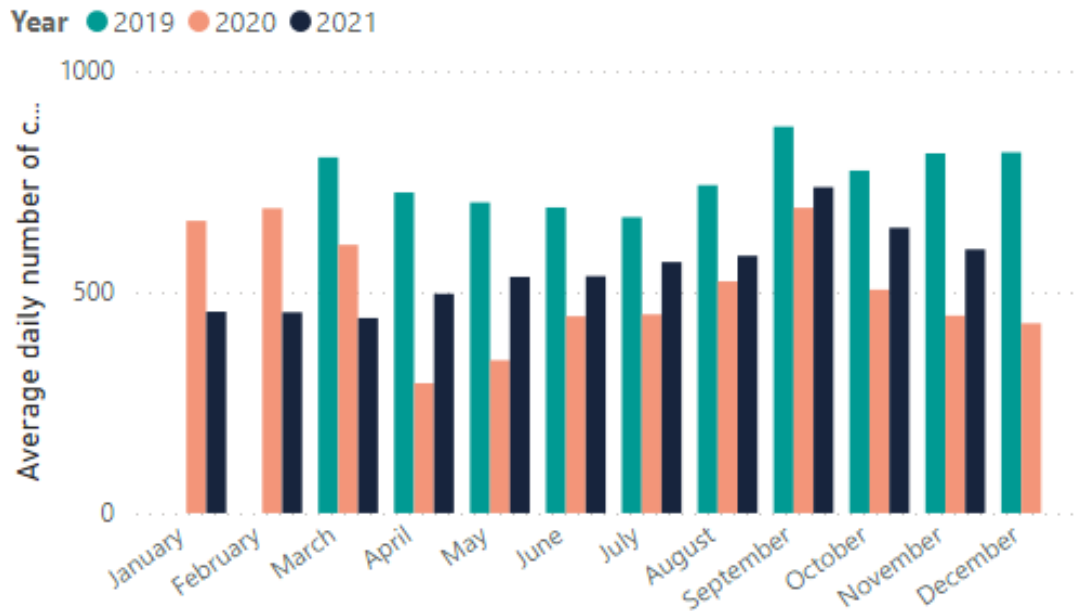
MetroLine calls

The chart shows the average number of weekday (Monday to Friday) calls to MetroLine.
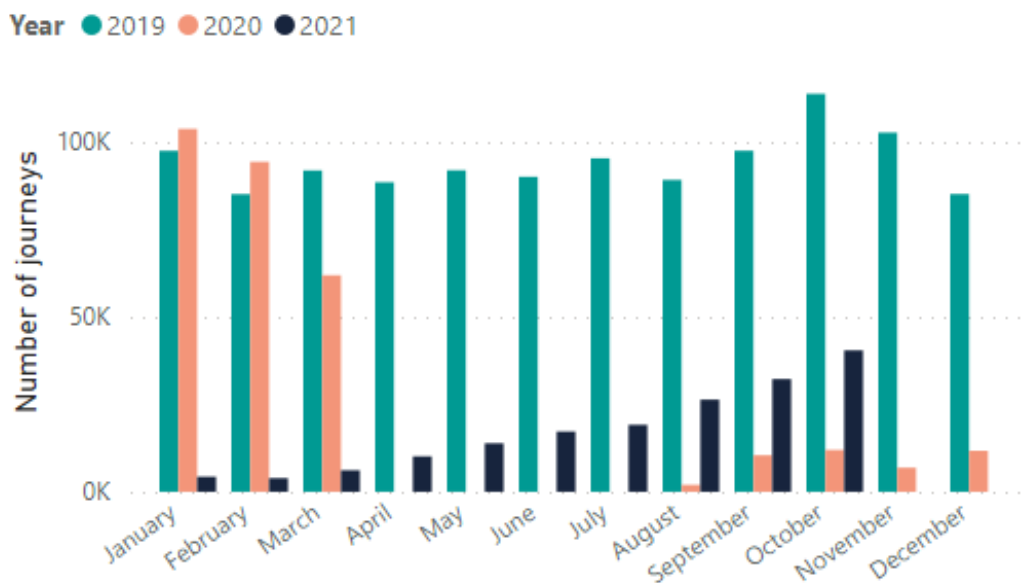
Metro Line Calls

Use of Park and Ride services

The chart shows the total number of Park and Ride journeys (both smart and paper) made by month of the year.

Park & Ride Journeys

MCard journeys

The chart shows the total number of journeys made using Smart MCard products (but not those using the new app) by week of the year.

MCard Journeys (NERO only)

● 2019 ● 2020 ● 2021
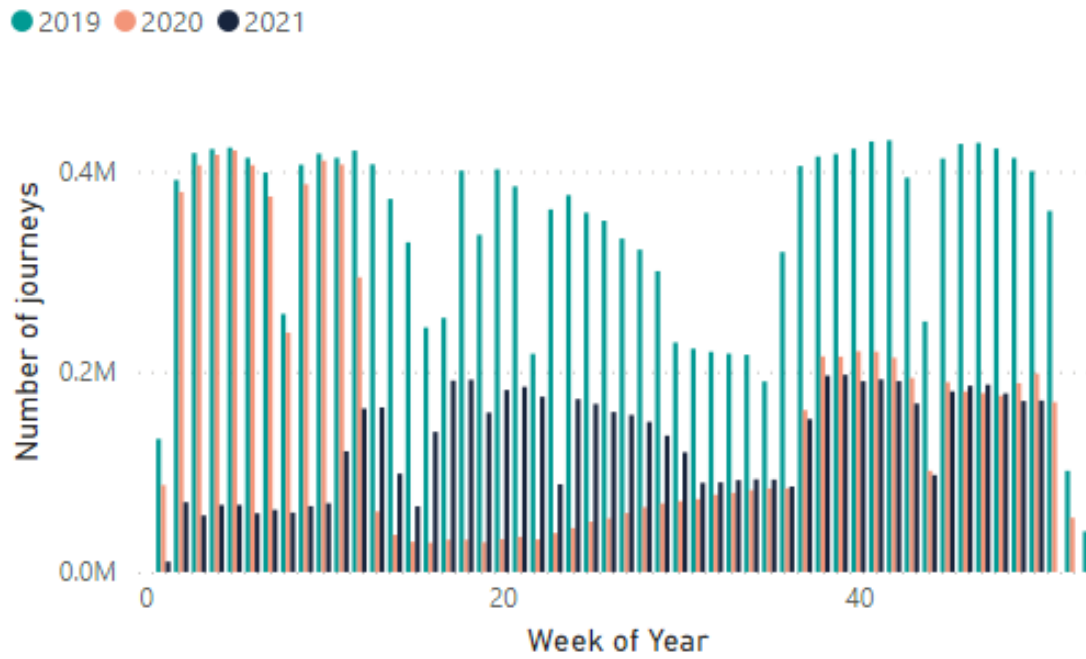
Social media interactions with "Metro Travel News" channels

'Engagement' is all the interaction that people have with the content, including likes, shares, responses.

Social Media Engagements with Metro (including MCard and...

● Engaged users (Facebook) ● Engagements (Twitter)

West
Yorkshire
Combined
Authority

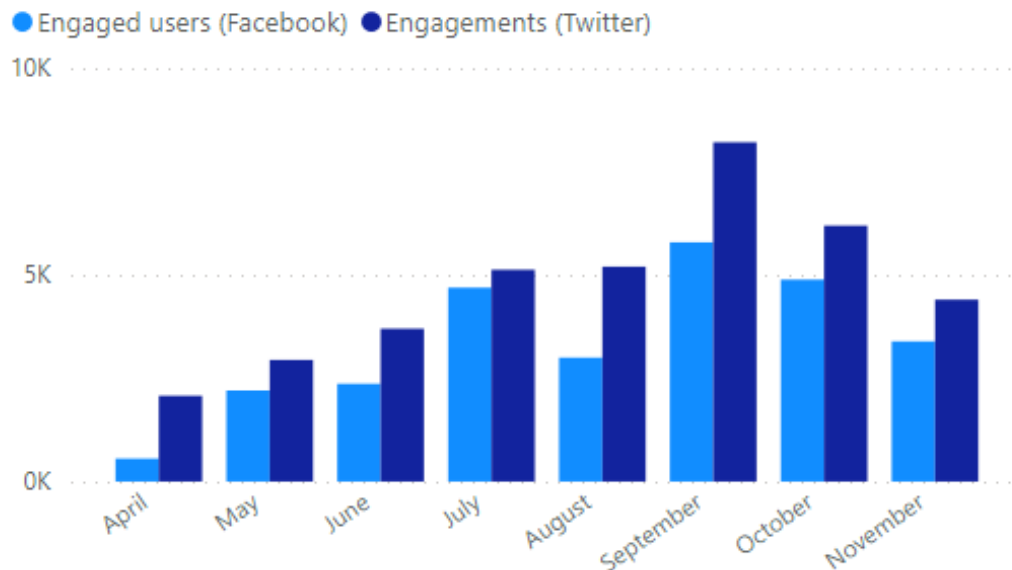| Report to:	Transport Committee
Date:	7 January 2021
Subject:	**Leeds City Region Transport Update**
Director:	Liz Hunter, Director of Policy and Development
Author:	Richard Crabtree, Rail Development Manager

Is this a key decision?	☐ Yes	☒ No
Is the decision eligible for call-in by Scrutiny?	☐ Yes	☒ No
Does the report contain confidential or exempt information or appendices?	☐ Yes	☒ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	☒ Yes	☐ 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 Transport for the North (TfN) Board met in Leeds on 24 November 2021.

2.2   This meeting considered the following substantive items:

- **Integrated Rail Plan Review and Response Plan** – as covered at **Item 8** of today's meeting.

- **Approval of the Decarbonisation Strategy** where members agreed the TfN Transport Decarbonisation Strategy. The work was welcomed by

TfN members, and an executive summary of the work has been requested so that it can be more widely championed. The Board requested regular updates on the initiatives set out in the Strategy. A link to the final strategy is included in the **Background Documents**.

- **Major Roads Report** where members agreed a position statement on how TfN will discharge its statutory role in roads. This includes a proposed work programme, ensuring that roads and investment priorities for roads are considered as part of a 'whole transport system' approach. Members drew attention to the important role of roads in active travel and for bus services, as well as their fundamental role in large rural areas in the north.

- **Rail Reform** where members received an update on TfN's potential future role in the context of the formation of Great British Railways. Members supported a strategic role of TfN, and it was noted the important role the Local Enterprise Partnership partners bring to TfN, giving it a unique voice for the North.

2.3 The meeting also agreed minor governance changes and received an update on the recruitment of the new Independent Chair. The preferred candidate is expected to be confirmed at the next Board meeting on 25 January 2022.

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.

2.5 The next meeting of the TfN Board is scheduled to take place on 25 January 2022 as an online consultation call.

Rail North Committee Strategic Rail Director Consultation Call

2.6 Rail North Committee met informally on 15 December 2021. This meeting considered the following substantive items:

- **Rail Reform Next Steps** where members were updated following the November meeting of the TfN Board. Members offered strong support for the concept of 'double devolution' to both TfN and local areas. Further work will be done on the most appropriate geography for local devolution.

- **Rail North Partnership Update** where various updates on recovery and performance were provided. A key theme was the relative strength of the recovery of demand in the North relative to other areas. The importance of securing a half-hourly frequency throughout the day at Slaithwaite and Marsden was raised, as well as the need for better value rail fares.

- **Manchester Recovery Task Force** which provided an update on establishing a 'blueprint' for future rail infrastructure upgrades as part of the exit strategy from the reduced timetables agreed earlier in the year. Members felt that the infrastructure commitments still fall short of what is

required to sign-off the detailed timetable plans, and this matter will be brought back to the Board in January.

- **Investment Planning** which provided an update on the activity to address network congestion and to accommodate growth around Leeds, including the activity to secure commitment to upgrades at Bradford Forster Square for regular through trains to London. This also considered the initial impacts of the Integrated Rail Plan (a separate item on this is included at **Item 8**). Members agreed that a similar approach to that adopted for Manchester should be initiated to focus on the priorities for rail investment to address congestion around Leeds, and on the East Coast Main Line between York and Newcastle. A more comprehensive update on investment planning, including other areas, will be brought to the Rail North Committee when the Rail Network Enhancement Pipeline (RNEP) is published, expected in the New Year.

2.7   There will be further engagement with Rail North Committee members in January 2022 as the 2022/23 business plans for Northern and TransPennine Express are finalised.

2.8   A link to Rail North Committee meetings and papers is provided in the **Background Documents** section, which includes access to recordings of the public session of the meeting.

City Region Sustainable Transport Settlement

2.9   West Yorkshire has been awarded an indicative total of £830 million City Region Sustainable Transport Settlement for the five-year period from April 2022, from an indicative range of £570 million to £920 million. The Combined Authority in partnership with constituent councils is reviewing options for accommodating the programme within the awarded budget.

2.10   A Programme Business Case is being prepared for submission by the deadline of mid-January 2022. The Combined Authority considered a report on the City Region Sustainable Transport Settlement and Connectivity Plan at its meeting on 9 December (see **Background Documents**). This included approval for the Programme Business Case, with delegation to the Managing Director and Mayor for finalisation of the content and appearance.

Mass Transit Updates

Mass Transit Vision 2040 and Connectivity Infrastructure Plan

2.11   Alongside the Connectivity Infrastructure Plan, a Mass Transit Vision 2040 was produced to outline our plans for Mass Transit and how this relates with our wider vision for the future of transport in West Yorkshire. The Mass Transit Vision sets out our proposals for a new high-capacity mass transit system across nine corridors, using a blend of technologies.

2.12 An 'engagement draft' of this Mass Transit Vision was published in January 2021, as part of the wider West Yorkshire Connectivity Infrastructure Plan consultation (see **Background Documents**). There were 430,000 social media views of the engagement material. We received 7,800 responses to our surveys, polls, the interactive map and other stakeholder feedback. It is the largest consultation response of its type that the Combined Authority has received.

2.13 Overall, the support for our Mass Transit Vision was strong. Around 80% of respondents said they supported the Vision, either fully or in part. Feedback can be broadly grouped as:

- Those who supported the Mass Transit vision and felt that it should have been delivered years ago.

- Those who suggested that Mass Transit was no longer needed due to changes to travel demand as a result of the pandemic.

2.14 A detailed analysis of the findings has recently completed, and a report has been produced to help inform changes to both documents. In light of feedback from consultation and wider work on the programme, a number of changes have been made to the Vision document. This will require addition of new pages, and updates are required to reflect the current status of the programme.

2.15 An updated version of the Mass Transit Vision will be presented to a forthcoming Combined Authority meeting, with the final draft published soon after.

West Yorkshire Mass Transit Programme Strategic Outline Business Case

2.16 During of 2021, a programme level Strategic Outline Business Case for Mass Transit has been developed. The business case has been developed for submission to the Combined Authority's Assurance Framework and to the Department for Transport. It is structured to follow the conventional Treasury Green Book 'Five Case' model, with the focus on the strategic dimension, which sets out the need for intervention and why transit is the preferred way to meet that need. The business case establishes the rationale for the Mass Transit project and shapes the immediate next steps to allow Mass Transit to progress through the Combined Authority's Assurance Framework towards outline and detailed design phases of development.

2.17 The draft business case forms part of our evidence base to support the case for the City Region Sustainable Transport Settlement.

Integrated Rail Plan and Mass Transit funding

2.18 The Integrated Rail Plan states that, "*We commit today to building a Mass Transit System for Leeds and West Yorkshire, and to supporting West Yorkshire Combined Authority over the long term to ensure that this time, it*

gets done. That work begins now, with £200m of immediate funding to plan the project and start building it, with the first services operational in the second half of this decade."

2.19   As set out **Item 8**, we are currently working with government officials to understand the interrelationship between Mass Transit and the IRP, including the wider rail offer (HS2 and NPR). Further updates will be provided as discussions with the Department progress.

Manchester Recovery Taskforce Timetable Consultations

2.20   As reported to the last Transport Committee, it was confirmed in October 2021 that an 'Option B+' had been selected as the preferred approach to revising timetables in response to the Manchester Recovery Trask Force work. The detailed timetable consultation was published on 15 November 2021.

2.21   At the time of writing, the West Yorkshire response to the consultation was being finalised. A copy of the final submission will be included in the papers at the next Transport Committee.

Transport Committee Review

2.22   Further to the report considered by Transport Committee at its meeting in September 2021 (see **Background Documents)**, the Transport Committee Review is ongoing.

2.23   A proposal for the Review is due to be considered by the Combined Authority at its meeting in February 2022. There will then be the opportunity for further engagement with Transport Committee members before the details are finalised for agreement at the Combined Authority meeting in March 2022, for implementation for the 2022/23 municipal year.

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. The important links between tacking the climate emergency are set out in the West Yorkshire Climate and Environment Plan.

3.2   TfN has now agreed its Transport Decarbonisation Strategy, which provides a valuable strategic framework for addressing the Climate Emergency. The CRSTS and Mass Transit programmes are fundamental to achieving the modal shift required to meet our ambitious targets.

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, and

opportunities for this continue to be explored as part of the initiatives outlines in this paper.

4.2 The contribution of the CRSTS programme to inclusive growth is being considered as part of the programme business case currently being developed. The Mass Transit business case work will similarly include assessments of the programme's contribution of our Inclusive Growth ambitions.

5   Equality and Diversity Implications

5.1 It is important that the transport network addresses the accessibility needs of all communities across West Yorkshire. Equality and diversity are being addressed as part of individual projects and policies. Individual schemes identified as part of the CRSTS programme will be subject to assessment to ensure that equality and diversity implications are understood.

5.2 The update to the Mass Transit Vision includes an additional section to set out how our approach to Mass Transit will secure is a 'best-in-class' system in relation to equality and diversity

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 the Committee notes the updates provided in this report.

11.   Background Documents

Transport Decarbonisation Strategy, December 2021, Transport for the North, available via this link: https://transportforthenorth.com/decarbonisation/

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/ .

City Region Sustainable Transport Settlement and Connectivity Infrastructure Plan, Item 11, West Yorkshire Combined Authority, 9 December 2021. Available here: https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=133&MId=1083 .

West Yorkshire Mass Transit Vision 2040, Working draft for engagement, January 2021, is available along with other Connectivity Infrastructure Plan documents here: https://www.westyorks-ca.gov.uk/improving-transport/connectivity/

Transport Committee Review, Item 12, Transport Committee, 17 September 2021. Available here: https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=138&MId=1126

12. **Appendices**

None

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West Yorkshire
Combined Authority

Report to:	Transport Committee
Date:	07 January 2022
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?	☐ Yes	☒ No
Is the decision eligible for call-in by Scrutiny?	☐ Yes	☒ No
Does the report contain confidential or exempt information or appendices?	☐ Yes	☒ No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:		
Are there implications for equality and diversity?	☐ Yes	☒ No

1.   Purpose of this report

1.1   To inform the Transport Committee of the transport related Combined Authority meeting project approvals from the following:

- 22 October 2021 - Combined Authority
- 25 November 2021 – Place, Regeneration and Housing Committee
- 09 December 2021 – Combined Authority

2.   Information

The following projects were presented at the Combined Authority meeting on 22 October 2021 - Capital Spend and Project Approvals

2.1   The full agenda and papers for the Combined Authority meeting on 22 October 2021 can be found on the Combined Authority website here.

Active Travel Fund: Local Authority Capital Funding 2021/22

2.2 The Active Travel Fund: Local Authority Capital Funding for 2021/22 programme was developed in partnership with partner councils and the fund will improve walking and cycling infrastructure to better support safe waking and cycling in line with district, regional and national strategies.

2.3 The scheme is funded by Local Authority Capital Funding 2021/22.

2.4 The scheme gained approval through decision 4 (full business case) and work commences on activity 5 (delivery), subject to a successful funding bid to the Department for Transport.

The following projects were presented at the Place Regeneration and Housing Committee meeting on 25 November 2021 - Capital Spend and Project Approvals

2.5 The full agenda and papers for the Place Regeneration and Housing Committee meeting on 25 November 2021 can be found on the Combined Authority website here.

Rail Parking Package - Outwood

2.6 The scheme is part of the Rail Park & Ride Programme, a package of car park extensions which aims to increase access to train services in West Yorkshire and beyond.

2.7 The scheme is to be funded by the West Yorkshire plus Transport Fund.

2.8 The scheme gained Approval to Proceed through decision point 3 (outline business case) and for work to commence on activity 4 (full business case).

TCF – North Halifax Improved Streets for People

2.9 The scheme will encourage walking and cycling in north Halifax through a series of improvements including four kilometres of new cycle lanes, walking pathway improvements and traffic calming measures, providing improved access between Ovenden in north Halifax and the town centre

2.10 The scheme will be funded by the Transforming Cites Fund (TCF).

2.11 The scheme gained approval to proceed through decision point 3 (outline business case) and for work to commence on activity 4 (full business case).

TCF – West Halifax Improved Streets for People

2.12 The scheme will improve journeys made by bus and on foot, in the Park ward area in west Halifax, through a series of improvements, including new pedestrian crossing facilities, traffic calming and parking restrictions and bus priority measures at key junctions. The scheme will also improve access to the town centre by bus and on foot from Park ward.

2.13   The scheme will be funded jointly by the Transforming Cities Fund (TCF) and the Integrated Transport Block (Streets for People Demonstration Project).

White Rose Station

2.14   The scheme will deliver a new rail station on the Leeds Huddersfield line. The proposed station will sit between Morley and Cottingley on this section of the Transpennine route. The scheme will enable a shift from road to rail journeys.

2.15   The scheme will be funded from the Leeds Public Transport Investment Programme, Transforming Cities Fund, New Stations Fund and other public and private sector match funding.

2.16   The scheme gained approval to proceed through full business case with finalised costs and for work to commence on activity 5 (delivery).

The following project was presented at the Combined Authority meeting on 09 December 2021 - Capital Spend and Project Approvals

2.17   The full agenda and papers for the Combined Authority meeting on 09 December 2021 can be found on the Combined Authority website here.

Bradford Interchange Resurfacing Works

2.18   The Bradford Interchange carriageway was constructed of reinforced concrete in 1973. This aging structure is now showing signs of deterioration and has been subject to a number of repairs. The scheme will involve repairs to the structure and waterproofing and resurfacing of the bus carriageways on a phased basis, so the interchange remains operational, and any disruption is minimal.

2.19   The scheme will be funded from the Local Transport Plan Integrated Transport Block (ITB) programme, the 2022/2023 City Region Sustainable Transport Settlement and / or Transforming Cities Fund and / or Combined Authority capital receipts.

2.20   The scheme gained approval to proceed through decision point 4 (full business case) and for work to commence on activity 5 (delivery), subject to the conditions set by the Combined Authority's Programme Appraisal Team.

3.   Tackling the Climate Emergency Implications

3.1   The Climate Emergency implications have been considered on all projects included in this report as part of their business case development.

4.   Inclusive Growth Implications

4.1   The inclusive growth implications have been considered on all projects included in this report as part of their business case development.

5.   Equality and Diversity Implications

5.1   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 the 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.

West Yorkshire Combined Authority

Report to:	Transport Scrutiny Committee
Date:	20 January 2022
Subject:	**Transport Scrutiny Work Programme 2021/22**

Director:	Angela Taylor, Director of Corporate & Commercial Services
Author:	Khaled Berroum, Statutory Scrutiny Officer

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1. Purpose of this report

1.1 To note the Transport Scrutiny Work Programme for 2021/22.

1.2 To consider any additional agenda items, formal referrals to scrutiny, reviews, call in, and any other tasks, issues or matters the Committee resolves to undertake or consider further.

2. Information

Scrutiny Work Programme

2.1 The Work Programme outlines the work the Committee has resolved to undertake, investigate further and focus on in the current municipal year (June 2021 – June 2022) within the resources, remit and powers available to it.

2.2 The work programme is set at the beginning of the year and, as a live document, is considered at each meeting where it can be amended and changed as the year progresses.

Referrals to scrutiny

2.3 Under Scrutiny Standing Order 7, any Scrutiny Member, any Combined Authority Member or any elected Member of a West Yorkshire council (or the City of York Council) may formally refer a matter to the Committee for consideration. The referral must be in writing to the Statutory Scrutiny Officer. The Committee must then consider and discuss the referral and respond to the referrer explaining whether or not it will consider the matter further and why.

2.4 There are no formal referrals for this committee to consider.

Agenda items and topics for consideration 2021/22

2.5   At the first committee meeting of the year in September, members considered the Combined Authority's corporate priorities and plan alongside the Mayor's Pledges and, following further questions and discussions with senior officers, discussed a number of possible topics and items to consider further this year.

2.6   The resultant work programme was adopted at the previous meeting in November and is attached at **Appendix 1**. The document also includes the topics to be considered by the other two scrutiny committees so that scrutiny members are always aware of what work the other scrutiny committees are undertaking.

Key decisions and call in

2.7   Scrutiny members may call in any decision of the Mayor, Combined Authority, a decision-making committee and any key decisions taken by an officer (with the exception of urgent decisions). Key decisions are defined as any decision incurring a financial cost or saving of £1 million or more, or a decision likely to have a significant effect on two or more wards.

2.8   Decision-makers have two days to publish notice of a decision, at which point scrutiny members have five working days to call in the decision, delaying its implementation, and formally requiring the decision maker to reconsider.

2.9   Any five scrutiny members – including at least one member from two different constituent councils (West Yorkshire) – may call-in a decision by notifying the Statutory Scrutiny Officer in writing by 4.00 pm on the fifth working day following publication of a decision notice. The relevant scrutiny committee then has 14 days to meet and scrutinise the decision and make any recommendations. Further information is set out in Scrutiny Standing Order 14.

2.10   The latest key decisions and forward plans of key decisions are published and available for viewing on the [key decisions section of the Combined Authority's website](#).

Actions for the Statutory Scrutiny Officer

2.11   As outlined in Scrutiny Standing Order 17, the statutory scrutiny officer provides support to a scrutiny committee's work programme and all scrutiny members in exercising their scrutiny duties and fulfilling their objectives.

Changes in membership since the last meeting

2.12   Since the last meeting, the following changes in membership have occurred:
- Cllr Mohsin Hussain (Bradford, Labour) has been appointed to fill the vacancy left by Cllr David Green (Bradford, Labour) stepping down.

- Cllr Peter Clarke (Bradford, Conservatives) has replaced Cllr Luke Majkowski (Bradford, Conservatives).
- Cllr Andrew Pinnock (Kirklees, Liberal Democrats) has been appointed as the substitute to Cllr Anthony Smith (Kirklees, Liberal Democrats).

3. Tackling the Climate Emergency Implications

3.1 There are no climate emergency implications directly arising from this report.

4. Inclusive Growth Implications

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

5. Equality and Diversity Implications

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

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 To note or amend the Scrutiny Work Programme.

11. Background Documents

None.

12. Appendices

Appendix 1 – Joint Scrutiny Work Programme 2021/22

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Scrutiny Work Programmes 2021/22

Summary of main topics (*subtopics and objectives outlined within*)

Committee	Topics	Meetings
Corporate	1. Partnerships and mayoral soft power 2. Budget and business planning 3. Overall strategic and financial decision-making 4. Workforce and corporate systems	19 November 2021 (MQT) ?? December 2021 – budget workshop 21 January 2022 11 March 2022
Transport	1. Buses (franchising and improvement plans) 2. Behaviour change in decarbonisation 3. Freight (incl waterways) 4. Road management and policy 5. Rail reforms	18 November 2021 20 January 2022 (MQT) 10 March 2022
Economy	1. COVID-19 recovery: growth, jobs and skills 2. Impact of inward investment (Incl. Channel 4 & culture) 3. Rural issues 4. Housing pledge and powers	17 November 2021 19 January 2022 ?? February 2022 – Inward Investment/Channel 4 workshop 9 March 2022 (MQT)
All Committees	1. (Relevant) Mayors Pledges 2. Work programme	9 July 2021 – induction intro workshop

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Agenda Item 7
Appendix 1

Corporate Scrutiny Committee

Summary:
1. Partnerships and mayoral soft power
2. Budget and business planning
3. Overall strategic and financial decision-making
4. Workforce and corporate systems

Topic	Sub-topics	Objectives	Meetings	Notes and tracking
Partnerships and mayoral soft power	West Yorkshire partnership	Understand how well the CA works with the five authorities and York in all matters – incl. possibly: • officer liaison, • knowledge sharing, • policy development, • project management, • service delivery, • communications / engagement, • and any other cooperation Explore quality of current relationships between CA + councils and between councils and potential areas for improvement in joint working.	TBC	
	External partnerships	• Understand what is being done to strengthen relationships with other Mayors/MCAs (on pan-northern and cross-border things) and central government (and other key stakeholders such as operators). • Understand what other partnership opportunities are being identified and how they are pursued.	TBC	

	Communications & Engagement	• Understand the Mayor / CA's comms/marketing/engagement strategy to raise their profile. • Explore how well the CA engages with elected members and the public (particularly consultation on schemes)	TBC	
Budget and business planning	Budget setting and business planning 2022/23	Explore the biggest pressures and risks and possible mitigations in budget setting (2022/23).	January 2022 December 2021 Workshop	
	Budget performance 2021/22	Monitor budget performance in the current financial year (2021/22).	Standing Item	
Overall strategic and financial decision-making	Gainshare, strategic investment framework and other spending priorities	Understand and explore how the Mayor / CA decide what to invest in – particularly Gainshare (E.g. Strategic Investment Framework.)	January 2022 December 2021 Workshop	
	Sources of funding	Understand what possible extra funding sources are available to the CA – including government funding, business rates and precepts.	January 2022 December 2021 Workshop	
	Strategic prioritisation and consistency	• Understand how strategic priorities are determined. • Explore how conflicts between priorities are resolved and which priorities had to be left out.	January 2022 December 2021 Workshop	
	Impact and performance assessment	Understand the process and methodology of performance and impact assessment and how it is considered during decision making (E.g. carbon impacts, EDI)	January 2022 December 2021 Workshop	
	New governance and scrutiny structures	Monitor the effectiveness of the new governance and scrutiny structures	March 2022	

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		established after the Mayor's election – and review as appropriate.		
Workforce and corporate systems	Workforce planning	• Understand how the workforce has evolved since the MCA was established – and future expectations. • Explore current preparations and any challenges or areas of concern (such as funding, resources, and delivery capacity).	TBC	
	Recruitment, retention and apprenticeships	• Understand how well the CA attracts, recruits, utilises and retains talent – (local talent in particular) and explore current challenges in these areas. • Understand the current position with regards to apprenticeships within the CA.	TBC	
	Upgrade of corporate systems	• Understand plans to upgrade internal systems. • Explore the capacity for greater harmonisation of systems across the five member authorities and CA e.g. in finance, HR, ICT and project management.	TBC	
	Cyber security and ICT resilience	• Understand the CA's current position re: cyber security and ICT resilience. • Explore current risks and how the CA will evolve now the pandemic exposed increasing reliance on technology and system/information security vulnerability.	TBC	

Transport Scrutiny Committee

Summary:
1. Buses (franchising and improvement plans)
2. Behaviour change in decarbonisation
3. Freight (incl waterways)
4. Road management and policy
5. Rail reforms

Topic	Sub-topics	Objectives	Meetings	Notes and tracking
Buses *(in parallel with behaviour changes)*	Bus franchising	Understand ambitions for bus franchising and the statutory process (including lessons learned from Greater Manchester)	November 2021 March 2022	
	Bus improvement plans: 1. network coverage – rural and urban 2. connectivity and integration with modes (e.g. Rail, cycling and walking) 3. reliability and frequency of services (including use of technology) 4. costs and ticketing 5. partnership working (with transport operators and councils)	Understand the current position of the bus network in WY and explore bus improvement plans – with a focus on the subtopics and connectivity with other modes of travel including rail and active travel.	November 2021 March 2022	
Behaviour changes (and inclusion) in decarbonisation	Research, data and general understanding	Explore current understandings in the transport sector about:	November 2021 January 2022	

(in parallel with bus improvement plans)		1. why people travel how they do e.g. cycling, buses, cars 2. how habits changed over time 3. what changes habits		
	'Seldom heard groups'	• Understand the challenges faced by 'seldom heard groups' (e.g. disabled, neurodiverse) in using transport and how well they are engaged in consultations. • Explore if their needs are being taken adequately into account.	November 2021 January 2022	
	Youth engagement	Understand current engagement with young people and explore what more could be done to engage them on using public transport and cycling etc.	November 2021 January 2022	
	Unlikely transport users	Understand how unlikely users of certain transport modes (e.g. buses, rail, cycling) are defined, identified, considered and engaged.	November 2021 January 2022	
Freight (incl. waterways)		Understand current position on freight and explore how assets such as waterways/canals have been considered as decarbonisation and commercial/economic opportunities.	Possible workshop	
Road policy and management		Understand current position on roads and explore how roads and highway policy/management is harmonised and coordinated across the region and policy areas (such as connectivity with active travel) 1. how it works now,	TBC	

		2. why it wasn't changed with devolution 3. how it could work in future		
Rail reforms		Monitor national plans and reforms in the rail sector and explore possible implications for West Yorkshire and impact on the CA's existing plans.	TBC	

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Economy Scrutiny Committee

Summary
1. COVID-19 recovery: growth, jobs and skills
2. Impact of inward investment (Incl. Channel 4 & culture)
3. Rural issues
4. Housing pledge and powers

Topic	Sub-topics	Objectives	Meetings	Notes and tracking
COVID-19 recovery: economic growth, job creation, skills, and other opportunities	Data and intelligence	Understand economic picture, what economic/social data is analysed and how it influences CA activity.	November 2021 January 2022	
	Influence and impact of CA/LEP activity – outputs, outcomes & additionality	• Understand what levers the CA has to make an impact on the economy. • Explore return on investment and whether a) targets are being achieved and b) if this constitutes additionality.	November 2021 January 2022	
	Jobs and skills strategy – short and long term	• Understand job creation strategy and explore outcomes. • Understand how CA can help plug short term demands (such as shortages in HGV drivers, agricultural workers, service, retail, hospitality and security staff etc)	November 2021 January 2022	

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		• Explore long term AEB strategy and how local labour needs and are calculated and considered.		
	Local growth – strengths and assets vs weaknesses and gaps	• Understand region's unique assets/opportunities and 'growth engines' and what other strengths could be developed and utilised to drive growth – particularly long term and 'future proof' sectors. • Understand the region's economic weaknesses (e.g. productivity and innovation) what gaps there are in the current recover/growth strategy and explore possible mitigations.	November 2021 January 2022	
	Other post-pandemic opportunities	Explore potential post-pandemic opportunities e.g. rise in 'entrepreneurship' as alternate 'job creation' and local 'community economies'.	November 2021 January 2022	
	Partnership working – partner councils	Understand current joint working with partner councils to avoid duplication and fit in with local strategies.	November 2021 January 2022	
Impact of inward investment	Return on investment and additionality	• Explore whether targets are being met and	Possible workshop February 2022	

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		whether there is an appropriate return on investment vs resources dedicated to supporting incoming enquiries and outgoing proactive bids. • Explore level of – and evidence of – additionality and whether investment makes a difference in relocations and leads to economic outputs. • Understand implications of possible competition between areas within WY and between MCA areas. • CASE STUDY: Explore if Channel 4 investment delivered promised outcomes – immediate (number of jobs created) and strategic (catalyst for growth in local creative sector).		
	(Channel 4 as a case study)			
Rural issues	Strategic gap	Understand how well rural-specific issues have been considered in wider strategies/plans, analysis and support services – in particular, agricultural/food business in the context of local supply chain resilience,	January 2022	

		skills shortages and business support/grants.		
	Digital connectivity	Explore current activity aiming to improve digital connectivity in rural areas.	January 2022	
Housing pledge and powers	Powers – current and future	• Understand CA's current housing powers in the absence of spatial strategy and other devolution planning powers – and how CA's functions are expected to change in the future? • Understand how CA can enable housing development within current powers while housing remains an LA function.	January 2022	
	Delivering pledge and coordination with partner councils	• Explore steps which could be taken to ensure homes are affordable and targets are met. • Understand how local plans will be taken into consideration.	January 2022	

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West Yorkshire
Combined
Authority

Report to:	Transport Scrutiny Committee
Date:	20 January 2022
Subject:	**Mayor's Question Time**
Director:	Angela Taylor, Director of Corporate & Commercial Services
Author:	Khaled Berroum, Statutory Scrutiny Officer

1. Purpose of this report

1.1 To introduce the Mayor's Question Time session.

2. Information

2.1 Every year the Mayor of West Yorkshire is invited to each of the Combined Authority's Scrutiny Committees at least once to answer the Committee's questions on any matter related to that committee's remit.

2.2 It is an opportunity for Scrutiny Members to hold the Mayor directly to account for the policies they adopt, the money they spend, the decisions they make, the services they are delivering and the outcomes they are achieving for the people of West Yorkshire.

2.3 The session will be divided into sections, each with a topic heading, which members can ask related questions on. Every member will have the opportunity to speak and ask follow-up questions to their original question.

2.4 This session will aim to focus on the following transport-related areas, amongst others, including:
- Mayor/CA's powers and funding
- Buses (including franchising, service routes/reliability and fares)
- Mass transit system
- Rail (including HS2/3 and IRP)
- Active travel (including infrastructure)

2.5 The Mayor is permitted to invite relevant senior officers of the Combined Authority – such as the Managing Director or a relevant Director – to join them at the session. This session will include the following officers:

- Managing Director
- Director of Transport & Property Services

2.6   This year the Mayor is scheduled to attend the following Mayor's Question Times at scrutiny committees:

Date	Committee	Time	Location
19 November 2021	Corporate Scrutiny	10am	Civic Hall, Leeds
20 January 2022	Transport Scrutiny	10am	REMOTE – Zoom / YouTube
9 March 2022	Economy Scrutiny	10am	Wellington House, Leeds

3.   **Tackling the Climate Emergency Implications**

3.1   There are no climate emergency implications directly arising from this report.

4.   **Inclusive Growth Implications**

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

5.   **Equality and Diversity Implications**

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

6.   **Financial Implications**

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

7.   **Legal Implications**

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

8.   **Staffing Implications**

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

9.   **External Consultees**

9.1   No external consultations have been undertaken.

10.   **Recommendations**

10.1   To question the Mayor of West Yorkshire on matters pertaining to the remit of the Transport Scrutiny Committee.

11.   **Background Documents**

None.

12.   **Appendices**

None.

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