

INFORMAL CONSULTATIVE MEETING OF MEMBERS OF THE TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 7 JANUARY 2022
DUE TO COVID-19, THIS INFORMAL MEETING WILL BE HELD
REMOTELY AND WILL BE LIVESTREAMED HERE:
<https://www.youtube.com/channel/UCazjNSGpqZZT41Vibn2ZK9A/live>
(COPY AND PASTE THE LINK IN YOUR BROWSER)**

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Signed:

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

**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 5 NOVEMBER 2021 AT COUNCIL CHAMBER, CIVIC
HALL, CALVERLEY ST., LEEDS LS1 1UR**

Present:

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Kim Groves	Leeds City Council
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Colin Campbell	Leeds City Council
Councillor Suhail Choudhry	Bradford Council
Councillor Lou Cunningham	Leeds City Council
Councillor Allan Garbutt	Wakefield Council
Councillor James Homewood	Kirklees Council
Councillor Rizwana Jamil	Bradford Council
Councillor Charlie Keith	Wakefield Council
Councillor Naveed Riaz	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Robert Thornber	Calderdale Council
Councillor Andy D'Agorne	York Council
Mark Roberts	Beer Hawk Ltd

In attendance:

Councillor Eric Firth	Kirklees Council
Councillor Helen Hayden	Leeds City Council
Councillor Alex Ross-Shaw	Bradford Council
Dave Pearson	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Dominic Martin	West Yorkshire Combined Authority

27. Apologies for absence

Apologies for absence were received from Cllr Kaushik, Cllr Salam, Simon Pringle, Cllr Scullion and Cllr Morley.

28. Declarations of disclosable pecuniary interests

There were no pecuniary interests declared during the meeting.

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

Appendix 1 of Item 9 (Bus Enhanced Partnership) had originally been distributed as a private paper but had since entered the public domain. There were therefore no items that required the exclusion of the press and public.

30. Minutes of the meeting of the Transport Committee held on 17 September 2021

Resolved: That the minutes of the Transport Committee meeting of 17 September 2021 be approved.

31. Notes of the joint DCSC meeting 26 August 2021

Resolved: That the notes of the informal Joint DCSC meeting of 26 August 2021 be noted.

32. Transport Network Update

The Transport Committee received an update on the current performance of the transport network in West Yorkshire, including an overview of the Combined Authority's activity and responses.

Patronage levels on the bus service were at roughly 70-75% of what would be expected for this time of year pre-pandemic; the bus service was still therefore operating within the emergency funding envelope that had been previously set. Rail services were also slowly recovering with similar patronage levels, though this recovery was exhibited significantly more in weekend and leisure travel as opposed to office-based commuting journeys. Members questioned whether this indicated that the idea of a traditional 'peak time' was no longer as significant as it had been pre-pandemic, with more consistent services throughout the day being a bigger priority going forward. However, it was noted that the current situation was still in a state of transition, with developments around the pandemic still underway, and it was difficult to predict how these patterns would stabilise.

The driver shortage discussed at the previous meeting of the Committee was still a live issue and was impacting on the delivery of bus services in the region with increased rates of cancellations, and services were operating under reduced timetables in some cases. Shortages remained at similar levels as was reported at the previous meeting, although operators were taking measures to alleviate the problem.

It was highlighted that the driver shortage was affecting not just the bus service but also other driving jobs including the HGV and private hire sectors, and the Mayor had held a round table event in October with representatives of these industries, as well as bus operators, on how to best cooperate to address the issue. £32.5 million of support nationally for roadside facilities and driver welfare had also been recently announced by the Government, and more information on this would be passed on to Members when available, though it was questioned whether this would be a sufficient amount to fully address the issue.

Members also noted that the working conditions for drivers could be inflexible and challenging, with a low-availability of part-time hours. The age of the workforce was relatively high, and there would be a need for these industries to attract new drivers; Members suggested contacting the Government for further information on their plans to support resiliency in these industries.

Some previously-reported issues surrounding licensing and testing were easing, and this was expected to have a positive effect going forward. Members questioned if anything further could be done to improve delays to licenses being issued. Officers advised that main source of the issue appeared to be a backlog that had built up throughout the pandemic, but they had been advised that the DVLA and the Vehicle Standards Agency were speeding up processes to work through this. A letter would be sent to Government asking for more information on these delays.

It was noted that the wearing of masks on public transport was quite low since restrictions had been lifted, and Members questioned whether further communications could be used around this to improve compliance and thereby increase a sense of safety amongst those who may still be reluctant to use public transportation, though it was noted that operators had no powers to enforce this. However, it was also raised the point that such messaging had the potential of perpetuating a feeling of fear, and that wearing a mask was another obstacle that may deter people from using public transport. This tied into a wider discussion that may need to be explored on the effects of the pandemic in terms of people's mental health and feelings of fear, but it was noted that the public expectation regarding public transportation may change going forward, with a higher degree of importance faced on cleanliness, and less tolerance of overcrowding.

Members also raised the following comments and questions:

- Concerns were raised over the possibility of standards for tests or training for HGV drivers being reduced as a response to the shortage, and the effect this could have on road safety.
- It was noted that a fall in the use of HGVs could lead to increased road usage and impact on congestion and air quality.
- The potential long-term impact of the driver shortage on people's engagement with public transportation was discussed, with it being noted that early negative experiences could turn people away and weaken efforts toward achieving a modal shift away from private car usage.
- The need to examine sites for potential consolidation centres to work in combination with freight was raised.
- The success of the Free Bus Sunday initiative was noted, and it was suggested that extending this could be a useful way of encouraging people to try public transportation and to increase their confidence in its safety and cleanliness. The MCard app and its ability to gift tickets was also praised.
- The need to ensure that Active Travel Network counters were being monitored and maintained was raised, and it was requested that a report be provided on this at a future meeting. It was suggested this be

further explored in the Active Travel Working Group.

Councillor Firth and Councillor Hayden joined the meeting during discussion of this item.

Resolved: That the Transport Committee notes the updates on the current performance of the public transport network provided in the submitted report.

33. Future Mobility Strategy

The Transport Committee considered a report presenting the West Yorkshire Future Mobility Strategy for consideration and discussion.

The Future Mobility Strategy was developed in 2020 with the aim of examining opportunities with new technologies and innovations in transport, such as Demand Responsive Transport (DRT) services, mobility hubs, and car clubs, and was considered earlier this year as part of the wider Connectivity Strategy engagement. Due to developments since its initial drafting, such as the Bus Service Improvement Plan (BSIP) and the continuation of the pandemic, the Strategy was being reviewed for any needed updates with the intention of it being included for approval with the Connectivity Strategy as the December meeting of the Combined Authority.

Members requested more detail on the modal shift targets within the Strategy, with more evidence of how major schemes would attain their carbon pathway goals, including the potential to examine funding if this was evidence was not available. It was also highlighted that the mid-point targets listed were significantly different from those which had been previously approved, such as within the Carbon Emission Reduction Pathway. Officers advised that the listed targets had been set in 2017, before the Covid-19 pandemic, and that they could be re-examined going forward.

Members also questioned what was currently being done on the priority of keeping women and girls safe, which was a key pledge by the Mayor. It was noted that this was currently primarily the responsibility of Transport Network police, and officers highlighted a campaign by British Transport Police in partnership with the rail industry to discourage unwanted attention on the railways, with the potential of expanding this to the bus network also being explored. Other initiatives to improve passenger safety were also discussed, such as the suicide prevention work done by rail operators, and the 'Rail to refuge' scheme, which had recently expanded to bus services by incorporating the use of the M Card. New technology and apps were also expected to play a key role in passenger safety going forward, and it was hoped that the Strategy would provide the tools and environment in which more bespoke services could be provided.

Following on from the discussion of safety in the previous item, Members questioned whether the reported concerns could potentially relate more to unwanted attention rather than mask-wearing. General road safety was also raised, and it was noted that the Future Mobility Strategy would link in with the Mayor and Deputy Mayor of Policing and Crime's Vision Zero Strategy on this.

The importance of Demand Responsive Transport was highlighted, particularly in regards to the above-mentioned safety concerns. The current Flexibus trial in East Leeds had already generated positive feedback from vulnerable passengers. It was noted that as discussed in the BSIP, a further five other DRT schemes were currently planned for development in the region, subject to the availability of funding.

Members raised the following other questions and concerns:

- The planned housing development at Dewsbury Riverside was noted as having poor infrastructure and accessibility, particularly in regards to the limited parking at Ravensthorpe station. It was questioned whether the bus service would be sufficient to take residents to key locations such as employment and education.
- Concerns were raised over the name of the Future Mobility Strategy and whether it covered all the different aspects of the Strategy, or if it gave an impression of being primarily concerned with accessibility.
- The low response rate to the 2020 consultation was questioned. However, officers advised that when public engagement was carried out earlier this year as part of the Connectivity Strategy, over 5000 responses had been received.
- The benefits of high-speed internet connections on trains were discussed, with it being noted that the productivity benefit this enabled could encourage commuters to give up private car use.
- Members questioned where the mobility hubs discussed in the Strategy would be located and suggested that locations in areas of deprivation would provide a strong benefit to those who may not have much access to transport. Similarly, smaller initiatives such as bike rental/borrowing schemes, potentially linked to community centres, would be very useful in these areas. The Committee's previous work with the Joseph Rowntree Foundation was highlighted as being a useful starting point to this.
- The Strategy's discussion of a 'gender neutral' transport network was discussed. Officers noted that this referred to efforts to make the Strategy inclusive of all groups, and that it would be updated to match the BSIP in reflecting the wider discussion of inclusivity.

Resolved: That the Transport Committee discuss the West Yorkshire Future Mobility Strategy as part of the wider West Yorkshire Transport Plan suite of documents and recommends it for discussion at the Combined Authority (for their approval).

34. Rail Strategy Capacity Chapter

The Transport Committee received an update on work currently in progress on the Combined Authority's Rail Strategy, and approval was sought for the proposed approach to endorsement of the Rail Strategy.

The report examined capacity on trains and the wider rail network and explored what capacity may be needed in the future. Two upcoming workshops with Transport Committee Members were also highlighted, one discussing a number of areas noted in the report, including capacity and

freight, and the other reviewing the draft Rail Strategy before it was submitted for approval at the March meeting of the Committee.

The importance of making full use of freight capacity was highlighted, particularly in light of the earlier-discussed issues with HGVs. Electrification of the railways was also an important goal in order to achieve the region's carbon emission targets, but this would depend on the details of the upcoming Integrated Rail Plan (IRP). Electrification of the Calder Valley line in particular was highlighted as being an ongoing concern for over a decade, and Members noted that at one time the line had been reported as top of the list for development in the Decarbonisation Strategy for 2050 produced by Network Rail. It was suggested that the Committee challenge why this had not been delivered if sufficient funding was not awarded as part of the IRP.

Members praised that the report clearly set out the scale of needed investment, noting it sent a strong message to Government on the requirements for levelling up. Developments such as the Bradford Interchange Works were also supported, with journey times expected to be reduced by this. However, concerns were raised over accessibility, particularly as historically schemes with planned improvements in this area had often failed to materialise. It was noted that the Combined Authority applied for all applicable funding available, but a significant change in national funding strategy was required in order to achieve full accessibility across stations in England within a reasonable timeframe.

It was reported that the objection to the TransPennine Route Upgrade discussed at previous meetings had been resolved following an agreement with Network Rail being secured to safeguard issues regarding work on the tunnel underneath Huddersfield Bus Station. Concerns were raised over the possibility of simultaneous roadworks occurring at Cooper Bridge in Kirklees and the B6118 road closures which were expected as part of the TransPennine Route Upgrade, as well as additional work expected on the A62, as this could have significant effects on congestion and air quality. However, officers advised that throughout the process of resolving the above-mentioned disagreement, protocols had been put in place to deal with any disruption in a wider sense, and these contained mechanisms to address the concerns Members had raised.

It was noted that as part of the TransPennine Route Upgrade, it was expected that the second platform at Castleford Station would be returned to operation, in part as divergence for trains disrupted by the upgrade. Work was currently underway on planning to maximise the benefit of this.

Recommendations:

- a) That Transport Committee note the update on development of the Rail Strategy and in particular the Capacity Chapter.
- b) That Transport Committee endorse the consultation and signoff process outlined in paragraph 2.12 of the submitted report.

35. Bus Enhanced Partnership

The Transport Committee considered a report providing an overview of activity to develop the Bus Enhanced Partnership for West Yorkshire, and seeking endorsement for the timescales associated with the development and duration of the Enhanced Partnership, as well as for the approach to the development of Enhanced Partnership Schemes.

The BSIP, as had been discussed at previous meetings, was submitted to Government at the end of October, and a decision regarding funding was now being awaited. However, in order to access any available funding, Transport Authorities were required to either be in a Bus Enhanced Partnership by 1 April 2022, or to be significantly on the path of establishing a franchising scheme. The Combined Authority decided at its June meeting to develop an Enhanced Partnership with bus operators whilst at the same time exploring the business case around franchising.

Officers advised that the Enhanced Partnership consisted of two significant aspects; an Enhanced Partnership Plan, which was a strategic document with the BSIP at its base which included the wider view of how bus operators, the Combined Authority, and Local Authorities would work in partnership, and Enhanced Partnership Schemes, which were more technical and went into detail on how the investment of the public sector and that of the bus operators would be applied in conjunction. There was a requirement for the Combined Authority to be part of at least one Enhanced Partnership Scheme in order to access funding, and this was currently in the development stage, with the aim of a Scheme being in place for March 2022. The Enhanced Partnership would be presented to the Combined Authority at its December 2021 meeting and then brought back to the Transport Committee after further engagement and consultation in the New Year, in advance of a final decision by the Combined Authority in February.

Members welcomed the scale of ambition showed by the Enhanced Partnership and BSIP but questioned whether it was fully achievable, and the importance of using this as an opportunity to add in more routes and more accessibility for those who had an insufficient service, rather than simply replacing services that had recently been cut, was highlighted.

It was questioned whether the target of all buses in the region meeting Euro VI emissions standards by 2026, set as part of the BSIP, was achievable. Officers advised that the target would require the Combined Authority and partners to stretch themselves, but that it was hoped that the success already achieved in retrofitting buses, particularly focused around the clean air zones in Leeds and Bradford, could be expanded across all of West Yorkshire. It was also noted that a response to the Zero Emission Bus Regional Area (ZEBRA) bid was currently being formulated, to be submitted in partnership with operators; if successful, this would bring over 120 zero-emission buses into the region.

Members questioned why only one Enhanced Partnership Scheme was currently being planned. It was noted that these arrangements were still being developed by the Government, with the latest guidance on how to frame these Schemes having been received only two days before the meeting. As only one

Enhanced Partnership Scheme was required in order for the Combined Authority to access funding and the Schemes themselves were required to be quite specific, the intention was to start at this level and examine options going forward.

Bus priority corridor schemes were also discussed, particularly in regard to the planned Cooper Bridge scheme. It was noted that although no bus lanes were able to be included for this scheme due to a lack of space available, it was intended that transponders would be used to assist with traffic management. The topography of the region limiting space in some areas was noted as a wider challenge, with roads being required to take many different forms of transport into account, and that this could lead to difficult decisions needing to be made. A pipeline of bus priority schemes was also highlighted as being ready for delivery once funding was available.

Resolved: That Transport Committee endorses the approach to developing the Enhanced Partnership as set out in the submitted report including the timescales for public consultation

36. Leeds City Region Transport Update

The Transport Committee received an update on current issues not covered elsewhere on the agenda.

It was noted that the City Region Sustainable Transport Settlement (CRSTS) bid had been announced in advance of the Spending Review; the Combined Authority had been awarded £830 million and was currently in the process of developing a programme business case to set out how this would be spent. However, it was noted for clarification that a significant proportion of this money had previously been announced, so of this £830 million, roughly £400 million was believed to be 'new' money.

Resolved: That the Transport Committee notes the updates provided in the submitted report.

37. Summary of Transport Schemes

The Transport Committee considered a report informing them of transport-related project approvals from the previous two meetings of the Combined Authority.

Resolved: That the report be noted.



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

1. Purpose of this report

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

2 Information

Summary picture

- 2.1 The 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

Overview

- 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.

Bus network

- 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 than 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

Rail network

- 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.

Rail network – December 2021 timetable changes

- 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. Data 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 will 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.

Bus Alliance Update

- 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.

Rail Operators' Forum

- 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 NO₂ emissions on a downward trajectory and it can be inferred from this that CO₂ emissions were similarly reduced. It is important that the recovered transport network delivers a more favourable situation for air quality and carbon generation than existed prior to the pandemic.

4. Inclusive Growth Implications

- 4.1 Maintaining public transport for critical workers is key to ensuring continued public services during the lockdown restriction. The restoration of an effective, stable and affordable public transport network will be key in ensuring the post pandemic economic recovery is inclusive particularly to communities with limited access to private transport.
- 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?CIId=133&MIId=963&Ver=4>

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

<https://app.powerbi.com/view?r=eyJrIjojZDdjMjNINGEtNTY1Yi00YTgyLThmZGI6M2ExliwidCI6IjM0ZTkzYmZjLWVjYtNDM0NS1hNGZILTgwNWl2N2U0ODBjMCI6ImMiOjh9>

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

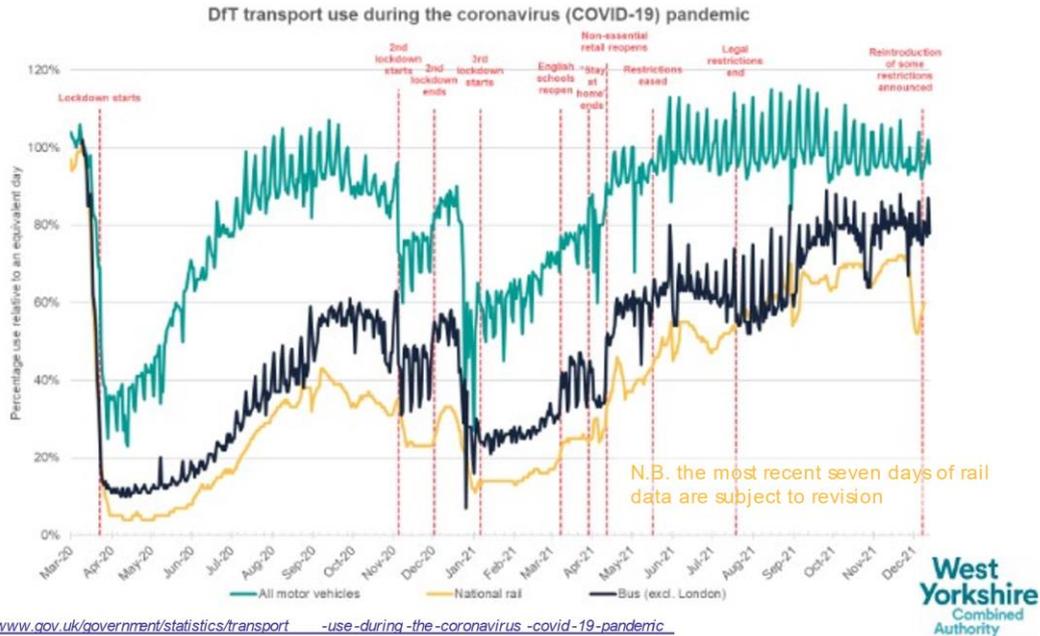
Appendix 3 – Rail network performance data

Appendix 4 – Metro branded activity measures

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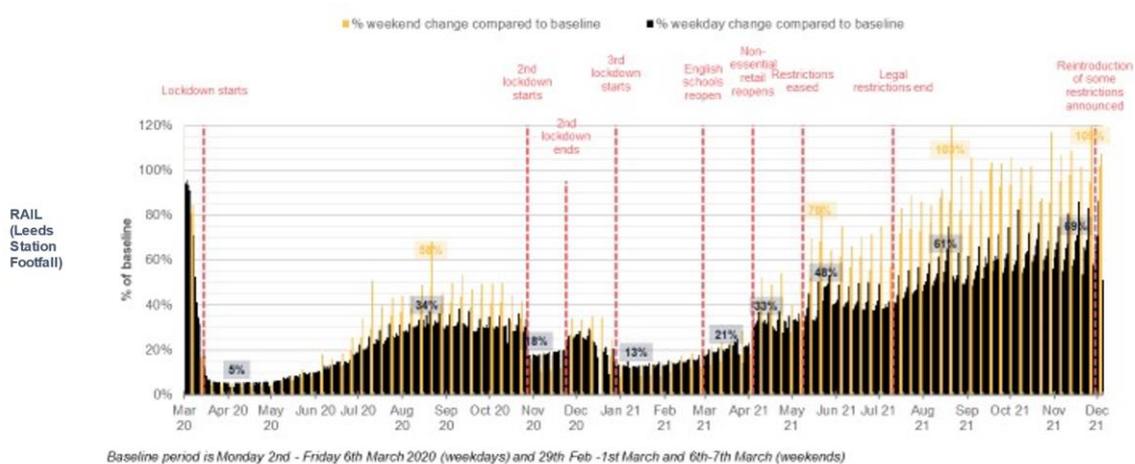
Nationally, road and bus usage remain broadly stable over recent weeks

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.

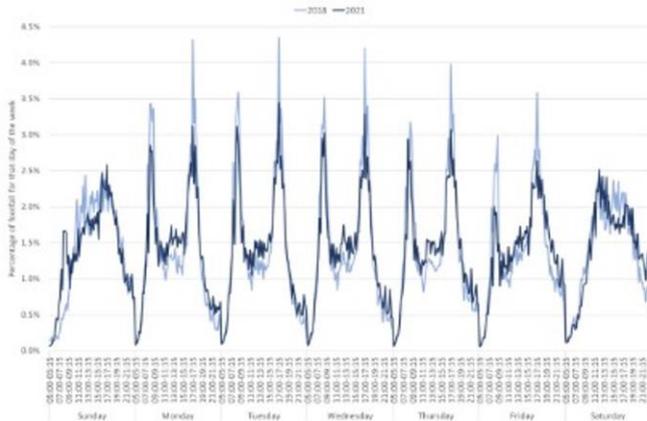


Leeds rail station weekday footfall remains broadly stable while weekends fluctuate

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.



Changes in travel time/day - Rail

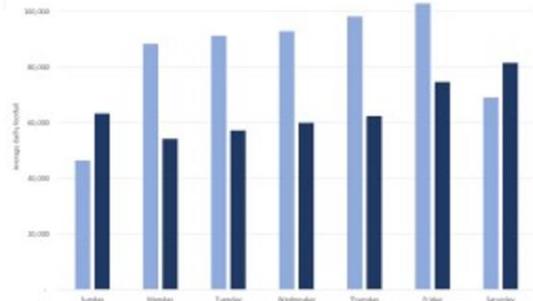


- people are travelling later on Saturdays and earlier on Sundays
- looking at the days on which people are choosing to travel reveals that footfall during the working week has not returned to pre-pandemic levels, Friday remains the busiest working week day and footfall at weekends during this period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

A comparison of Leeds Station footfall data from 3 weeks in 2018 and 2021 in 15 minute time slices reveals that

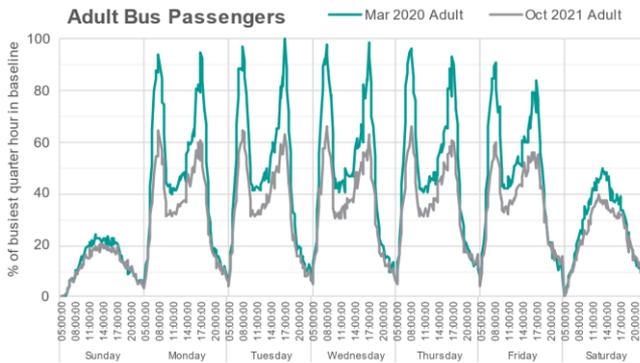
- the busiest 15 minutes in weekday AM peak periods is now slightly earlier
- a greater proportion of people are now traveling during the off peak period
- a greater proportion of people are travelling late in the evening particularly on Fridays



Source: Leeds Rail Station Footfall - Network Rail



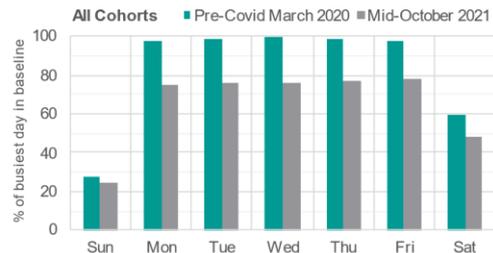
Changes in bus use are most apparent in the traditional commuter peaks



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.

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.



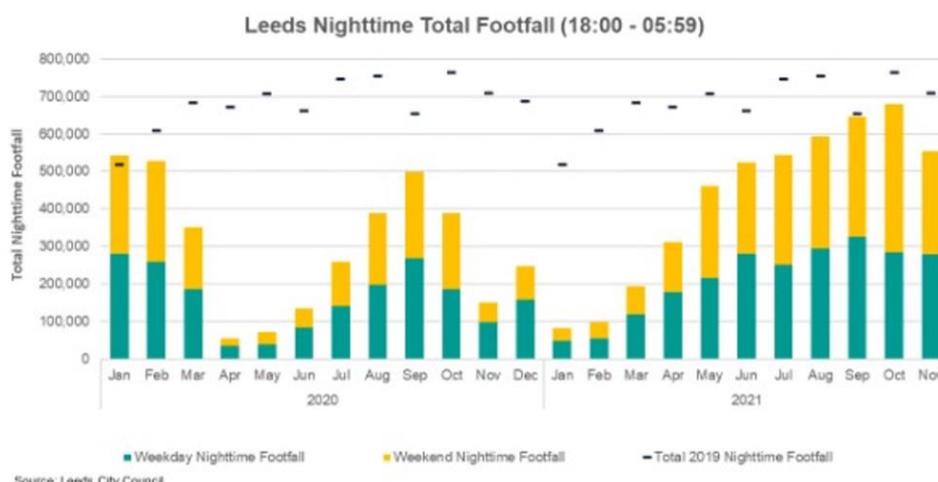
Extract of bus ticket machine data from 01/03/2020 to 07/03/2020 and 10/10/2021 to 16/10/2021. Data may not be fully representative of West Yorkshire

Source: Leeds Rail Station Footfall - Network Rail



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.



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=eyJrIjoiaNTA5ZjlzZWQtNDdiOS00ZGNiLTlINmQtNWZmZmQ0ZDBkMjRiliwidCI6IjM0ZTgzYmZjLWVlbnJ5tNDM0NS1hNGZILTgwNWl2N2U0ODBiMCI6ImMiOjh9>.

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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.

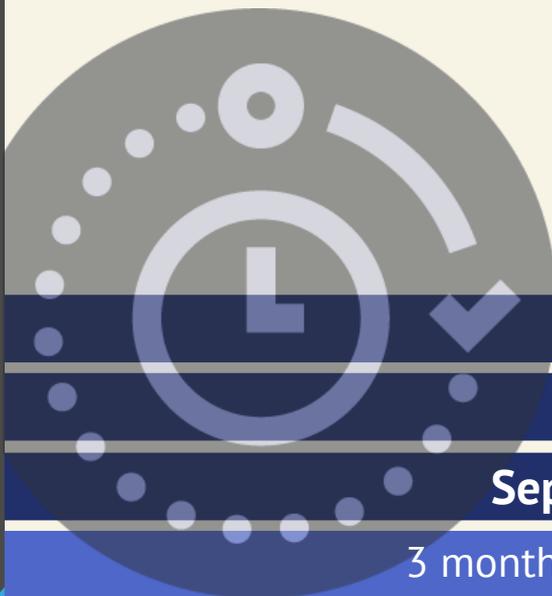
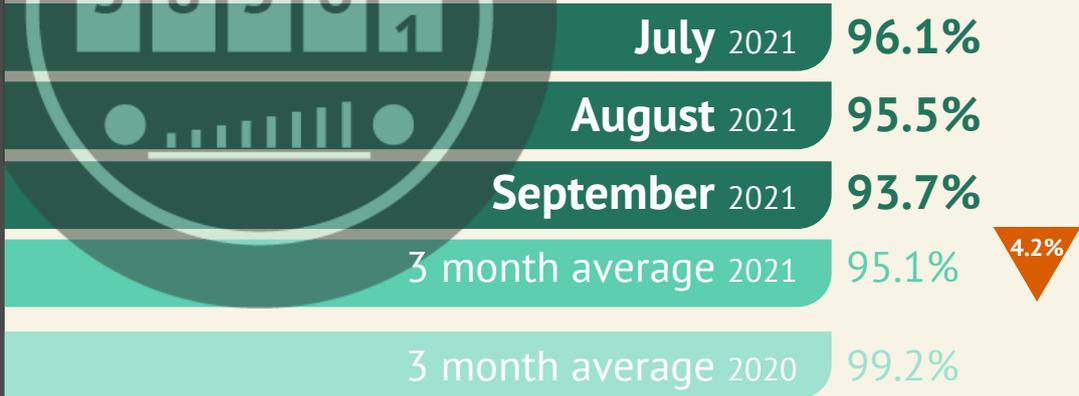
Agenda Item 5

Appendix 2



Reliability

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



Punctuality

% of buses on time

from the first stop



from stops along the way



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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.

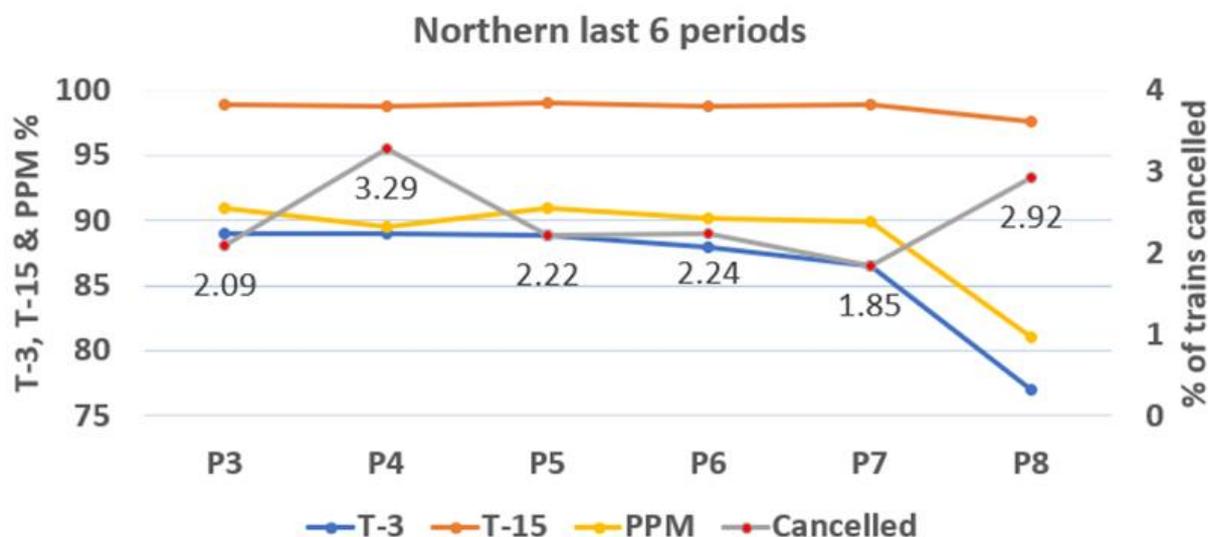
Time to 3 (% of station calls within 3 mins of planed time)	22 Aug 2021 to 18 Sep 2021	19 Sept 2021 to 16 Oct 2021	17 Oct 2021 to 13 Nov 2021
Northern overall	88.0%	86.6%	77.0%
East Region (Yorkshire and East Midlands)	88.0%	88.1%	74.6%

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>

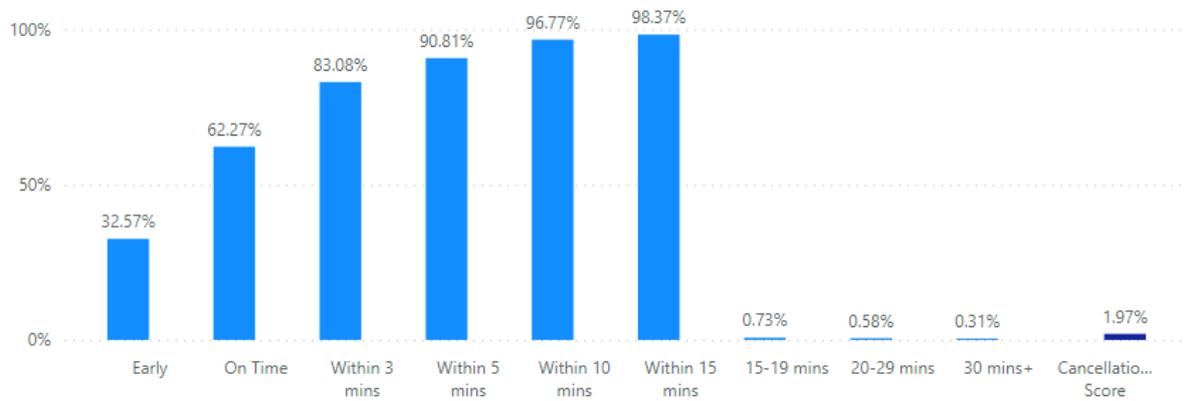
The overall trend of Northern performance for the last six 4-week reporting periods is shown below:



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.

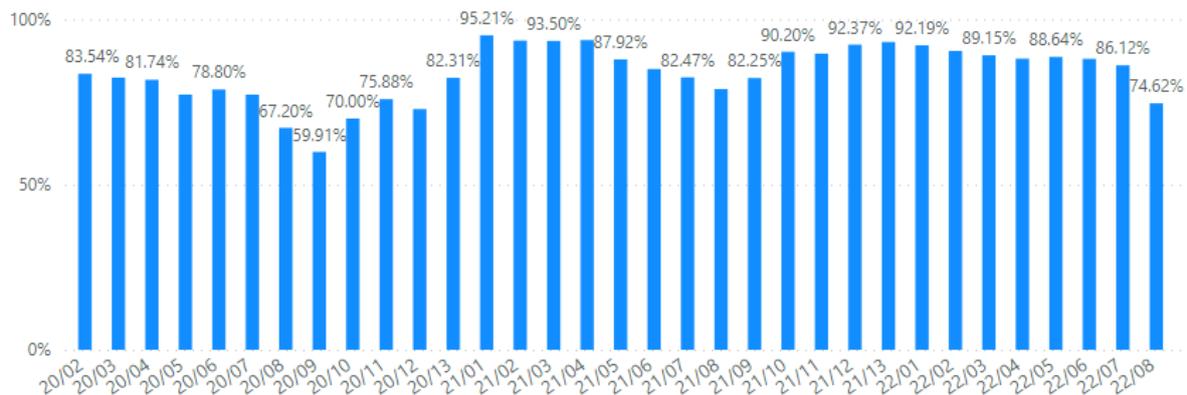
The chart below summarises Northern’s East Region (Yorkshire and East Midlands) performance from 22 August to 13 November 2021 (Period 6 to Period 8).

Punctuality at recorded station stops

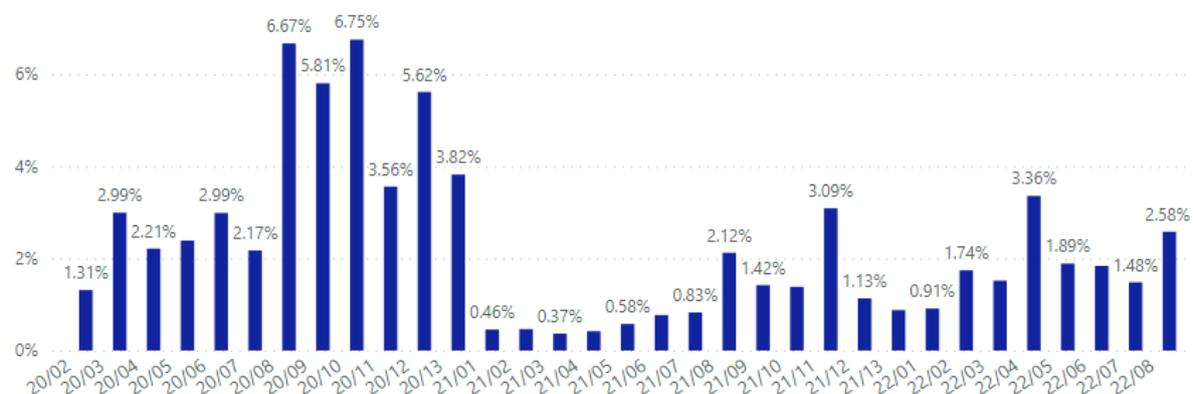


The charts below show punctuality and cancellation trends for Northern’s East Region (Yorkshire and East Midlands area) in 4-week periods from 28 April 2019 (Period 2 of 2019/20, represented as 20/02) to 13 November 2021 (Period 8 of 2021/22, represented as 22/08).

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.

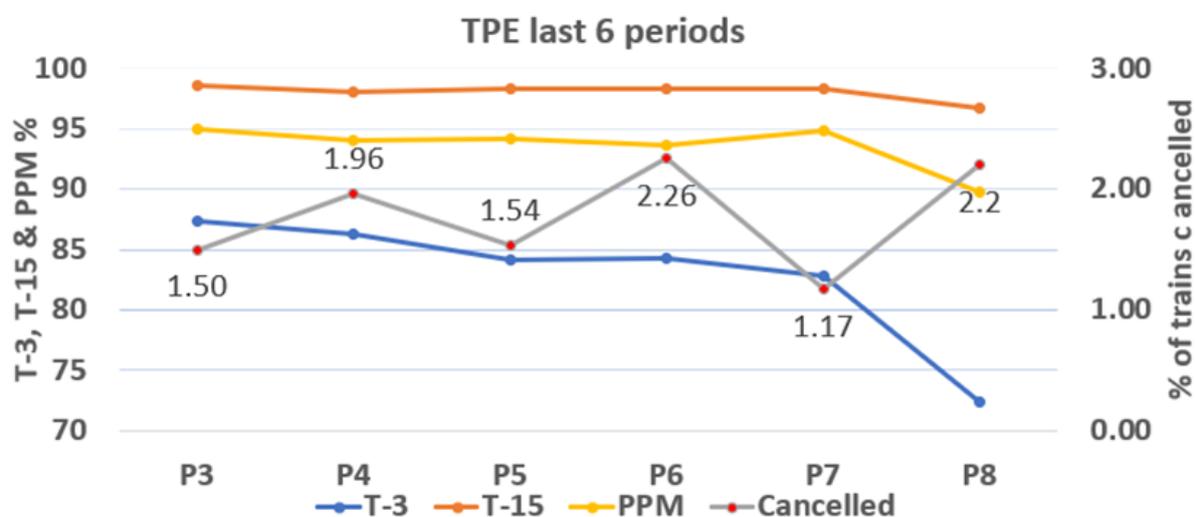
Headline performance is summarised below.

Time to 3 measures (% of station calls within 3 mins of planned 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>

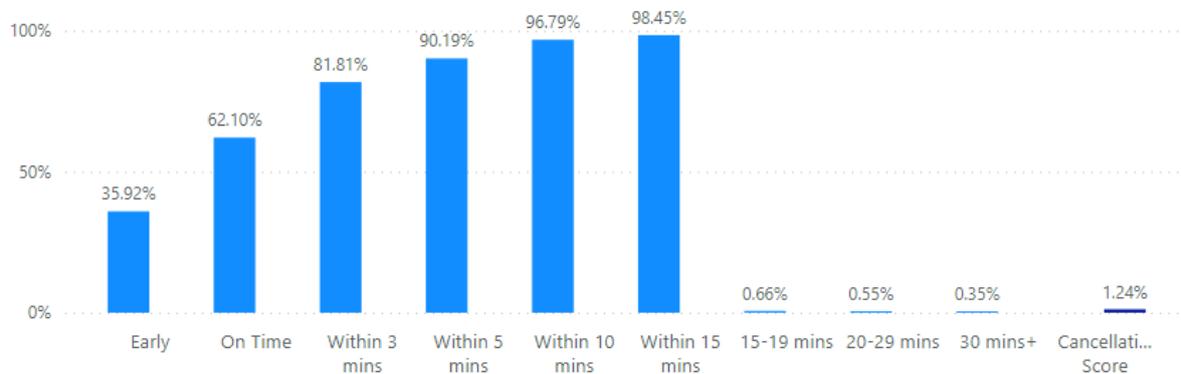
The overall trend of TPE performance for the last six 4-week reporting periods is shown below:



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.

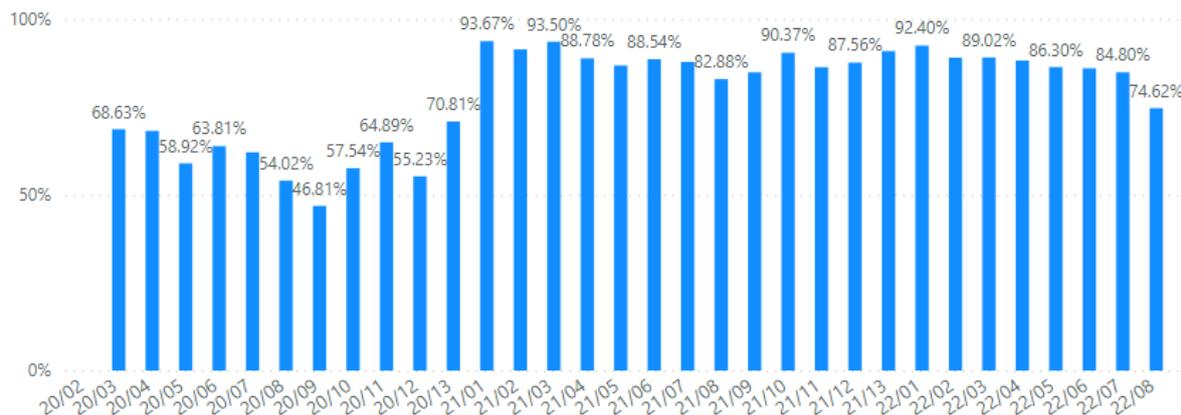
The chart below summarises TPE’s North Route (services in and through West Yorkshire) performance from 22 August to 13 November 2021 (Period 6 to Period 8).

Punctuality at recorded station stops

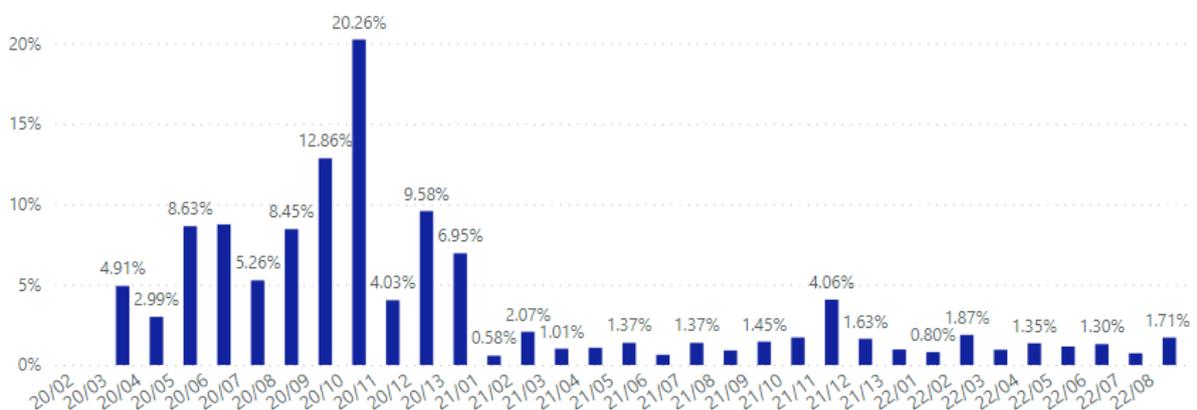


The charts below show punctuality and cancellation trends for TPE’s North Route (services in and through West Yorkshire) in 4-week periods from 28 April 2019 (Period 2 of 2019/20, represented as 20/02) to 13 November 2021 (Period 8 of 2021/22, represented as 22/08).

TPE North Route: % of station calls within 3 minutes of planned time



TPE North Route: % of services cancelled



LNER

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/>

Cross Country

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>

Grand Central

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>

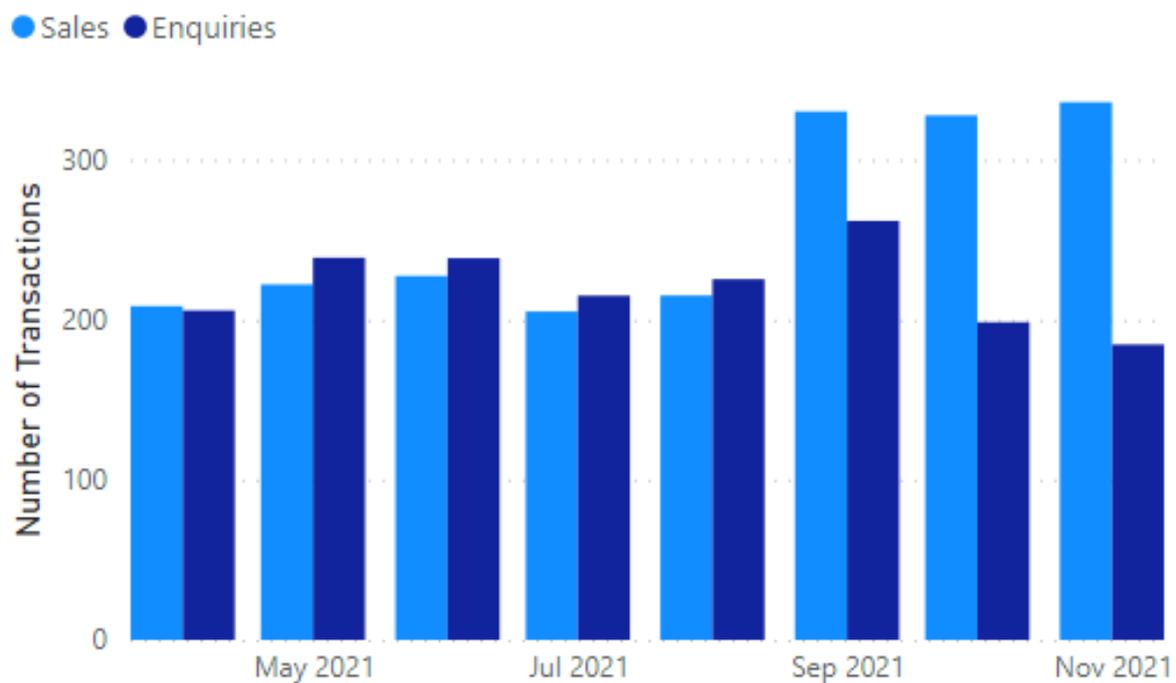
Item 5 – Appendix 4: Metro branded activity measures

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



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.

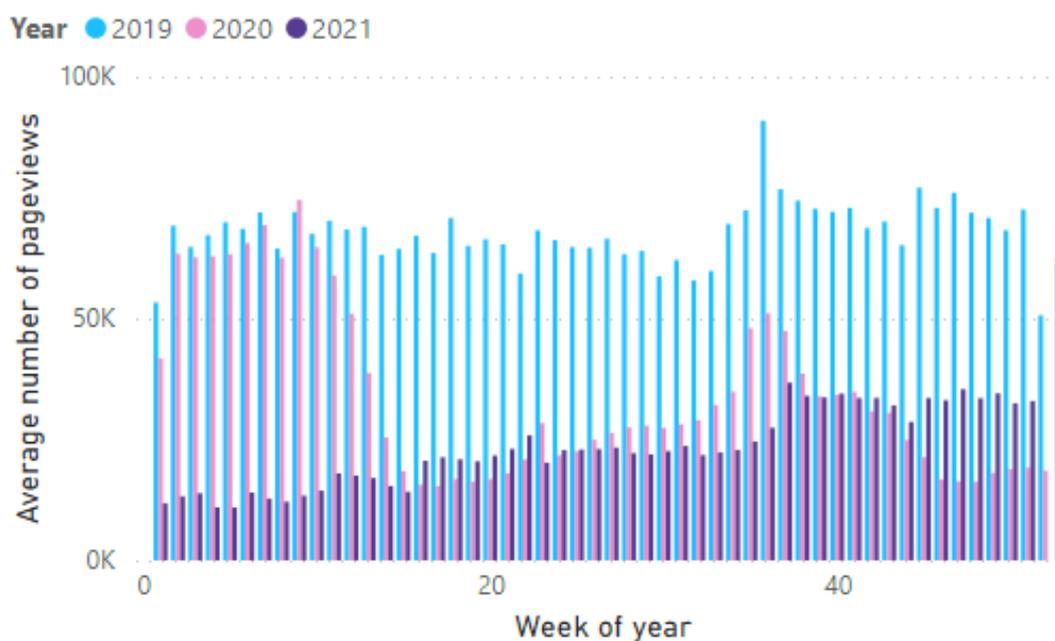
Number of Journeys planned using Moovit Journey Planner



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.

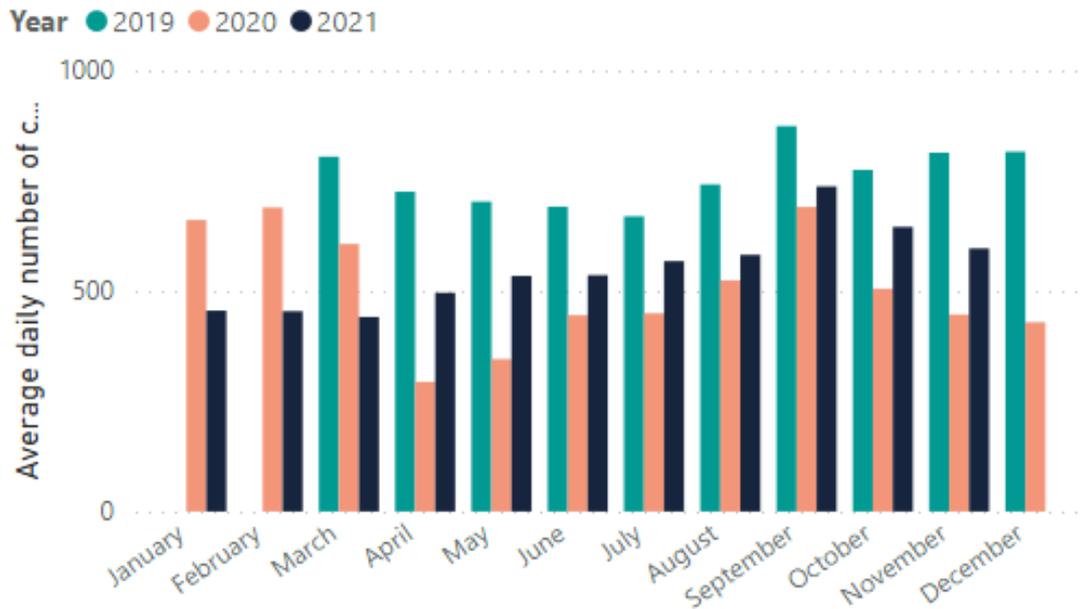
Metro and MCard Website Pageviews



MetroLine calls

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

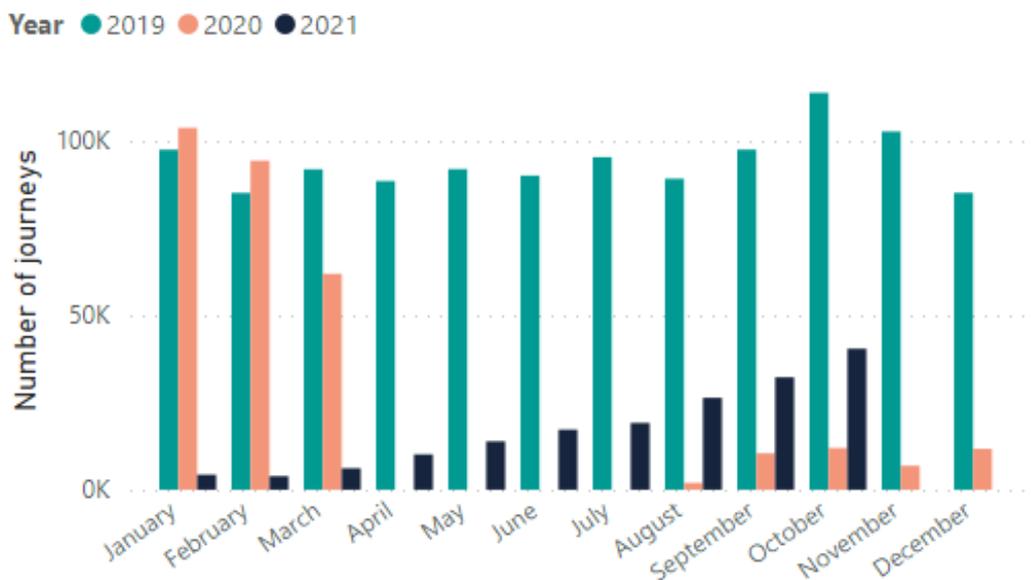
Metro Line Calls



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.

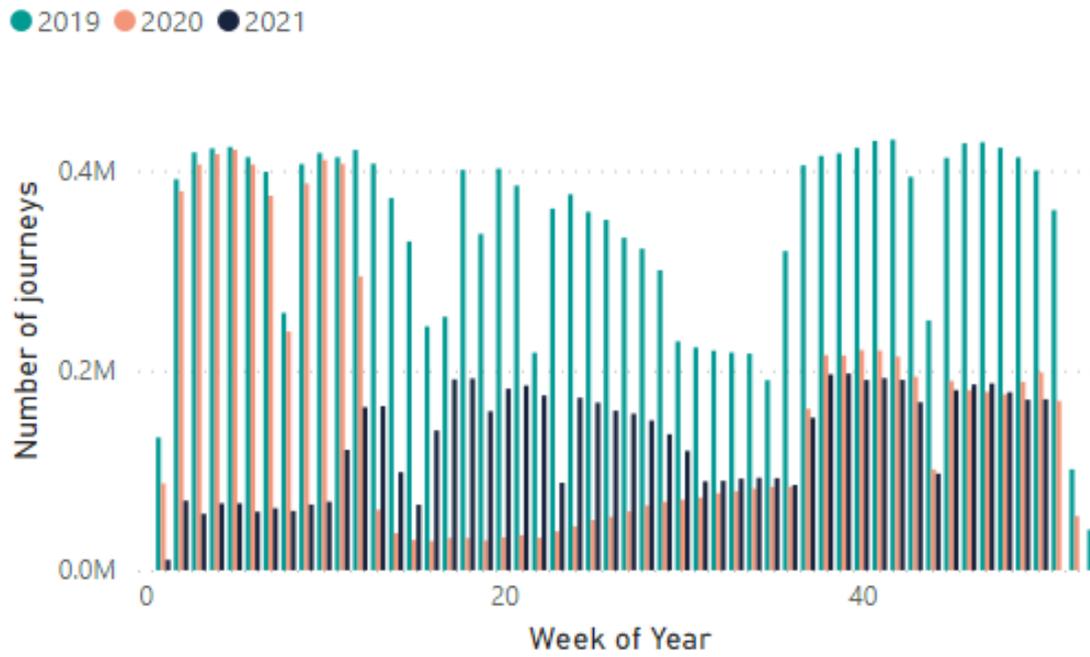
Park & Ride Journeys



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.

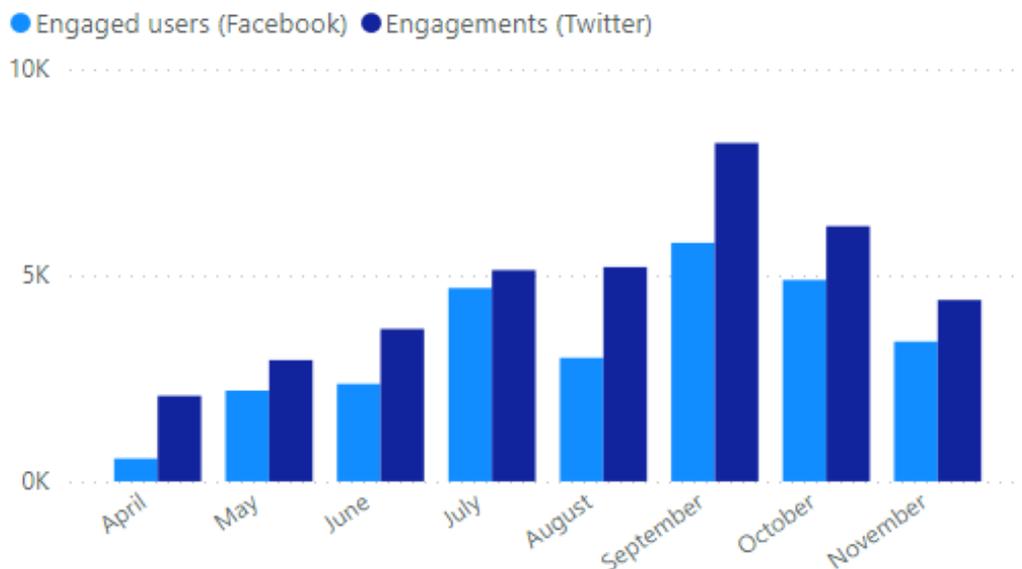
MCard Journeys (NERO only)



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...





Report to: Transport Committee

Date: 7 January 2022

Subject: **Bus Policy Update**

Director: Dave Pearson, Director of Transport Services

Author: Noel Collings, Interim Bus Policy Manager

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

1. Purpose of this report

- 1.1 To provide Transport Committee with an update on the work of the Bus Policy Team, including next steps on the Bus Service Improvement Plan and Bus Enhanced Partnership.

2. Information

Bus reform

Background

- 2.1 The National Bus Strategy, [Bus Back Better](#), published in March 2021 signalled a strong commitment from Government to bus. It acknowledges the failures of deregulation and looks to strengthen the role of Local Transport Authorities (LTAs) through the devolution of funding.
- 2.2 The Strategy requires all Local Transport Authorities (LTAs) to have submitted a Bus Service Improvement Plan (BSIP) to Government by 31 October 2021 and to be in a Bus Enhanced Partnership (EP) or actively pursuing bus franchising by the end of March 2022. These requirements are linked to future

funding for bus and without them West Yorkshire will not be able to access these funding streams.

- 2.3 In addition, the Mayor of West Yorkshire is actively pursuing a manifesto pledge to 'bring buses back into local control', ensuring buses deliver a service that meets the needs of West Yorkshire residents and businesses.
- 2.4 To demonstrate how the pledge could be met, the Combined Authority has produced a 'roadmap'. It has also served two notices of intent, one of its intention to prepare an [Assessment of a Proposed Franchising Scheme](#) and the other of its intention to [establish a Bus Enhanced Partnership](#) with operators to improve local bus services.
- 2.5 The following sections set out progress in developing and implementing the various component parts that will deliver bus reform in the region.

Bus Service Improvement Plan

- 2.6 The West Yorkshire Bus Service Improvement Plan (BSIP) was submitted to the Department for Transport (DfT) on 29 October 2021.
- 2.7 The Combined Authority is still awaiting feedback on the BSIP from DfT and our funding allocation to support its implementation.
- 2.8 It is expected that we will receive only revenue funding from the national BSIP funding pot. The Combined Authority has received capital funding via the City Region Sustainable Transport Settlement (CRSTS) which will, in part, support implementation of the West Yorkshire BSIP.
- 2.9 Furthermore, it is expected the Combined Authority's BSIP funding allocation will significantly short of the £168 million revenue sought in our bid. As such, officers are developing funding scenarios based on likely outcomes (e.g. £10 million, £15 million, £20 million, £30 million and £50 million) to understand what we could spend the money on to best meet our strategic priorities – a safe and inclusive bus service, better connected communities, and decarbonisation and integrated sustainable travel.
- 2.10 A Strategic Assessment (SA) of our BSIP bid is currently being prepared to go through the Combined Authority's internal assurance process in order to ensure we are prepared to receive and spend any funding ahead of the new financial year.
- 2.11 More broadly, a BSIP Implementation Plan is being developed to support delivery on its ambitions and deliver benefits to passengers, regardless of the additional funding received.

Bus Enhanced Partnership

- 2.12 The EP will be the mechanism for the delivery of the early stages of the BSIP. It provides details on the Combined Authority's, West Yorkshire local

authorities, and operator's shared plan to improve bus services and provision in West Yorkshire and must build on the ideas and interventions set out in the BSIP in much more granular detail.

- 2.13 It is a statutory partnership between the Combined Authority as the LTA, West Yorkshire local authorities and all operators running bus services in the region and needs to be approved by all these parties to come into operation. Each of the Local Authorities of West Yorkshire will be signatories to the EP.
- 2.14 The EP will be overseen by the West Yorkshire Bus Alliance. The governance arrangements that are currently established for the Bus Alliance will be strengthened and adapted for the EP. The Bus Alliance Executive Board will be chaired by the Chair of Transport Committee or Lead Member Public Transport to ensure the electorate is fully represented in the governance of the bus service through the EP.
- 2.15 The initial West Yorkshire EP (comprising of an EP Plan and one EP Scheme) needs to be in place by April 2022. This is to ensure West Yorkshire can access the discretionary bus funding that will be available from April 2022, without the EP the region will not be able access this funding. The EP also needs to be in place to ensure the passenger benefits that can be achieved through bus reform are delivered prior to a decision being made on bus franchising.
- 2.16 The EP Plan reflects the ambitions and content of the BSIP and a large proportion of the content is taken from this document. Where it departs from the BSIP is in the timescales that it covers. While the BSIP is the long-term strategic approach to improving bus services and the network in the region, the initial EP Plan takes a shorter-term view, focussing on what improvements can be made in the period up to 2027. This reflects the indicated timescales for deciding on and implementing a bus franchising scheme (if bus franchising is determined to be the preferred option for delivering bus reform in West Yorkshire).
- 2.17 The EP Plan alone does not constitute an EP. For the EP to come into force the EP Plan must be accompanied by at least one EP Scheme at all times.
- 2.18 Due to the timescales laid down from Government for the EP to be 'made' it has not been possible to produce the full suite of EP Schemes that would be required to meet the ambitions and content of the BSIP. As such a modular approach to the delivery of EP Schemes is being taken, whereby an initial EP Scheme focused on bus infrastructure has been produced to meet the initial timescales, with other EP Schemes being developed throughout 2022 and 2023.
- 2.19 The Bus Infrastructure EP Scheme will begin with the A61(South) in Leeds with other bus infrastructure projects in the other West Yorkshire districts added rapidly post March 2022. It will include obligations relating to vehicle standards, bus lane design and operation, and provision / maintenance of facilities such as bus shelters.

- 2.20 Prior to the EP coming into force a number of statutory processes need to have been completed. The first Operator Objection Period is currently ongoing and is due to be completed by 17 January 2022. Subject to no substantial objections being received from bus operators consultation with statutory consultees e.g. Traffic Commissioner, Competition and Marketing Authority, will take place during January / February 2022. The Combined Authority approved the content of the EP for use in statutory consultation at its [9 December 2021](#) meeting.
- 2.21 Subject to consultation the final EP will be brought to the Transport Committee on 4 March with Combined Authority approval sought at its 17 March 2022 meeting.

Bus Franchising

- 2.22 As referenced above the Combined Authority has served notice of its intention to prepare an Assessment of a Proposed Franchising Scheme (the Assessment).
- 2.23 Consultants have been appointed to undertake pre-Assessment activity prior to the main Assessment beginning in the summer. Activity being undertaken as part of this commission include providing advice on the make-up of the internal team delivering franchising, developing external advisor briefs and influencing / maintaining relationships with key stakeholders.
- 2.24 In addition, indicative approval is being sought from the Finance, Resources and Corporate Committee (FRCC) at its 6 January 2022 meeting for £6 million from Gainshare to cover the cost of the Assessment. Approval is also being sought from the FRCC to spend an initial £1 million Gainshare allocation to allow work on the Assessment to begin.

Zero Emission Buses

Zero Emission Bus Region Area bid

- 2.25 The Combined Authority submitted an Expression of Interest (EOI) to DfT for their Zero Emission Bus Regional Area (ZEBRA) fund in June 2021.
- 2.26 Off the back of the EOI DfT invited the Combined Authority, along with 16 other areas, to submit a Full Business Case (FBC) for funding.
- 2.27 Our ZEBRA bid will if successful replace 119 existing diesel buses with electric equivalents in each of the five West Yorkshire districts. It involves the major bus operators of Arriva, First Bus and Transdev and some of the services tendered by the Combined Authority.
- 2.28 The total ask of DfT through the ZEBRA programme is £22.4 million.

- 2.29 Total investment if funding is provided would exceed £50 million and take the proportion of the bus fleet in the region that are zero emission from 1% to nearly 10%.
- 2.30 The final FBC needs to be submitted to DfT by 31 January 2022 and the Combined Authority approved at their 9 December 2021 meeting the delegation of a decision to submit to the Managing Director in consultation with the Mayor.

City Region Sustainable Transport Settlement

- 2.31 With a mayoral ambition for buses in the region to be greener, combined with ambitions relating to the climate emergency, the ZEBRA bid is only the beginning of a wider programme for all buses to be zero emission by 2036 at the latest.
- 2.32 As such an allocation of £33.5 million is included in the CRSTS which could result in nearly 20% of the bus fleet being zero emission when combined with our ZEBRA programme.

3. Tackling the Climate Emergency Implications

- 3.1 A well-used and attractive bus service will support the shift in travel from private cars to more sustainable modes needed to reduce carbon emissions from transport. Bus reform in West Yorkshire is a key area of focus for the West Yorkshire Climate and Environment Plan over the next three years as it will put in place measures that will help transition journeys from the private car to public transport and active travel.

4. Inclusive Growth Implications

- 4.1 Buses are important in providing and enabling access to employment and training opportunities across West Yorkshire. Interventions outlined in the BSIP which transition into the EP / franchising will consider the needs of communities with higher levels of deprivation and those of less affluent travellers.

5. Equality and Diversity Implications

- 5.1 The BSIP seeks to identify options which make travel by bus an attractive and viable option for all members of the community. Where interventions relating to this transition into the EP / franchising will consider the needs of all prospective bus users and will identify actions to promote inclusion.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report, however the implementation of a number of work areas highlighted in this report will raise financial implications. Where this is the case separate reports will be brought to the relevant Committee.

7. Legal Implications

- 7.1 There are no legal implications directly arising from this report. The implementation of the EP / franchising will comply with the relevant legislation e.g. Bus Services Act (2017).

8. Staffing Implications

- 8.1 There are no staffing implications directly arising from this report, however the implementation of a number of work areas highlighted in this report will necessitate the recruitment of additional human resource. Where this is the case separate reports will be brought to the relevant Committee.

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That the Transport Committee notes the content of the report.

11. Background Documents

- 11.1 There are no background documents referenced in this report.

12. Appendices

None.



Report to: Transport Committee

Date: 7 January 2022

Subject: **Bus Service Funding**

Director: Dave Pearson, Director Transport & Property Services

Author: Dave Pearson, Director Transport & Property Services

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

1. Purpose of this report

- 1.1 To advise the Committee of the current position regarding bus service funding and to inform the Committee of the bus transport related cost pressures faced by the Combined Authority as it prepares its budget for 2022/23.

2. Information

COVID Bus Service Funding

- 2.1 Since April 2020, Government has issued emergency funding to bus operators and Local Transport Authorities, the COVID Bus Subsidy Grant (CBSSG), and continued to pay Bus Services Operators Grant (BSOG) at pre pandemic rates. It requested that Local Transport Authorities (LTAs) continue to make concessionary fare and tendered service payments to operators at pre pandemic rates.
- 2.2 The Combined Authority has complied with the Government request to make concessionary fare and tendered service payments to operators at pre

pandemic rates. Specific conditions were attached to these payments ensuring bus operators work collaboratively with the Combined Authority and financial and patronage data is shared. These conditions have been amended at each stage in the pandemic with this arrangement continuing until March 2022.

- 2.3 The Combined Authority has faced additional costs in the provision of tendered bus services during the pandemic. Initially this arose from lost revenue due to reduced patronage and was offset by the Government CBSSG award. However, in 2021 operating costs have increased and some operators have reduced service levels resulting in the CA funding the continuation of socially necessary services including service 205 (Dewsbury- Morley- Pudsey) as reported to a previous meeting
- 2.4 In September 2021, Government revised the system for supporting bus services and introduced the Bus Recovery Grant (BRG) which operates until March 2022. Unlike the previous CBSSG grant, BRG is intended to be tapered to reflect an anticipated growth in passenger revenue. The conditions of grant also enable bus operators to adjust fares providing the aggregate effect is within the Consumer Price Index. BRG is paid direct to bus operators and also to LTAs to reflect the suppressed fares revenue on tendered services contracts. The Combined Authority is estimated to receive a grant of £800k for this purpose in 2021/22.
- 2.5 At the time of writing, bus patronage and revenues were around 75% of what could normally be expected in December. Whilst patronage rose steadily between July to October following the easing of COVID restrictions the growth levelled out in November and it is unlikely to return to 2019 levels during 2022. In addition, a national shortage of drivers has impacted on service delivery locally with a consequential impact on service delivery which has been reported to previous meetings of the Committee.
- 2.6 Bus Recovery Grant is in place until end March 2022. Unless patronage and revenue recover to 2019 levels a potential funding gap will emerge for bus operators and the Combined Authority in April. This is leading to operators considering service reductions to reduce costs to meet the reduced revenue. Government is considering continuation of BRG beyond March but this is unknown at this stage. The Mayor has written to Baroness Vere, Buses Minister, urging her to confirm adequate funding to maintain a stable network (Appendix 1).
- 2.7 The Combined Authority meeting in December considered the Authority's current budget position following the Finance, Resources and Corporate Committee and identified a need to maintain the Transport Levy at the current rate to ensure a level of continuity in the CA spend on buses in 2022/23 given the ongoing financial uncertainty. The Transport Levy funds both transport services and provides the funding for the borrowing costs to meet the local contribution for the West Yorkshire plus Transport Fund. A commitment to keeping it at the existing level is a strong statement that recognises the importance of improving the public transport provision in West Yorkshire. The CA will consider these issues further when it sets its budget in February.

Concessionary Fares

- 2.8 Currently, usage of the ENCTS free bus pass scheme for older people and those with disabilities is tracking at around 10% below the overall level of patronage when compared with 2019. As stated earlier in the report, bus operators are being paid on the basis of 2019 passenger use. The Combined Authority has succeeded in making some small reductions in the spend in this activity during the pandemic, it is expected that concessionary patronage will slowly continue to increase – reimbursement is a combination of costs and volumes and both parts of that calculation are expected to change. Taken with the pressure on the tendered services budget set out above the Finance, Resources and Corporate Committee identified the merits of ringfencing any savings from concessionary reimbursement for this year and next to meet the wider pressures on bus service provision, also recognising that the Bus Services Improvement Plan bid to government is unlikely to deliver the scale of funding required to improve the bus offer.
- 2.9 The Fare Deal for Under 19s was approved by this Committee in November 2020 and implemented in August 2021. Following this the recovery of bus patronage by younger people has been stronger than the wider population. The Fare Deal created a fixed budget for concessionary fares for under 19s and it is recommended to maintain spend at current levels.

MCard Sales Revenue

- 2.10 Since March 2020, sales revenue from MCards fell in line with the wider impact on public transport use. The Combined Authority obtains a fee from MCard sales to cover the costs of operating the scheme, the effects of the pandemic on sales therefore impacts on revenues to the Authority on this basis.
- 2.11 MCard sales have partially recovered since July 2021. However, the numbers of weekly and monthly season tickets remain below 2019 levels reflecting an anticipated long-term effect of the change in working practices emerging from the pandemic. The MCard Mobile app was launched in 2021 particularly aimed at part time workers and offers discounts for purchasing 10-day tickets in advance.

Bus Service Improvement Plan

- 2.12 The Combined Authority submitted its Bus Service Improvement Plan in October following consideration by this Committee and approval by the Combined Authority. This plan sets out the ambition for bus services in the region and a programme of investment to grow bus patronage as part of a Government funded programme to deliver the National Bus Strategy. Initially Government had set aside £3bn for this purpose however this was revised to £1.2bn in the October 21 Spending Review.
- 2.13 At the time of writing, the outcome of the BSIP bid was awaited. It is anticipated that the funding award to the Combined Authority may fall short of

expectations and that prioritisation of the deployment of the revenue funding element is needed. This supports the need to ring fence any reduced spend on concessionary reimbursement to ensure the greatest value is obtained from the funding available for bus services.

Bus Fares

- 2.14 The conditions of the Government’s Bus Recovery Grant allow bus operators to adjust fares providing the aggregate effect is within the Consumer Price Index. On 13 December First West Yorkshire introduced a new fare structure where the overall impact is forecast to be within CPI. This new structure increased prices for day and week tickets but also a rationalisation of single tickets some of which were reduced and the re-introduction of return tickets. New three and five day tickets were introduced to offset the cost increase for weekly tickets where passengers do not travel everyday. The company have also fitted “tap out” readers to their buses and are offering a “tap on tap off” capped option available only on First services. Arriva Yorkshire have indicated its intention to rationalise and increase fares within CPI in January.

3 Tackling the Climate Emergency Implications

- 3.1 A financially healthy, attractive to use bus service is a key element in providing sustainable low carbon travel choices

4. Inclusive Growth Implications

- 4.1 The Combined Authority funds socially necessary bus services and concessionary fares to enable mobility and accessibility particularly for those people without their own means of transport

5. Equality and Diversity Implications

- 5.1 Equality Impact Assessments will be undertaken for any changes to CA funded bus services or for changes in the value and means of delivery of concessionary fares.

6. Financial Implications

- 6.1 The issues set out in this paper will be factored into the budget recommendations to be made to the Combined Authority’s meeting on 3 February 2022. Notwithstanding the issues outlined in the report, a small underspend is expected in concessionary fares and tendered bus service costs is expected for the 2021/22 financial year when taking into account the additional Government grants for this purpose. This report identifies the need to ringfence these savings to assist with anticipated pressures early in 2022/23.

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 Engagement with bus operators on these issues has been undertaken through the West Yorkshire Bus Alliance.

10. Recommendations

10.1 That the Committee gives consideration to the financial implications of bus service provision outlined in this report ahead of the Combined Authority setting its budget for 2022/23

11. Background Documents

None.

12. Appendices

Appendix 1 - Letter from Mayor to Baroness Vere 15/12/2021

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Mayor Tracy Brabin
West Yorkshire Combined Authority
40-50 Wellington Street
Leeds
LS1 2DE

Baroness Vere
Parliamentary Under Secretary of State
Department for Transport

By Email

15 December 2021

Dear Baroness Vere,

Following the publication of the National Bus Strategy earlier in the year, here in West Yorkshire we have complied with Government milestones to improve bus services. We have adopted the Enhanced Partnership provisions in the Bus Services Act, we have submitted an ambitious Bus Service Improvement Plan to your Department and have started a process of assessment of the business case for franchising. Buses are the most used form of public transport in West Yorkshire and, whilst we are embarking on plans for mass transit, this will remain the case for many years to come.

We are making plans for our bus service against a backdrop of uncertainty caused by the financial and human consequences of the pandemic. At the time of writing, we have just moved into the Government's Plan B Covid response which carries a real risk that fewer people will make bus journeys setting back the steady recovery we have seen since the summer. Government recovery funding is due to end in March 2022 and there is no indication that it will continue beyond then. Bus operators are telling us that they soon have to register cuts in their services on the basis that recovery funding will cease in March, some SME bus operators are at risk of going out of business. We could be implementing our Bus Service Improvement Plan in an environment where the bus service is shrinking. I would ask that you take early steps to give Local Transport Authorities and Bus Operators the financial certainty everyone needs to provide a stable bus network upon which we can build our Bus Service Improvement Plan.

I share the Government's vision for buses and I want to deliver a publicly accountable service for the people of West Yorkshire but the uncertainties around funding are talking us backwards. I hope you can help unlock this.

Yours sincerely,

A handwritten signature in black ink that reads "Tracy Brabin". The signature is written in a cursive style with a large, sweeping flourish at the end.

Tracy Brabin
Mayor of West Yorkshire

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Report to: Transport Committee

Date: 7 January 2022

Subject: **Integrated Rail Plan**

Director: Liz Hunter, Interim Director of Policy and Strategy

Author: Rebecca Cheung, Rail Development Manager

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

1. Purpose of this report

- 1.1 To update and advise the Transport Committee on the contents of the published Integrated Rail Plan (IRP), its implications for our region and the recommended next steps.

2. Information

- 2.1 This update builds on the paper provided to the Combined Authority at its 9th December 2021 meeting. A further verbal update on progress following the outcome of the IRP will be provided if anything new should be available.
- 2.2 Following the Oakervee review of HS2 in February 2020, the government announced its intention to draw up an Integrated Rail Plan (IRP) for the North and the Midlands which will identify the most effective scoping, phasing and sequencing of relevant investments and how to integrate HS2, Northern Powerhouse Rail, Midlands Rail Hub and other proposed rail investments.
- 2.3 The IRP was finally published on 18 November 2021 after a 10-month delay. The plan sets out a core pipeline of commitments to a further £54bn of spending on rail and local transport in the Midlands and North over three decades. The IRP omits proposals for new lines and focuses more on

upgrades to the existing railway. The diagram in **Appendix 1** outlines the proposed core pipeline of investments and their programme. **Appendix 2** gives a summary breakdown of the IRP pipeline investments.

2.4 Here is a summary of the key IRP contents that are relevant to our region:

- A budget for major rail investment is set at £96bn of which £54bn is for the Midlands and North.
- HS2 East: Government only commits to HS2 2b East to the East Midlands only, with electrification of Midland Mainline to Sheffield (facilitating HS2 services reaching Sheffield). There is no commitment to the HS2 station at Leeds. Instead, the Government is committed to a study to look at how to link HS2 services to Leeds with a budget of £100m. The safeguarding of the previously proposed high-speed route will remain in place pending conclusion of this work.
- Northern Powerhouse Rail (NPR): The project as proposed by TfN essentially no longer exists in the IRP – with Bradford omitted from the NPR network and no new line connecting it to Manchester and Leeds. Instead, Government has decided upon an upgrade between Liverpool and Warrington, to join a new line between Warrington-Manchester - Marsden, and thence a connection to the existing trans-Pennine line to Leeds. There is no commitment to the requisite capacity investment at Leeds to facilitate this, nor is there a commitment to NPR services to Hull or beyond York, or Leeds to Sheffield. There is no new connection to Bradford. Sheffield to Manchester appears to be omitted.
- TransPennine Route Upgrade (TRU): TRU is now phase 1 of NPR. Commitment to TRU is welcomed. The route will be subject to further upgrade including electrification, though the exact scope is to be confirmed. Clarity on the potential disruption mitigation plans is needed. There is also uncertainty around the impacts on local services at intermediate stations, which is of wider West Yorkshire concern given the services using this line serve all five West Yorkshire local authority areas. There is also no clear commitment on infrastructure improvement on the east of Leeds or timescale on the wider freight gauge clearance work.
- Electrification: The only named electrification scheme in this region (beyond TRU) is between Leeds- Bradford. There is no commitment on the electrification on the Calder Valley line.
- Leeds station capacity: Although it is widely recognised that the lack of resilience at Leeds station has significant implications for the wider regional and national rail network, there is no firm commitment to tackle the capacity issue at Leeds. Instead, there is commitment to fund quick-win upgrades and to undertake a study to understand the most optimal solution for Leeds station capacity – in light of post COVID-19 demand

and the first phase of the West Yorkshire Mass Transit System.

- Mass Transit in West Yorkshire: There is commitment for mass transit for Leeds and West Yorkshire with £200m immediate funding, however DfT officials have confirmed that part of this comes through the announced 'City Regional Sustainable Transport Settlement', and part from the £100m that is set out above for the study linking HS2 services to Leeds.
- East Coast Main Line (ECML) Upgrade: The IRP considers the ECML to be a more direct route to link Leeds and North East to London. However, there is no firm commitment and future improvements are subject to business case. The detailed scope for the upgrade will be confirmed following a further study to be led by Network Rail.

Implications for this region

- 2.5 Following the IRP's publication, the Mayor of the West Yorkshire Combined Authority and other leaders in West Yorkshire have expressed their anger and frustration at the promises on HS2 to Leeds, and a new line between Manchester, central Bradford and Leeds, that have been seemingly broken.
- 2.6 The IRP as it stands appears to fall short of Northern and regional ambition. There is a risk that the plan will limit the growth and the potential of West Yorkshire for many decades in terms of regional and national connectivity.
- 2.7 The plan raises a lot of uncertainties and unanswered questions which need to be clarified with the government.
- 2.8 A copy of the Mayor's letter raising issues with the IRP is included in **Appendix 3**. TfN has also issued a letter to the Secretary of State to offer its statutory advice. A copy of the letter is included in **Appendix 4**.

Transport for the North

- 2.9 The Transport for the North (TfN) Board met in Leeds on 24 November 2021. It considered at length the IRP and the North's proposed response, determining that Government had breached previous commitments given on NPR.
- 2.10 Board members were briefed on an initial analysis of the IRP, and there was a strong show of frustration and disappointment. A motion was passed by the Board resolving to continue to pursue the Board's preferred option for NPR, including the new-build link between Manchester and Leeds with a stop in central Bradford.
- 2.11 The Board asked the Chair to write to the Secretary of State for Transport asking him to explore with Transport for the North funding options for the delivery of the preferred Northern Powerhouse Rail network. Funding options

could include local contributions, including through harnessing local economic benefits.

- 2.12 The Board also asked the Chief Executive of Transport for the North to prepare a report to the Board on the impact the Integrated Rail Plan will have on the North's economic and decarbonisation ambitions.

Next steps

- 2.13 Based on the strength of feeling from members, at its meeting in December, the Combined Authority resolved to **challenge the outcome of the IRP**. This may require further West Yorkshire work to understand the comparable costings between the TfN and local proposals and the IRP, especially in relation to NPR, and Leeds-Bradford options. Work is also needed to consider the wider implications and economic and social impacts of the Integrated Rail Plan.
- 2.14 The Mayor has written to the Government (**Appendix 3**) seeking an urgent meeting with ministers. Clarification of key areas and a more collaborative working relationship with the Government involving local partners with a clear road map, timescales and a set of shared objectives, are requested.
- 2.15 The Department for Transport (DfT) has also been asked by Combined Authority officers for the evidence base and assumptions underpinning the IRP. This includes a report by consultants Mott McDonald on strategic alternatives to the HS2 eastern leg for the DfT. Minister of State for Transport Andrew Stephenson stated on 24th November 2021 in response to a Parliamentary question on the subject, that a copy of this report would be placed in the Parliamentary Library.
- 2.16 Should progress have been made by Government on next steps following the IRP, a verbal update will be provided. This includes work to shape the studies proposed in the IRP which impact West Yorkshire. These are
- “How to take HS2 services to Leeds”; and
 - “To understand the most optimal solution for Leeds station capacity – particularly in light of post COVID-19 demand and our commitment to the Mass Transit System which could take a number of local services out of the heavy rail station at Leeds.”
- 2.17 The Combined Authority resolved that there is a need to do the following:
- **Leeds to Sheffield** – as set out in the IRP, a joint piece of work to relook at the desired rail connectivity between Leeds-Sheffield including the opportunity to improve connectivity and journey times for our communities between the cities of Leeds and Sheffield such as Wakefield. As part of this there is an urgent need to address capacity at Leeds station.

- **Bradford and the Calder valley** – the drivers behind the need for a step-change in rail connectivity for Bradford have not changed. Work is needed to understand how this is now best-done post IRP. As part of this there is a need to agree timing and plans for the Leeds to Bradford electrification and the 12-minute journey time proposal including to press for commitment to the onward electrification from Bradford to Halifax and Manchester, and ensuring no negative impacts on local services.
- **Transpennine Route Upgrade:** Whilst commitment on TRU is welcome, we need to quickly understand the scale of the significant disruption to our communities over an extended period. We also need to understand in more detail the assumed stopping patterns at intermediate stations such as Mirfield, Dewsbury and Morley, to ensure that the IRP meets local as well as inter-city rail needs.
- **Mass Transit in West Yorkshire:** Once Government commitment and the scope of their objectives are clarified, we need to take forward this project and agree a joint forward plan and a long-term timetable for the delivery of the complete project with the Government.
- **ECML and Leeds capacity:** We need to understand the plan for investment, ensuring wider needs are considered including platform lengthening at Bradford, capacity at Leeds, impacts on local services and resilience of the route.
- **Future Accountability and Funding for NPR:** We need to establish the future role of the Mayor and local Leaders in the decision-making of all major rail investment impacting on West Yorkshire.

3. Tackling the Climate Emergency Implications

- 3.1 The railway plays a key role in tackling climate change. A modern, integrated, electrified railway with sufficient capacity provides cleaner, more environmentally friendly transportation encouraging modal shift to public transport and therefore tackle climate change.

4. Inclusive Growth Implications

- 4.1 An integrated and modern railway as part of a wider transport system for the whole of West Yorkshire, is a vital pre-requisite for our places, people and businesses to flourish. A truly Integrated Rail Plan would demonstrate how this is going to be developed over time.

5. Equality and Diversity Implications

- 5.1 We will ensure that the principles of inclusivity, diversity and equality are included in the design, development and consultation of any major investment programmes.

6. Financial Implications

- 6.1 Most of the major rail investments are funded by central Government funding. There may be an opportunity for the Combined Authority to use our local funding to accelerate and maximise the economic benefits of the major rail investments. Separate reports will be submitted to the Combined Authority and / or Transport Committee when these opportunities arise.

7. Legal Implications

- 7.1 There are no legal implications as a result of this report.

8. Staffing Implications

- 8.1 There are no staffing implications directly arising from this report. The next steps are dealt with by the existing resource of the Policy directorate.

9. External Consultees

- 9.1 The contents and implications of the IRP have been shared with West Yorkshire chief executives and leaders. We are working closely with other authorities and the combined authorities in the north and Transport for North.

10. Recommendations

- 10.1 That the Transport Committee notes the content of this report.

11. Background Documents

Integrated Rail Plan for the North and Midlands, Department for Transport, November 2021, available here:

<https://www.gov.uk/government/news/integrated-rail-plan-biggest-ever-public-investment-in-britains-rail-network-will-deliver-faster-more-frequent-and-more-reliable-journeys-across-no>

12. Appendices

Appendix 1 – A summary of the core pipeline of investments

Appendix 2 – A summary of the IRP pipeline

Appendix 3 – Mayor's letter to Secretary of State

Appendix 4 – TfN's statutory advice to Secretary of State

Appendix 1: A summary of the core pipeline of investments and their programme

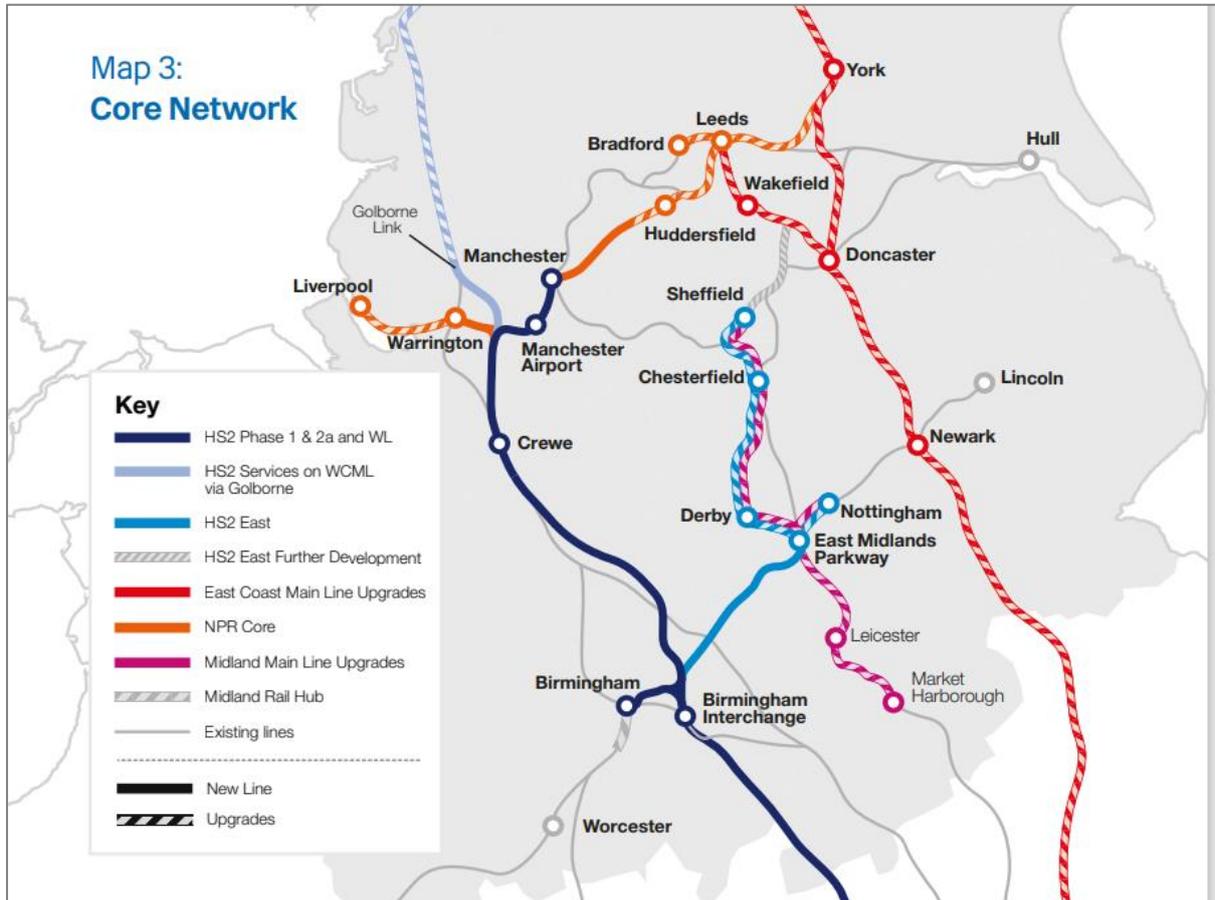
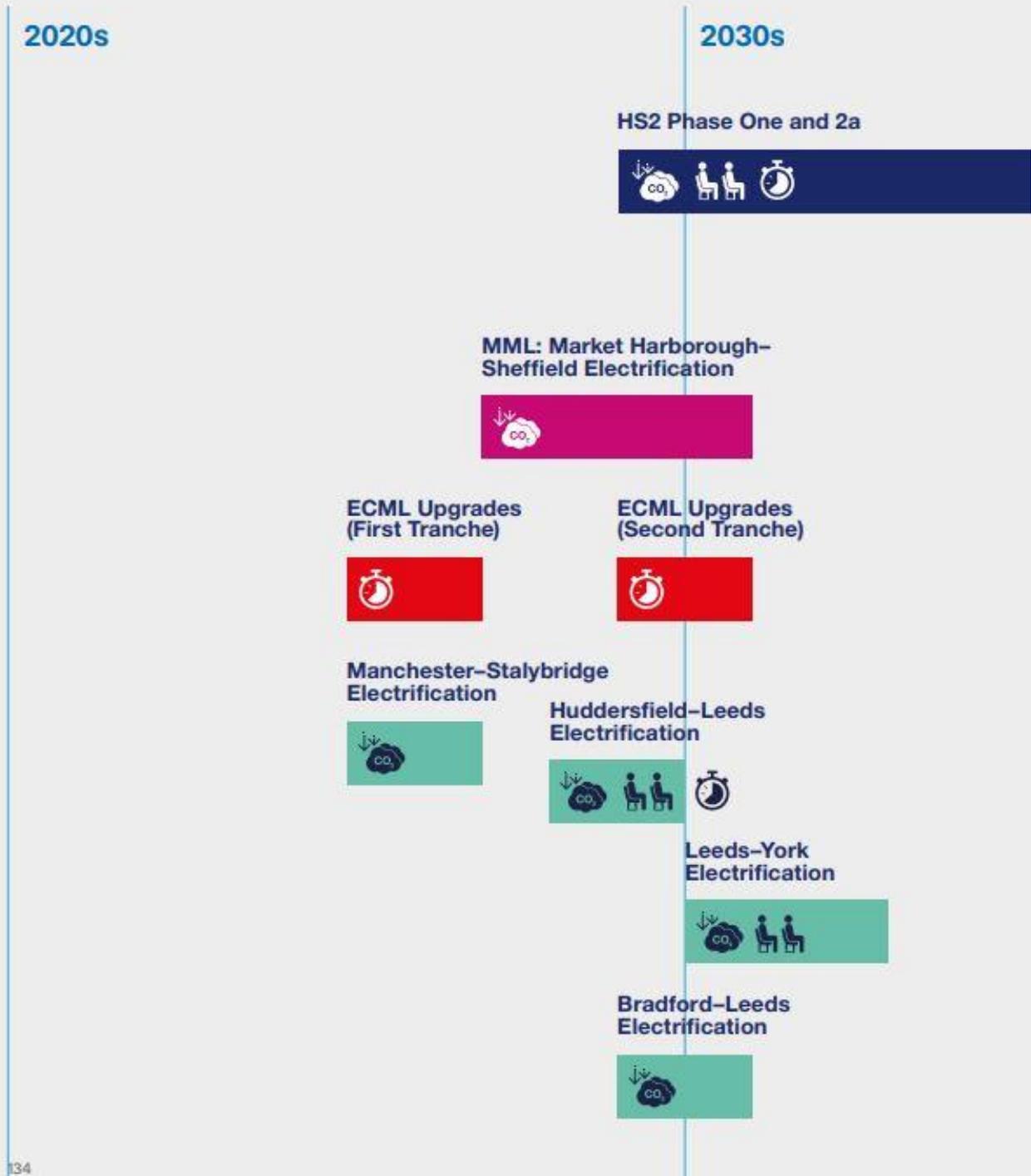


Figure 9: IRP investment blueprint for the IRP Core Pipeline*

The table that outlines the potential delivery timescales for schemes in the IRP, consistent with the level of commitment given (see Section 4).



2040s

HS2 Phase 2b Western Leg**



HS2 West-to-East Midlands



ECML Upgrades
(Third Tranche)



Leeds-York



Liverpool-Manchester



Manchester-Leeds



Core

- HS2 Phase One and 2a
- HS2 Phase 2b Western Leg
- HS2 East
- East Coast Main Line
- Midland Main Line
- NPR Phase 1
- NPR Phase 2

Decarbonisation benefits

Journey time savings

Capacity improvements

*Certain schemes are subject to further work. The following therefore shows possible completion dates for those schemes considered in the IRP if the government was to commit to them all.

** Assumes Western Leg bill deposit in 2022.

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Appendix 2: A summary of the IRP pipeline

Integrated Rail Plan core pipeline	Provision (2019 prices)
Completion of HS2 Phase One and 2a (March 2020 onwards)	£42.5bn ¹⁴
HS2 Phase 2b Western Leg (including Golborne link)	£17.0bn ¹⁵
Smaller rail schemes in the North and Midlands until 2025	£1.5bn
Transpennine Route Upgrade (TRU) base scope, including full electrification (Option F)	£5.4bn
HS2 East Core Network (including HS2 Eastern Leg, Midland Main Line and East Coast upgrade)	£12.8bn
NPR Core Liverpool–York (including TRU Option G enhancement)	£17.2bn
Total provision	£96.4bn
Previous spend on HS2	£8.3bn

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Mayor Tracy Brabin
West Yorkshire Combined Authority
40-50 Wellington Street
Leeds
LS1 2DE

The Rt Hon Grant Shapps MP
Secretary of State for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR
By email: Transport.Secretary@dft.gov.uk

26 November 2021

Dear Grant

Thank you for your call last week. I am deeply disappointed about the outcomes of the Integrated Rail Plan. I and other leaders in West Yorkshire are angry and frustrated by the promises that have been seemingly broken. Our communities feel betrayed.

The IRP as it stands is simply not good enough for West Yorkshire. It does not support my ambitions for a stronger, fairer and better-connected region which meets the challenge of the climate emergency, nor does it meet the Government's own ambitions for levelling up. The plan will limit the growth and potential of West Yorkshire for many decades to come. I would like to make it clear to you that this will not be the end of our ambition.

Northern Powerhouse Rail, with a stop in central Bradford, and delivery of high speed services to Leeds via Sheffield, are core to the future plans for these cities and the wider region. They would be transformational for our economy, for decarbonisation, and the additional rail capacity we need. I will not stop making the case for either of these projects.

I would like an urgent meeting with you to clarify the next steps and details of your plan. We need to be able to work together and I propose the following actions as a start.

- 1. High speed connections between Leeds and Sheffield:** Connectivity between the two Core Cities of Leeds and Sheffield requires radical improvement. Your decision to scrap the HS2 Eastern Leg casts uncertainty as to how such an improvement will now be achieved. Instead, the long-awaited IRP simply commits to a further study. It is most concerning that the IRP proposes to significantly reduce the number of daily seats from Leeds to London from the 4,500 available under the HS2 Eastern Leg scheme to a best case "potential" of 2,500. This is only 56% of the seats previously planned. We must now urgently progress the proposal to assess how best to take high speed services to Leeds via Sheffield. The IRP outlines that the Government will look at "*how best to get HS2 services to Leeds*", not *if* high speed services are to get to Leeds.

Whilst I am very concerned that we spend yet more taxpayers' money and more time looking at options that have already been considered, if we are to do this, I ask that we work together to do so. I propose a truly joint piece of work, with a joint team of local partners, including WYCA and Leeds City Council, Department for Transport, Network Rail and HS2 Ltd. As part of this we need to agree as soon as possible a joint set of

objectives for this work, for example economic and carbon, and outputs such as performance, capacity and modal shift.

This is also an opportunity to improve connectivity for our communities between Leeds and Sheffield such as Wakefield. We also need to understand to whom and how the budget is allocated and how we separate out the funding for the mass transit work. By working together, we can conclude, once and for all, the high-speed rail solution for Leeds to Sheffield and the connections onwards to East Midlands and London to restore business confidence.

Certainly the 113 minute journey time from Leeds to London stated in the IRP falls way below our expectations and, as part of the study you've progressed, we will look to achieve a marked improvement on this performance.

- Bradford and Calder Valley:** Bradford needs a comprehensive set of proposals to address the long-standing weaknesses in its rail infrastructure. Making a step-change in the rail connectivity of Bradford requires more than the proposal to electrify the existing line to Leeds. We urgently need to give clarity to people in Bradford about how they can connect with the rest of the north. A new city centre through station in Bradford will slash journey times to Leeds by more than half and to Manchester by two-thirds, taking thousands of vehicles off the roads, and bring 6.7 million people within a 35-minute journey of the central area. This is not just about journey times, it's about regeneration and the transformation of the city's fortunes.

I note your commitment to upgrade and electrify the Leeds–Bradford section of the Calder Valley Line. The Government needs to clarify and confirm its position immediately regarding the onward electrification to Halifax and Manchester – a priority corridor identified for electrification since 2013.

- Leeds station:** We know that passenger numbers at Leeds Station continue to increase and are already close to, or on occasion higher than, pre-pandemic levels. We can't let another review stop the much-needed work at Leeds Station. We must work together to agree and progress the proposals to increase the track and pedestrian capacity urgently needed in the next few years to provide long-term resilience for Leeds. It is widely recognised in the rail industry that this lack of resilience at Leeds has significant implications for the wider regional and national rail network. It is vital that we address this pressing issue now and not be distracted by yet another study.
- TransPennine Route Upgrade:** While your commitment on TRU is welcomed, the proposed upgrades, especially the new line alignment between Manchester and Marsden, will cause significant disruption to our communities over an extended period of time. The Government needs to set out urgently the scale and extent of this disruption and the mitigation proposed for towns such as Huddersfield. For example, Government needs to explain how it plans to electrify the line through the tunnels at Huddersfield and Gledholt whilst maintaining existing rail services on that route. Furthermore, in the context of the stated 33-minute journey time between Leeds and Manchester, we would like more detail on the assumed stopping patterns at intermediate stations such as

Mirfield, Dewsbury, Batley and Morley, to ensure that the IRP meets local as well as inter-city rail needs. It's also unclear what improvements there will be to address capacity constraints east of Leeds station. The IRP comes on the back of further disappointment concerning the failure to support improvements to the Penistone Line between Sheffield and Huddersfield through the Levelling Up Fund, emphasising the failure to address regional connectivity.

5. **ECML:** While there is commitment on ECML, we need to understand your plan for platform lengthening at Bradford and your plan to tackle capacity and resilience issues at Leeds. People in places like Wakefield need to be reassured that they can benefit from IRP now HS2 is not there to free up existing lines.
6. **Mass Transit in West Yorkshire:** We note the Prime Minister's statement in the IRP to provide "£200m of immediate funding to plan the project (Mass Transit) and start building it...". We understand that this is part funded through the City Region Sustainable Transport Settlement and part funded through the £100m mentioned in the IRP that is also to be used to consider how to enable high speed trains to reach Leeds. As mentioned above we want to work in partnership with you on considering the high speed services to Leeds and think it's crucial we quickly define how this budget is managed. Once we have clarification on the additional funding available, I propose that we agree a joint timetable for the delivery of the project. We must ensure that we have a seamless and timely approach to delivery, which sees the first line in operation within this decade. Securing the full support of DfT and wider Government to the detailed timetable and co-produced delivery will be essential to achieving this.
7. **Accountability:** I am also very concerned about the future role of Mayors and local Leaders through TfN in the decision-making of all these important schemes. How can we guarantee that government will not renege on commitments in the IRP and ensure the schemes address local economic and social needs?

My disappointment and concern at the proposals set out in the IRP and other recent decisions extend significantly beyond the seven points I have outlined above, but, given the urgency of the issues, I ask that our offices work together to find a time to meet so we can start to address these pressing matters.

Yours sincerely,



Tracy Brabin
Mayor of West Yorkshire

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Date: 26 November 2021

The Rt. Hon. Grant Shapps

Secretary of State
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Councillor Louise Gittins

Interim Chair
Transport for the North
4 Piccadilly Place
2nd Floor
Manchester
M1 3BN

Sent by e-mail to:

DfT.Ministers@dft.gov.uk

TransportSecretary@dft.gov.uk

Tel: 0161 250 2711

Dear Secretary of State,

Transport for the North's Statutory Advice in Response to the Integrated Rail Plan

I am writing on behalf of the Transport for the North Board to express our collective disappointment and dismay at the inadequacy of the Integrated Rail Plan; the plan as proposed is unacceptable to the North. The TfN Board meeting on Wednesday noted that the proposals breach the commitments Government had previously made on Northern Powerhouse Rail, and differ from the Board's preferred option, as set out in statutory advice to the Department for Transport.

However, there was also unanimous support from Board members to work with the Government to explore ways in which the long-term ambition underpinning its preferred Northern Powerhouse Rail network might be realised. Given the need to move forward quickly, the Board requests you meet with myself and a delegation from the Board as soon as possible.

The context for the Board's disappointment lies in the fact that we have waited nearly a year for the IRP to be published, and it is more than 21 months since the government accepted Douglas Oakervee's recommendation that both NPR and HS2 should be built in full. The rapid post-pandemic return of passengers and freight to the North's rail network – both of which have been stronger than the national average – demonstrates the critical role that rail plays in supporting our economy and enabling growth.

In discussing the economic and connectivity implications of the Integrated Rail Plan, the Board all agreed the following:

- That the Government acknowledges connectivity East to West is not only about speed but capacity and connection between towns as well as cities;
- That in failing to deal with the infrastructure constraints, particularly around Leeds and Manchester, the plan is the wrong solution for the whole of the North and does not deliver the long-term transformation required to level up the North's economy;
- That the proposals would present significant operational performance risks with intercity, regional, local, and freight services competing for capacity on critical sections of shared infrastructure across the North;

- That TfN's preferred option for Northern Powerhouse Rail would provide up to 12 fast trains per hour between Leeds and Manchester, compared to 8 through the upgrade option in the Integrated Rail Plan;
- That disruption caused to passengers, freight, and the economy by upgrading lines is likely to be more significant than for the construction of new lines;
- That Bradford is the seventh largest local authority area in England by population and its residents currently have no direct rail access to Liverpool, Sheffield, Newcastle, Hull, or Manchester Airport;
- The importance of Liverpool as a key destination for business and tourism and the insufficient capacity at Liverpool Lime Street Station to support the desired levels of service;
- That the re-opening of the mothballed Leamside line (TfN's preferred option for NPR) would remove the current constraints of six trains per hour on the East Coast Main Line;
- The importance of improving connectivity on strategic corridors between Sheffield and Leeds; Sheffield and Manchester; Sheffield and Hull; Leeds and Hull; and
- That there is a need to ensure the city of Hull and East Riding are reconnected to the Transpennine mainline and plans for electrification are reinstated as part of improved East West decarbonised freight and passenger connectivity.

The Board has asked the Chief Executive of Transport for the North to prepare a report to the Board on the impact the Integrated Rail Plan will have on the North's economic and decarbonisation ambitions. The Board also made clear the importance of publishing the technical work underpinning the IRP as a matter of urgency so there is clarity about the basis on which decisions have been taken.

As a Board, we remain committed to the long-term ambition for improving connectivity across the North and with the Midlands. We remain firm in our collective belief that the Board's preferred approach to HS2 and Northern Powerhouse Rail best reflects the unique opportunity to unleash the potential of the North, addresses the imbalance in the quality and extent of the rail infrastructure across the UK, and achieves real, positive, and lasting change for the region. It remains essential to retain the long-term ambition for the North's economy that underpins our Strategic Transport Plan to give confidence to investors, and hope to our residents and businesses.

The Board unanimously agreed that it wishes to explore with Government funding options for the delivery of the preferred Northern Powerhouse Rail: options could include local contributions, including through harnessing local economic benefits.

We believe this approach offers the best opportunity to realise our shared ambition for the residents and businesses of the North. We look forward to meeting with you at the earliest opportunity to begin that discussion.

Yours sincerely,



Councillor Louise Gittins
Interim Chair



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

1 Purpose of this report

- 1.1 To provide Transport Committee with relevant updates on current issues not covered elsewhere on the agenda.

2 Information

Transport for the North meetings

Transport for the North Board

- 2.1 The 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 Task 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 tackling 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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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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

1.1 To inform the Transport Committee of the transport related 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 walking 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.