

## **TRANSPORT COMMITTEE**

**MEETING TO BE HELD AT 2.00 PM ON WEDNESDAY, 14 DECEMBER  
2022  
IN COMMITTEE ROOM 1, WELLINGTON HOUSE, 40-50 WELLINGTON  
STREET, LEEDS**

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### **A G E N D A**

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- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 18 NOVEMBER 2022**  
Copy attached.  
(Pages 1 - 8)
- 5. WEST YORKSHIRE TRANSPORT STRATEGY MONITORING REPORT**  
(Pages 9 - 18)
- 6. PASSENGER EXPERIENCE UPDATE REPORT**  
(Pages 19 - 84)
- 7. BUDGET AND BUSINESS PLANNING 2023/24**  
(Pages 85 - 90)

**8. INFLATION: TRANSPORT PROGRAMMES**

(Pages 91 - 106)

**9. PROJECT APPROVALS**

(Pages 107 - 130)

**Signed:**

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

**Chief Executive  
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE  
TRANSPORT COMMITTEE  
HELD ON FRIDAY, 18 NOVEMBER 2022 AT COMMITTEE ROOM 1,  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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**Present:**

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Peter Carlill (Deputy Chair)	Leeds City Council
Councillor Manisha Roma Kaushik (Deputy Chair)	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Aafaq Butt	Kirklees Council
Councillor Peter Caffrey	Calderdale Council
Councillor Andy D'Agorne	York Council
Councillor Eric Firth	Kirklees Council
Councillor Colin Hutchinson	Calderdale Council
Councillor Hassan Khan	Bradford Council
Councillor Jane Scullion	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Councillor Eleanor Thomson	Leeds City Council
Councillor Izaak Wilson	Leeds City Council

**In attendance:**

Tony Baxter	Northern Trains
Pete Myers	Northern Trains
Tom Bridge	First Group
Brandon Jones	First Group
Graham Meiklejohn	TransPennine Express
Kim Purcell	Arriva Yorkshire
Dave Pearson	West Yorkshire Combined Authority
Melanie Corcoran	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Ian Parr	West Yorkshire Combined Authority

**32. Apologies for absence**

Apologies for absence were received from Amir Hussain, Cllr Peter Clarke, Cllr Lou Cunningham, Cllr Sinead Engel, Cllr Helen Hayden, Cllr Melanie Jones, Cllr Alex Ross-Shaw, and Cllr Taj Salam.

**33. Declarations of disclosable pecuniary interests**

There were no declarations of disclosable pecuniary interests.

**34. Exempt information - possible exclusion of the press and public**

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

**35. Minutes of the meeting of the Transport Committee held on 14 October 2022**

**Resolved:** That the minutes of the meeting of the Transport Committee held on 14 October 2022 be approved and signed by the Chair.

**36. Bus Service Improvement Plan and Enhanced Partnership Update and approvals**

Transport Committee members received an update on the Bus Service Improvement Plan (BSIP) funding, the Mayor's Fares, the Bus Network Plan development, and the corresponding Enhanced Partnership scheme. Approval of funding was requested for delivery costs for the Mayor's Fares scheme, and development costs for other schemes within the BSIP portfolio.

Officers confirmed the agreement of the enhanced partnership scheme, which was a requirement to access the BSIP funding. Officers confirmed that the Department for Transport will honour the payment despite recent economic changes, and so the Combined Authority will be able to draw down the funding to deliver the component schemes. Transport Committee members have taken part in workshops to discuss the schemes, and more workshops will take place for future updates.

Officers provided an update regarding the Mayor's Fares scheme. Early indications show that bus patronage has increased among adults compared with the months prior to the introduction of the scheme, though a more detailed analysis will be undertaken using the first three months of data. Customer feedback has been positive, and members were encouraged to share their own or any other feedback. Members requested to see the bus patronage data in a report, officers replied that they are still working with operators to obtain and analyse the data.

Members raised concerns regarding the cost of the Mayor's fares scheme, suggesting other potential network improvements that could be made with the same funding. Officers confirmed that BSIP funding can be used alongside City Region Sustainable Transport Settlement (CRSTS) funding, alongside additional funds such as section 106 for further improvements.

Members raised concerns about the reported figure for marketing costs. Officers confirmed that the marketing covers promotions and also education as a deterrent to antisocial behaviour which has been prevalent around West Yorkshire. Updates can be provided to the committee at a future meeting.

Members questioned the reported value for money of the BSIP scheme. Officers responded the figure is based on the entire BSIP programme,

however the programme will be made up of smaller elements which will be analysed individually and presented separately to the Transport Committee for approval. The initial funding request was for £100 million but the final figure is slightly under £70 million and so this should be considered when assessing the maximum achievable value. The Department for Transport requires annual reporting but since there has been a delay in receiving the funding the reporting dates will need to be set. Officers confirmed Transport Committee members will see the figures to be reported to the DfT before they are sent.

**Resolved:**

That the updates on the Enhanced Partnership and the implementation of the Bus Service Improvement Plan be noted.

The following be approved subject to the conditions recommended by the Project Appraisal Team and set out in the decision point certificate:

- (i) The Bus Service Improvement Plan proceeds through decision point 2 (strategic outline case) and work commences on development of the relevant business case for each individual scheme.
- (ii) An indicative approval to the Combined Authority Costs of up to £69,974,070 is given. The total programme cost is £69,974,070.
- (iii) Approval to the delivery costs to May 2023 of £11,893,176 for the Mayors Fares scheme are given and work commences on activity 4 (full business case). The total scheme value is £33,974,070.
- (iv) Approval to the delivery costs of £1,000,000 for the Enhanced Safer Travel Partnership scheme (under the Supporting Bus Priority & Safety theme) are given and work commences on activity 5 (delivery)
- (v) Approval to the delivery costs of £1,000,000 for the Business to Customer Sales and Marketing, including behaviour change, (under the Clear and Simple Fares theme) are given and work commences on activity 5 (delivery).
- (vi) Approval to the delivery costs of £500,000 for the Travel Plan Network Team (under the Clear and Simple Fares theme) are given and work commences on activity 5 (delivery).
- (vii) Approval to the development cost of £2,430,000 is given.
- (viii) The Combined Authority provides funding to bus operators for the Mayor's Fares scheme under an adopted Reimbursement Scheme the operation of which is delegated to the Director of Transport & Property Services.

- (ix) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report and where required, any change requests are delegated to the Transport Committee. This will be subject to the scheme remaining within the tolerances outlined in the Appendix to this report.

### **37. Bus and Rail Service Performance Update**

Officers noted the members' concerns raised at the previous meeting regarding the performance of bus and rail operators in West Yorkshire, and directed members towards the report featuring performance figures along with further input from the operators. Representatives from First Group, Arriva, TransPennine Express, and Northern Trains were in attendance to respond to questions from members.

Bus operators welcomed the BSIP funding and the Enhanced Partnership, and expressed the need for joint working towards service improvement. First Bus raised a variety of factors contributing to lower performance standards, with the largest factor at the time of the meeting being driver shortages. The leisure market remains strong while commuting is still down compared to pre-pandemic levels. Operators continue to invest in new vehicles and in the network, including promoting buses to customers to encourage them to return. Arriva added that additional time is being factored into each journey to keep services operating to the timetable, and any savings made are being reinvested into service improvements.

Members requested to see more data showing which services are the least punctual and most often cancelled, and queried if that data informs which services are cut. Officers responded the data is available but there is a need to work with operators to analyse it at route level. The data may not always show issues where the operator is not at fault, for example road closures or traffic incidents causing backlogs. Operators confirmed that in the case of driver absences, more frequent services are cancelled to provide cover so customers on hourly buses are not inconvenienced. School and hospital routes are prioritised to reduce the impact on those who need it most.

Members asked driver shortages are a matter of higher pay to resolve the issue. Operators responded that pay is an issue and that many drivers were lost to haulage firms during the pandemic. Some of those drivers have since returned to the bus industry, however there is now a reluctance to work unsociable hours. Operators have worked with the unions and introduced part-time contracts and more flexible working arrangements where possible to make the job more attractive. Operators acknowledged that drivers are the face of the business and some routes carry more stress than others, which can affect drivers and cause them to take absence from work. Studies have been undertaken with the NHS to monitor the issue, and programs such as mental health first-aiders have been introduced. Other factors for absences include the health of the drivers, NHS backlogs delaying treatment, and Covid-19 cases, among others.

Concerns were raised about the frequency of full buses which are driving past stops. Operators responded that there are occasions where successive

buses are full, and mitigations are put in place wherever possible however it can be difficult to predict passengers numbers in the short term over the entire network.

Members queried if customers are still entitled to claim compensation in the case the last service of the day is cancelled. Arriva informed the members that the journey guarantee is available and vouchers are provided via the app, which in most cases is more convenient for customers and drivers, but other means of compensation are available.

Members questioned how cuts to services are decided despite operators still receiving the Bus Recovery Grant. Arriva responded the impact of inflation has increased the price of fuel, and higher driver wages mean the recovery grant does not go as far as many would hope. There is eligibility criteria required to receive recovery grant funding which is being met.

Members raised concerns about the impact of road works on buses. Officers responded that joint meetings between the Combined Authority, local authorities, and operators take place to minimise the disruption caused by roadworks. In most cases the disruptions are minimal but larger works can cause more congestion because cars divert through smaller roads. The disruptions are most often short-term and result in more bus priority and alternative routes for drivers.

Members raised that they have received complaints about a lack of staff and information points in some stations. TransPennine expressed an apology for the drop in service levels to the committee members and any affected members of the public. TransPennine noted there are over 500 train drivers which is more than ever before, however there is a backlog of staff training which has been compounded by delays due to the pandemic. There are also ongoing strikes which disrupt services and cause cancellations at relatively short notice, and regular illnesses which cannot always be covered.

Members raised the high frequency of short notice cancellations. Transpennine recognised the need to ensure access to appropriate information in all stations, and noted that there will be timetable changes in December 2022 which will introduce improvements to the schedule and reduce cancellations. The Transpennine route upgrade will begin in 2023 which will reduce the number of cancellations due to network failures. Rail replacement services are provided wherever possible but the supply chain for buses is also experiencing issues. Some smaller stations do not have the infrastructure to make buses accessible, and drivers are not always fully briefed on suitable pick up points, which will be reaffirmed in dialogue with bus suppliers.

Members reiterated their desire to see more detailed rail performance data, including data for Grand Central due to its links to London making it an important route for customers. Members requested that operators review their customer charters to clarify their options in the case of cancellations, and to ensure that customers are informed about how to find the charter.

Members thanked operators for attending the meeting.

**Resolved:** That the updates on bus and rail service performance provided in this report be noted.

### 38. Project Approvals

#### TCF South Bradford Park and Ride and Expressway

Officers informed members that the scheme is will encourage cleaner travel into Bradford city centre by providing bus priority, cycle storage, and electric vehicle infrastructure.

#### TCF Bradford Interchange Sustainable Access

Officers informed members that the scheme will create access to Bradford interchange from Hall Ings and will redevelop the interchange into an improved transport hub. The existing NCP car park on Hall Ings, will be demolished to create the space needed to make these improvements.

Members questioned if there will be alternative routes for cyclists, officers responded that a segregated cycle lane on Manchester Road had been ruled out due to budget constraints, however an existing route has been identified as an alternative.

#### **Resolved:**

With respect to TCF South Bradford Park and Ride and Expressway, the Transport Committee approved that:

- (i) The change request to the TCF South Bradford Park and Ride and Expressway to approve development costs of £2,191,774 to continue business case development, taking the total scheme approval to £3,546,774. Release of funding to be phased with delegation to the Directory of Delivery to approve Phase 2 funding which will be dependent upon an update being presented to the PAT on the funding strategy for the scheme:
  - Phase 1 – £1,866,449
  - Phase 2 - £325,325
- (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £3,546,774.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

With respect to TCF Bradford Interchange Station Access, the Transport Committee approved that:



- (i) The change request to the TCF Bradford Interchange Station Access scheme for development costs of £3,367,272, comprising £380,500 to continue business case development and £2,986,772 advance demolition of the NCP car park, taking the total scheme approval to £6,404,722.
- (ii) The Combined Authority enters an addendum to the existing Funding Agreement with Bradford Council for expenditure of up to £6,404,722.
- (iii) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

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**Report to:** Transport Committee

**Date:** 14 December 2022

**Subject:** **West Yorkshire Transport Strategy Monitoring Report**

**Director:** Liz Hunter, Policy and Development

**Author:** Laura Simpkins, Policy Officer

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

## 1. Purpose of this Report

- 1.1 This report gives an update on the annual monitoring of the West Yorkshire Transport Strategy, our current local transport plan. This report sets out how we are currently travelling across West Yorkshire, alongside the need to develop a new Mayor's Local Transport Plan.

## 2. Information

### Background

- 2.1 The West Yorkshire Transport Strategy 2040 is the Combined Authority's current Local Transport Plan (LTP) adopted on 2 August 2017. Based on district priorities and consultation, the strategy was produced by the West Yorkshire Combined Authority and the West Yorkshire district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 2.2 The West Yorkshire Transport Strategy 2040 provides a high-level framework of 67 policies. In accordance with 2009 LTP guidance the intention was that further detail would be provided in a series of supplementary documents, plans and programmes. The West Yorkshire Transport Strategy since its adoption has enabled work to progress on our Connectivity Infrastructure Plan, Mass Transit Vision, and Shared Transport Strategy, as well as supported the case for

investments through West Yorkshire Transport Fund, Transforming Cities Fund and City Region Sustainable Transport Settlement.

- 2.3 The West Yorkshire Transport Strategy performance monitoring framework was adopted by the Combined Authority and partner councils to monitor the delivery and outcomes associated with the Transport Strategy. It monitors key transport indicators, using 2016-17 as a baseline.
- 2.4 The following sections of this report cover how West Yorkshire is currently travelling, recognising the impact the Covid-19 pandemic has had, framing this alongside the need to refresh the Mayor's LTP.
- 2.5 Appendix 1 of this report covers additional headline transport related data, including that which features in this report.

#### Covid-19 Implications

- 2.6 It should be noted that data and travel trends have been severely impacted by the covid-19 pandemic, affecting the way people travelled and the availability of data for collection.
- 2.7 The outbreak of the Covid-19 pandemic and the subsequent lockdowns resulted in a radical change in terms of how people travel and how often they do so. This is particularly apparent with public transport, where patronage figures across the country plummeted in 2020 and two years later are experiencing a slower recovery than private car use.
- 2.8 The collection of mode share data is a challenge acknowledged which has impacted the monitoring of the West Yorkshire Transport Strategy. The disruption to data collection, both nationally and locally, together with normal data lags, means that for some indicators the latest data available is pre-pandemic, with no directly comparable post-pandemic figures. Consequently, there are still some important knowledge gaps in how the Covid-19 pandemic has impacted on travel.
- 2.9 There is still uncertainty around lasting impacts of the pandemic. It is therefore vital that emerging trends from our latest Covid-19 Transport Recovery Survey and West Yorkshire Residents' Perception of Transport Survey are used to understand more recent travel trends and behaviours. As we move through future reporting cycles and new data is presented, we will be able to gain a clear understanding of impacts on the transport network. This context is critical when considering the indicators which should be treated as the latest snapshot across a range of reporting timelines.
- 2.10 Also, since the Strategy and targets were agreed, the CA has declared a Climate Emergency and secured a devolution deal with an election of West Yorkshire's first Mayor. The industry has also changed, with a different relationship between rail operators and national Government and also between the CA and the bus operators through an Enhanced Partnership and initiatives such as the Mayor's Fares. These were not activities, along with the pandemic,

where not predicted in the strategy or reflected in the targets. Therefore, a new Local Transport Plan and new targets are needed.

How We're Travelling Across West Yorkshire

- 2.11 In order to help understand and plan for the creation of the new Local Transport Plan and targets, it's important to understand what evidence and data is available about past trends. Whilst the trends might not be a prediction of the future, given the number of changes mentioned above, they are helpful context, nonetheless.
- 2.12 The data sources used for modal share are pre-pandemic using a data set taken from the National Travel Survey covering the years 2017-2019. The bespoke survey for West Yorkshire has a small sample size so is grouped over three-year period. Reporting on these indicators was discontinued during the Covid-19 pandemic.
- 2.13 Pre-pandemic mode share data indicates that West Yorkshire residents made 1,016 trips a year, this was down 3% from the previous 3-year period, and 6% lower than the England average. The mode share breakdown was:
  - **62%** of all trips in West Yorkshire were made by car, either as a driver (40%) or a passenger (22%). This represents a reduction of 5% since 2016.
  - **26%** of trips in West Yorkshire were made on foot.
  - **6%** of trips in West Yorkshire were made by bus, a similar level seen in 2016.
  - **1.7%** of trips in West Yorkshire were made by rail, marginally above its share in 2016.
  - **0.5%** of trips in West Yorkshire were cycle trips, down slightly from 0.8% in 2016.
- 2.14 The table below compares mode share across West Yorkshire against national trends.

**Table 1: Mode Share West Yorkshire vs England**

Mode	West Yorkshire	National
Car	62%	55%
Bus	6.1%	3%
Rail	1.7%	2.2%
Cycle	0.5%	1.6%
Walking	26%	31%

- 2.15 Pre-pandemic, mode share differed between West Yorkshire district centres, with higher car use seen in morning peak for travel into Bradford (71%), Halifax (71%) and Wakefield (68%) when compared to Leeds (53%). Rail use is higher in Leeds (15%) and Wakefield (17%), with bus usage also highest in Leeds across the district centres (25% compared to 10-16% in other district centres). Cycle mode share was highest in Leeds (1.4%) compared to a range of 0.2% - 0.5% across other district centres.

- 2.16 It should be noted, the mode share data being presented is contemporaneous with circumstances at the time of the individual dataset collection and not necessarily indicative of current conditions. To supplement the above information and provide a more up to date picture of how we are currently travelling in West Yorkshire, we have used more recent data from the Residents' Perception of Transport Survey and our Covid-19 Transport Recovery Survey to understand more recent travel trends and behaviours.
- 2.17 Within West Yorkshire demand for public transport for commuting purposes could continue to be lower, as more people could continue to opt for some form of hybrid working. This is supported by data from the eighth wave of our Covid-19 Transport Recovery Survey (November 2022) which implies that respondents commuting patterns may now have settle.
- 2.18 The latest West Yorkshire Residents Perception of Transport Survey (2021/22) indicates a positive trend in the increase of general travel activity through 2021 and 2022, although noting that public transport usage is still below pre-pandemic trends. Frequency of mode use insights include:
- West Yorkshire residents travelling at least monthly has increased for car, taxi, train and walking relative to the previous year, but cycling reduced from 14% to 11%, and bus remained at 33%.
  - Those using a bus at least monthly remains lower than the two years before the Covid-19 pandemic (33% compared to 49%) with 18% of West Yorkshire residents catching a bus at least weekly (compared to 33% in 2018/19).
  - Monthly train use has increased from 22% to 29% of residents, close to the 2018/19 proportion of 30% but lower than 2019/20 (35%), with 7% of West Yorkshire residents catching a train at least weekly.
- 2.19 This positive trend in general travel activity is also reflected in the latest Covid-19 Transport Recovery Survey results which indicate that people do expect to travel more in a year's time than they do now.
- 2.20 Modal share across MCAs differs greatly with the below table comparing West Yorkshire against other MCAs on the number of modal trips per person.

**Table 2: Mode Share West Yorkshire and Other MCAs**

Mode	West Yorkshire	South Yorkshire	Greater Manchester	West Midlands	Liverpool City Region	Tyne and Wear
Car (driver)	402	435	387	311	435	392
Bus	62	61	64	49	71	80
Rail	17	7	12	14	27	3
Cycle	5	10	11	9	13	10
Walking	267	264	237	220	210	243

### **3. Updating the West Yorkshire Local Transport Plan – Changing Policy Landscape**

- 3.1 There is a recognition that the policy landscape has seen significant changes since the production of the West Yorkshire Transport Strategy 2040. This includes the production of the Combined Authority’s Connectivity Infrastructure Plan, Bus Service Improvement Plan (BSIP), Mass Transit Vision and Rail Vision.
- 3.2 The West Yorkshire Transport Strategy also predates the Combined Authority and West Yorkshire districts climate emergency declarations in 2019 and subsequent ambition to become net zero by 2038, with significant progress by 2030. The West Yorkshire Climate and Environment Plan was adopted by the Combined Authority in Autumn 2021. Transport was identified as the main contributor to carbon emissions, accounting for 4.9 MtCO<sub>2</sub>e/yr, with road transport, dominated by the private car, accounting for 90% of these emissions. In order to deliver against this priority, the new West Yorkshire Transport Strategy will need to recognise decarbonisation as one of its key themes.
- 3.3 Due to the factors discussed above, and Government’s requirements for all Local Transport Authorities to have new Local Transport Plans by March 2024, work has commenced on developing the new transport strategy, to be presented for adoption in early 2024.
- 3.4 The new LTP will need to deliver on the Mayor’s ambition for transport across West Yorkshire, as well as help deliver on the Mayoral pledge to tackle the climate emergency and protect the environment. The new LTP will also need to continue to reflect our vision to be a leader recognised nationally for our focus and commitment to equality, diversity, and inclusion.
- 3.5 There is a therefore a need to review, strengthen and update our statutory LTP strategic policy framework, in accordance with anticipated new guidance from government. This will enable the Combined Authority and our district partners to deliver on our local priorities.

### **4. Ambition for the Mayor’s West Yorkshire Local Transport Plan**

- 4.1 As outlined at October Transport Committee a new Mayor’s West Yorkshire Transport Plan is currently being developed to be presented for adoption by the Combined Authority in early 2024.
- 4.2 Addressing the car dominance seen throughout, and continuing, post-pandemic is a key challenge. Current monitoring of national modal usage suggests that that car remains the dominant mode of transport with above pre-pandemic car usage at weekends, suggestive of a post-pandemic change in travel patterns. Local data indicates that from the outset of the pandemic, public transport and car usage has followed similar trends to those seen nationally demonstrated through the latest Residents Perception of Transport Survey (2021/22) with 80% of residents driving a car or van at least weekly an increase from 2020/21 and 2018/19 (73% and 67% respectively). Car passenger use, at least weekly

was 61% in 2021/22, an increase from last year (52%) and slightly higher than 2018/19 (58%).

- 4.3 The new Local Transport Plan will need to help deliver on the Mayoral pledge to tackle the climate emergency and protect the environment. Decarbonisation of transport is vital to achieving this, with latest data on carbon emissions within the region indicating a downtrend trend, however the rate of reduction needs to be accelerated to achieve net zero by 2038. If we are to decarbonise the transport sector the new Mayor's Local Transport Plan will need to help facilitate a fundamental change in the need and how we travel, with fewer journeys enabled by digital technology and more of the journeys made being undertaken by public transport, cycling and walking. By investing and creating the space needed on our roads to prioritise walking cycling and public transport and looking at way in which we can manage the demand for travel by private car.
- 4.4 The new West Yorkshire LTP will need to provide the policy framework to create the space needed on our roads for walking, cycling and public transport, as set out in the development of our supplementary LTP modal strategy documents. For West Yorkshire to deliver on fair and inclusive decarbonisation we will need to investigate road space reallocation on key corridors for cycling, walking and public transport as a key mechanism for reducing carbon emissions from travel by the private car. A road space reallocation and travel demand management strategy will be developed and consulted on as part of our updated LTP.
- 4.5 The West Yorkshire Mass Transit Vision will be central to the development of our new LTP. A new transport system for a greener, more inclusive and better-connected West Yorkshire, will be an integral part of improving passenger satisfaction with public transport across West Yorkshire. By offering a new public transport option, which increases capacity and provides an attractive alternative to car travel, Mass Transit will support and facilitate a low emission, low carbon, inclusive future.
- 4.6 The new Mayor's West Yorkshire Local Transport Plan will also need to help deliver on our objectives for the Bus Service Improvement Plan (BSIP) to reverse the trend in declining patronage across West Yorkshire.
- 4.7 It will be important to recognise the Place Narrative in the production of the new transport strategy, acknowledging and recognising the individual strengths of our districts and the different ways people travel across these, discussed above. The LTP will need to recognise the role of transport in placemaking alongside the diversity of place across West Yorkshire – and that the scale and pace of change could look and feel very different across our different place typologies. Early engagement with our district partners and a place-based approach is integral to our strategy development to help ensure that the Mayor's LTP ambition and policies are ones we can all share and support across West Yorkshire.



4.8 Transport is an enabler. The West Yorkshire LTP has the potential to provide the strategic policy framework to empower our region to decarbonise transport and build a modern and sustainable economy, with vibrant communities, free of air pollution, rich in green spaces and biodiversity and supported by an efficient low emission transport network and world class infrastructure. However, we know that changing travel behaviour is easier said than done. An on-going conversation about change across the transport sector in West Yorkshire will take place as part of the development of the new Mayor's Local Transport Plan.

## **5. Tackling the Climate Emergency Implications**

5.1 One of the key aims of the updated West Yorkshire LTP is to facilitate the decarbonisation of the transport sector, as well as encourage more travel by walking, cycling, bus and other sustainable modes in order to tackle the climate emergency.

## **6. Inclusive Growth Implications**

6.1 One of the key aims of the updated West Yorkshire LTP will be to improve connectivity and support the region's inclusive growth ambitions.

## **7. Equality and Diversity Implications**

7.1 Supporting Equality and Diversity through ensuring the transport is attractive, inclusive and accessible for all is a key aim of the updated West Yorkshire LTP. Public engagement will prioritise engaging with seldom heard groups and, where possible, obtaining data on protected characteristics from participants, in order to strengthen the insights, it provides to support Equality and Diversity.

## **8. Financial Implications**

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

## **9. Legal Implications**

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

## **10. Staffing Implications**

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

## **11. External Consultees**

11.1 No external consultations have been undertaken; however, the Local Transport Plan will be subject to an external consultation. In accordance with Local Transport Plan Guidance.

## **12. Recommendations**

- 12.1 That Transport Committee note the development of an updated West Yorkshire Local Transport Plan, and the timeline for this to be presented for adoption in early 2024.
- 12.2 That a workshop involving Transport Committee members be arranged to consider the emerging direction of the West Yorkshire Local Transport Plan.

## **13. Background Documents**

There are no background documents referenced in this report.

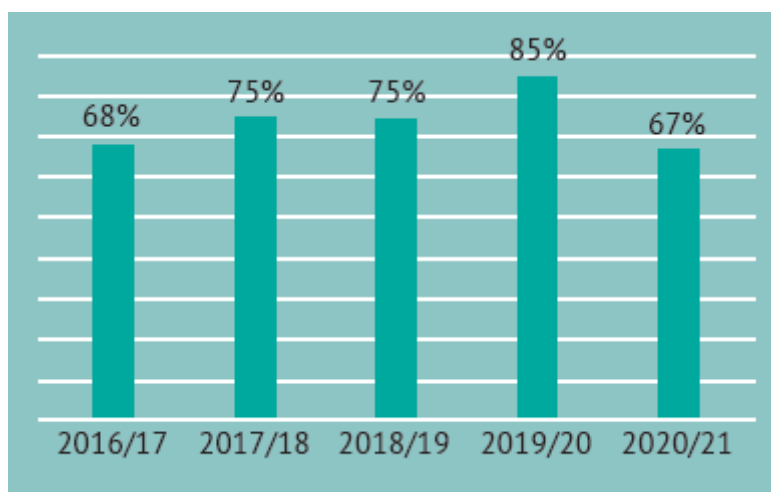
## **14. Appendices**

Appendix 1 – Additional Transport indicators.

## Appendix 1 – Additional Transport Indicators

- 1.1 It should be noted, as in the accompanying report, that due to the timeliness of the official statistics available at West Yorkshire level, some of the data has been impacted by the coronavirus pandemic.
- 1.2 It is vital that the transport system within West Yorkshire connects people to employment communities. The pandemic has presented a major challenge to this aim with West Yorkshire’s access inequality ratio worsening during 2020, as the number of jobs accessible by the bus network from deprived neighbourhoods fell, relative to those accessible by private car. This is attributable to a reduction in bus services as a result of the coronavirus pandemic, when only essential travel was supported; but it also illustrates the barriers to travel faced by certain groups.

**Figure 1 – Access Inequality Ratio**



- 1.3 As observed in the accompanying report, West Yorkshire has an ambition to reduce private car journeys and substantially grow the number of trips made using sustainable transport, noting that currently two-thirds of trips in West Yorkshire are made by car.
- 1.4 The transport system has an important role in creating clean, safe, healthy places for communities and businesses. This includes the safety of users of streets and highway network. The number of killed or seriously injured casualties arising from traffic accidents is on a downward trend in West Yorkshire and this trend, however this was reinforced by the reduction in road traffic associated with the pandemic, as casualties fell by more than a fifth between 2019 and 2020.
- 1.5 The role of smart ticketing, including Metro’s Mcard, is important to the development of transport within West Yorkshire. Following a sharp reduction during the pandemic there was a modest recovery in trips made using the MCard in 2021, with a total of 10m trips recorded. The pandemic seems to have accelerated a shift to digital channels for the purchase of MCard trips, as 70% of travel tickets were bought through the MCard mobile app rather than traditional outlets during 2021.

1.6 Satisfaction trends in transport can be summarised through the following headline statistics from the Residents Perception of Transport Survey. In summary:

- Satisfaction with highway infrastructure remains relatively low, at 5.8 (out of 10), the same score as in 2020/21.
- Satisfaction with the provision of cycling routes and facilities have declined, alongside declines in as well as road surface and pavement maintenance.
- Satisfaction scores for local public transport in West Yorkshire are high, when compared with other aspects of the transport system. However, the average satisfaction rating for public transport fell in 2021/22 when compared with the previous year, although it remains higher than in 2019/20. This may be in part due to the Covid-19 pandemic and changing travel patterns, with less traffic on the roads and fewer people travelling in general.



**Report to:** Transport Committee

**Date:** 14 December 2022

**Subject:** **Passenger Experience Update Report**

**Director:** Dave Pearson, Director Transport & Property Services

**Author:** Mick Bunting, Head of Passenger Experience

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 a regular update on the performance of the transport network in West Yorkshire, including an update of the Combined Authority’s passenger facing activity.

## 2. Information

### Summary Picture

- 2.1 The recovery of travel demand following the pandemic has stabilised with the strongest recovery during off-peak hours and weekends. An increase in peak commuting has been observed this autumn stronger on midweek days.

### Bus Network

- 2.2 Local bus patronage currently stands at 84% of the pre-pandemic baseline (first week of March 2020, **Appendix 1**). Service reliability continues to be impacted by the reduced availability of bus drivers and engineers. 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. This has given rise to reductions in service frequency and short-term cancellations. The Combined Authority is funding training for new bus drivers through the Adult Education Budget.

- 2.3 Transport Committee considered bus service punctuality and reliability at its meeting on 18 November and expressed concern that service delivery remains comparatively poor. Further monitoring is under way with a further report to be brought back to the Committee in the spring.
- 2.4 As reported elsewhere in these papers, bus services have been sustained throughout the pandemic by a combination of Government and Local Government funding. A Government condition of Covid funding was to undertake a review, jointly with bus operators, of the financial sustainability of the bus network following the predicted end of Covid funding in October 2022. Transport Committee were advised that 11% of bus mileage would not be commercially viable when funding ends. The minor recovery of patronage in the autumn is unlikely to have mitigated this situation.
- 2.5 The Mayor and Leaders successfully lobbied government for an extension of this funding. On 19 August Government announced that funding will be extended for until 2023/24. Whilst the extended funding has prevented a widespread loss of service in October 2022, First and Arriva implemented some reductions in service frequencies and amended routes week beginning 2nd October. The Mayor has raised her concerns about the social impact of this to these bus companies to express her concern over these reductions.
- 2.6 The extended funding expires at the end of March 2023 and at the time of writing, Government has not indicated that it will continue. Operators must notify by February of any intentions to make service changes in early April. If further services become at risk as a result of funding cuts, the detail of the services at risk will emerge early in 2023.

#### Mayor's Fares

- 2.7 The "Mayor's Fares" were launched on 4 September 2022 with single tickets and days savers being capped at £2 and £4.50 respectively. An extensive promotional campaign has been undertaken to raise awareness of the initiative and a further campaign is underway for the festive period.
- 2.8 It was reported to the October Committee that bus patronage was less than 80% of the pre pandemic baseline, this has now increased to 84% indicating that the Mayor's Fares will have contributed to growth. A full appraisal of the first three months of operation of Mayor's Fares will be presented to the Committee in the new year.

#### Rail Network

- 2.9 Northern reports patronage at around 88% compared to pre-pandemic levels. Commuter levels are reported at approximately 60% based on season ticket sales; commuters will also be using other ticket types, so the recovery rate will be higher. Commuters are showing a tendency to travel mid-week and for a few days a week. However, leisure demand remains high at over 100% pre-Covid demand on weekends. Overall, Northern reports revenue has recovered to pre-pandemic levels and now in overall growth.

- 2.10 The next rail timetable change came into effect on Sunday, 11 December 2022. A summary of the main changes was provided to October's Transport Committee meeting. Officers have been pressing operators on the readiness for the timetable change and have had assurances on this. Overall, the changes are welcome, marking a reinstatement by Northern of many services that were withdrawn earlier in the year to allow a backlog in training to be accommodated in the context of no rest day working agreement.
- 2.11 Rail strikes continue to impact the rail network. National RMT strikes are planned on Tuesday 13 and Wednesday 14 December 2022 and then on Friday 16 and Saturday 17 December 2022. Further action is expected on Tuesday 3 and Wednesday 4 January 2023 and on Friday 6 and Saturday 7 January 2023.
- 2.12 RMT has also called an overtime ban from 18 December to 2 January which will put further pressure on operators and Network Rail, particularly over the Christmas period. The rail industry is working through the implications of this with the risk that it could lead to significant passenger disruption over the holiday period.
- 2.13 The Rail North Committee on 15 November had reassurances from industry that it can deliver more reliable services from the December timetable change. The Committee resolved to hold operators accountable for delivering against this.
- 2.14 Poor punctuality and reliability of rail services was discussed at length by Transport Committee at its meeting on 18 November.
- 2.15 Together with other Mayors from across the North, Tracy Brabin met with the new Secretary of State for Transport, Mark Harper, on 30 November about rail reliability. Mayors underlined the short-term need to reinstate a rest day working agreement with drivers, and to support a structured response to driver recruitment, training and retention in the longer term. The meeting was constructive, with the Secretary of State confirming that he understands the scale and impact of disruption, and the need for improvements.
- 2.16 The performance reports for Northern and TransPennine Express (TPE) are included in **Appendix 2**, which includes a description of the different performance measures mentioned below.

## **Passenger Satisfaction and Attitudes**

### Combined Authority Surveys

- 2.17 Fieldwork for the 8<sup>th</sup> wave of the Combined Authorities own COVID-19 Transport Recovery Survey was completed between 11<sup>th</sup> - 24<sup>th</sup> October 2022. This telephone survey series involves a representative sample of 1,000 West Yorkshire residents aged 16 and over (with quotas for age, gender, district and ethnicity). The results of this survey (shown in **Appendix 3**), provide the very latest insight on West Yorkshire residents travel choices as we continue to recover from the pandemic, including which modes they use, how their travel is expected to change, their views on home working and commuting in

the long term. In addition, this latest wave features questions about travel choices specifically in relation to the cost-of-living crisis. The headlines from this research include:

- Concern about using public transport in relation to COVID-19 continues to fall; 62% say they are not at all concerned, although 1 in 13 (8%) still say they are very concerned.
- The share of workers exclusively home-working has fallen (now fewer than 1 in 10), whilst exclusive office working has risen.
- Around one third of workers are hybrid working and that trend looks set to stay.
- For those who are working at home some or all of the time, sentiments are clear; 82% report a positive experience, with over half saying its 'very positive', with more women than men reporting this.
- Overall, people expect to travel more in a year's time than they do now (for a range of purposes).
- In terms of commuting, workers do not expect their commuting frequency to change much a year from now, with only a subtle net increase in commuting frequency reported.
- The train is viewed much more positively than bus; respondents were twice as likely to have a positive view of the train than a negative view. On balance, people who do not use the bus had more negative views than positive, whilst the opposite is true for people who do not use the train.
- The stand-out reason for negative perceptions of both bus and train was reliability and punctuality.
- 1 in 5 people say they are confident cycling in most or all situations (with more men than women saying this), whilst in contrast 2 in 5 say they are not confident cycling.
- People expect to walk more and use motorised modes less in response to the cost-of-living crisis.

### Transport Focus Surveys

- 2.18 Throughout the pandemic, Transport Focus conducted nationally representative research around travel use. The latest iteration of this research now uses omnibus survey where 2000 members of the public are screened to identify bus and rail users outside of London, with weightings applied to make the results nationally representative of Great Britain. Reports are now published monthly, and a link is provided in **Background Documents**.



2.19 The latest insights from surveys published on the 18 November are:

- 86% of bus and 84% of rail passengers were satisfied with their journey overall.
- For bus, over the last two survey waves, satisfaction with the frequency of buses increased from 61% to 68%.
- Comparisons between bus and rail reveal, bus passengers have higher satisfaction with crowding/level of space, and value for money (66% vs 59% but lower satisfaction on punctuality/reliability (71% vs 76%).
- 93% of recent rail passengers and 90% of recent bus passengers reported feeling safe in relation to COVID-19; these figures drop to 80% and 73% for people who hadn't used the train or bus recently respectively.

### **Updates on Combined Authority Activity**

#### **Current Usage Indicators**

- 2.20 **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 trends, including to the pre-pandemic position where available.
- 2.21 Use of services continues to be impacted by reduction in travel arising from the pandemic, although demand for travel information is increasing alongside increasing patronage. In October 2022, calls into Metroline call centre were at 98% of pre-pandemic levels (October 2019) and weekly weekday Metro and MCard website page views are nearing pre-pandemic levels (currently 9% lower than pre-pandemic).

#### **Bus Stations**

- 2.22 Work to ensure safeguarding of vulnerable customers and to increase responsiveness to community needs continue across all bus stations with staff undertaking child protection, suicide prevention and dementia awareness training. In November, bus stations became deposit points for local food banks.
- 2.23 In November, new Travel Centre was opened on the upper bus concourse Bradford Interchange relocated from the lower to the upper concourse bringing the facility closer to its customers the majority of whom are bus passengers.

## Boxing Day Bus Services

2.24 The Combined Authority will fund to provision of all bus services on Boxing Day Monday 26 December. Buses will operate as follows over the holiday period;

- Saturday 24 December – Normal Saturday service with services reducing after 18:00, and no service after 20:00.
- Sunday 25 December – Only local volunteer run services.
- Monday 26 December Boxing Day – Special Boxing Day services will be funded by the Authority and operate on main corridors between approximately 0900 – 1800.
- Tuesday 27 December – Bank Holiday – Sunday service.
- Wednesday 28 December – Saturday service.
- Thursday 29 December – Saturday service.
- Friday 30 December – Saturday service.
- Saturday 31 December – Normal Saturday service with services reducing after 18:00, and no service after 20:00.
- Sunday 1 January – Only local volunteer run services.
- Monday 2 January – Bank Holiday – Sunday service.

### **3. Tackling the Climate Emergency Implications**

- 3.1 Air quality improved during the periods of lower traffic levels during the lockdowns in the pandemic. Local real-time road-side monitoring showed harmful NO<sub>2</sub> emissions on a downward trajectory and it can be inferred from this that CO<sub>2</sub> emissions were similarly reduced. This effect has now levelled off.
- 3.2 An important element of the Transport Recovery Plan agreed in 2020 is to try to embed increased levels of active travel and the opportunity to restore and grow public transport use to maintain improved air quality and achieve decarbonisation ambitions.

### **4. Inclusive Growth Implications**

- 4.1 Sustaining an effective, stable and affordable public transport network is crucial in ensuring the post pandemic economic recovery is inclusive particularly to communities with limited access to private transport.

### **5. Equality and Diversity Implications**

- 5.1 Ensuring an effective, stable, and affordable public transport network is important for equality and diversity.

### **6. Financial Implications**

- 6.1 As reported on an accompanying report, inflationary pressures arising from fuel and wage cost growth are impacting on the Combined Authority and bus operators.

## **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 on the Passenger Experience in West Yorkshire provided in this report.

## **11. Background Documents**

Transport Recovery Plan, West Yorkshire Combined Authority, 27 July 2020, available via this link:

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CIId=133&MIId=963&Ver=4>

The Combined Authority continues to produce a regular *West Yorkshire Economic and Transport Insights Report*. This includes information and analysis on public transport patronage and is available via this link:

<https://www.westyorks-ca.gov.uk/documents/economic-monitor/>.

A regularly updated transport and economic recovery dashboard is available via this link:

<https://app.powerbi.com/view?r=eyJrIjoiaNTA5ZjZlZWQtdNDdiOS00ZGNiLTlINmQtNWZmZmQ0ZDBkMjRiliwidCI6IjM0ZTkzYmZjLWVlNjYtNDM0NS1hNGZILTgwNWl2N2U0ODBjMCI6ImMiOjh9>

Transport Focus publish regular bus and rail passenger satisfaction surveys of These can be accessed via this link:

<https://www.transportfocus.org.uk/publications/>

The Combined Authority's COVID-19 transport survey results are published here: <https://www.westyorks-ca.gov.uk/documents/covid-19-transport-survey/>

## **12. Appendices**

Appendix 1 – Insights on transport network use

Appendix 2 – Rail network performance data

Appendix 3 – COVID-19 Transport Recovery Survey (wave 8)

Appendix 4 – Metro branded activity measures

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**Appendix 1 - Insights on Transport Network Use**

The content in this Appendix is extracted from the Economic-Transport Insights Report published produced by the Combined Authority Research and Intelligence team. The full report is available online together with a link to a regularly updated dashboard with the latest available data, available here:

**Full Report**

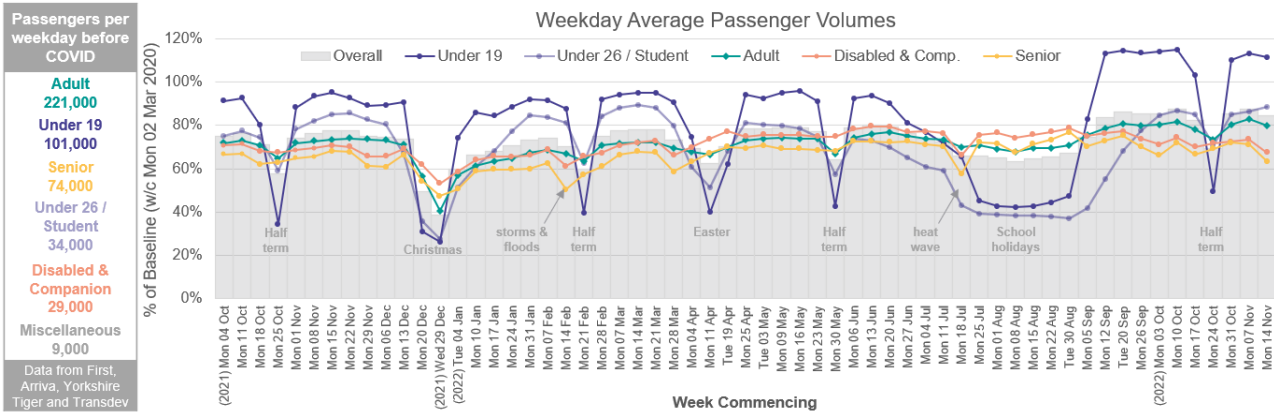
<https://www.westyorks-ca.gov.uk/media/9495/lcr-economic-and-transport-insights-november-external.pdf>

**Dashboard**

<https://app.powerbi.com/view?r=eyJrIjojNTA5ZjZlZWQtdNDdiOS00ZGNiLTiINmQtNWZmZmQ0ZDBkMjRiliwidCI6IjM0ZTkzYmZjLWVlNyYtNDM0NS1hNGZILTgwNWI2N2U0ODBjMCIsmiOjh9>

**Overall weekday bus patronage 84% of baseline, but there is considerable variation by passenger cohort**

The temporal trend in bus use (via ticket machines) relative to pre-pandemic is shown in the chart below. The latest data (week commencing 14<sup>th</sup> November) reveals overall weekday bus patronage is at 84% of pre-pandemic levels. Use by the senior and disabled cohorts was lower in the latest week than the equivalent week in 2021, this could be a seasonal change happening slightly earlier than last year. Other cohorts show higher patronage than similar weeks in 2021 though each cohort individually follows a similar pattern.

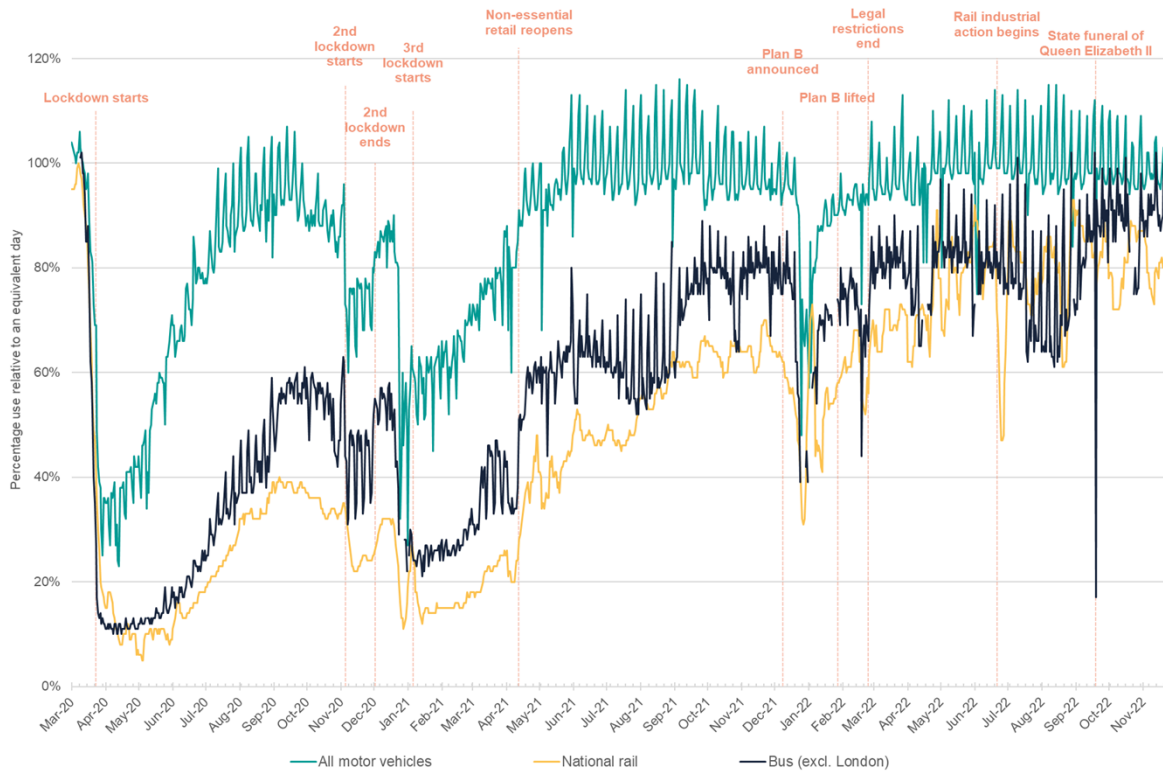


*Note - Baseline period is week commencing Mon 02 Mar.*  
*Source: Bus operators electronic ticket machine data, passenger boarding locations in West Yorkshire. First, Arriva, Yorkshire Tiger and Transdev account for over 90% of bus services in West Yorkshire. Graph shows First, Transdev and Yorkshire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

**National weekday bus use outside of London at 90% of pre-pandemic levels**

Bus use outside London remains around 90% of baseline conditions over recent weekdays, with weekend usage spikes to around 100%, particularly on Sundays. Rail use fluctuates around industrial action. It was around 80% in the most recent weekdays with available data, although the most recent weeks are subject to revision as is normal for this source.

Nationally, motor vehicle use remains just below pre-pandemic levels with weekend usage above baseline.

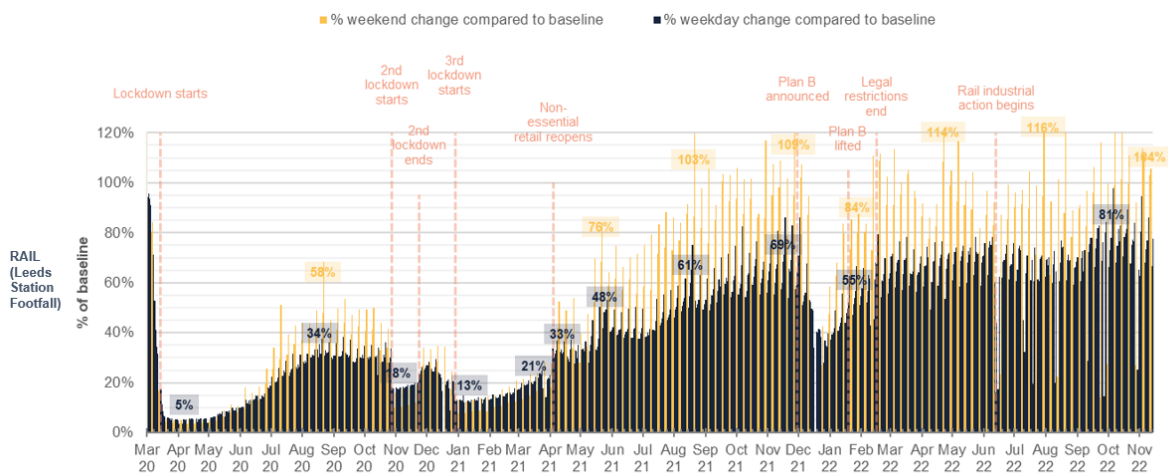


Note - Bus (excluding London) is expressed as the percentage of the equivalent day of the third week of January 2020. Motor vehicle use (cars, light and heavy vehicle goods) is expressed as the percentage of the equivalent day in the first week of February 2020.

Source: <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

### Rail footfall shows a gradual recovery

Average weekday footfall at Leeds rail station has fallen back from its October peak, reaching 76% of baseline in the most recent full week. Weekend average levels also dropped to 104%, by comparison to the March 2020 baseline. Industrial action continues to impact on rail demand.

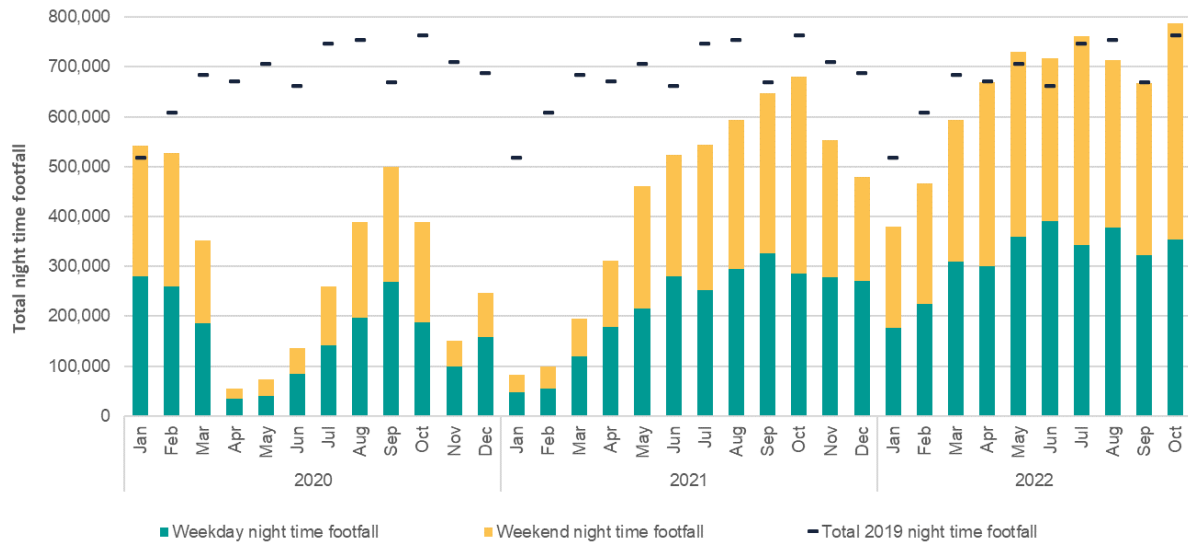


Baseline period is Monday 2nd - Friday 6th March 2020 (weekdays) and 29th Feb - 1st March and 6th-7th March (weekends)

Source: Leeds Rail Station Footfall - Network Rail

## Leeds centre night-time footfall recovers

Over recent months, with the exception of August, Leeds city centre night-time footfall continues to either match or exceed 2019 levels.



Source: Leeds City Council

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## Appendix 2 - 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 provided.

Performance data is reported against 'to time' measures. These measures replace the familiar 'PPM' (Public Performance Measure) and are intended to represent a more 'real world' reflection of performance as experienced by passengers. The 'to time' measure records punctuality at all station stops (not just the final stop) and includes the number of trains that were either early, on time or up to '3' or '15' minutes late.

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
P5 (23/05)	24 July 2022 to 20 Aug 2022
P6 (23/06)	21 Aug 2022 to 17 Sep 2022
P7 (23/07)	18 Sep 2022 to 15 Oct 2022
P8 (23/08)	16 Oct 2022 to 12 Nov 2022

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, '23' means 2022/23 and so on. The latter two digits are the period in the year. So, 22/13 is the 13th 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.

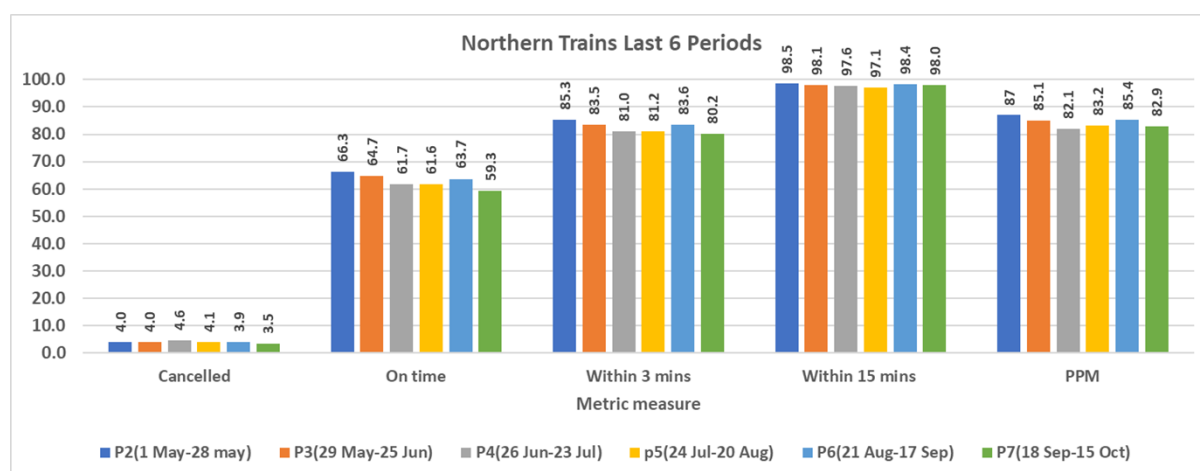
<b>Time to 3</b> (% of station calls within 3 mins of planed time)	<b>21 Aug 2022 to 17 Sep 2022</b>	<b>18 Sep 2022 to 15 Oct 2022</b>	<b>16 Oct 2022 to 12 Nov 2022</b>
Northern overall	83.55%	80.19%	70.85%
East Region (Yorkshire and East Midlands)	84.71%	80.33%	69.88%

<b>Cancelled</b>	<b>21 Aug 2022 to 17 Sep 2022</b>	<b>18 Sep 2022 to 15 Oct 2022</b>	<b>16 Oct 2022 to 12 Nov 2022</b>
Northern overall	3.90%	3.47%	4.75%
East Region (Yorkshire and East Midlands)	2.57%	2.73%	3.96%

More detailed information on Northern's performance is available here:

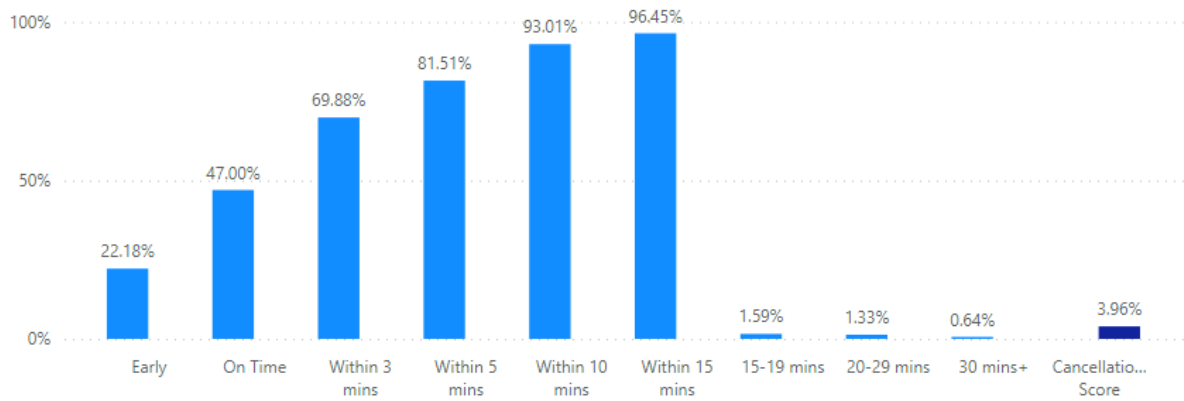
<https://www.northernrailway.co.uk/corporate/performance>

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



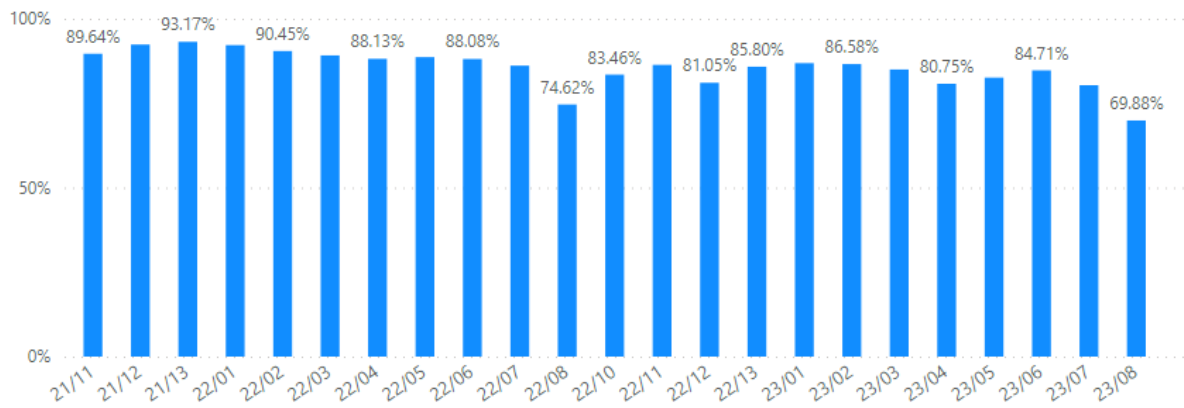
The chart below summarises Northern’s East Region (Yorkshire and East Midlands) performance from 16 Oct 2022 to 12 Nov 2022 (Period 8).

Punctuality at recorded station stops

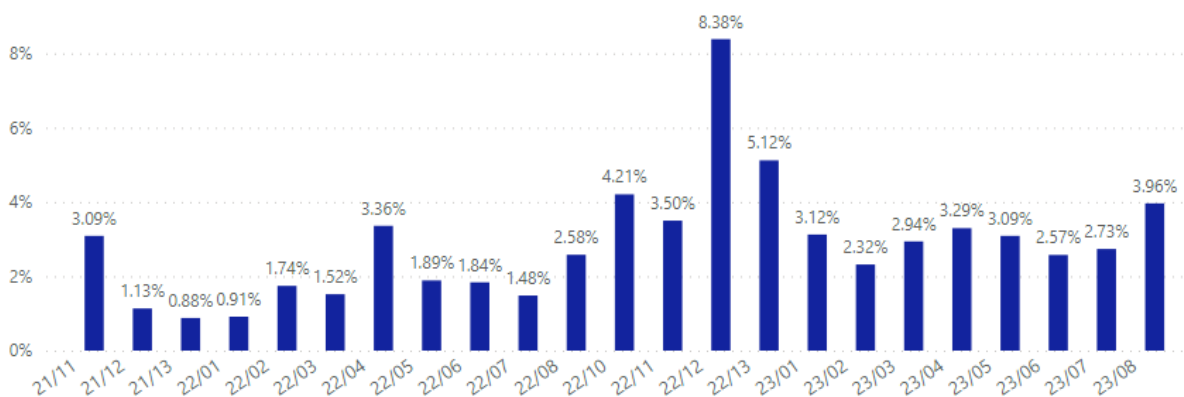


The charts below show punctuality and cancellation trends for Northern’s East Region (Yorkshire and East Midlands area) in 4-week periods from 10 Jan 2021 (Period 11 of 2020/21, represented as 21/11) to 12 Nov 2022 (Period 8 of 2022/23, represented as 23/08).

**Northern East Region: % of station calls within 3 minutes of planned time**



**Northern East Region: % of services cancelled**



## TransPennine Express

TransPennine Express (TPE) operates regular services between Liverpool, Manchester, West Yorkshire, North Yorkshire and the Northeast via Leeds and Huddersfield.

Headline performance **for all TPE routes** is summarised below.

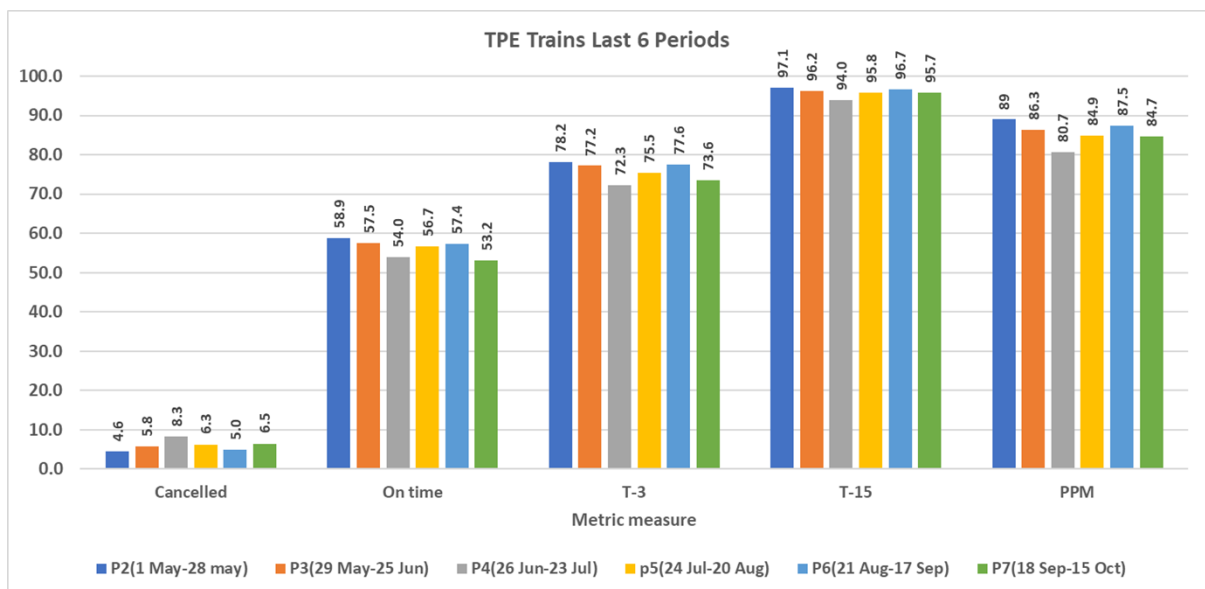
<b>Time to 3 measures</b> (% of station calls within 3 mins of planned time)	<b>21 Aug 2022 to 17 Sep 2022</b>	<b>18 Sep 2022 to 15 Oct 2022</b>	<b>16 Oct 2022 to 12 Nov 2022</b>
Overall	77.58%	73.61%	66.22

<b>Cancelled</b>	<b>24 July 2022 to 20 August 2022</b>	<b>21 Aug 2022 to 17 Sep 2022</b>	<b>18 Sep 2022 to 15 Oct 2022</b>
Overall	6.28%	4.99%	6.43%

Note that official TPE data shown below excludes trains cancelled by 10pm the day before, though a process known as 'P-coding'. P-coding has been used extensively by TPE for much of 2022, as set out in the October 2022 report.

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

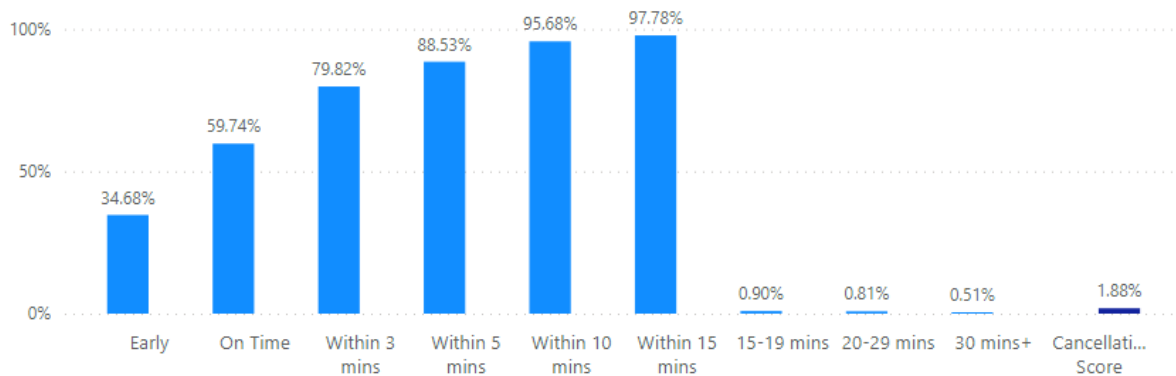
The overall trend of TPE performance for the last six 4-week reporting periods is shown in % below:



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.

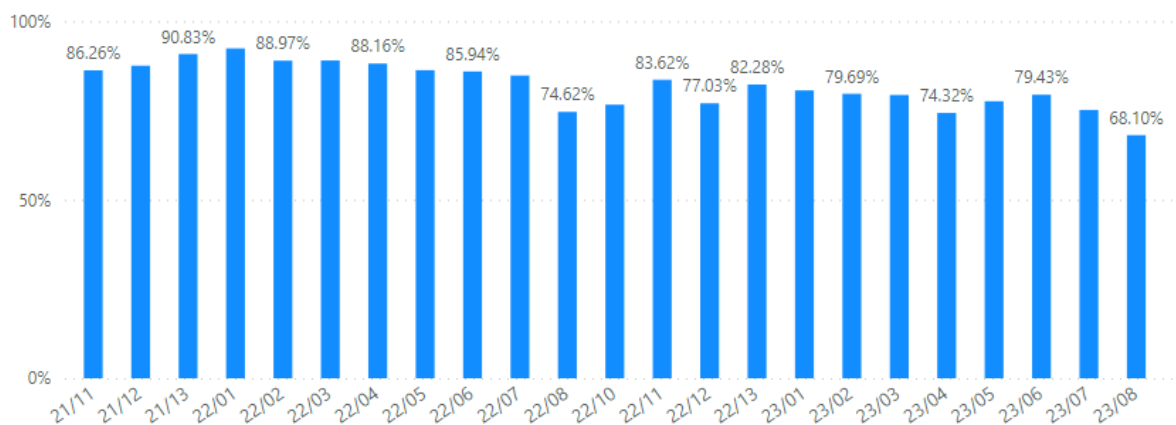
The chart below summarises TPE’s North Route (services in and through West Yorkshire) performance from 16 Oct 2022 to 12 Nov 2022 (Period 8).

Punctuality at recorded station stops

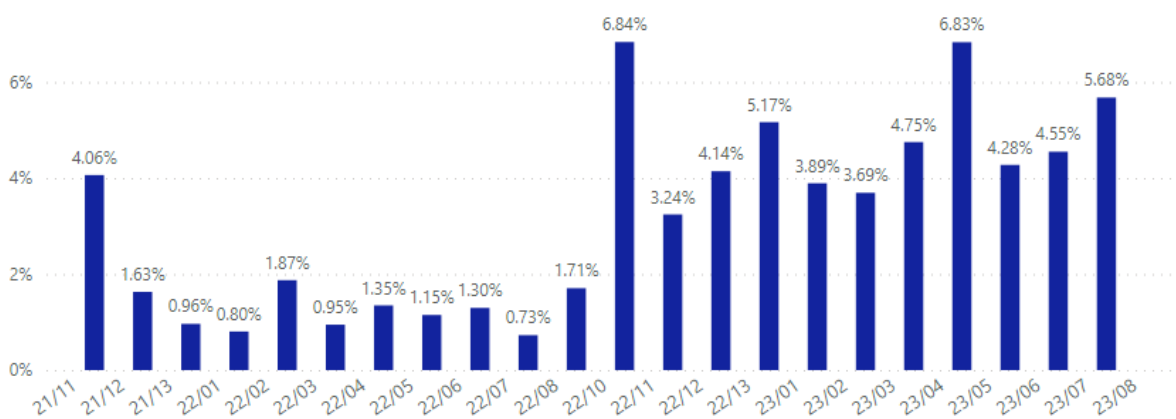


The charts below show punctuality and cancellation trends for TPE’s North Route (services in and through West Yorkshire) from 10 January 2021 (Period 11 of 2020/21, represented as 21/11) to 12 Nov 2022 (Period 8 of 2022/23, represented as 23/08).

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



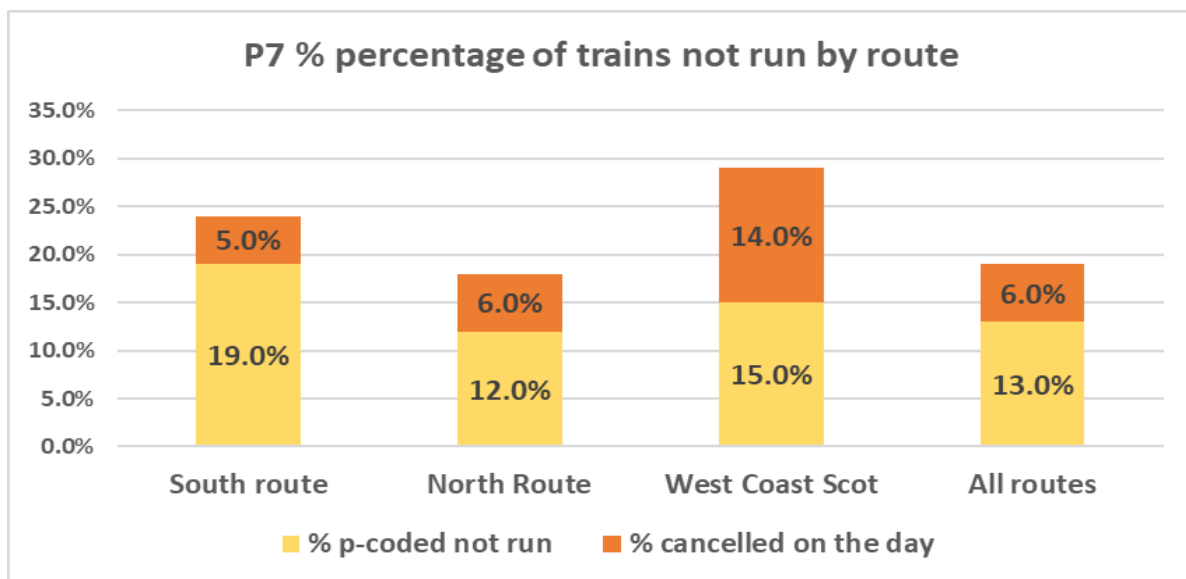
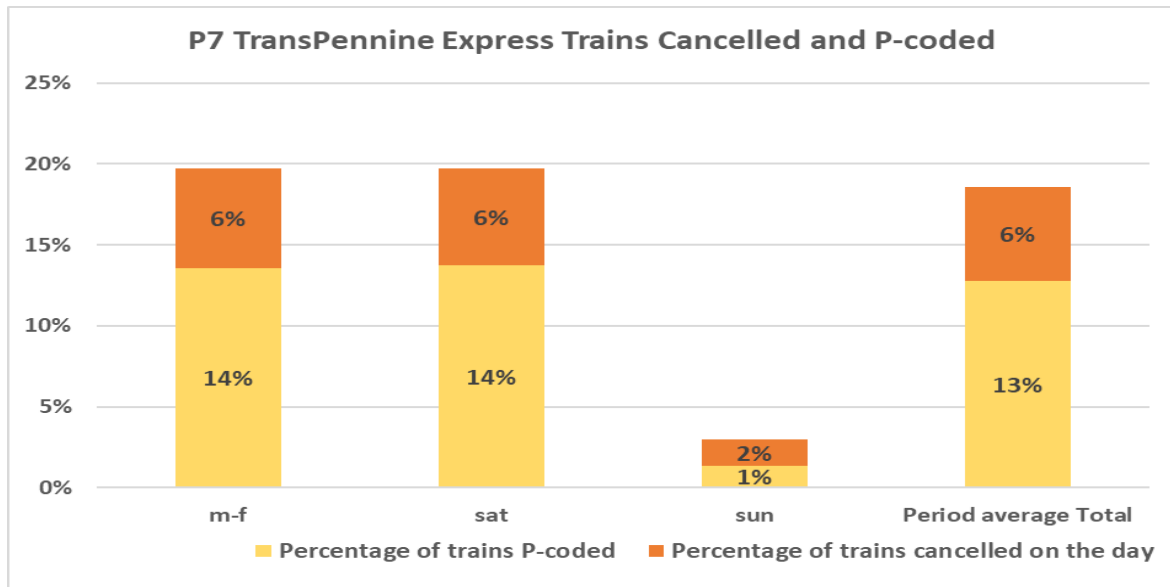
**TPE North Route: % of services cancelled**



The charts below show % of trains P-coded (planned cancellations notified before 22:00 on the evening before) and those cancelled on the day on TPE’s service groups. P-coded

trains are not counted in the TPE and Northern reported cancellations. Period 7 covers 18 September to 15 October 2022.

This data has been manually compiled.



## **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>

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# COVID-19 Transport Recovery Survey

## <sup>39</sup>Wave 8

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West Yorkshire Research & Intelligence Team

November 2022

# Introduction

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Started in June 2020, this survey is aimed at tracking attitudes and behaviours in relation to transport in order to understand COVID-19 recovery trends and challenges.

**Fieldwork (wave 8):** 11<sup>th</sup> - 24<sup>th</sup> October 2022 (before half term)

**Sample:** Representative sample of the West Yorkshire population of 1,000 West Yorkshire residents with quotas for:

- Age
- Gender
- District
- Ethnicity

40 **Survey Method:** 10-minute telephone interview

**Report structure:** Perceptions of Public Transport  
Changes in Travel Behaviour (mode shift)  
Cycling  
Home Working & Commuting  
Cost of Living Crisis

## Notes and definitions

- Throughout this report, the use of the term *significantly*, or *significant* refers to statistical significance at the 95% level using the Wilson Score method<sup>1,2</sup>.
- The terms ‘public transport user, bus user and train user’ are used throughout the report based on their response to the mode choice question.

<sup>1</sup> [Wilson EB. Probable inference, the law of succession, and statistical inference. J Am Stat Assoc 1927; 22: 209–12.](#)

<sup>2</sup> [Newcombe RG, Altman DG. Proportions and their differences. In Altman DG et al. \(eds\). Statistics with confidence \(2nd edn\). London: BMJ Books; 2000: 46–8.](#)

# Executive summary (I)

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## Perceptions of Public Transport

- Concern about public transport use in relation to COVID-19 has fallen *significantly* since June 2020; 62% now say they are not at all concerned about using public transport in relation to COVID-19, although 1 in 13 still report being very concerned.
- Although all age groups report being less concerned about using public transport in relation to COVID-19 compared to the last wave, the degree of concern still increases with age.
- 4 ▪ When asked about feelings towards using the bus or train in general, train was viewed much more positively; respondents were twice as likely to have a positive view of the train than a negative view, whilst bus received an equal balance of positive and negative views.
- Respondents who use the bus mode were *significantly* more likely to feel positive about it than those who do not.
- When asked the reasons for negative views, the stand-out reason for both bus and train was reliability and punctuality.

## Changes in Travel Behaviour

- When asked about the main way workers travel to work now and in a year's time, results indicate little change, with 73% of workers opting for the car.
- For grocery shopping there is further stability, with over 80% of shoppers choosing the car for their main shop, and around half choosing the car for local shopping alongside half walking, both now and in future.

# Executive summary (II)

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## Changes in Travel Behaviour continued...

- Change from walking to car use for exercise is reported, while journeys to city centres see movement from car to rail.
- People expect to travel more in a year's time than they do now, with those saying they never leave home declining across all journey purposes.

## Cycling

- Overall, 1 in 5 say they are confident cycling in most or all situations, whilst in contrast 2 in 5 say they aren't confident cycling, although those who have access to a bike are much more confident than those that don't
- 42 ▪ Men are significantly more likely to feel confident cycling than women, and cycling confidence decreases with age

## Home Working & Commuting

- Fewer than 1 in 10 workers are now working at home exclusively; 59% of workers now report not working at home at all, whilst 31% say they work at home sometimes, adopting a hybrid working pattern.
- More than half of hybrid workers, equivalent to around 1 in 6 of all workers report commuting the full-time-equivalent of between 1 and 3 days a week.
- Younger workers are significantly more likely to not work at home at all compared to older workers.
- Home working sentiments remain consistently positive (82% reported a positive experience in this wave), with over half of those home working or hybrid working reporting a very positive home working experience, a rise from 22% in June 2020.

# Executive summary (II)

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## Home Working & Commuting continued...

- When asked about working flexibility in the future, views were polarised; around 4 in 10 of workers expect to either always, or very often have flexibility over home working, hours or commuting times, whilst around a third said they would never have this flexibility.
- Between this survey and the last one (April/May 2022), 3.3% fewer workers reported exclusively working from home, whilst 8.6% more workers reported exclusively working in the office.
- ♻️ ▪ When asked about changes to working locations a year from now, the results indicate a limited degree of further change, with a slight reduction in exclusive home working (-1.4%) and small increase in hybrid working (2.4%).
- Similarly, when asked about the commuting frequency in a year's time, the results show only subtle changes from the current situation, with a slight net increase in commuting.

## Cost of Living Crisis

- When asked about any expected change in travel specifically in response to the cost-of-living crisis, 36% of people said they would walk more, 1 in 5 said they would use motorised modes less, and more than 1 in 4 said they would reduce taxi use.
- Although the majority of respondents said they wouldn't make changes to their reasons for travel in relation to the cost-of-living crisis, those that would make changes, journeys for socialising or leisure and trips into city centres (excluding work) were most likely to be reduced.

# Perceptions of Public Transport

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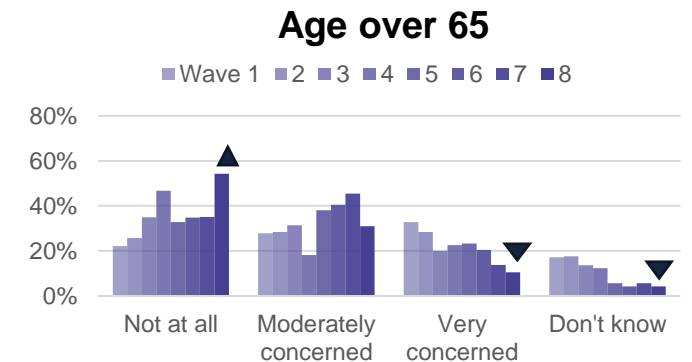
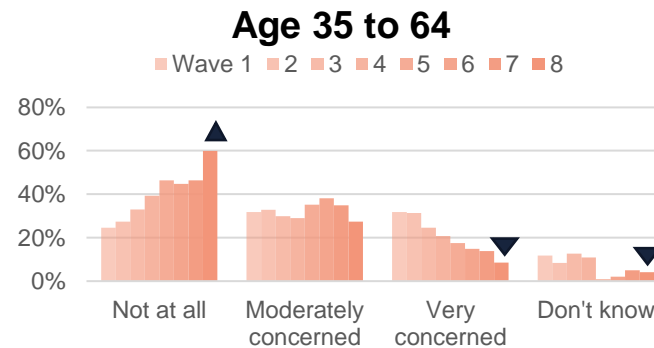
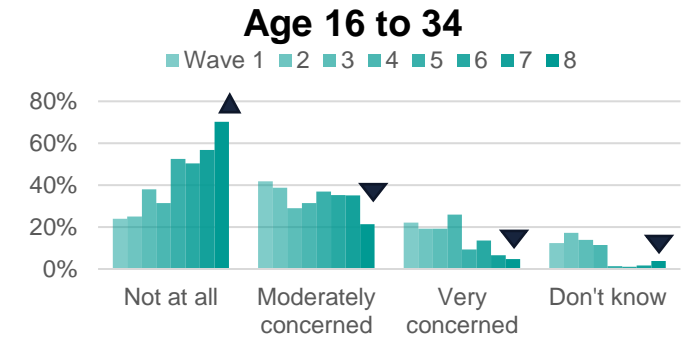
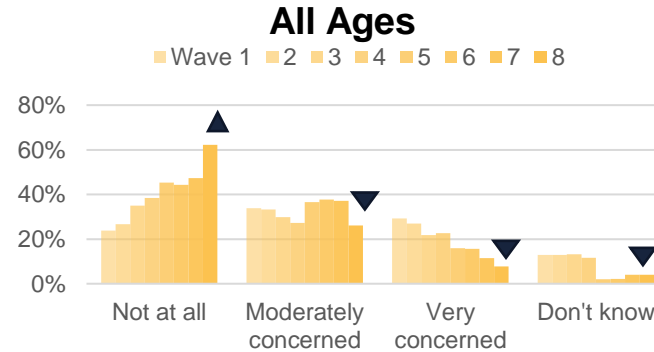
# Concerns about public transport use in relation to COVID-19

Concern about public transport use in relation to COVID-19 has fallen *significantly* since survey wave 1 (June 2020); 62% now say they are not at all concerned about using public transport in relation to COVID-19.

45

As with previous survey waves, the degree of concern about using public transport in relation to COVID-19 increases with age; 70% of 16-34 year olds said they were not at all concerned, but this figure falls to 54% of those aged 65 and over.

## COVID-19 concerns about using public transport



▲ / ▼ denote significant changes in the responses compared to wave 1.

Q: In relation to COVID, how concerned are you about using public transport? Base: All Respondents.

Previous waves asked how concerned would you be about using public transport in the coming weeks, & waves 1 to 4 did not specifically mention COVID in the question.

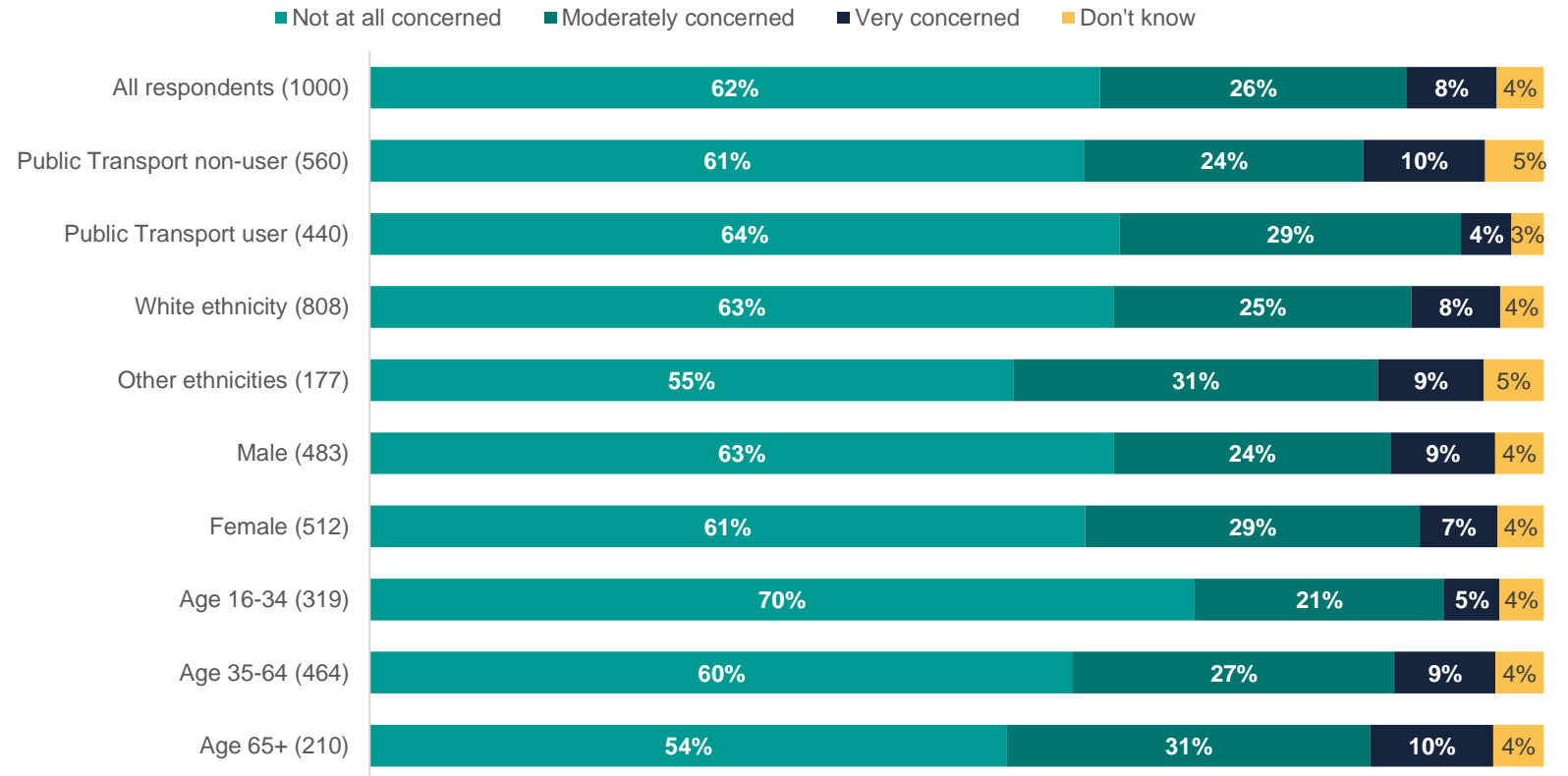
# Concerns about public transport use in relation to COVID-19

Overall, whilst the majority of people now say they are not at all concerned about using public transport in relation to COVID-19, 1 in 13 still say they are very concerned.

Regular public transport users continue to be less concerned than those who do not use public transport.

Women are still slightly more concerned than men, and ethnic minority groups are more concerned than white respondents.

## Concerns about public transport usage in the coming weeks



Q: In relation to COVID, would you be concerned about using public transport over the coming weeks?

Q: How frequently did you travel by train and by bus before COVID? Q: Over the coming weeks how will you travel for the following journeys? Base (in brackets)



# Perceptions of the bus and train – wave comparison

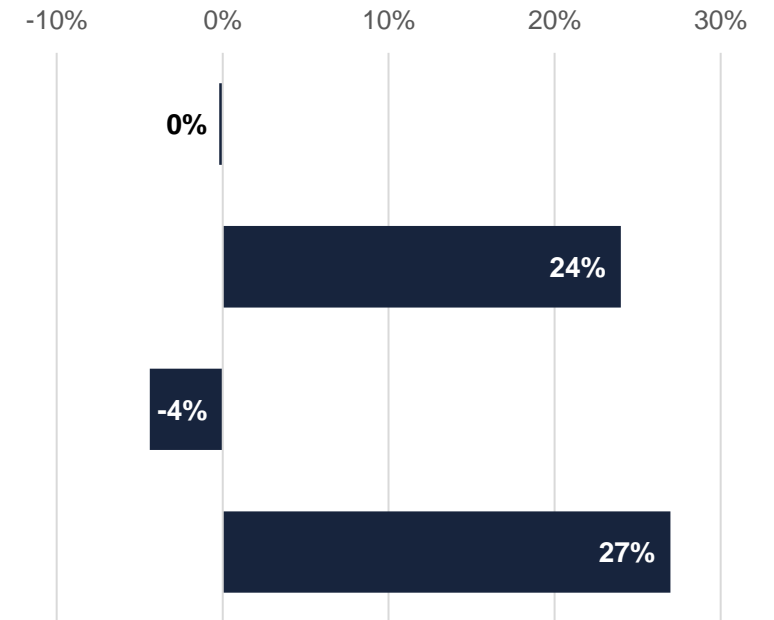
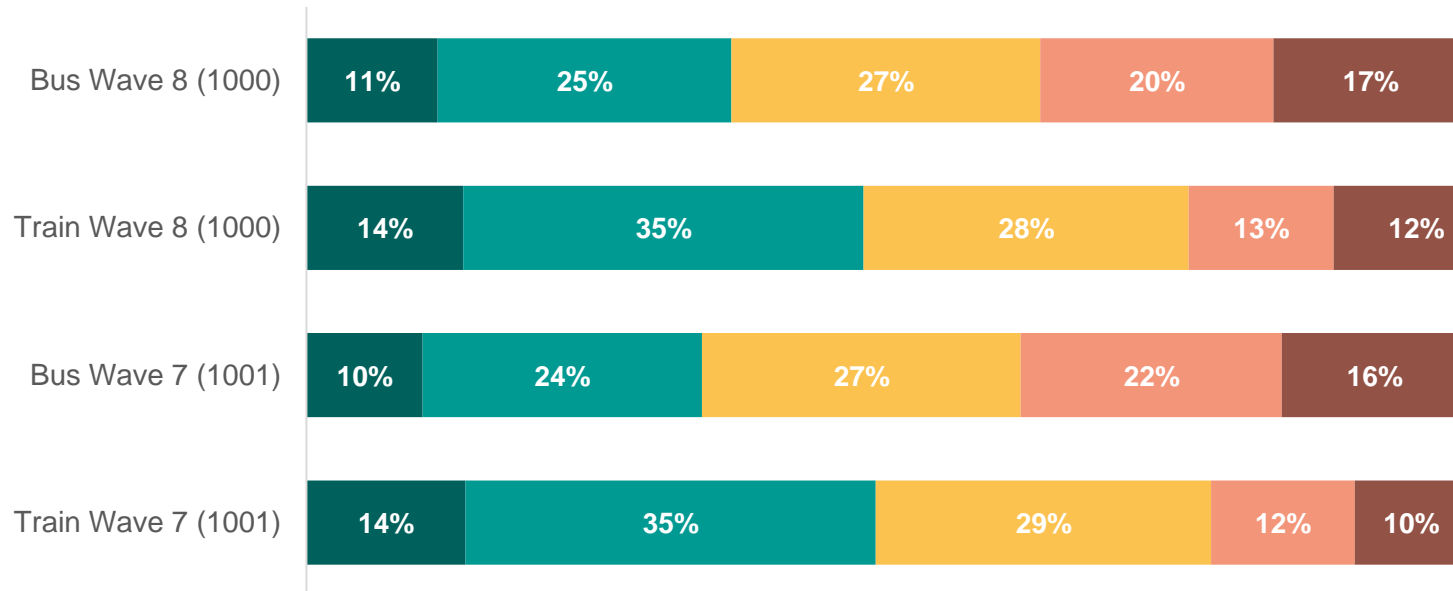
Overall, respondents reported feeling more positively about using the train than using the bus; respondents were twice as likely to have a positive view of the train than a negative view (consistent with the previous wave), whilst positive and negative views of bus were equally balanced. Respondents were slightly more positive about using the bus than in wave 7 but the improvement is not statistically *significant*.

How do you feel about travelling using the...

Net positive feeling

47

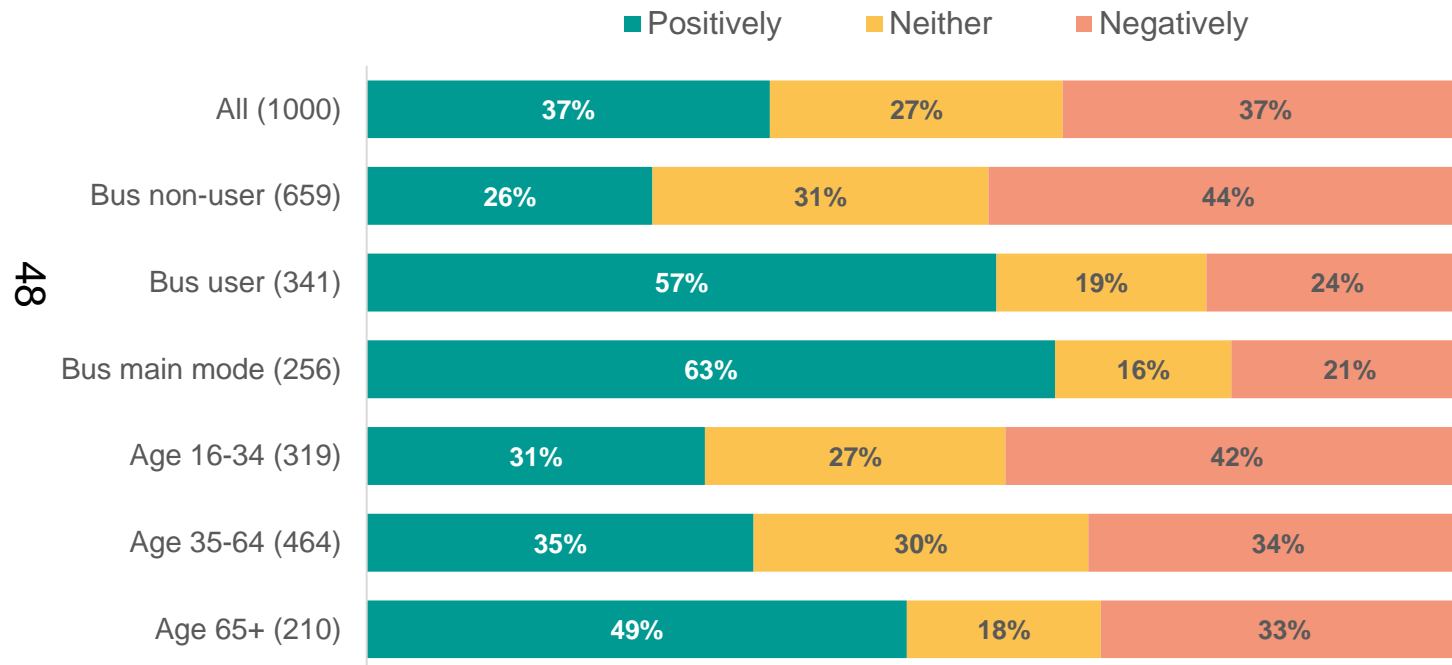
■ Very positively ■ Quite positively ■ Neither positively nor negatively ■ Quite negatively ■ Very negatively



Q: Currently how positively or negatively do you feel about travelling using the following modes (Bus, Train)? Base in brackets

# Perceptions of the bus

## How do you feel about travelling using the bus?



Overall, 37% of respondents reported feeling positively about the bus, whilst an equal number also felt negatively.

Respondents who use the bus are *significantly* more likely to feel positive about it than those who do not.

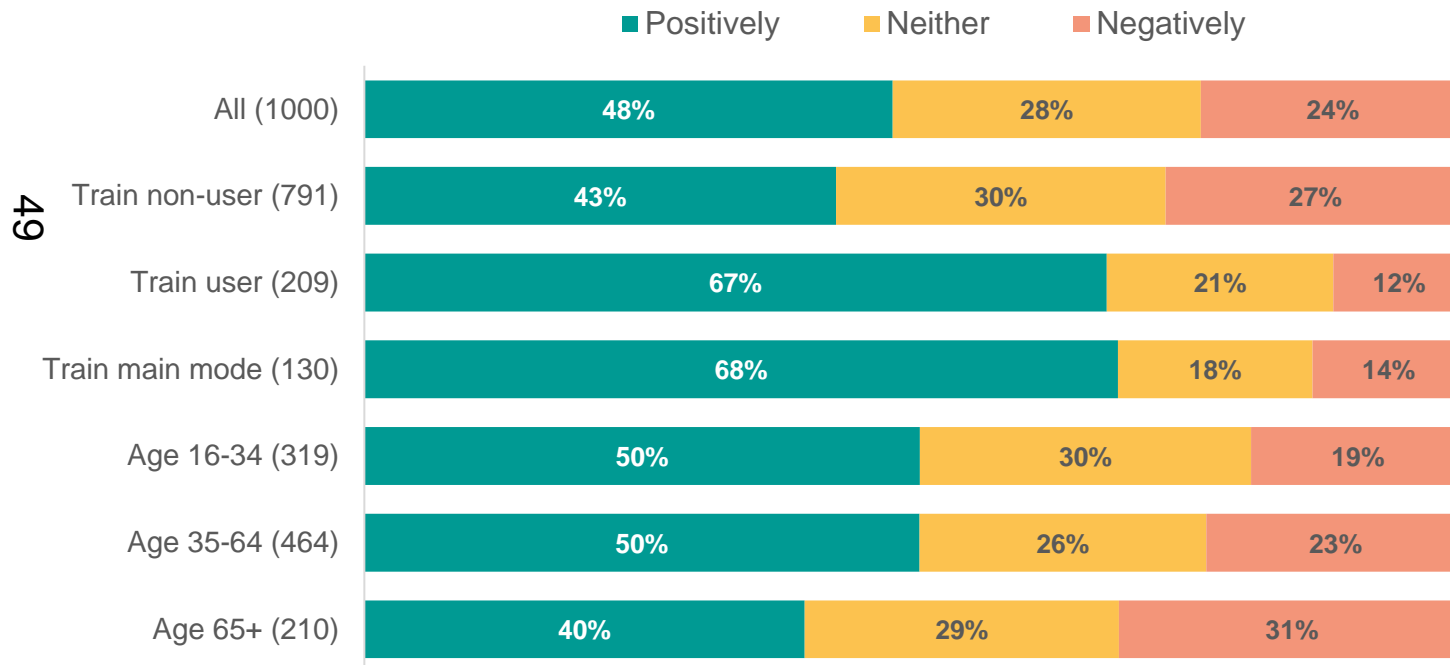
Those aged 65 and over feel *significantly* more positive about using the bus than other age groups. More than 4 in 10 16-34 year olds felt negatively about the bus.

48

Q: Currently how positively or negatively do you feel about travelling using the following modes (Bus, Train)? Base in brackets

# Perceptions of the train

## How do you feel about travelling using the train?



Just under half of people reported feeling positively about the train. Those who use the train are *significantly* more likely to feel positive about it than those who do not.

Positive feelings about train use are consistent across demographics except for those aged 65 and over who feel less positively but not *significantly* so.

Q: Currently how positively or negatively do you feel about travelling using the following modes (Bus, Train)? Base in brackets

# Perceptions of bus and train – bus and train comparison

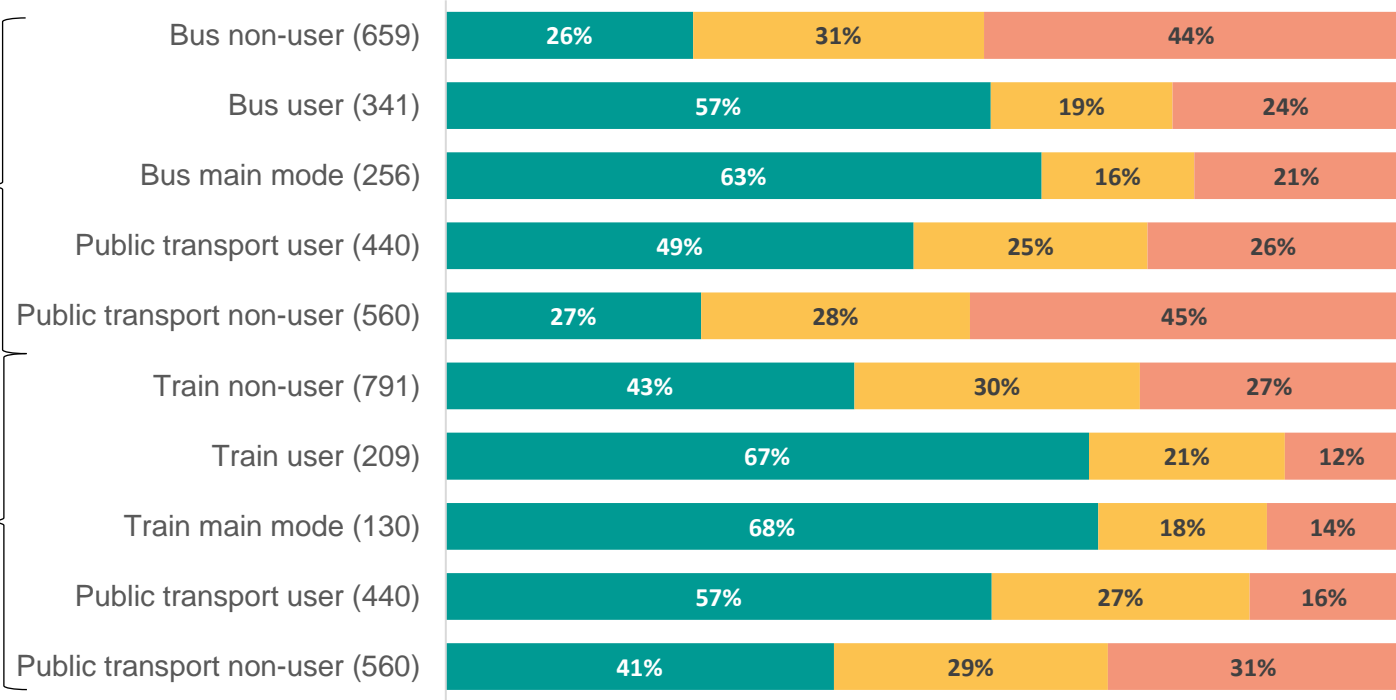
There are considerable differences in views of each mode by non-users; on balance, people who don't use the bus had more negative views than positive, whilst the opposite is true for people who don't use the train.

## How do you feel about using

■ Positively ■ Neither ■ Negatively

the bus

the train



## Net positive feeling

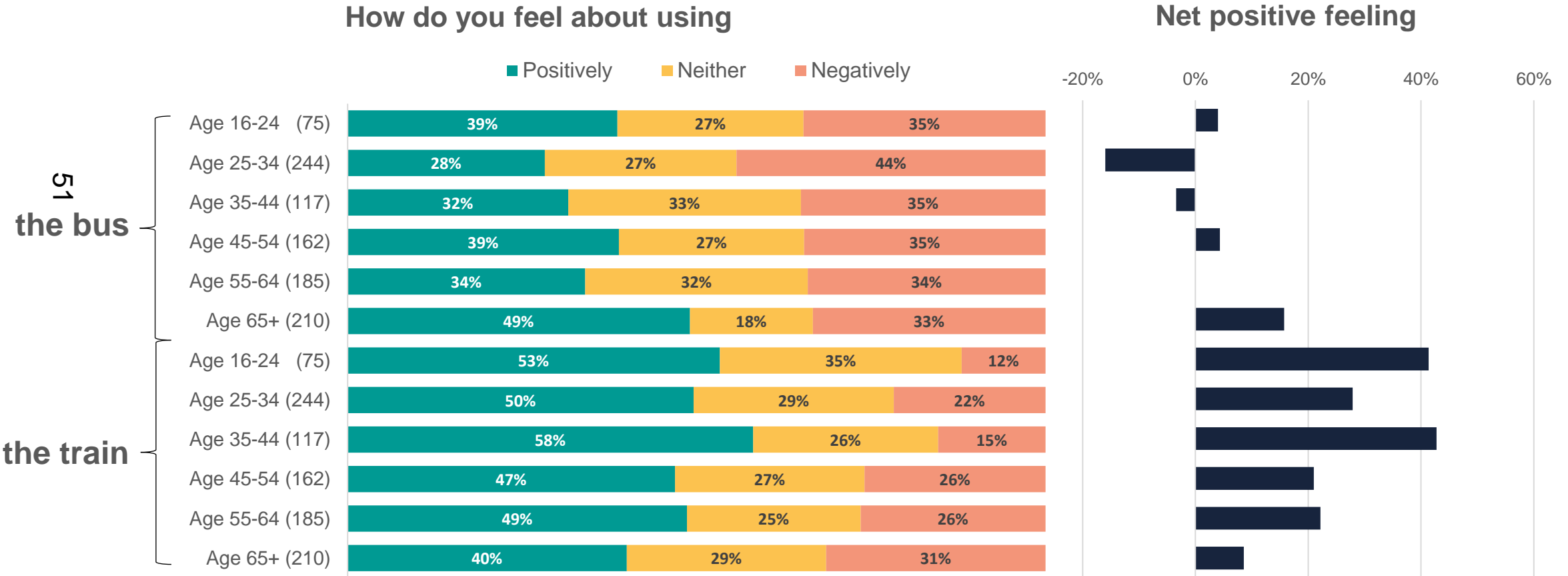
-20% 0% 20% 40% 60%



Q: Currently how positively or negatively do you feel about travelling using the following modes (Bus, Train)? Base in brackets

# Perceptions of bus and train – bus and train comparison

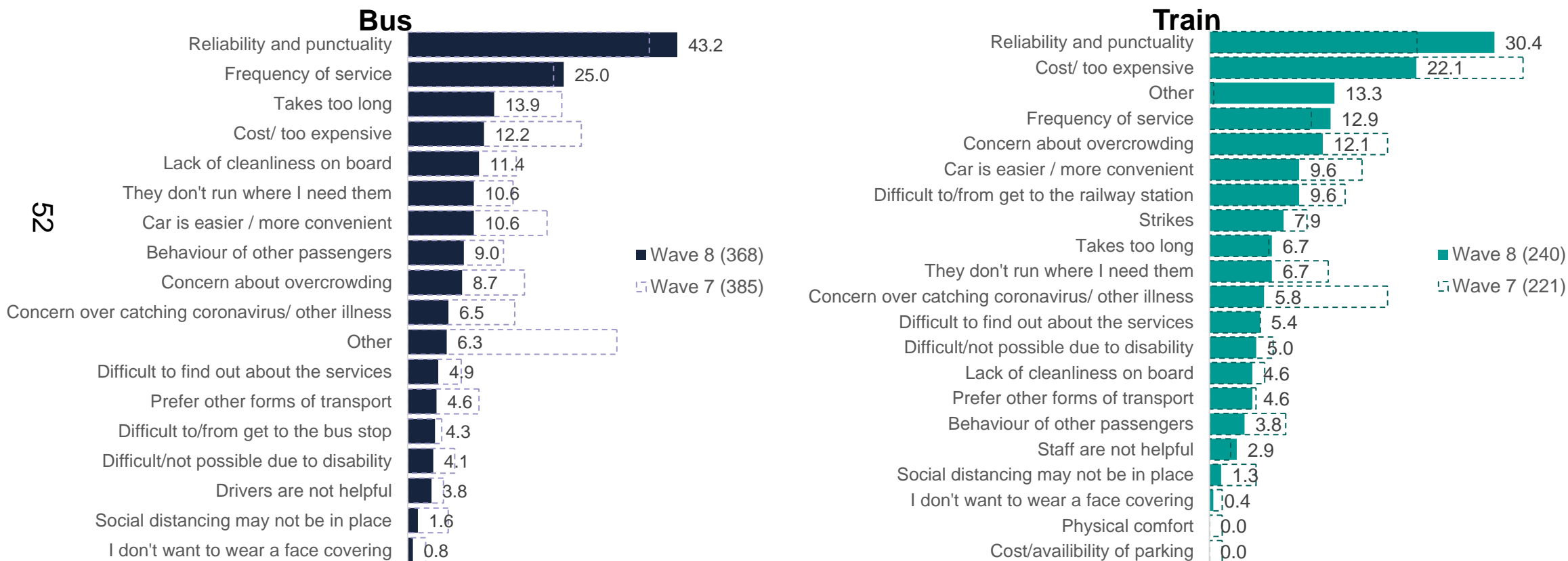
On balance, 25-44 year olds reported more negative than positive views of the bus, whilst people aged 65 and over viewed bus more positively. In contrast, for train, the share of positive views decreases with age.



Q: Currently how positively or negatively do you feel about travelling using the following modes (Bus, Train)? Base in brackets

# Reasons for negative views about bus & train

Respondents who reported negative views of the bus, and or the train were asked why, with the stand-out reason for both modes being reliability and punctuality. The two top reasons for negative views of the bus are reliability and punctuality for all age groups.



Q: Why do you feel negative towards travelling by Bus / Train? Base: Respondents who felt quite or very negatively about the mode (in brackets)

# 53 **Changes in Travel Behaviour**

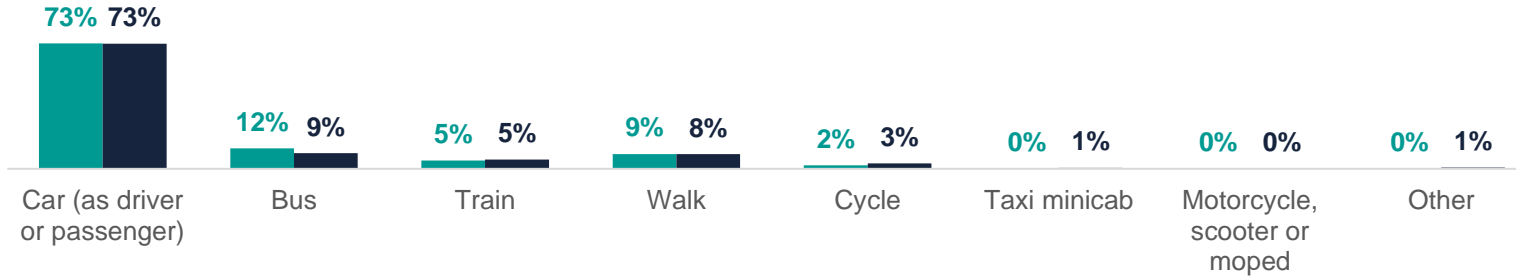
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# Main mode: work / socialising or leisure

Comparison of main mode choice from the past seven days to intentions in a year's time suggests minimal changes in commuting habits, with a slight decline in bus use. For socialising or leisure trips, mode preference suggests similarly subtle changes with a slight shift from car use and walking towards taxi use.

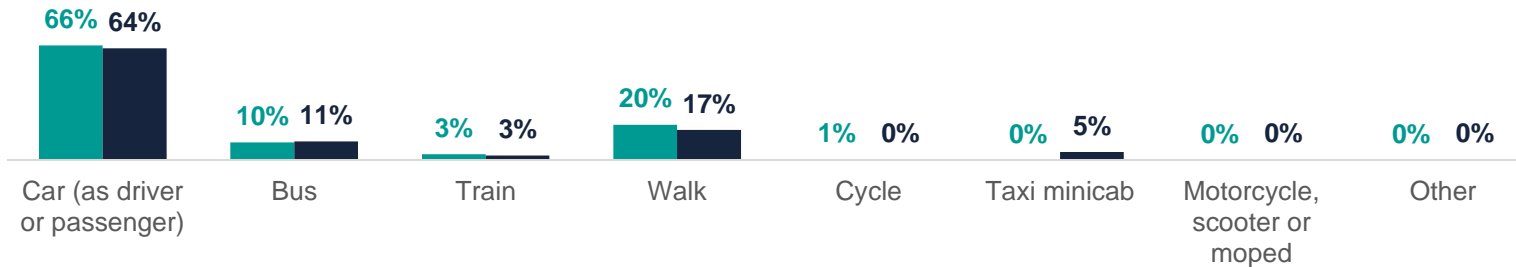
**Main transport mode by trip purpose: work**

■ Past seven days (515) ■ In a year's time (571)



**Main transport mode by trip purpose: socialising or leisure**

■ Past seven days (685) ■ In a year's time (865)



54

Q: In the past seven days, when undertaking trips for the following purposes, which way have you travelled most often: work/socialising or leisure (520 work/725 socialising or leisure) Q: In about a year's time, when undertaking trips for the following purposes, which way do you expect to travel most often: work/socialising or leisure (571 work/865 socialising or leisure)

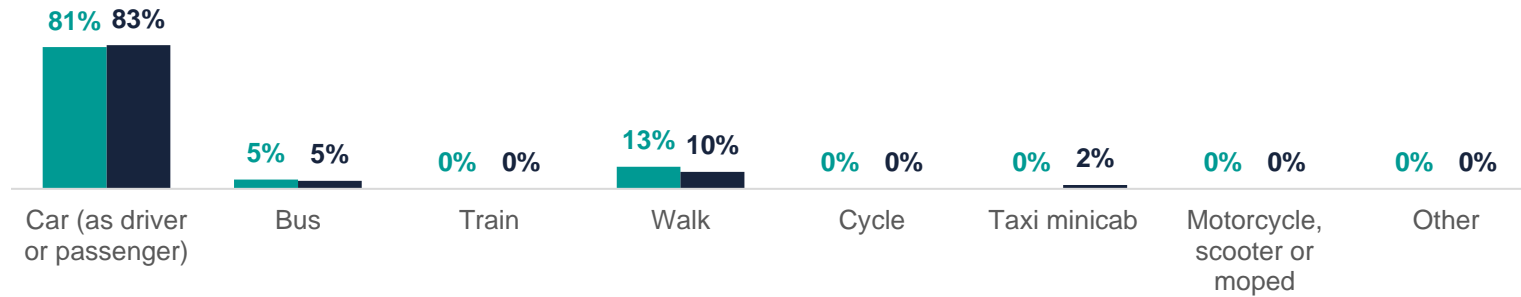


# Main mode: grocery shopping

Main mode share for grocery shopping suggests subtle changes around a drop in walking for main shops.

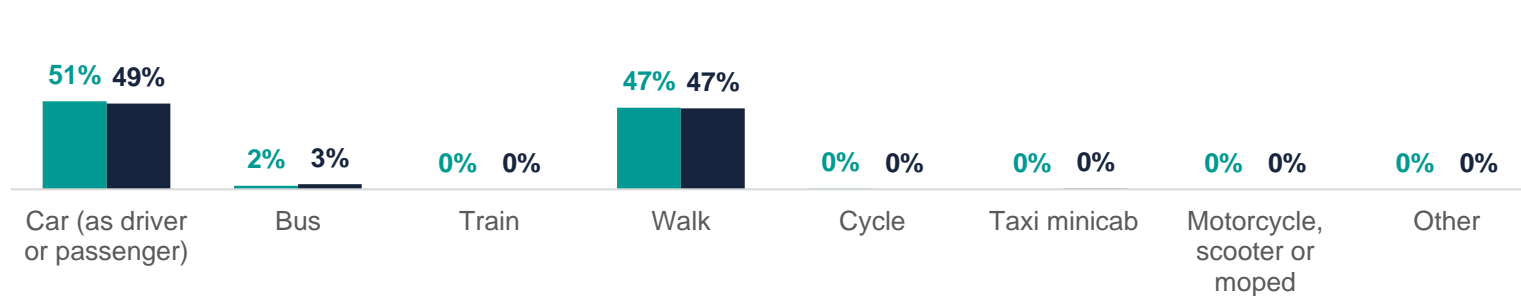
**Main transport mode by trip purpose: main grocery shopping**

■ Past seven days (727) ■ In a year's time (836)



**Main transport mode by trip purpose: local grocery shopping**

■ Past seven days (702) ■ In a year's time (815)



55

Q: In the past seven days, when undertaking trips for the following purposes, which way have you travelled most often: main/local grocery shopping (749 main/715 local)

Q: In about a year's time, when undertaking trips for the following purposes, which way do you expect to travel most often: main/local grocery shopping (836 main/815 local)

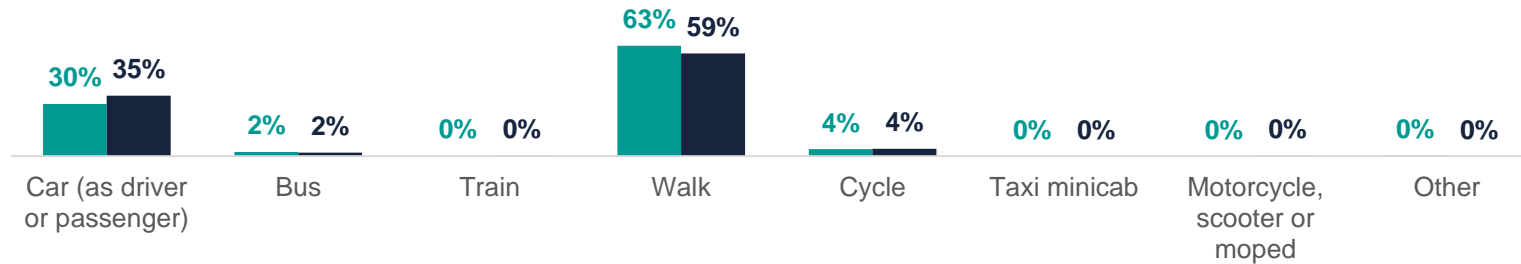
# Main mode: exercise / other travel into city centres

Main modal choice for exercise shows a move from walking towards car use in about a year's time. For other travel into city centres, there is movement from car towards train use.

56

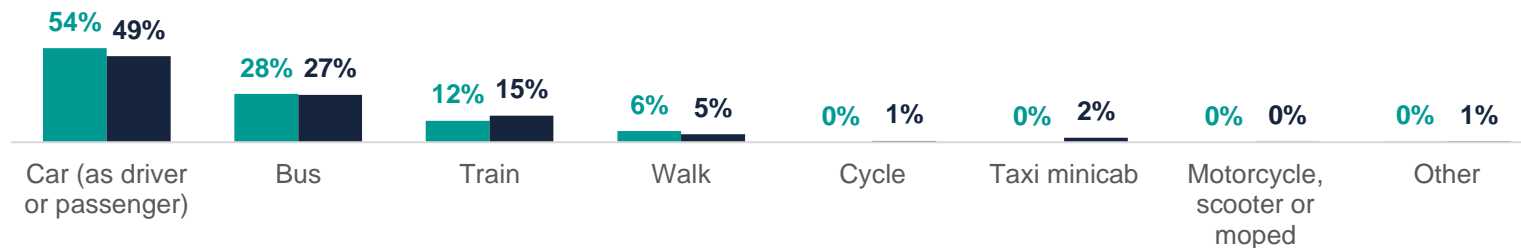
**Main transport mode by trip purpose: exercise**

■ Past seven days (632) ■ In a year's time (751)



**Main transport mode by trip purpose: other travel into city centres**

■ Past seven days (378) ■ In a year's time (569)

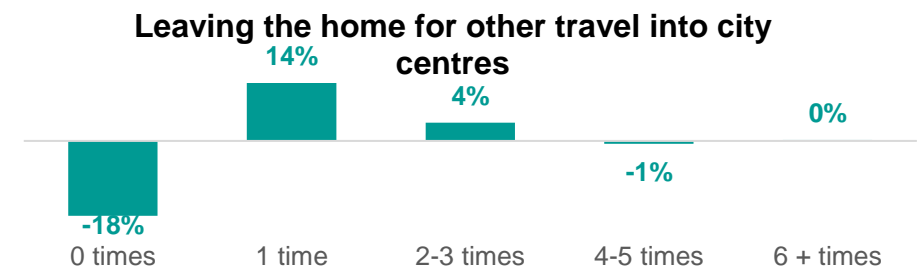
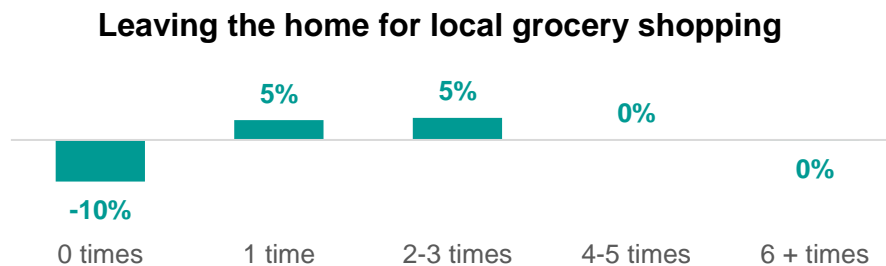
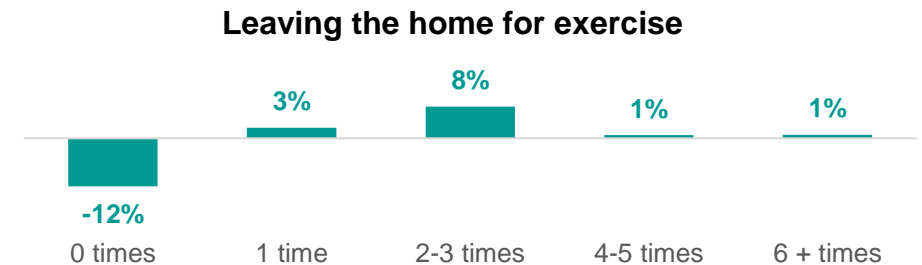
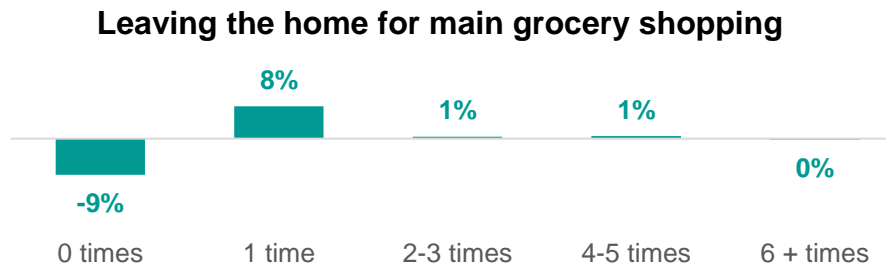
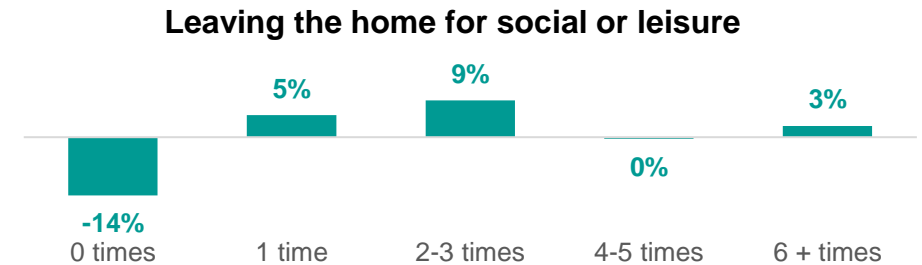
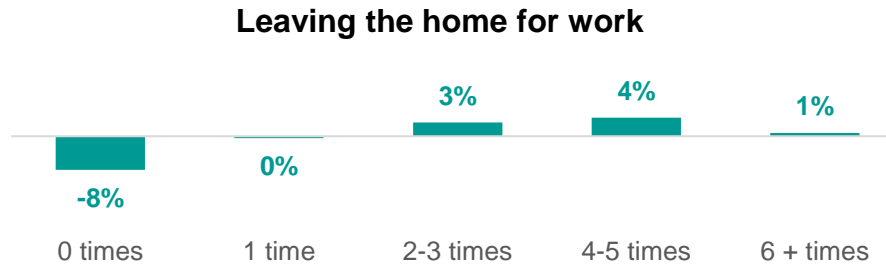


Q: In the past seven days, when undertaking trips for the following purposes, which way have you travelled most often: Exercise/Other travel into city centres (635 exercise/389 other travel into city centres) Q: In about a year's time, when undertaking trips for the following purposes, which way do you expect to travel most often: Exercise/Other travel into city centres (751 exercise/569 other travel into city centres)

# Leaving home for particular journey purposes

The net change of how many times people leave their home for particular purposes shows respondents expect to travel more in a year's time.

A shift away from 0 times per week can be seen across all purposes, notably for city centre trips.



Q: In the past seven days, how many times have you left your home to go: work/main grocery shopping/local grocery shopping/social or leisure/exercise/other travel into city centres (629 work/1,000 all others) Q: In about a year's time, how often do you expect to leave your home to go: work/main grocery shopping/local grocery shopping/social or leisure/exercise/other travel into city centres (629 work/1,000 all others)

# Cycling

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# Cycling – Access to a bike & confidence

## Access to a cycle

■ Have access to a cycle



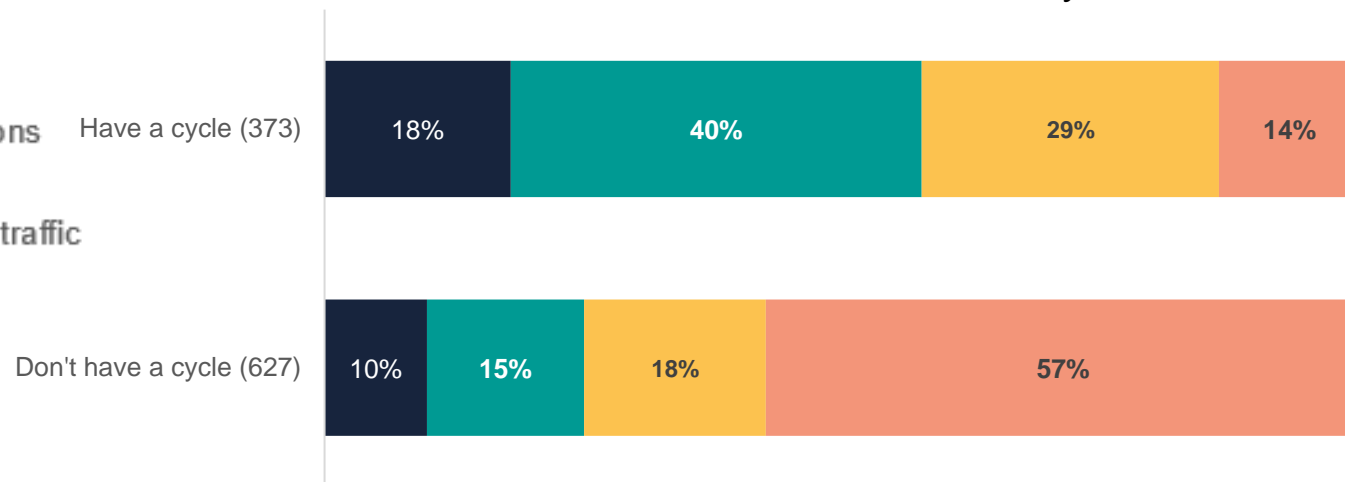
More than 1 in 3 people have access to a cycle; Men are *significantly* more likely to own a cycle, whilst those aged 65 and over are *significantly* less likely to own a cycle.

Those who own a cycle are *significantly* more likely to feel confident in most or all situations, or confident for local trips, compared to those who do not have a cycle.

59

## Cycling Confidence

- Confident in most or all situations
- Confident for local trips
- Confident, but only away from traffic
- Not confident



Q: Do you own or have access to a bicycle? Q: Which best describes your cycling?

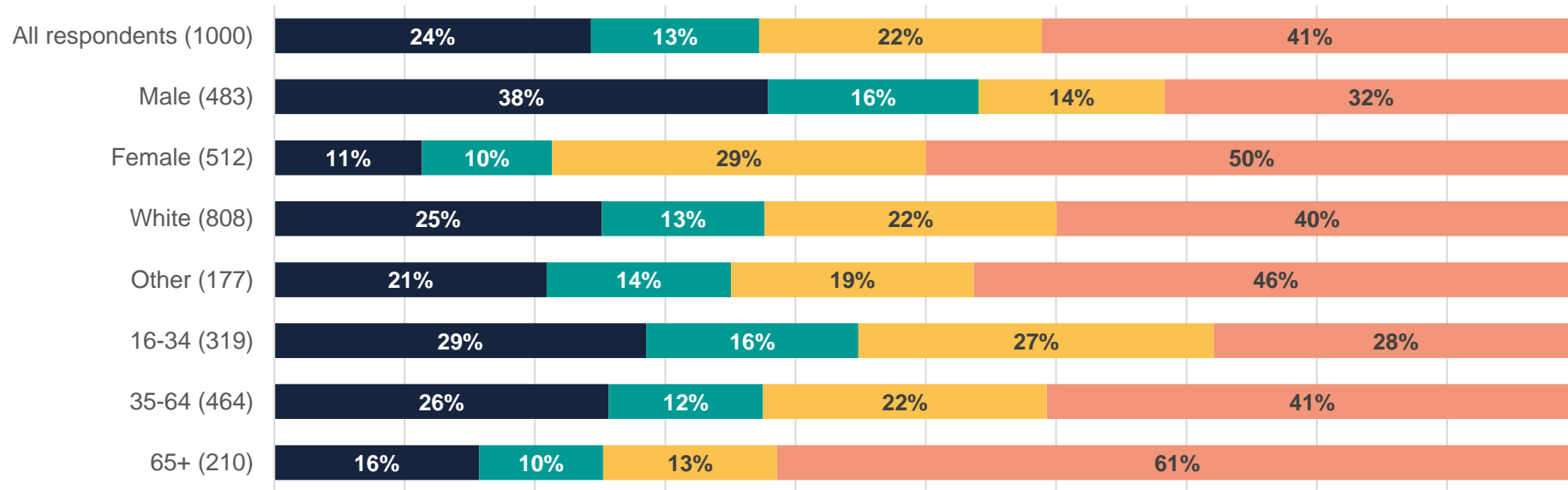
# Cycling – Access to a bike & confidence

Looking at cycling confidence across different demographic groups, the results show men are *significantly* more likely to feel confident cycling than women, and those aged 65 and over are *significantly* more likely to be not feel confident cycling compared to younger groups.

### Cycling Confidence

■ Confident in most or all situations    
 ■ Confident for local trips    
 ■ Confident, but only away from traffic    
 ■ Not confident

69



Q: Do you own or have access to a bicycle? Q: Which best describes your cycling?

# 61 **Home Working & Commuting**

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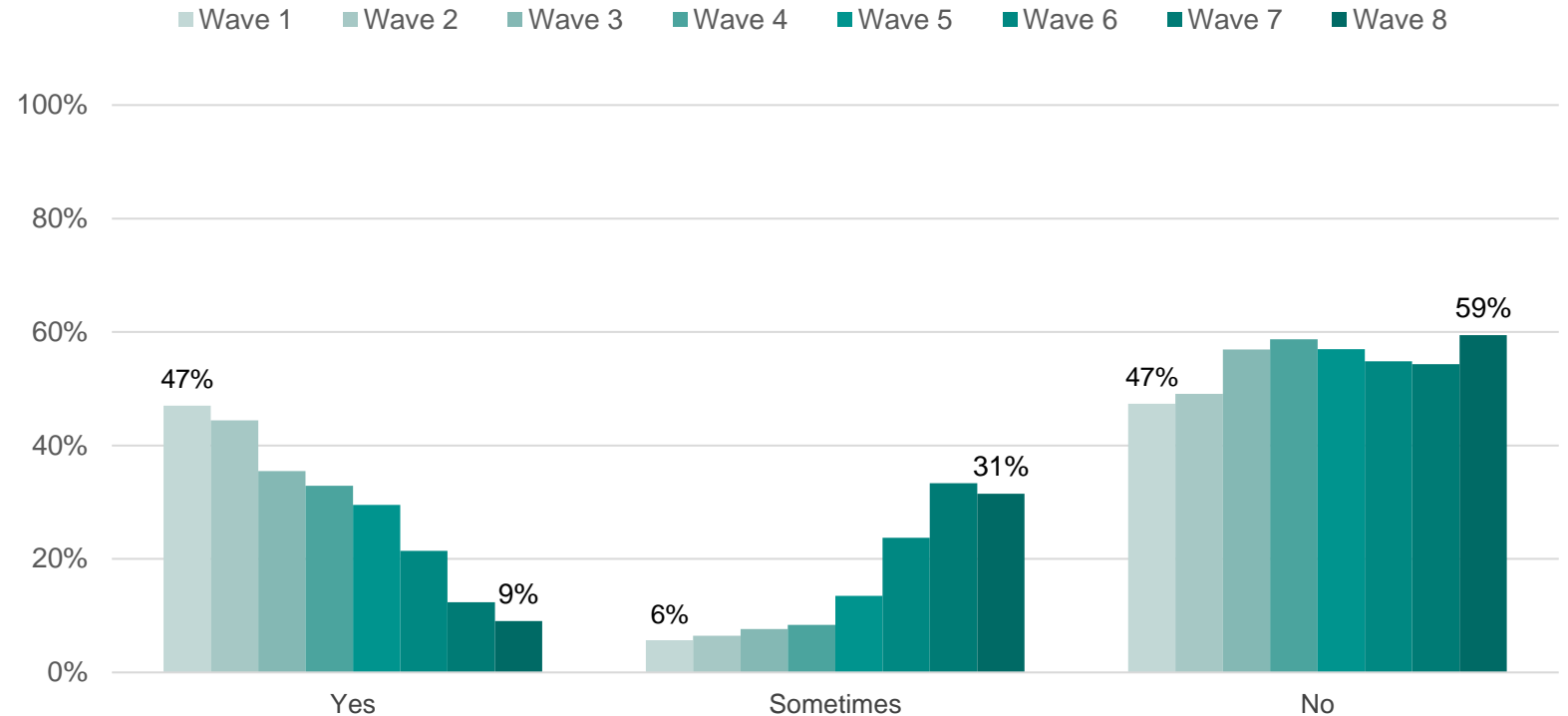
# Home Working Status

Fewer than 1 in 10 workers are now working at home exclusively, a significant fall from wave 1 of this survey, conducted in June 2020 (47%).

29

59% of workers now report not working at home at all, whilst 31% say they work at home sometimes, adopting a hybrid working pattern.

## Currently working from home



Q: Approximately how many days each week do you work? Wave 8 base = 629

Q: In an average month, where do you spend your time working? Wave 8 base: 629.



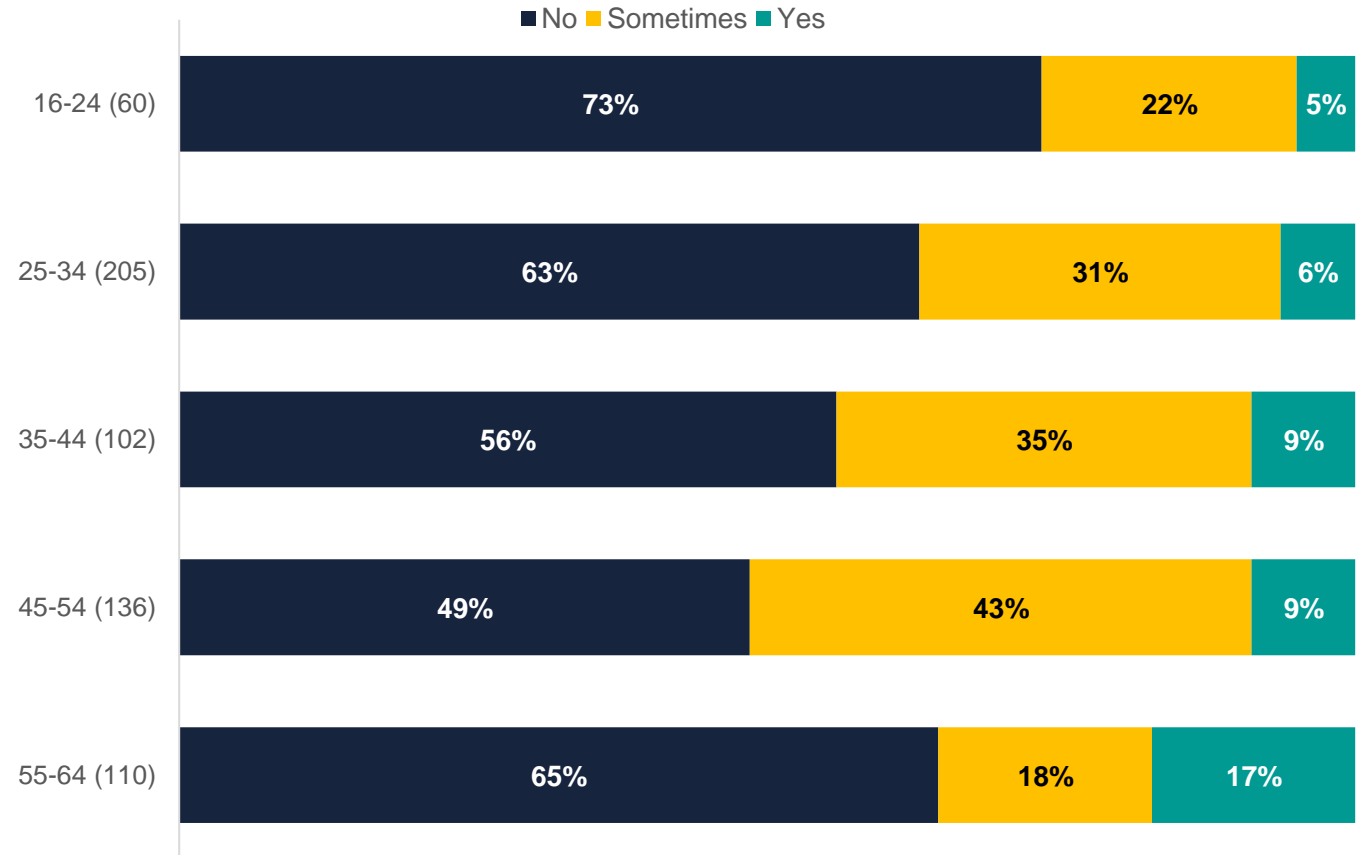
# Home Working Status - by age

Younger workers are significantly more likely to not work at home at all compared to older workers; 73% of 16–24 year-old workers reported not working at home at all, whilst this figure drops to 52% for 35–54 year-old workers.



Workers aged 45-54 were twice as likely to report a hybrid working situation (working at home sometimes) compared to workers aged 16-24.

## Currently working from home



Q: Approximately how many days each week do you work? Wave 8 base = 629

Q: In an average month, where do you spend your time working? Wave 8 base: 629.

# Home Working Status – hybrid workers commuting frequency

Respondents were asked how many days a week they work and where they spent their time working (in an average month), and from this commuting frequency can be derived.

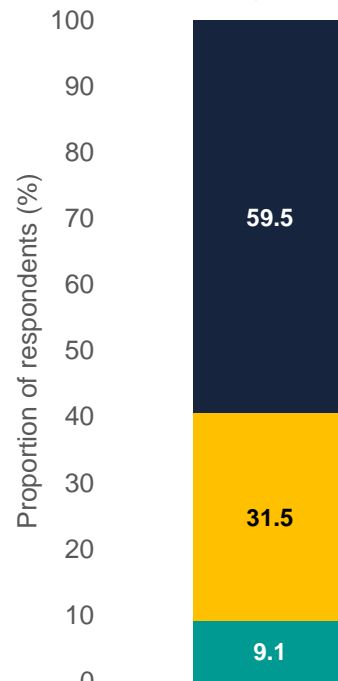
The chart (right) shows the breakdown of commuting frequency for the 31% of respondents who said they adopt a hybrid working model (work at home sometimes).

Commuting 20% of their week (the equivalent of 1 day a week for a full-time worker) is the least commonly reported option of hybrid workers (3.3%). More than half of hybrid workers, equivalent to around 1 in 6 of all workers report commuting between 20-60% of their working week (equivalent to 1 and 3 days a week for a full-time worker).

64

## Home working Status

- Exclusively commuting
- Sometimes (hybrid working)
- Exclusively home working



## Commuting frequency for hybrid workers

- 1-20%
- 20-40%
- 40-60%
- 60-80%
- 80-99% of their working week

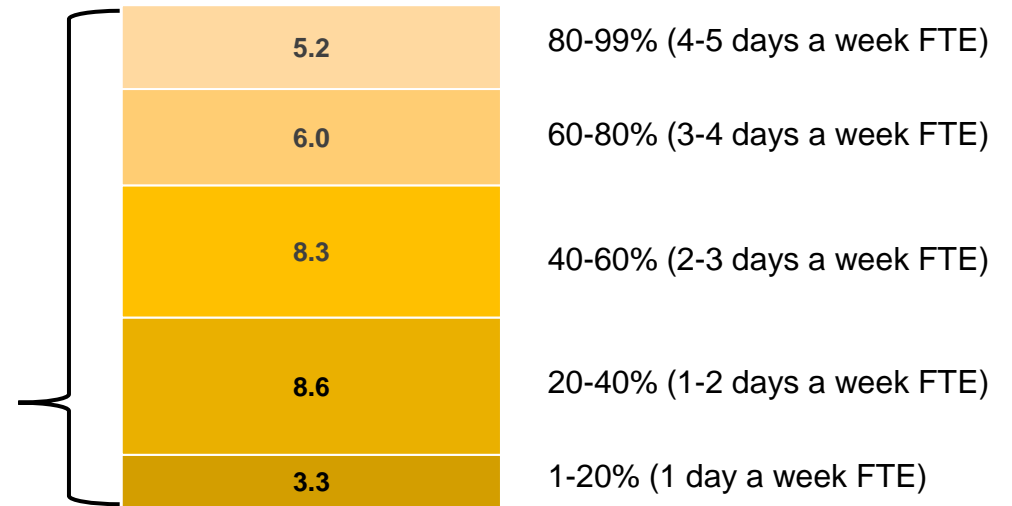


Chart shows the proportion of respondents (%) in each commuting frequency bracket, expressed as a percentage of their working week and as a Full Time Equivalent (FTE) worker (e.g. 20% hybrid commuter would be the equivalent of a worker commuting 1 day a week).

Q: Approximately how many days each week do you work? Wave 8 base = 629  
 Q: In an average month, where do you spend your time working? Wave 8 base: 629.

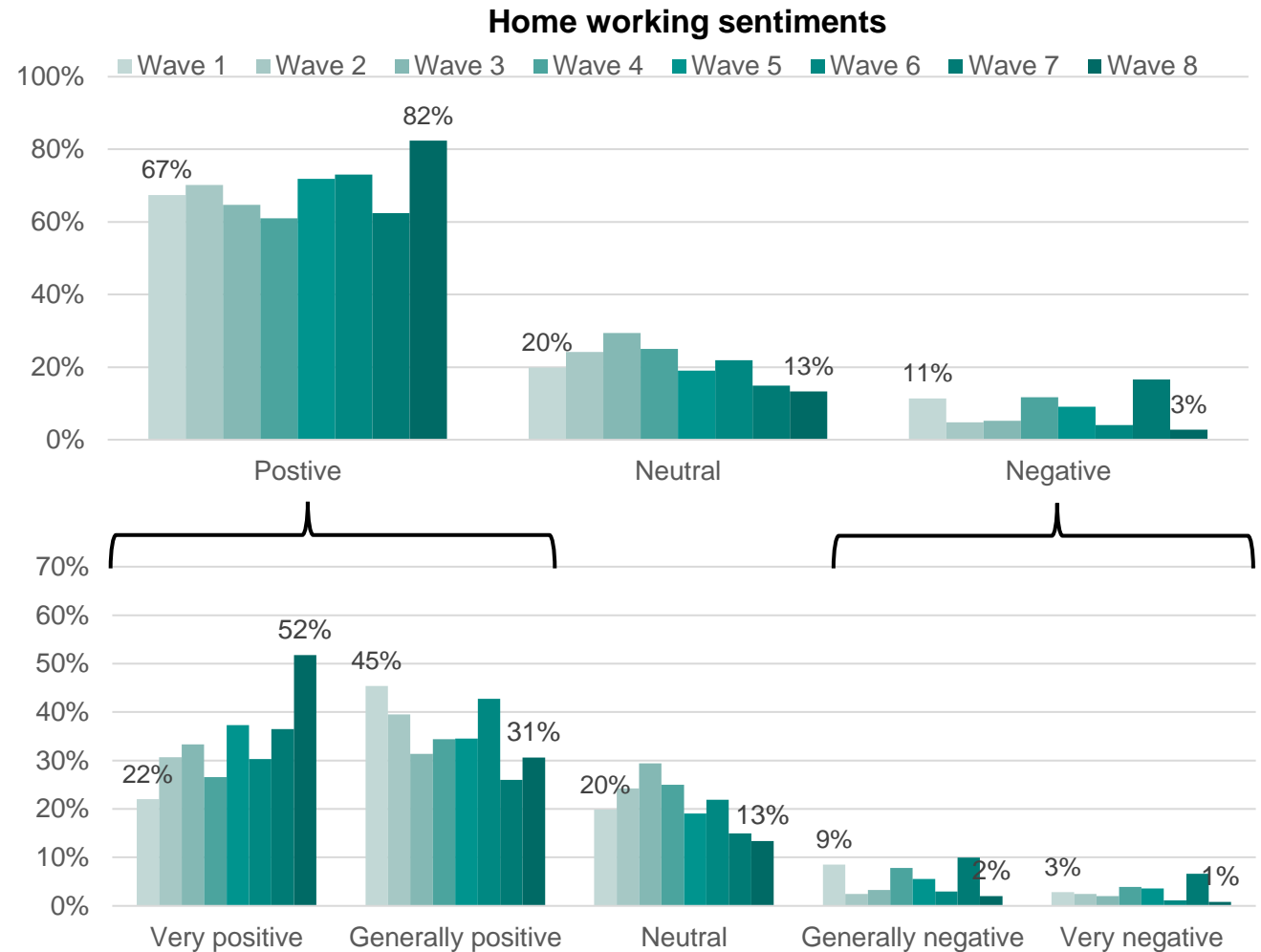
# Home Working Sentiments

Respondents who are working at home exclusively or some of the time are asked about how they feel about home working.

In previous survey waves the majority of respondents have consistently reported a positive home working experience.

In this latest wave this rose to 82%. Over half of respondents now report a very positive home working experience, a rise from 22% in June 2022.

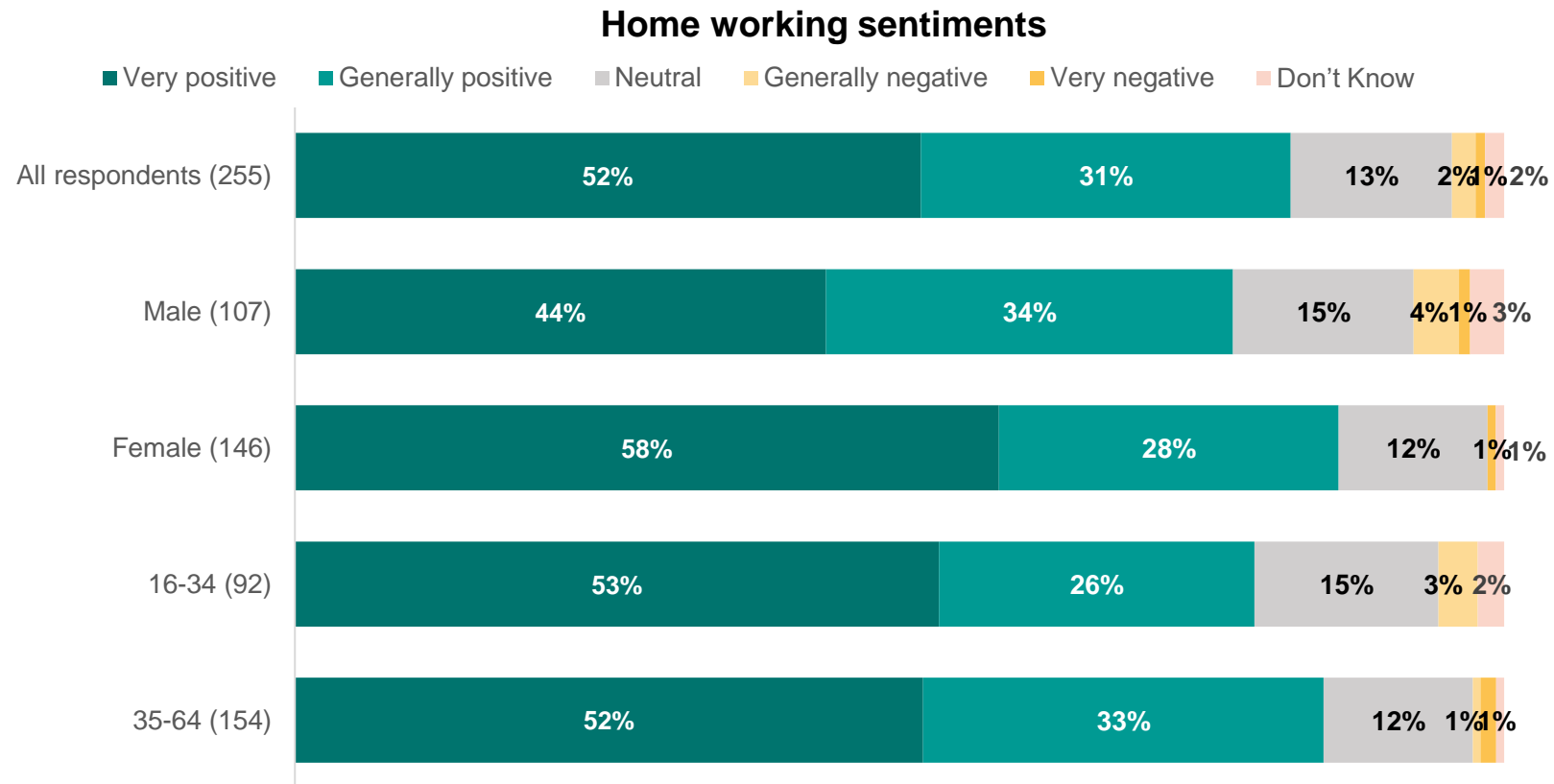
65



Q: How do you feel about working from home at the moment? Wave 8 base: 255

# Home Working Sentiments – age and gender

A higher proportion of women than men reported being very positive about home working (58% vs 44%) and more women than men reported being positive overall about home working (86% vs 78%).



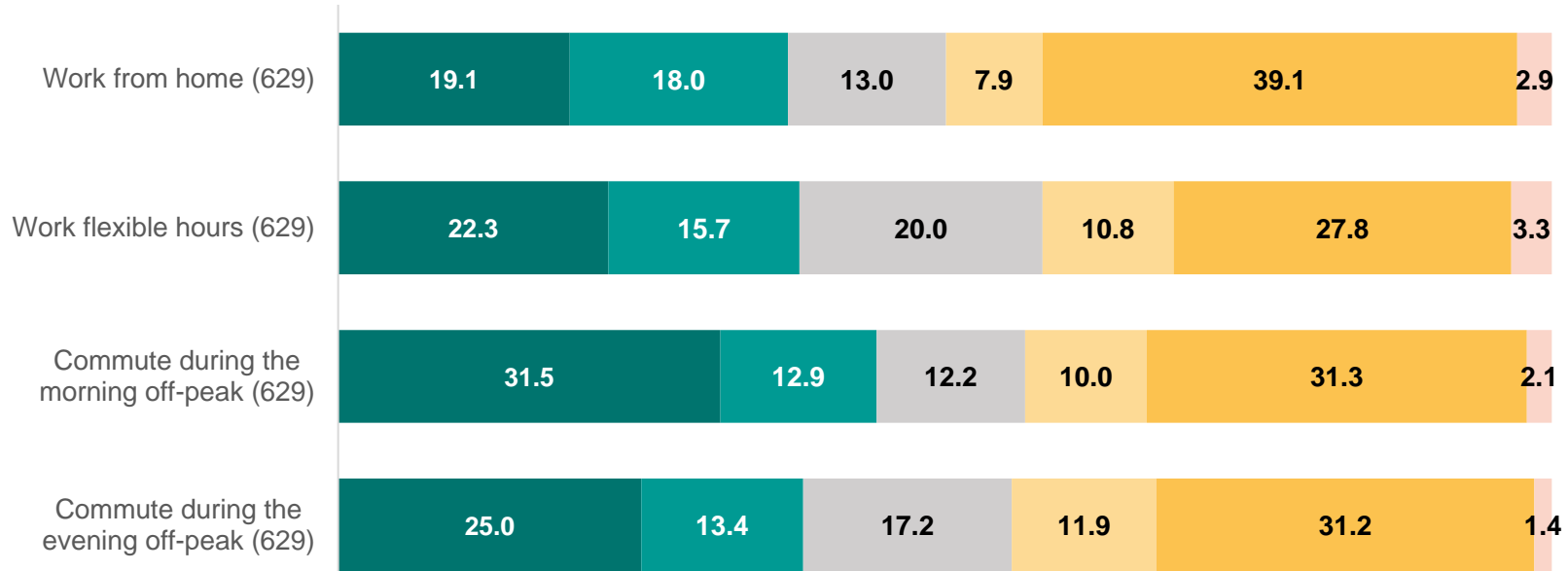
Q: How do you feel about working from home at the moment? Wave 8 base: 255.

# Flexibility

When respondents asked about working flexibility in a year's time, views were polarised; around 39% of workers expect to either always, or very often have flexibility over home working, hours or commuting times, whilst around a third said they would never have this flexibility.

**A year from now, how frequently do you expect to be able to...**

Always Very often Sometimes Rarely Never Don't know



67

Q: A year from now, how frequently do you expect to be able to:

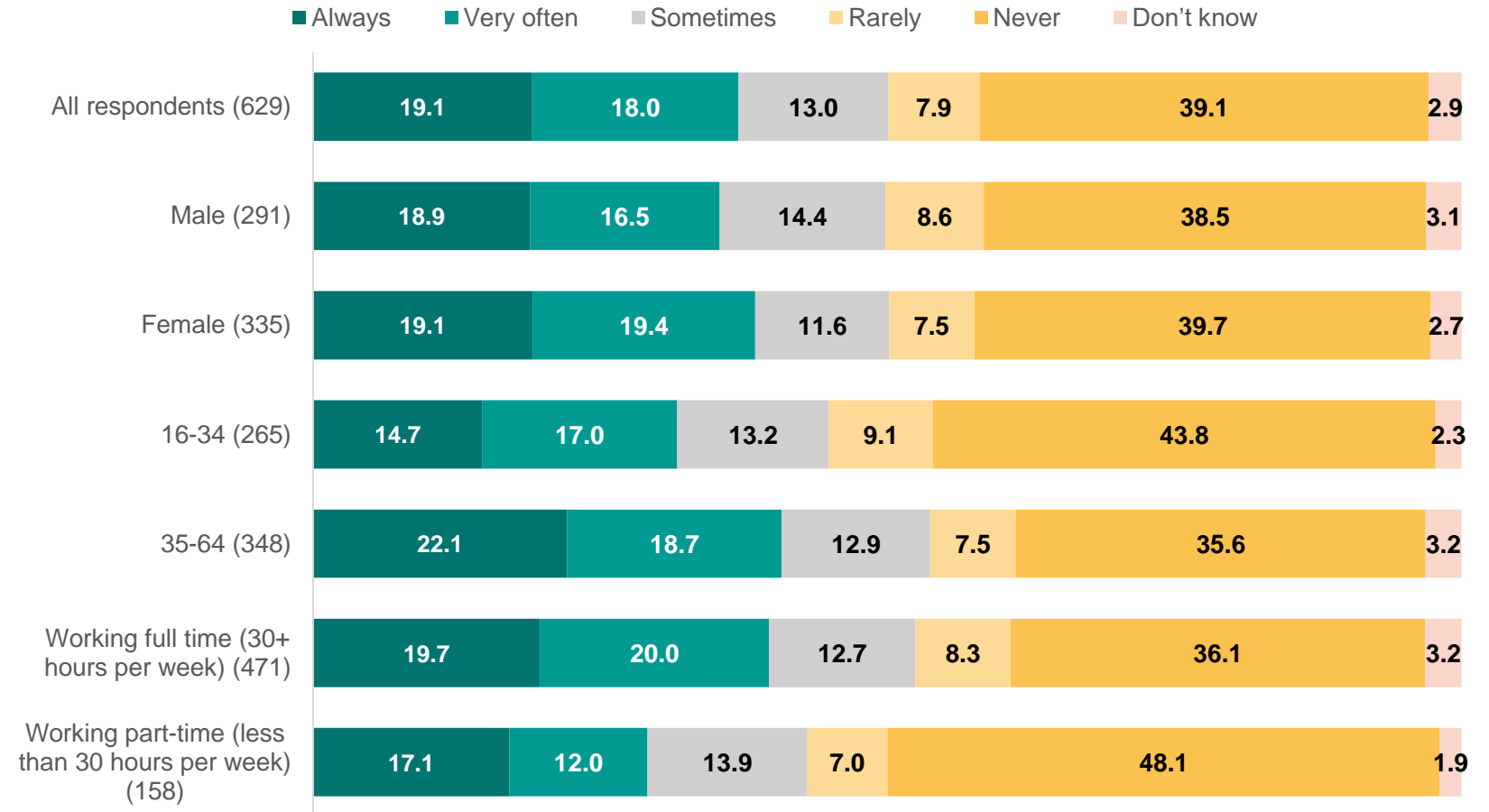
- a. work from home when you choose to do so?
- b. work flexible hours when you choose to do so?
- c. commute to or from your place of work during 'off-peak hours' in the morning (i.e. outside 7am to 10am)?
- d. commute to or from your place of work during 'off-peak hours' in the afternoon/evening (i.e. outside 4pm to 7pm)?

# Flexibility – the choice of home working

37% of workers expect, in a year's time, to always or very often, be able to work from home whenever they choose to. In contrast, 39% of workers said they never expect to work at home when then choose.

Although there were no differences on responses by gender overall, its notable that a greater proportion (48%) of part-time workers said they never expect to work at home when then choose to, compared to full time workers (36%), and 71% of part-time workers on the survey sample were women.

A year from now, how frequently do you expect to work from home when you choose to do so?



Q: A year from now, how frequently do you expect to be able to work from home when you choose to do so? Wave 8 base shown in brackets.

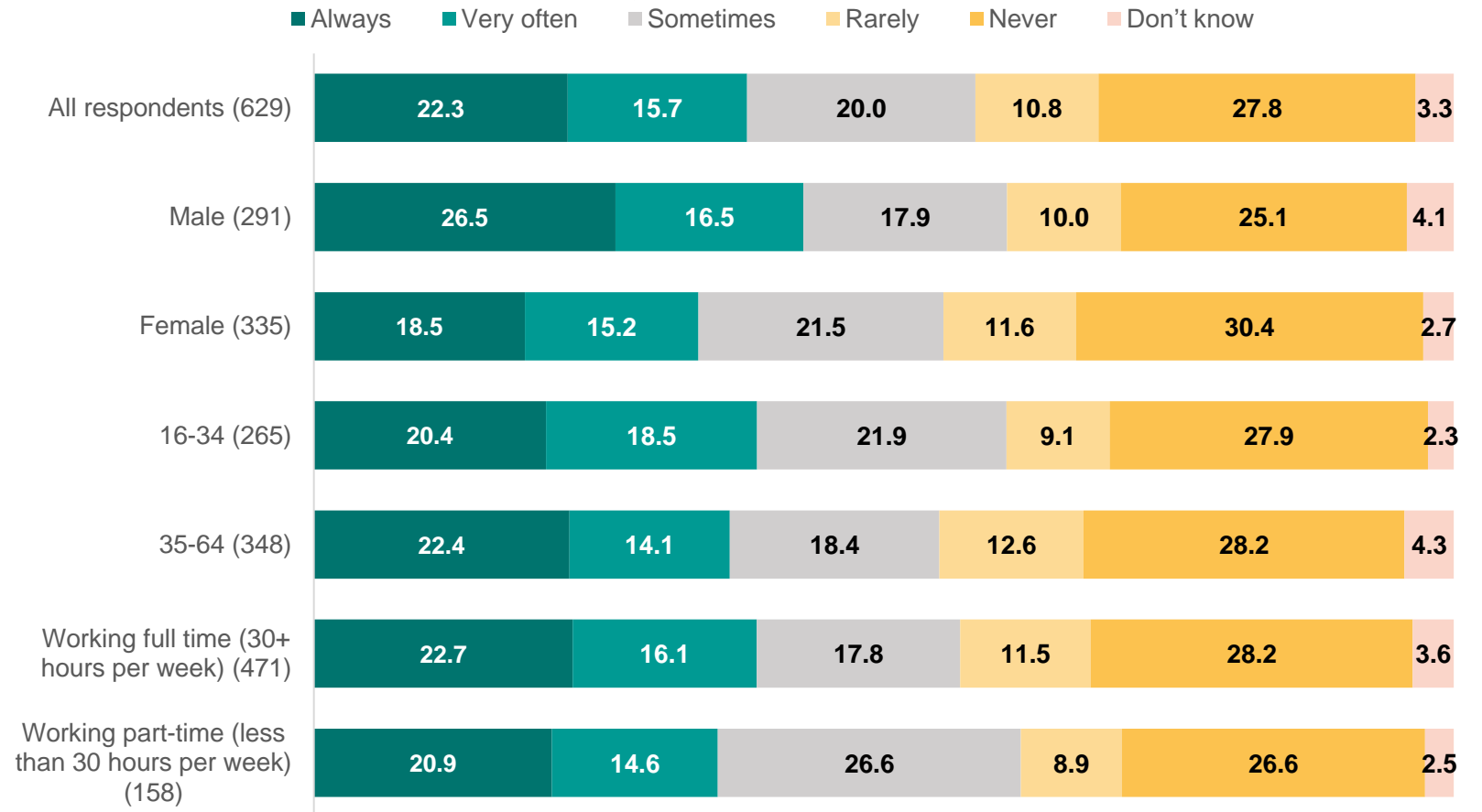
# Flexibility – the choice flexible hours

38% of workers expect, in a year's time, to always or very often, be able to work flexible hours whenever they choose to. In contrast 28% of workers said they never expect to work flexible hours.



More than 1 in 4 men say they always expect to work flexible hours, whilst fewer than 1 in 5 women reported the same flexibility.

**A year from now, how frequently do you expect to work flexible hours when you choose to do so?**



Q: A year from now, how frequently do you expect to be able to work flexible hours when you choose to do so? Wave 8 base shown in brackets.

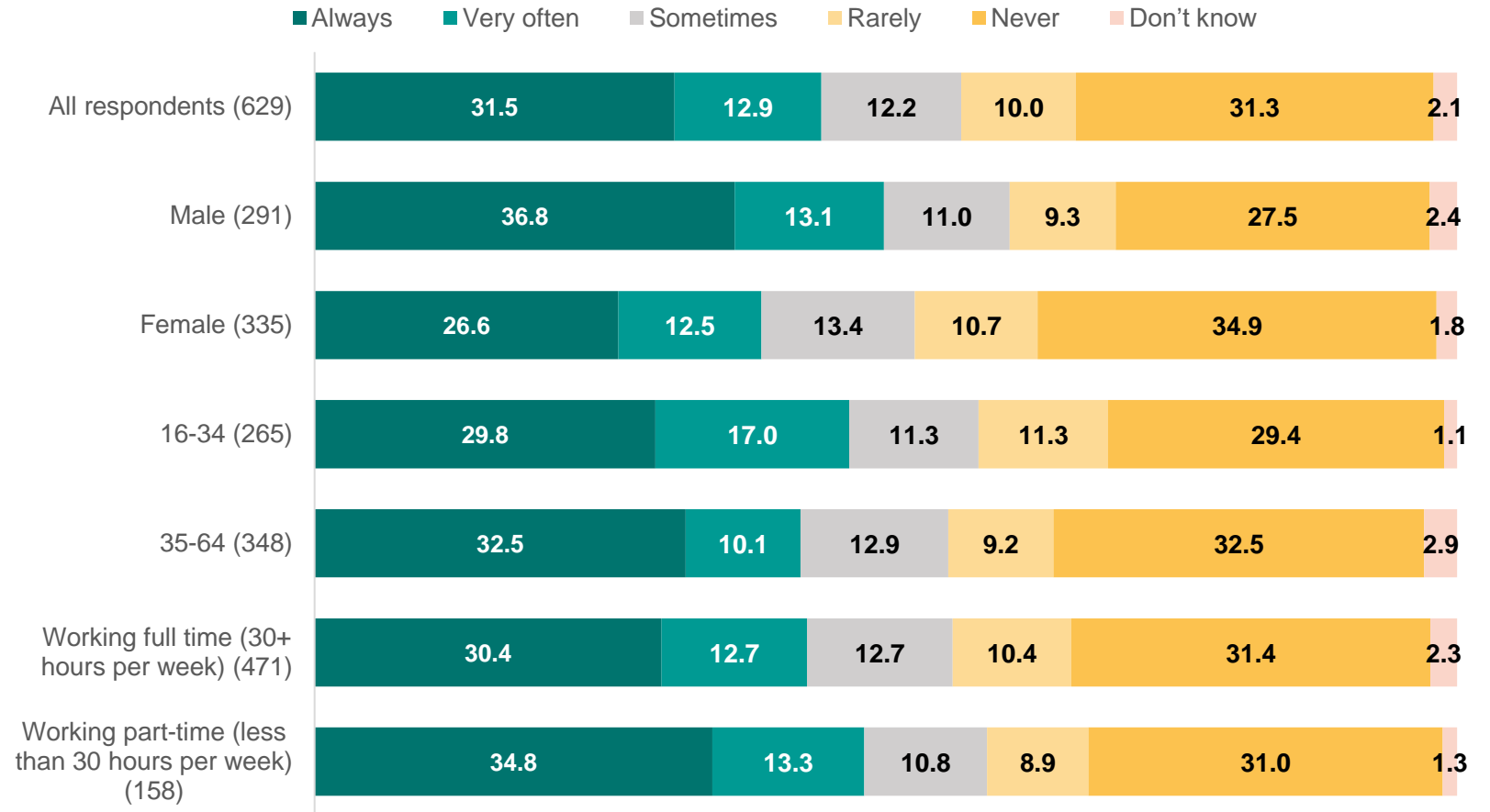
# Flexibility – morning commute during off-peak hours

44% of workers expect, in a year’s time, to always or very often, be able to commute during off-peak hours in the morning (outside of 7am-10am) whenever they choose to. In contrast 31% of workers said they never expect to be able to do this.

70

A greater proportion of men than women expect to have always or very often be able to commute during off-peak hours in the morning.

**A year from now, how frequently do you expect to commute to work during morning off peak hours when you choose to do so?**



Q: A year from now, how frequently do you expect to be able to commute to or from your place of work during 'off-peak hours' in the morning (i.e. outside 7am to 10am)? Wave 8 base shown in brackets.

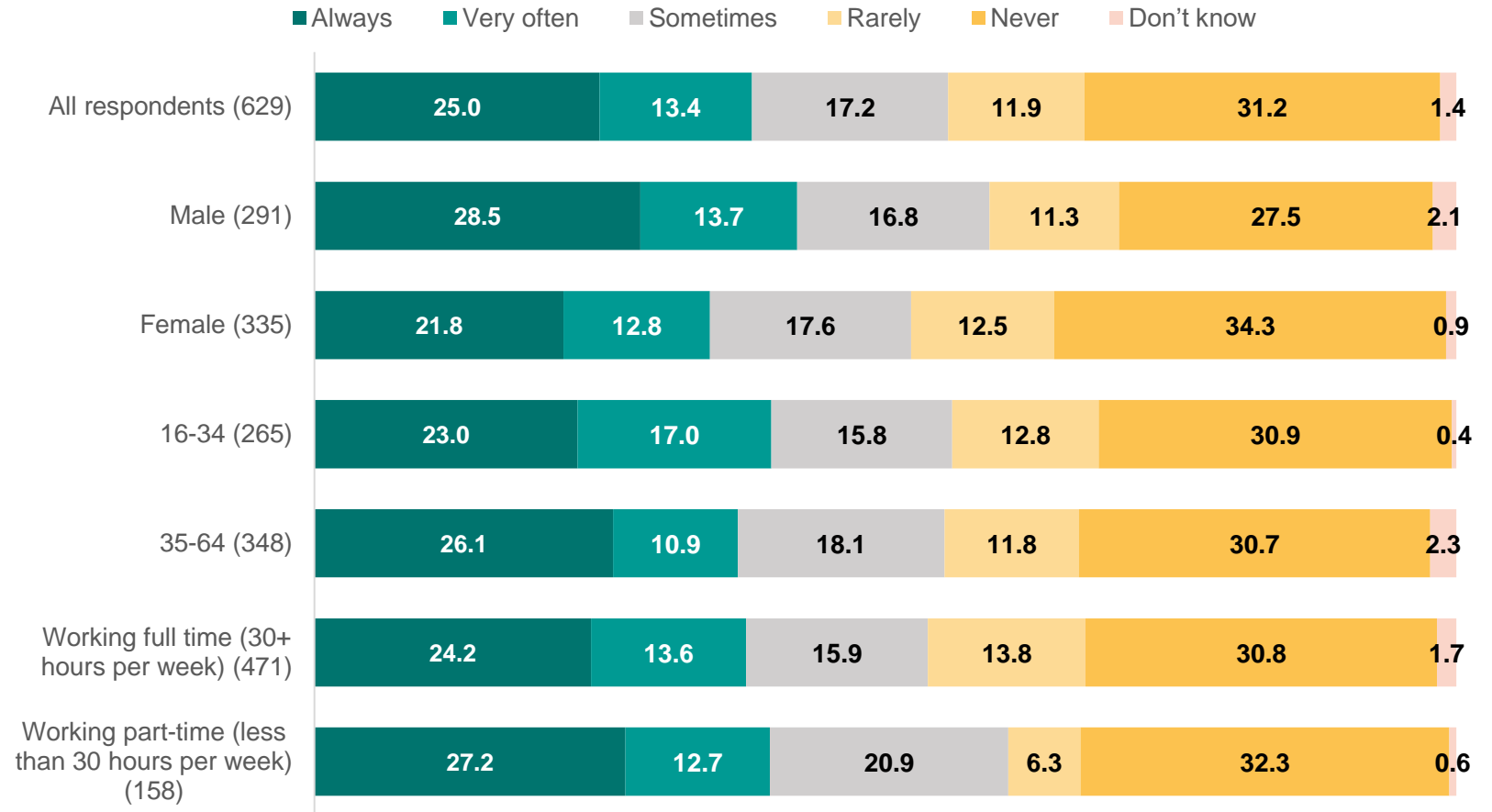


# Flexibility – evening commute during off-peak hours

38% of workers expect, in a year's time, to always or very often, be able to commute during off-peak hours in the evening (outside of 4pm-7pm) whenever they choose to.

Whilst the share of workers who say they never expect flexibility over commuting times is the same in the morning and evening, expectations of flexibility is greater in the morning than the evening.

A year from now, how frequently do you expect to commute to work during afternoon/evening off peak hours when you choose to do so?



Q: A year from now, how frequently do you expect to be able to commute to or from your place of work during 'off-peak hours' in the afternoon/evening (i.e. outside 4pm to 7pm)? Wave 8 base shown in brackets.

# Working Locations – now and anticipated in a year’s time

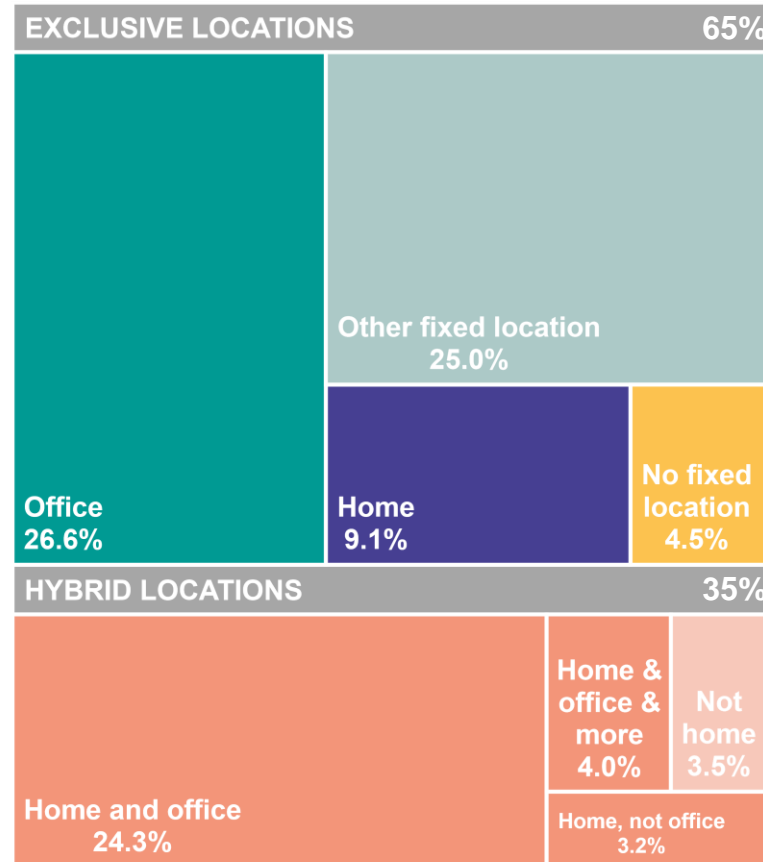
The treemaps (right) illustrate the proportionate share of working locations based the number of days respondents said currently and expect to work (in a year's time) at various types of location.

72 Just over half of workers reported exclusively working in either an office or other fixed location (e.g., school or hospital).

Under one third of workers opt for hybrid working locations which includes their home, although the majority of these are people who split their time between the office and their home.

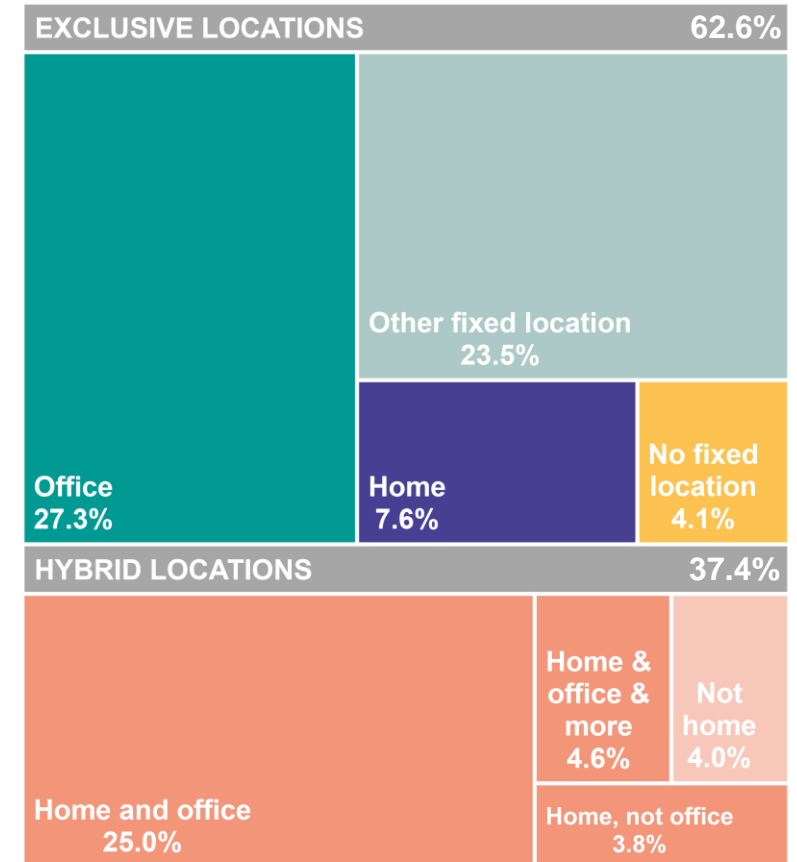
## Current Work Location

(percentage of respondents)



## Work Location In A Years Time

(percentage of respondents)



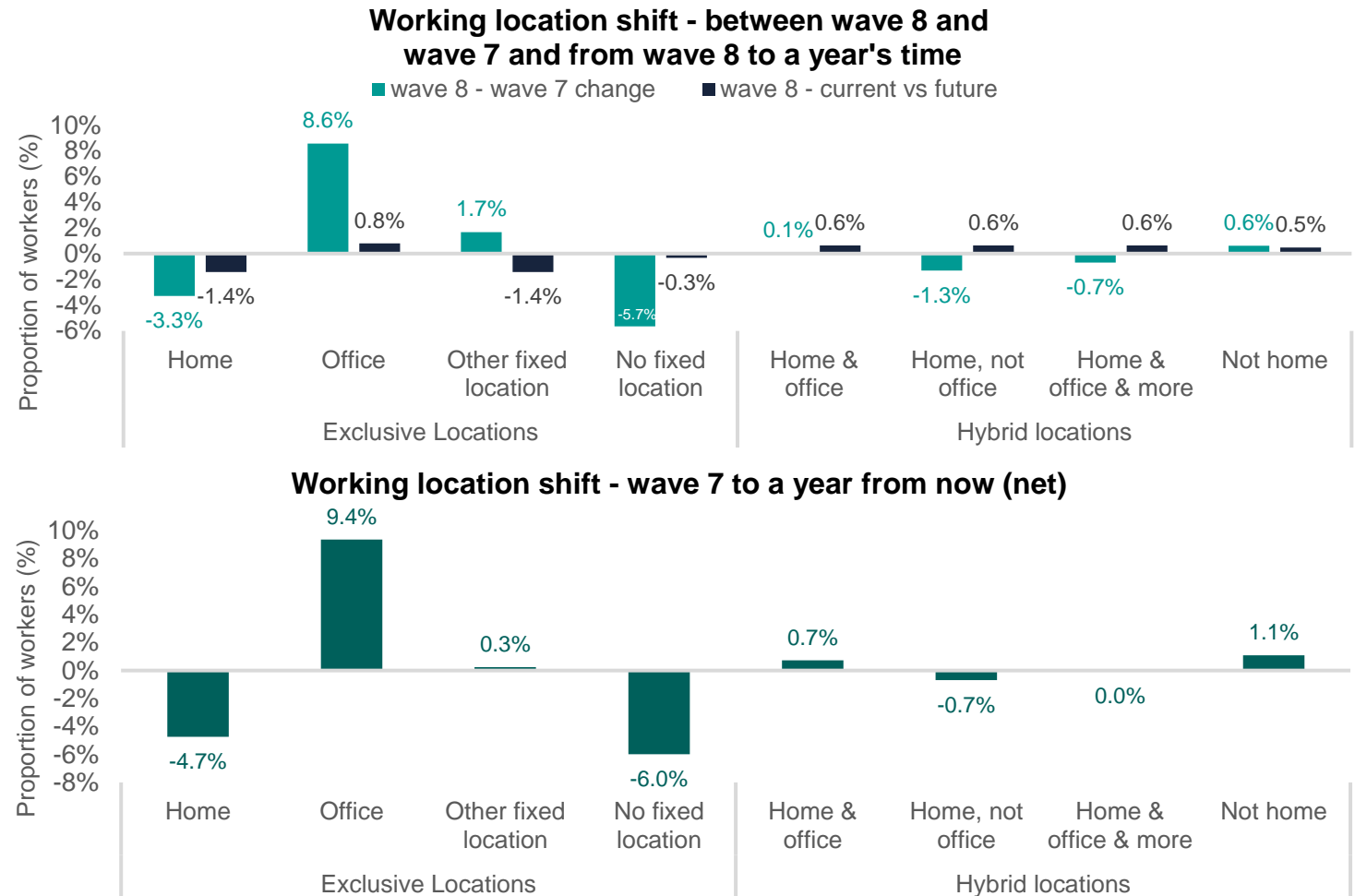
Q. In an average month, where do you spend your time working?

Q. A year from now, assume there are no Covid-related restrictions that affect you and that you stay in the same/ similar role, where do you think you will spend your time working? (Base = 629, each respondent treated equally regardless of the number of days worked)

# Working Locations – now and anticipated in a year’s time

Between survey wave 7 (April/May 2022) and wave 8 (October 2022), 3.3% fewer workers reported exclusively working from home, whilst 8.6% more workers reported exclusively working in the office.

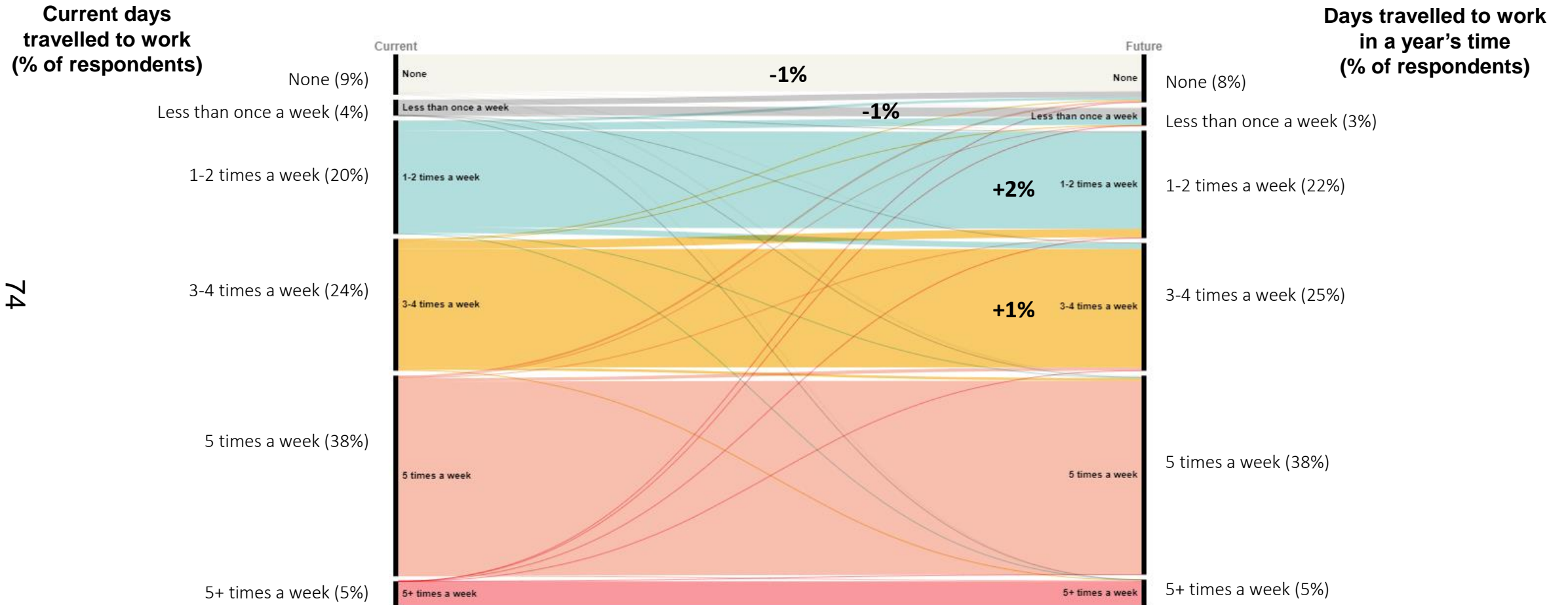
Respondents were asked to anticipate working locations a year from now (with status quo maintained), and overall, they reported a limited degree of further change; a further slight reduction in exclusive home working (-1.4%) and small increase in hybrid working (2.4%).



Q. In an average month, where do you spend your time working?

Q. A year from now, assume there are no Covid-related restrictions that affect you and that you stay in the same/ similar role, where do you think you will spend your time working? (Base = 629, each respondent treated equally regardless of the number of days worked)

# Frequency of commuting - Now & in a year's time



74

Q: How many days a week do you travel to work?

Q. A year from now, assume there are no Covid-related restrictions that affect you and that you stay in the same/ similar role, where do you think you will spend your time working? (Base = 629, each respondent treated equally regardless of the number of days worked)

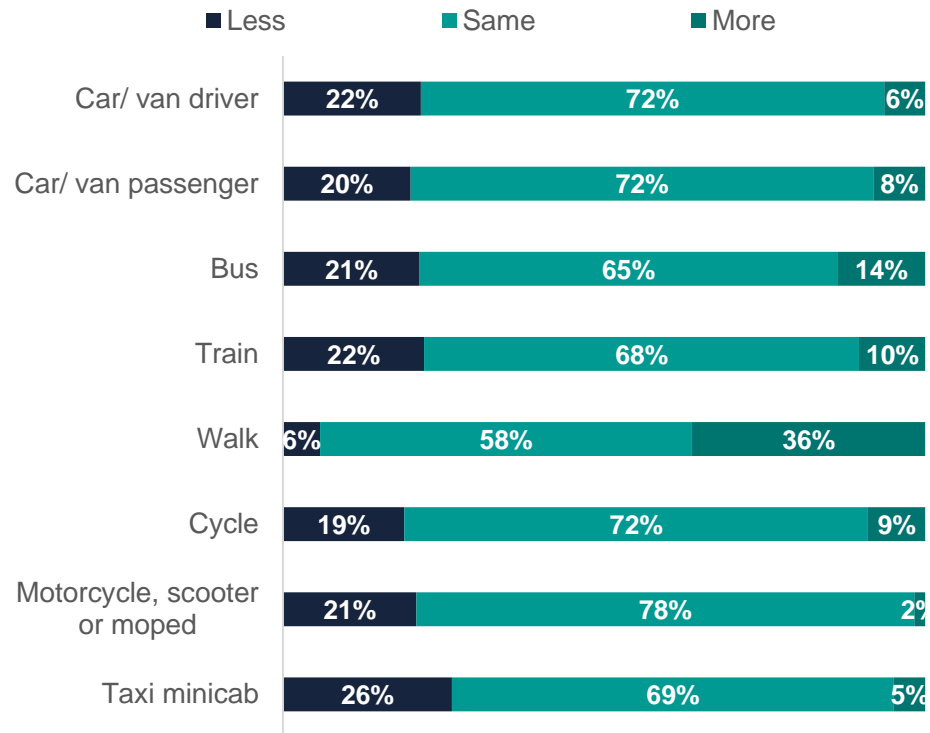
# 75 Cost of Living Crisis

# Cost of living crisis - mode choice

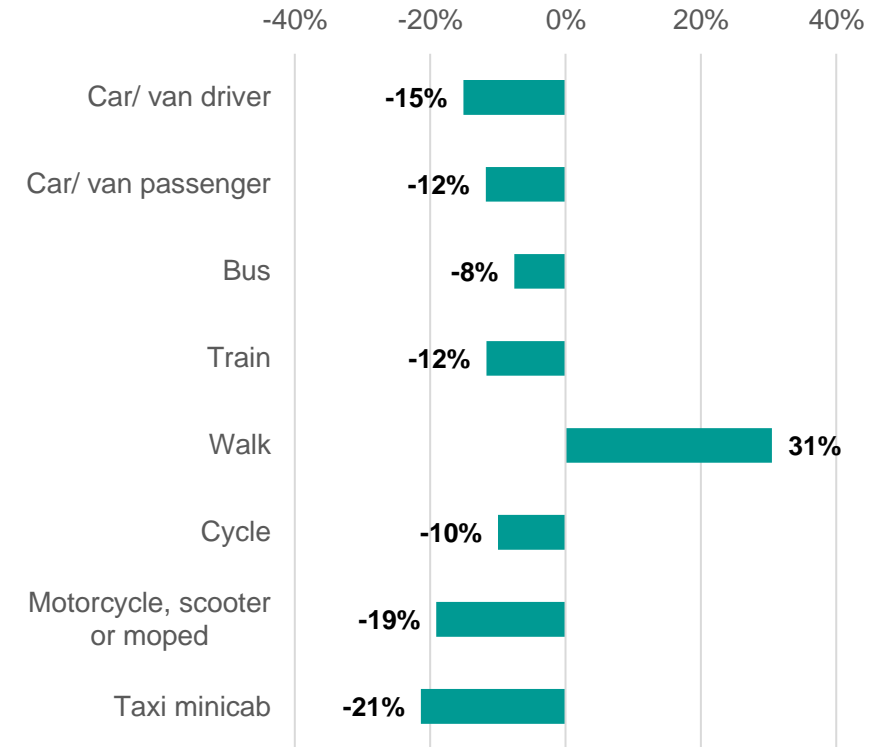
In response to the cost-of-living crisis 36% of respondents intend to walk more. Around 20% of respondents intend to use motorised modes less, while 14% intend to use the bus more and 10% train. Almost 20% will cycle less. Taxi usage is the most reduced.

This results in a net increase in walking with a decline in all other modes.

Change in transport mode choice as a result of the cost of living crisis



Net change in transport mode choice



Q: In response to the current cost-of-living crisis, do you expect to use any of the following modes of transport more/same/less (base 1,000)

# Cost of living crisis - focus on walking

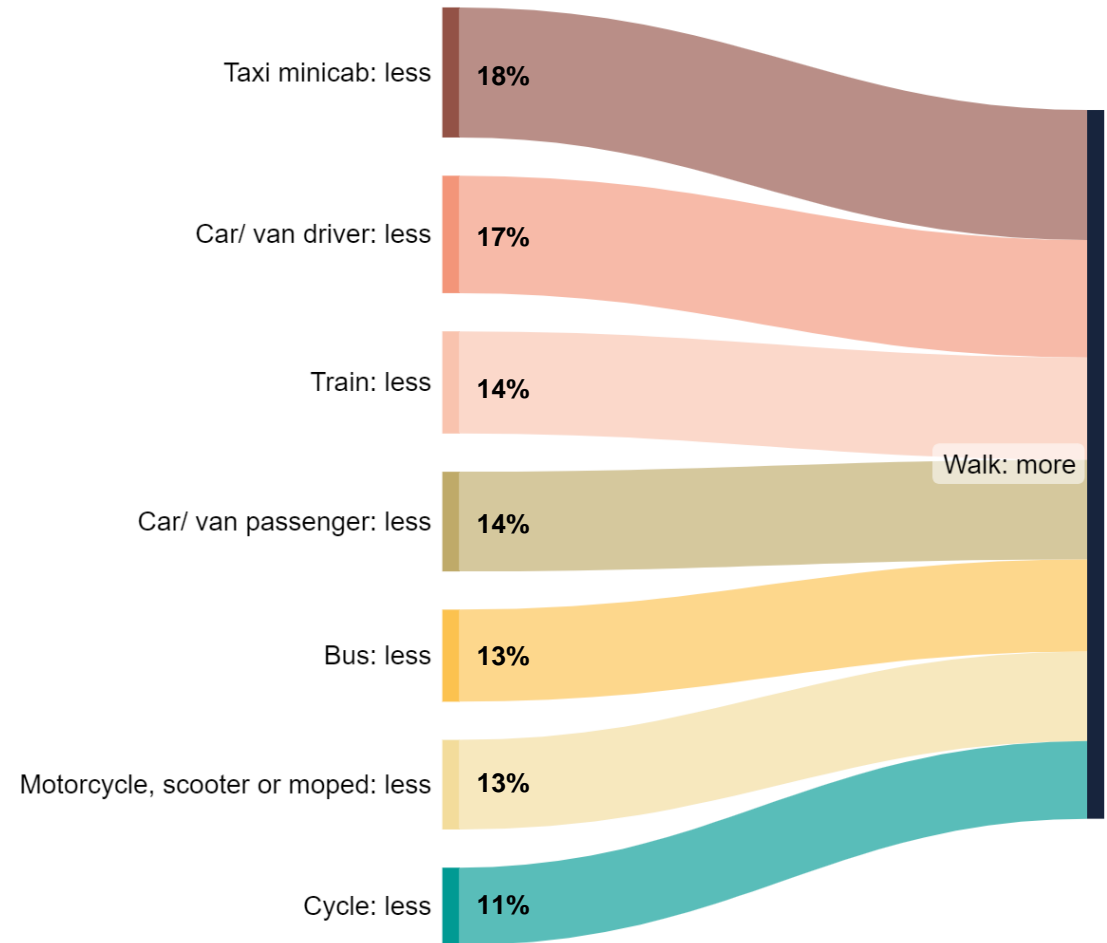
363 respondents said they intended to walk more in response to the cost of living crisis.

Of these, 839 “less” answers were given against other modes – this is because respondents could choose different answers against each mode.

For example, someone could be using the car and bus less, in favour of walking more.

Proportionally, of the 839 answers which indicated a mode would be used less in favour of walking more, most movement was away from taxi use.

Combining car/van driving and passenger use would show a 31% shift from private car to walking in response to the cost of living crisis.



Q: In response to the current cost-of-living crisis, do you expect to use any of the following modes of transport more/same/less (base 1,000)

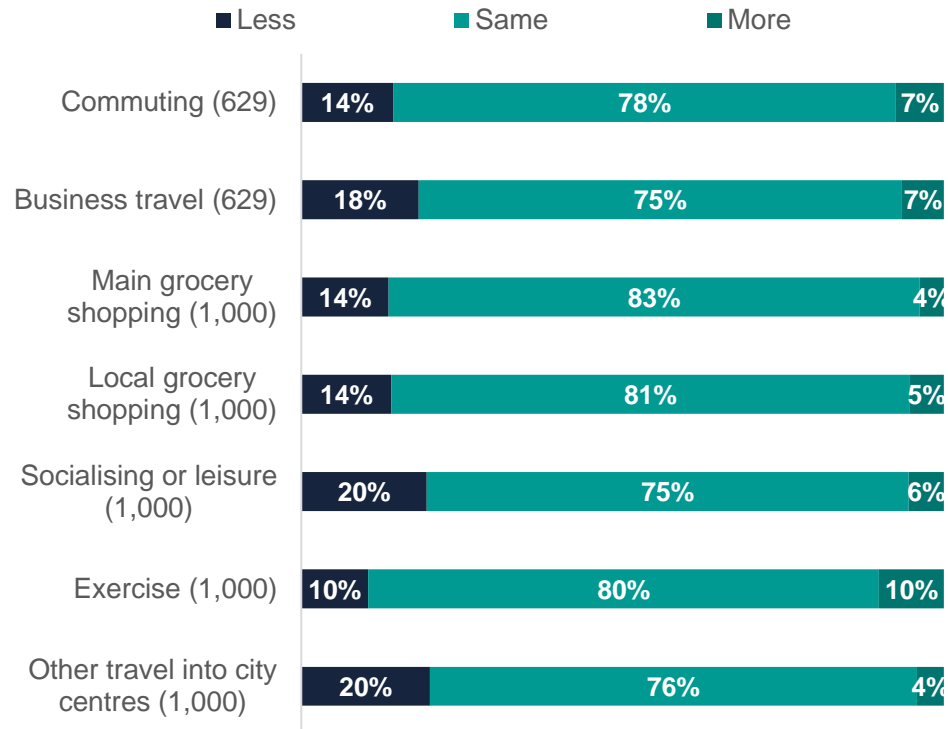
# Cost of living crisis - journey purpose

In response to the cost-of-living crisis the majority of respondents said they wouldn't make changes to their reasons for travel.

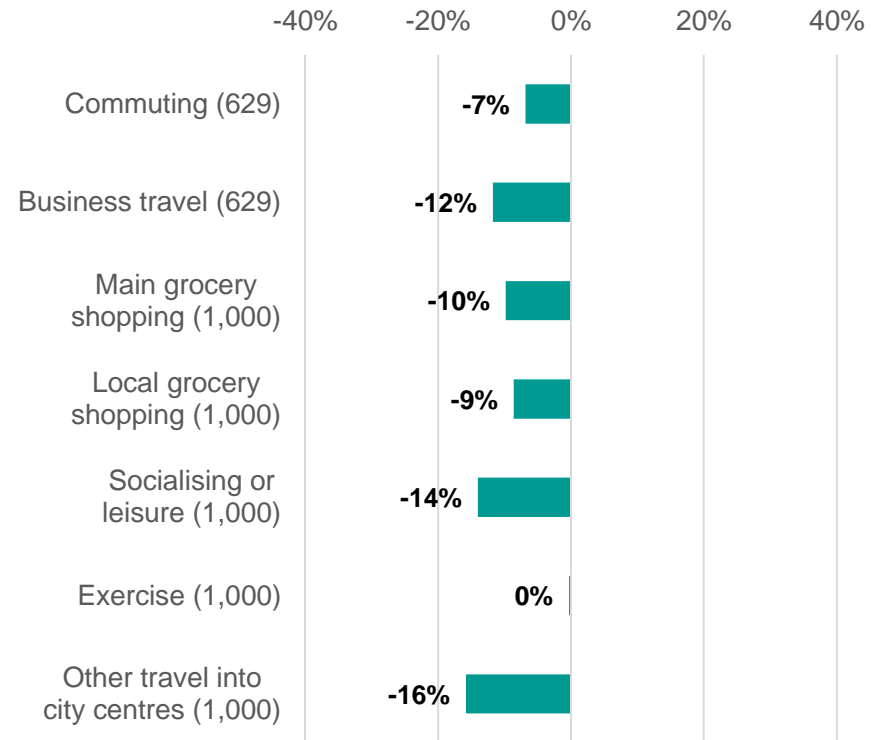
87 However, of those that would make changes, respondents said they were more likely to reduce journeys for socialising or leisure and trips into city centres (excluding work).

Exercise was both the least likely to be reduced and the most likely to be done more.

Change in journey purpose as a result of the cost of living crisis



Net change in journey purpose



Q: Still thinking about the cost-of-living crisis, do you expect to travel for any of the following reasons more/same/less: commuting/ business travel/drop children at school/main grocery/local grocery/social or leisure/exercise/other travel into city centres



# 79 **Demographics**

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# Survey respondent demographics

Age	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
16-34	319	31.9	32.4
35-64	464	46.4	46.8
65+	210	21.0	20.8
Prefer not to say	7	0.7	-
<b>Total</b>	<b>1000</b>	<b>100.0</b>	<b>100.0</b>

The tables here allow comparison of the demographic profile of survey respondents with population data published by the Office of National Statistics (ONS).

Sex	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Male	483	48.3	49.2
Female	512	51.2	50.8
Other	2	0.2	-
Prefer not to say	3	0.3	-
<b>Total</b>	<b>1000</b>	<b>100.0</b>	<b>100</b>

The tables illustrate that the survey sample is representative of the West Yorkshire population.

District	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
Bradford	222	22.2	22.2
Calderdale	92	9.2	9.2
Kirklees	189	18.9	18.9
Leeds	345	34.5	34.5
Wakefield	152	15.2	15.1
<b>Total</b>	<b>1000</b>	<b>100.0</b>	<b>100.0</b>

Ethnic background	Survey responses (count)	Survey responses (%)	West Yorkshire Population (%)
White	805	80.5	81.8
Ethnic Minority	180	18.0	18.2
Prefer not to say	15	1.5	
<b>Total</b>	<b>1000</b>	<b>100.0</b>	<b>100.0</b>

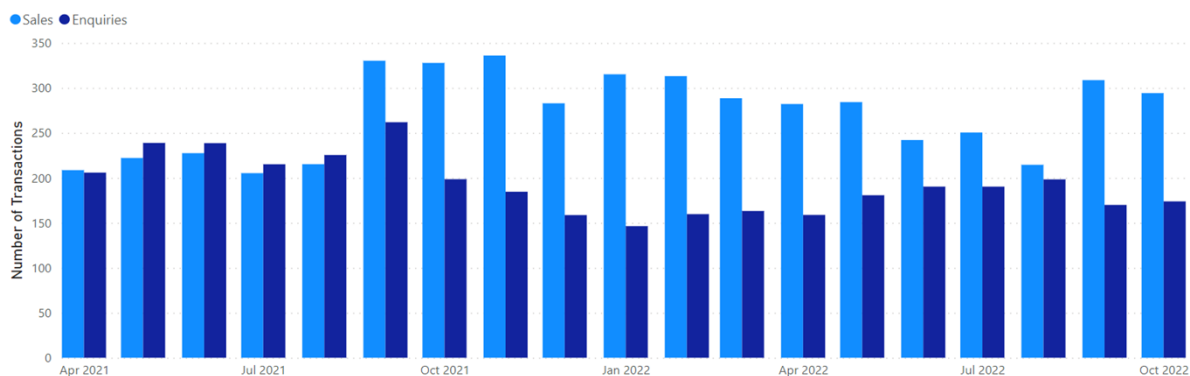
## Appendix 4 - Metro Branded Activity Measures

Content below is the latest extract 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 before this, but the data is not comparable.

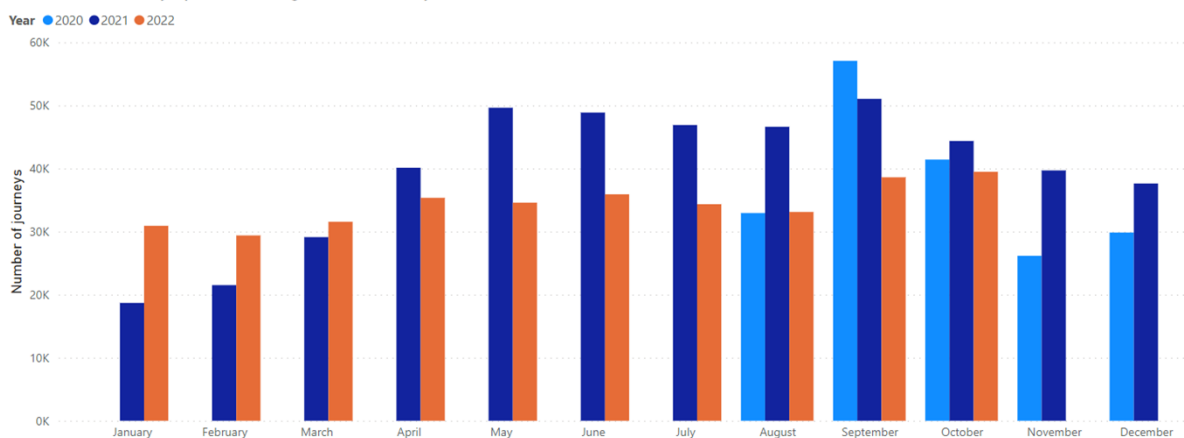
Metro Travel Centres: Average Daily Transactions



### Number of Journeys Planned Using Moovit Journey Planner

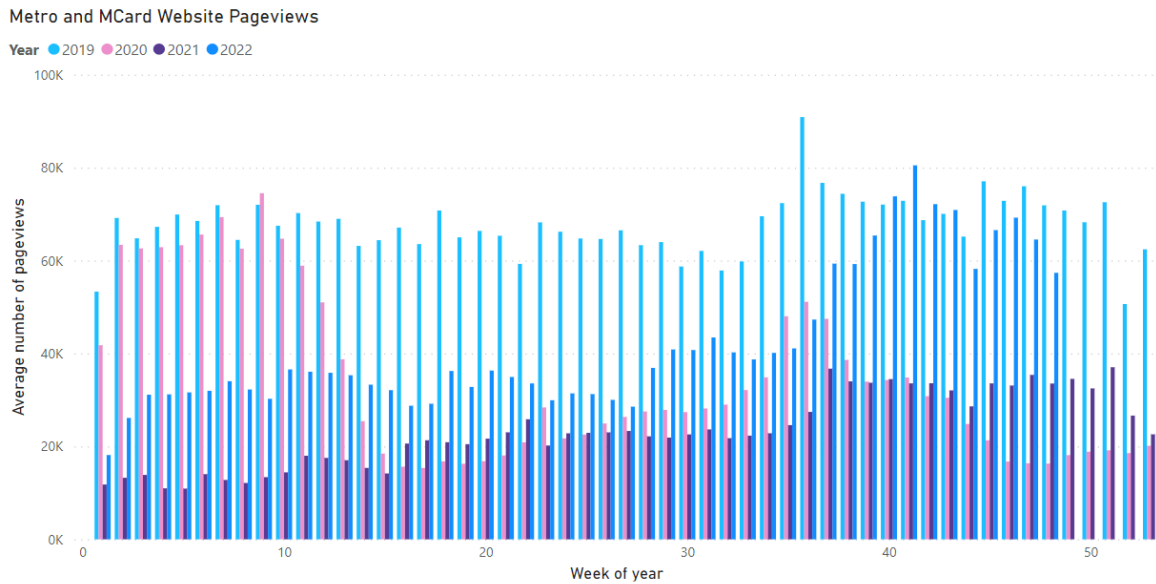
The chart shows the number of journeys planned using the West Yorkshire Moovit Journey Planner by month and year, available via [www.wymetro.com](http://www.wymetro.com). A different journey planner was in used in 2019, so comparable data is not available. So far in 2022, over 323,000 journeys have been planned using this application.

Number of Journeys planned using Moovit Journey Planner



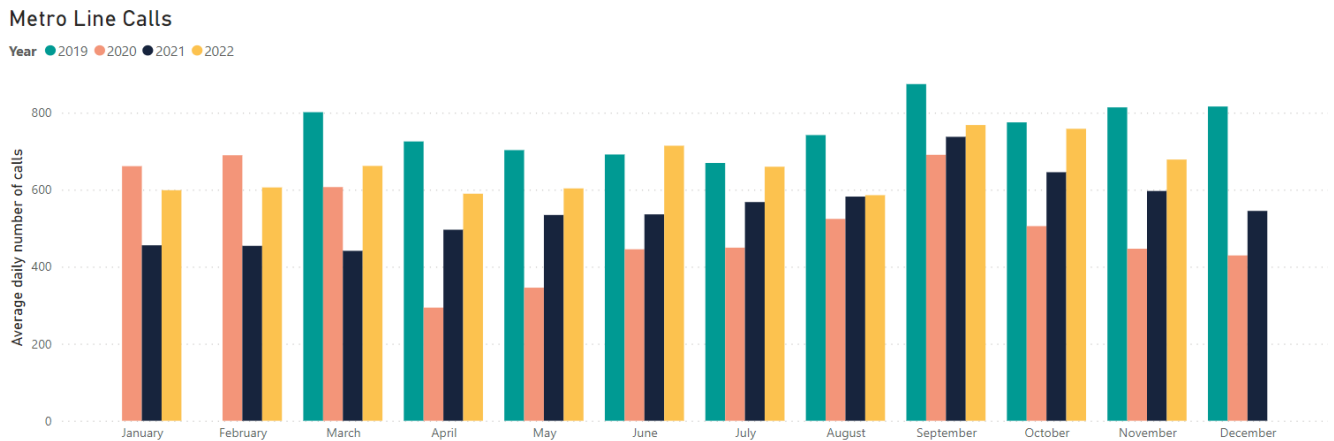
## Engagement with Metro Website – www.wymetro.com

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



## MetroLine Calls

The chart shows the average number of weekday (Monday to Friday) calls to MetroLine by month. In October 2022, calls into Metroline were at 98% of pre-pandemic levels (October 2019). Note that November 2022 data is incomplete.

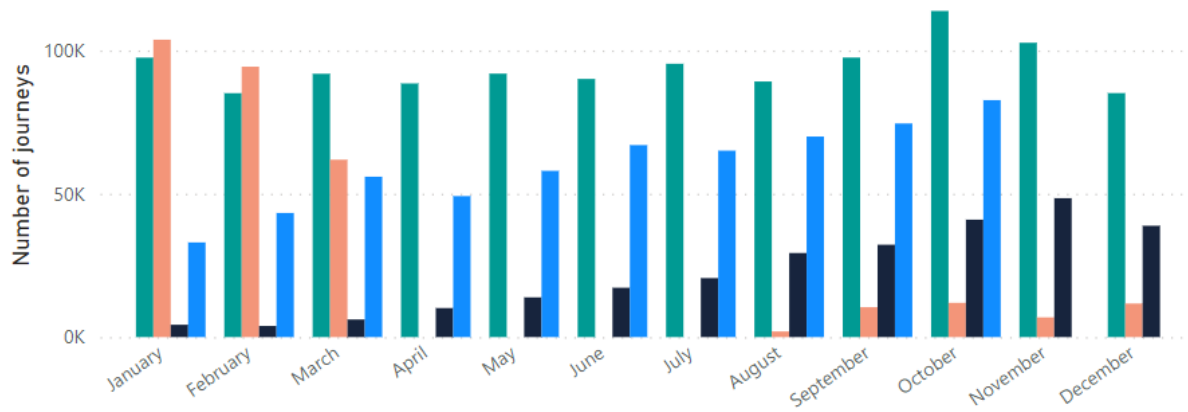


## Use of Park and Ride Services

The chart shows the total number of Park and Ride journeys (using both smart and paper tickets) made by month of the year. In October 2022, the number of Park and Ride journeys was more than double the equivalent number in October 2021, however numbers overall are still lower than pre-pandemic (2019 in the chart below).

### Park & Ride Journeys

Year ● 2019 ● 2020 ● 2021 ● 2022



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**Report to:** Transport Committee

**Date:** 14 December 2022

**Subject:** **Budget and Business Planning 2023/24**

**Directors:** Dave Pearson, Director Transport Operations and Passenger Experience

Angela Taylor, Director of Finance and Commercial

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 This report updates the Committee on key issues which the Combined Authority will be considering as it prepares a revenue budget and business plans for 2023/24.
- 1.2 The Combined Authority will set the Business Plan and Budget at its meeting on 2 February 2023. On 8 December, the CA meeting considered key issues which are influencing this process. This report sets out these issues as they affect the Transport Committee’s areas of responsibility.

## 2. Information

### Bus Service Costs In 2022/23

- 2.1 Bus service provision has been severely impacted by the pandemic. Since April 2020, Government has issued emergency funding to bus operators and Local Transport Authorities (Bus Recovery Grant) 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. On 19 August 2022, Government announced that this funding will continue until end March 2023.

- 2.2 In 2022/23 the CA will receive c£4m in Bus Recovery Grant. Bus operators obtain BRG directly from Government; it is estimated that the total value of BRG in West Yorkshire in 2022/23 is around £16m.
- 2.3 Bus patronage has is around 80% of pre-pandemic levels with a consequential effect on fare revenues. The cost of bus operations has been affected by wider economic impacts including rising fuel prices and increased labour costs due to workforce shortages. The effects of these factors impact on the Combined Authority's expenditure in commissioning bus services and school/ college transport.
- 2.4 A report to the 22 July Combined Authority meeting revised the forecast expenditure and approved the transfer of £2.1m from the concessionary fare budget to accommodate increased spend arising from:
- Inflationary adjustment of contracts together with re procurement of contracts have resulted in increased costs of 8-10%.
  - It has been necessary to commission several services in response to the withdrawal of commercial services.
- 2.5 A further virement of £992k from the concessionary fare budget was approved by the CA in September to meet the additional costs largely incurred due to the collapse of CT Plus and additional costs arising to provide home to school transport for the new academic year. Whilst the economic pressures continue, these pressures are containable for the remainder of the year within the concessionary fares and tendered budgets and are forecast to provide a small surplus that may meet the expected costs next year but not beyond.

#### Budget Issues for 2023/24

- 2.6 Bus service provision including concessionary fares is an area funded by the Transport Levy which is paid by the five constituent authorities. The levy has remained largely cash flat over the last ten years and local authority partners have already indicated that they do not expect to be able to fund any increase given the pressures on their budgets. Budget planning to date has assumed no levy increase.
- 2.7 There remains uncertainty around the CA's costs for bus services in the coming financial year. Bus Recovery Grant has reduced the impact on CA finances of the growth in costs and reduced revenues. Budget planning assumes this will not be available in 2023/24.
- 2.8 A decision from Government on whether Bus Recovery Grant will continue is not expected until the new year. If it does not continue beyond March, bus operators may reduce costs to compensate for the lost grant revenue by withdrawing services putting pressure on the CA to fund services to maintain community connectivity. If Government maintains the Grant, it may ask Local Transport Authorities to maintain its level of spend on buses.



- 2.9 Modelling has been undertaken on the likely range of cost scenarios for bus tendered services and concessionary fares. Use of the ENCTS free concessionary travel scheme for older and disabled people continues to lag behind adult bus travel and, in October 2021, was only 65% of the same month in 2019. Whilst this presents a potential reduction in costs, it should be noted that reimbursement rates have not been reviewed since before the pandemic and operators are expected to make a case for an increase due to the economic changes they have been facing. Nevertheless, as in 2021/22, it is likely that expenditure on concessionary travel would be less than pre pandemic and will help to offset cost growth in tendered bus services and school travel. Looking ahead over the next three financial years, the ability to offset cost growth within this budget area will fall away and a need to provide further funding to stand still will emerge in 24/25.
- 2.10 Home to school/college transport costs have shown a marked increase in 22/23. SME bus operators are particularly vulnerable to fuel and other cost increases and there have been several business failures in this sector. These costs are shared with Councils. The balance of services which are not supporting statutorily eligible pupils has changed reducing the contributions from Councils and adding to CA costs. It is anticipated that this will continue into 23/24.
- 2.11 Inflationary pressures have impacted on other areas of the budget, including energy and maintenance costs. Utilities forecast outturn for 22/23 is 50% above budget with further inflationary increases across utilities anticipated at 27% in 23/24 (18% in 24/25 & 25/26), representing on average £250k increase per annum. The costs of planned works and repairs for bus stations and shelters is showing a 10% increase in the current year, with increases expected at 5-10% in 24/25 onwards, an average £100k increase pa.
- 2.12 Finance, Resources and Corporate Committee on 12 July 2022 approved a specific transport reserve of £2 million to support future transport revenue cost pressures following the expected as government funding comes to an end. The current year budget forecast identifies a further £3 million of non-recurring savings on concessionary transport reimbursement costs that it is proposed is transferred in the transport reserve to meet future demand, with this sum then utilised in 2023/24.

#### Bus Services Improvement Plan

- 2.13 As reported to the previous meeting, the Combined Authority was successful in receiving £69m revenue funding to support the delivery of its Bus Services Improvement Plan over the coming three years. The two major elements of this spend are on fares subsidy enabling the “Mayors Fares” £2 maximum single fare and £4.50 maximum daily fare. The BSIP will also fund bus network enhancement and at the next meeting, it is expected to be able to present the Committee with a Bus Network Development Plan and a list of bus service enhancements to be funded from this pot. This funding will be held and managed separately to the general revenue budget for transport and the Committee will receive periodic updates on this expenditure.

## Business Plan 2023/24

2.14 Alongside the budget, the Combined Authority is developing its Business Plan for the coming years. The key themes of the business plan for Transport Committee will be:

- Delivery of the Bus Service Improvement Plan including the Bus Network Development Plan.
- Delivery of schemes within the Transforming Cities Fund, Transforming Cities Fund West Yorkshire Transport Fund and City Region Sustainable Transport Settlement.
- Developing the Mayor's Local Transport Plan and Pipeline.
- Development of a Rail Strategy.
- Ensuring front line passenger services are inclusive and customer focused.
- Reducing the carbon generation from CA transport facilities.

### **3. Tackling the Climate Emergency Implications**

3.1 A key aim is to enable people to travel by sustainable modes in order to tackle the climate emergency.

### **4. Inclusive Growth Implications**

4.1 The deployment of funds to support bus service provision will seek to protect services to communities, particularly those areas of high deprivation, in order to support the region's inclusive growth ambitions.

### **5. Equality and Diversity Implications**

5.1 Supporting Equality and Diversity through ensuring the transport is attractive, inclusive and accessible for all is a key objective.

5.2 An Equality Impact Assessment will be undertaken for any actions by the Combined Authority in its Business Plan which have a significant impact on service provision.

### **6. Financial Implications**

6.1 This report presents the budget issues which will be considered in the process of preparing a budget proposal for the February meeting of the Combined Authority.

### **7. Legal Implications**

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

## **8. Staffing Implications**

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

## **9. External Consultees**

9.1 The issues addressed in this report have involved the detailed input and engagement of bus operators.

## **10. Recommendations**

10.1 That Transport Committee notes the update on matters relating to setting a Business Plan and Revenue Budget for 2023/24

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

None.

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**Report to:** Transport Committee

**Date:** 14 December 2022

**Subject:** **Inflation: Transport Programmes**

**Director:** Melanie Corcoran, Director of Delivery

**Author:** Caroline Farnham-Crossland, Transport Partnerships Lead

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 inflation review and subsequent approvals by the Combined Authority at their meeting on 08 December 2022. The approval allows for:
- The identified savings for West Yorkshire Transport Fund (WYTF), Transforming Cities Fund (TCF) and City Region Sustainable Transport Settlement (CRSTS) to be implemented and for projects to be added to a pipeline for alternative funding.
  - The additional funding requests on projects in WYTF, TCF and CRSTS, as set out in this report.
  - The WYTF and TCF projects to be re-baselined based on the milestone information included in the report and revised funding allocations.
- 1.2 Members of the Transport Committee are asked to note the rebase lining of schemes within the WYTF and TCF programmes.

## 2. Introduction

- 2.1 The Finance, Resources and Corporate Committee (FRCC) requested a review of inflation costs in relation to existing major transport infrastructure programmes. This work was undertaken jointly by the Combined Authority and

district partners and recommendations were made to the Combined Authority to reduce the spending against each programme. The inflation review focused on identifying schemes that could continue in development but where alternative funding would be needed to implement the scheme(s). On this basis a number of schemes were identified to go on to the transport pipeline to reduce overprogramming and create headroom in existing transport programmes to meet additional funding requests due to inflation.

2.2 On 8 December 2022, the Combined Authority considered that:

- The projects listed in **Appendix 1** should be pipelined and the Revised Full Funding required to reach the pause decision point be approved.
- The projects listed in **Appendix 2** should obtain additional funding to enable them to continue into delivery.
- The revised milestones in **Appendix 3 and Appendix 4** should be approved at Combined Authority.

### 3. Analysis and Assessment

3.1 Working collaboratively the Combined Authority and district partners have identified projects which can be pipelined based on the following criteria:

- Financial viability.
- Deliverability (and delivery being within agreed timescales).
- Strategic fit and suitability against sustainable travel options. West Yorkshire’s current strategic priorities give a focus to more sustainable travel options.

3.2 Collectively savings of approx £266 million have been identified to be released from existing programmes (see table below). This will ease the immediate pressure on budgets and to allow this funding to both mitigate current inflationary issues and be set aside to deliver key transport priorities on projects currently in development. By continuing to develop schemes we can include ‘shovel ready’ schemes on the transport pipeline which will be ready to apply for any future funding opportunities as and when funding becomes available. Available funding will be prioritised for those schemes that demonstrate significant local transport outputs, benefits and deliver against our priorities such as the BSIP.

3.3 Engagement with Partner Council officers, portfolio holders and leaders has been crucial in shaping the recommendations being put forward in this report.

### 4. Financial Summary

	TF	TCF	CRSTS	Additional TF	Additional TCF	Additional CRSTS	District / CA total
<b>TOTALS</b>	£ 231,196,923	£ 96,774,005	£ 14,000,000	-£ 31,617,323	-£ 40,858,557	-£ 3,000,000	<b>£266,495,048</b>
<b>Total Savings</b>	£ 341,970,928						
<b>Total Additional Ask</b>	-£ 75,475,880						
<b>OVERALL</b>	<b>£ 266,495,048</b>						
<b>Headroom</b>	£ 80,196,923	£84,742,607					

- 4.1 The savings identified reduce over-programming and allows for some inflation headroom in both the TCF and TF programmes and within TCF this also allows us to identify key elements of the corridor schemes in the programme that can be delivered to meet TCF and BSIP priorities.
- 4.2 The detail of the individual projects to be pipelined, and their next decision point is found in **Appendix 1**.

## **5. Tackling the Climate Emergency Implications**

- 5.1 Through the scoring criteria, analysis has been done on the sustainability of projects. As a result of this analysis, projects have been assessed against their ability to meet sustainable travel aims. Those projects which had a RAG rating of red or amber against financial viability, deliverability or sustainable travel were considered for the pause and pipeline option. Therefore, those projects which meet sustainable travel objectives, and are affordable and deliverable remained in their current transport programme.

## **6. Inclusive Growth Implications**

- 6.1 Through the scoring criteria, work has been undertaken to prioritise projects that have sustainable travel elements to them to ensure that public infrastructure projects continue to progress. This will mean access to employment, skills and training will continue.

## **7. Equality and Diversity Implications**

- 7.1 All projects are required to develop Equality Impact Assessments as part of their development and delivery stages. These are submitted for review as part of the project appraisal process and inform recommendations and decisions on projects progression.

## **8. Financial Implications**

- 8.1 The changes to the project allocations will reduce the pressure on the capital programme. The Combined Authority will continue to review the economic climate and take advice on how future inflation trends could impact on its programme of works.

## **9. Legal Implications**

- 9.1 There may be legal implications if grant funding agreements have already been issued and where these projects are paused and pipelined. This may result in deeds of variations needing to be executed.

## **10. Staffing Implications**

- 10.1 There are potentially some staffing implications as some projects will be pipelined. However, projects are being taken to the next decision point in most

cases in order to get them into a viable position to take forward once alternative funding has been identified.

- 10.2 Within the Combined Authority we operate a flexible pool of resources that can work across transport programmes. These resources are deployed to new funding streams as they arise. An exercise is also being undertaken to move projects to the most appropriate programme team where there is dual funding, rather than the project being managed by two separate teams.

## **11. External Consultees**

- 11.1 No external consultations have been undertaken.

## **12. Recommendations**

- 12.1. The Transport Committee are asked to note the following changes to schemes within the WYTF and TCF programmes:
- (i) The projects to be pipelined and the Revised Full Funding required to reach the pause decision point, as set out in this report. (Appendix 1).
  - (ii) The new project indicative / full allocations, as set out in this report (Appendix 2).
  - (iii) The additional funding requests on projects in WYTF, TCF and CRSTS, as set out in this report.
  - (iv) The re-baselined milestone information included in the report (Appendix 3 and 4).

## **13. Background Documents**

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

## **14. Appendices**

Appendix 1 – List of pipeline projects, including projects with alternative funding sources, new indicative allocations and next decision point information.

Appendix 2 – List of additional funding requests, including new indicative allocations.

Appendix 3 – Transport Fund revised milestone data

Appendix 4 – TCF revised milestone data



Funding Programme	Programme	Project Name	Council Delivering	Project Status	Indicative Funding	Full Funding Approval	Actual Spend To Date	Pause & Pipeline £	Revised Full Funding required to reach the pause decision point	Pause at Decision Point
CRSTS		A61 (N) multi modal corridor improvements - Scott Hall Road bus lane	Leeds	FBC	£14,000,000	£0	£0	£14,000,000	£0	OBC
WYTF		A629 (Phase 4) - Ainley Top	Calderdale	OBC	£25,920,000	£7,085,000	£2,273,435	£22,850,000	£3,070,000	OBC
WYTF		A629 (Phase 5) - Ainley Top into Huddersfield	Kirklees	FBC	£13,300,000	£4,418,295	£2,764,006	£2,753,653	£10,546,347	FBC
WYTF		A650 Tong Street	Bradford	FBC	£20,000,000	£2,715,000	£419,502	£16,000,000	£4,000,000	FBC
WYTF		Bradford to Shipley Corridor	Bradford	OBC	£47,900,000	£3,979,000	£3,989,000	£36,400,000	£11,500,000	FBC
WYTF		CityConnect Phase 3 Cooper Bridge	Kirklees	OBC	£1,844,228	£350,000	£598,665	£1,144,228	£700,000	OBC
WYTF		CityConnect Phase 3 Huddersfield Town Centre	Kirklees	FBC	£1,275,640	£180,000	£645,050	£1,095,640	£180,000	OBC
WYTF		Corridor Improvement Programme - Bradford - A6177 and Cutler Heights	Bradford	OBC	£10,010,000	£670,000	£445,380	£9,340,000	£670,000	OBC
WYTF	-	Corridor Improvement Programme - Calderdale - A629 North - Orange Street	Calderdale	FBC	£6,100,000	£1,810,000	£560,313	£4,290,000	£1,810,000	FBC
WYTF	CIP	Corridor Improvement Programme - Kirklees - A629 - Fenay Lane	Kirklees	OBC	£7,500,000	£600,000	£172,504	£6,900,000	£600,000	OBC
WYTF	CIP	Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	Kirklees	FBC	£11,668,000	£2,534,000	£3,875,251	£1,352,235	£10,315,765	FBC
WYTF		Corridor Improvement Programme - Leeds - A58 Roundhay Road	Leeds	FBC	£9,530,000	£1,259,000	£567,895	£5,000,000	£4,530,000	FBC

WYTF		Corridor Improvement Programme - Leeds - Dawsons Corner	Leeds	FBC	£14,480,000	£2,607,000	£1,931,046	£6,000,000	£8,480,000	FBC
WYTF	-	Corridor Improvement Programme - Wakefield - A638 Doncaster Road	Wakefield	FBC	£6,300,000	£1,650,000	£525,232	£4,650,000	£1,650,000	FBC
WYTF	-	Corridor Improvement Programme - Wakefield - A639 Park Road	Wakefield	OBC	£570,000	£570,000	£527,607	£0	£570,000	OBC
WYTF	-	Corridor Improvement Programme - Wakefield - Owl Lane	Wakefield	OBC	£54,062	£75,000	£54,063	£0	£54,063	OBC
WYTF		Halifax Station Gateway	Calderdale	FBC	£10,600,000	£2,165,000	£1,585,105	£8,435,000	£2,165,000	OBC
WYTF		Huddersfield Station Gateway (Phase 1)	Kirklees	OBC	£10,050,000	£115,000	£190,339	£9,500,000	£550,000	OBC
WYTF		Leeds Inland Port	Combined Authority	FBC	£3,170,000	£0	£0	£3,170,000	£0	OBC
WYTF		Mirfield to Dewsbury to Leeds (M2D2L)	Kirklees	FBC	£12,060,000	£1,255,000	£957,914	£10,725,000	£1,335,000	FBC
WYTF		Rail Parking Package - Apperley Bridge	Combined Authority	OBC	£1,200,000	£113,100	£93,921	£1,086,900	£113,100	OBC
WYTF		Rail Parking Package - Ben Rhydding	Combined Authority	OBC	£2,080,000	£150,000	£50,128	£1,930,000	£150,000	OBC
WYTF		Rail Parking Package - Guiseley	Leeds	OBC	£7,000,000	£268,000	£107,343	£6,732,000	£268,000	OBC
WYTF	-	Rail Parking Package - Outwood	Wakefield	FBC	£2,731,000	£286,000	£286,000	£2,445,000	£286,000	FBC
WYTF		Rail Parking Package Phase 1	Combined Authority	OBC	£0	£0	£0	£1,389,477	£0	OBC
WYTF		Rail Parking Package phase 2	Combined Authority	OBC	£20,252,993	£2,016,000	£206,203*	£20,046,790	£5,406,203	OBC
WYTF		South East Bradford Access Road	Bradford	OBC	£46,300,000	£1,304,000	£655,183	£44,996,000	£1,304,000	OBC
TCF	(TCF) Multi-Modal Corridors	TCF - A61 Bus - Cycle Walking Improvements	Leeds	OBC	£4,640,000	£0	£0	£4,640,000	£0	OBC

TCF	(TCF) Multi-Modal Corridors	TCF - A61 Bus - Cycle - Walking Improvements	Wakefield	OBC	£7,000,000	£479,350	£321,071	£5,360,000	£1,640,000	FBC
TCF	(TCF) Multi-Modal Corridors	TCF - A629 Wakefield Road Sustainable Travel Corridor	Kirklees	OBC	£6,000,000	£700,000	£308,461	£5,300,000	£700,000	OBC
TCF	(TCF) Multi-Modal Corridors	TCF - A639 Bus - Cycle - Walking Improvements	Leeds	OBC	£5,500,000	£0	£0	£4,500,000	£1,000,000	De-scoped
TCF	(TCF) Multi-Modal Corridors	TCF - A639 Bus - Cycle - Walking Improvements	Wakefield	OBC	£5,400,000	£487,360	£291,863	£2,912,640	£2,487,360	De-scoped
TCF	(TCF) Multi-Modal Corridors	TCF - A64 Bus - Cycle - Walking Improvements	Leeds	OBC	£7,000,000	£680,400	£540,464	£4,400,000	£2,680,400	De-scoped
TCF	(TCF) Multi-Modal Corridors	TCF - A64 Park and Ride	Leeds	OBC	£15,000,000	£0	£0	£15,000,000	£0	OBC
TCF	(TCF) Hubs and Interchange	TCF - Halifax Rail Station Gateway	Calderdale	FBC	£22,500,000	£5,371,000	£3,673,720	£17,500,000	£5,000,000	OBC
TCF	(TCF) Multi-Modal Corridors	TCF - Network Navigation	Combined Authority	FBC	£15,200,000	£360,000	£95,682	£10,000,000	£5,200,000	De-scoped
TCF	(TCF) Multi-Modal Corridors	TCF - South Bradford Park and Ride and Expressway	Bradford	OBC	£20,000,000	£1,355,500	£1,547,500	£7,987,000	£12,013,000	De-scoped
TCF	(TCF) Access to Places	TCF - Wakefield City Centre Bus - Cycle - Walking Improvements	Wakefield	OBC	£13,600,000	£697,635	£634,482	£10,902,365	£2,697,635	De-scoped
TCF	(TCF) Multi-Modal Corridors	TCF - West Bradford - Cycle Superhighway Extension	Bradford	OBC	£17,500,000	£1,464,500	£1,364,062	£8,360,000	£9,140,000	De-scoped
WYTF		Transformational - West Yorkshire Mass Transit	Combined Authority	SOC	£4,600,000	£2,041,000	£1,832,182	£2,559,000	£2,041,000	SOC
WYTF		Transformational - West Yorkshire Strategic Transport Model	Combined Authority	SOC	£1,846,000	£0	£0	£1,846,000	£0	SOC

WYTF	-	Wakefield City Centre Package (Phase 2) - Ings Road	Wakefield	FBC	£4,530,000	£880,000	£157,203	£3,760,000	£770,000	FBC
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**\* CRSTS A61N Scott Hall Road will be removed from CRSTS programme. This was originally an overprogrammed project in CRSTS**

# Agenda Item 8

## Appendix 2

Funding Programme	Programme	Project Name	Council Delivering	Project Status	Indicative Funding	Full Funding Approval	Actual Spend To Date	Funding gap / Additional ask £	Revised Indicative / Full Funding Total
WYTF		A58 - A672 Corridor	Calderdale	Delivery	£4,947,000	£4,947,000	£1,298,918	£495,000	£5,442,000
WYTF		A62 to Cooper Bridge Corridor Improvements	Kirklees	FBC	£69,300,000	£4,923,000	£2,284,284	£5,800,000	£75,100,000
WYTF		A629 (Phase 1b)	Calderdale	Delivery	£28,119,000	£28,119,000	£15,635,492	£8,500,000	£36,619,000
WYTF		A629 (Phase 2)	Calderdale	FBC	£47,840,000	£5,844,000	£4,664,411	£5,500,000	£53,340,000
WYTF		A646 - A6033 Corridor	Calderdale	Delivery	£3,988,000	£3,988,000	£1,236,772	£699,000	£4,687,000
CRSTS		A660 Bus Priority & Cycle Corridor Lawnswood	Leeds	OBC	£6,200,000			£3,000,000	£9,200,000
WYTF	-	Castleford Growth Corridor Scheme	Wakefield	FBC	£7,270,000	£2,239,000	£1,591,880	£2,000,000	£9,270,000
WYTF	-	Corridor Improvement Programme - Wakefield - A650 Newton Bar	Wakefield	Delivery	£8,635,000	£8,635,000	£3,396,430	£500,000	£9,153,000
WYTF		Leeds City Centre Network and Interchange Package - City Square Plus	Leeds	Delivery	£1,154,000	£1,154,000	£0	£2,700,000	£3,854,000
WYTF		M2D2L	Leeds	OBC	£440,000	£440,000	£57,839	£5,400,000	£5,840,000
TCF	(TCF) Access to Places	TCF - Bradford City Centre Cycling and Walking Improvements	Bradford	OBC	£30,000,000	£2,152,500	£2,517,637	£13,166,000	£43,166,000
TCF	(TCF) Hubs and Interchange	TCF - Bradford Interchange Station Access	Bradford	OBC	£13,200,000	£6,404,722	£2,030,869	£3,181,000	£16,381,000
TCF	(TCF) Access to Places	TCF - Eiland Rail Station Access	Calderdale	FBC	£5,276,350	£930,000	£412,034	£2,761,064	£8,037,414
TCF	(TCF) Hubs and Interchange	TCF - Huddersfield Bus Station	Combined Authority	OBC	£4,500,000	£588,630	£498,307	£7,547,000	£12,047,000
TCF	(TCF) Hubs and Interchange	TCF - Huddersfield Bus Station (Kirklees)	Kirklees	OBC	£4,500,000	£310,000	£241,051	£2,448,000	£6,948,000
TCF	(TCF) Hubs and Interchange	TCF - Leeds Station - Sustainable Travel Gateway	Leeds	ATP	£34,961,041	£10,336,039	£5,394,806	£10,353,214	£45,314,255
TCF	(TCF) Access to Places	TCF - North Halifax Improved Streets for People	Calderdale	FBC	£10,637,330	£1,980,000	£606,619	£850,986	£11,488,986
TCF	(TCF) Access to Places	TCF - West Halifax Improved Streets for People	Calderdale	FBC	£7,991,158	£1,827,000	£608,726	£639,293	£8,630,451
WYTF		UTMC (Phase A)	Calderdale	Delivery	£466,458	£466,458	£62,744	£23,323	£489,781

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	Strategic Assessment	Strategic Outline Case	Outline Business Case	Full Business Case	Approval to Proceed	Delivery Closure	Financial Closure
A6110 Leeds Outer Ring Road	-	-	01/11/2022	31/03/2024	31/06/2024	01/09/2025	01/09/2026
A62 to Cooper Bridge Corridor Improvement Scheme	-	-	20/04/2022	01/04/2025	31/05/2025	28/05/2027	25/08/2028
A629 (Phase 1A) - Jubilee Road to Free School Lane	-	-	-	-	16/06/2017	29/04/2022	28/04/2023
A629 (Phase 1B) - Elland Wood Bottom to Jubilee Road	-	-	-	-	05/11/2021	31/03/2024	31/03/2025
A629 (Phase 2) - Halifax Bus Station	-	-	10/10/2019	-	-	-	-
A629 (Phase 2) - Halifax Town Centre	-	-	-	01/05/2023	30/08/2023	30/06/2027	30/06/2028
A629 (Phase 4) - Ainley Top	-	-	03/09/2019	-	-	-	-
A629 (Phase 5) - Ainley Top into Huddersfield	-	-	10/05/2018	30/09/2023	23/01/2024	10/02/2025	31/04/2026
A641 Bradford - Huddersfield Corridor	-	-	23/06/2022	01/12/2023	27/08/2024	31/12/2025	31/12/2026
A650 Hard Ings Road (Phase 1) - Hard Ings Road Only	-	-	-	-	-	15/07/2022	28/04/2023
A650 Tong Street	-	-	04/09/2020	31/10/2024	31/01/2025	31/01/2028	31/01/2029
Aire Valley - Leeds Integrated Transport Package (Phase 1) - Aire Valley Park and Ride	-	-	-	-	-	-	-
Bradford Forster Square Station Gateway	-	-	29/06/2017	30/07/2023	01/11/2023	31/10/2024	31/10/2025
Bradford Interchange Station Gateway (Phase 1)	-	01/02/2018	05/06/2023	19/09/2023	30/10/2023	30/11/2024	30/11/2025
Bradford to Shipley Corridor	-	-	31/03/2024	-	-	-	-
Calder Valley Line - Elland Station	-	-	29/03/2019	31/11/2023	31/03/2024	30/09/2025	30/09/2028
Castleford Growth Corridor Scheme	-	-	10/10/2019	14/06/2023	31/08/2023	11/08/2025	11/08/2026
Castleford Station Gateway	-	-	-	-	23/08/2019	-	-
CityConnect Phase 3 Canals - HNC Phase 2	-	-	-	-	08/09/2021	28/02/2023	30/04/2023
CityConnect Phase 3 Canals - Leeds Liverpool Shipley	-	-	-	-	08/09/2021	28/02/2023	30/04/2023
CityConnect Phase 3 Castleford to Wakefield Greenway Phase 4	-	-	-	-	-	-	07/10/2021
CityConnect Phase 3 Cooper Bridge	-	-	01/10/2019	-	-	-	-
CityConnect Phase 3 Huddersfield Town Centre	-	-	25/06/2020	-	-	-	-
CityConnect Phase 3 Leeds	-	-	-	-	-	13/04/2023	13/04/2023
Corridor Improvement Programme - Bradford - A6177 and Cutler Heights	-	04/09/2020	03/01/2023	-	-	-	-
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Cross Lane (12)	-	-	-	-	-	-	26/08/2021
Corridor Improvement Programme - Bradford - A6177 Great Horton Road - Horton Grange Road (15)	-	-	-	09/04/2021	01/12/2022	30/01/2024	29/11/2024
Corridor Improvement Programme - Bradford - A6177 Thornton Road - Toller Lane (10)	-	-	25/04/2019	01/02/2023	01/05/2023	30/04/2024	30/04/2025
Corridor Improvement Programme - Calderdale - A58 - A672 Corridor	-	-	-	-	30/07/2021	31/12/2023	31/12/2024
Corridor Improvement Programme - Calderdale - A629 North - Orange Street	-	-	03/02/2022	05/07/2023	31/10/2023	29/11/2024	21/11/2025
Corridor Improvement Programme - Calderdale - A646 - A6033 Corridor	-	-	-	-	30/07/2021	31/12/2023	31/12/2024
Corridor Improvement Programme - Kirklees - A62 Smart Corridor	-	-	-	-	08/10/2021	31/04/2023	30/06/2024
Corridor Improvement Programme - Kirklees - A629 - Fenay Lane	-	04/09/2020	01/02/2023	-	-	-	-
Corridor Improvement Programme - Kirklees - Holmfirth Town Centre	-	-	25/06/2020	03/01/2023	28/02/2023	30/06/2024	30/06/2025
Corridor Improvement Programme - Kirklees - Huddersfield Southern Corridors	-	-	-	07/01/2021	09/08/2023	13/11/2024	24/12/2024
Corridor Improvement Programme - Leeds - A58 Roundhay Road	-	-	10/12/2020	31/06/2023	-	-	-
Corridor Improvement Programme - Leeds - A61N Scott Hall Road	-	-	25/04/2019	31/01/2023	-	-	-
Corridor Improvement Programme - Leeds - A660 Headingley Hills	-	-	04/09/2020	30/05/2023	31/09/2023	31/09/2024	31/09/2025
Corridor Improvement Programme - Leeds - Dawsons Corner	-	-	13/12/2018	01/09/2023	01/11/2023	30/04/2025	30/04/2026
Corridor Improvement Programme - Leeds - Dyneley Arms	-	-	-	-	22/07/2022	01/06/2023	01/06/2024
Corridor Improvement Programme - Leeds - Fink Hill	-	-	-	04/03/2021	01/02/2023	31/12/2023	31/12/2024
Corridor Improvement Programme - Wakefield - A638 Doncaster Road	-	-	01/07/2022	31/05/2024	04/07/2024	-	-
Corridor Improvement Programme - Wakefield - A639 Park Road	-	04/09/2020	30/06/2023	31/05/2024	-	-	-
Corridor Improvement Programme - Wakefield - A650 Newton Bar	-	-	-	-	23/04/2021	30/09/2023	01/10/2024
Glasshoughton Southern Link Road	-	-	-	-	-	01/02/2021	-
Halifax Station Gateway	-	-	25/06/2020	-	-	-	-
Harrogate Road - New Line	-	-	-	-	07/02/2020	09/11/2022	31/07/2023
Huddersfield Station Gateway (Phase 1)	-	28/06/2018	-	-	-	-	-
Huddersfield Station Gateway (Phase 2)	10/01/2019	-	01/12/2023	-	-	-	-

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LBA Connectivity Package	-	-	01/04/2023	31/09/2023	31/01/2024	31/12/2025	31/03/2026
LBA Parkway	-	-	-	-	-	-	-
LBA Surface Access Programme	-	-	-	-	-	-	-
Leeds City Centre Network and Interchange Package - Armley Gytratory	-	-	-	-	17/06/2022	18/01/2024	01/04/2024
Leeds City Centre Network and Interchange Package - Boar Lane	-	-	-	-	11/11/2022	21/10/2025	31/12/2025
Leeds City Centre Network and Interchange Package - City Square Plus	-	-	-	-	06/09/2022	31/09/2023	31/09/2024
Leeds City Centre Network and Interchange Package - Infirmary Street	-	-	-	-	-	31/03/2023	31/03/2024
Leeds City Centre Network and Interchange Package - Meadow Lane	-	-	-	-	-	31/04/2023	31/04/2024
Leeds City Centre Network and Interchange Package - Regent Street	-	-	-	-	04/02/2021	31/08/2023	31/08/2024
Leeds ELOR and North Leeds Outer Ring Road	-	-	-	-	10/10/2019	31/07/2023	31/07/2024
Leeds Station Gateway - Leeds Integrated Station Masterplan	-	28/06/2018	-	-	-	-	-
Leeds Station Gateway - New Station Street	-	-	-	-	28/06/2019	-	-
Mirfield to Dewsbury to Leeds (M2D2L)	-	-	07/04/2021	01/02/2023	-	-	-
Rail Parking Package - Apperley Bridge	-	-	31/05/2023	-	-	-	-
Rail Parking Package - Ben Rhydding	-	-	31/05/2023	-	-	-	-
Rail Parking Package - Fitzwilliam	-	-	-	-	-	-	15/01/2020
Rail Parking Package - Garforth	-	-	-	-	-	30/04/2022	30/04/2023
Rail Parking Package - Guiseley	-	-	31/09/2023	-	-	-	-
Rail Parking Package - Hebden Bridge	-	-	-	-	07/07/2017	01/05/2022	01/03/2023
Rail Parking Package - Mirfield A	-	-	-	-	-	-	15/01/2020
Rail Parking Package - Moorthorpe	-	-	-	-	06/02/2020	01/05/2024	01/03/2025
Rail Parking Package - Mytholmroyd	-	-	-	-	16/11/2018	01/05/2022	01/03/2023
Rail Parking Package - Normanton	-	-	-	-	16/04/2020	01/01/2024	01/11/2024
Rail Parking Package - Outwood	-	-	25/11/2021	31/12/2022	-	-	-
Rail Parking Package - Shipley	-	-	-	30/11/2022	31/01/2023	30/04/2024	30/04/2025
Rail Parking Package - South Elmsall	-	-	-	-	-	-	15/01/2020
Rail Parking Package - Steeton and Silsden	-	-	-	-	10/10/2019	30/06/2023	30/06/2024
South East Bradford Access Road	-	27/06/2019	30/09/2023	-	-	-	-
Thorpe Park Station	-	-	-	31/12/2022	28/02/2023	31/07/2024	31/01/2025
Transformational - A6120 Leeds Northern Outer Ring Road Improvements	-	-	-	-	-	-	28/04/2023
Transformational - Bradford Interchange Station Gateway (Phase 2)	-	01/02/2018	-	-	-	-	-
Transformational - Bradford Transport Model	-	-	-	-	14/08/2020	01/01/2023	-
Transformational - Kirklees Transport Model	-	-	-	-	27/09/2019	30/11/2022	30/11/2022
Transformational - LCR Inclusive Growth Corridor Plans	-	-	-	-	-	-	-
Transformational - Leeds Transport Model	-	-	-	-	01/05/2020	31/03/2023	31/03/2024
Transformational - NE Calderdale Transformational Programme Study	-	05/04/2018	-	-	-	-	-
Transformational - North Kirklees Orbital Route Feasibility Study	-	03/08/2017	-	-	-	-	-
Transformational - South Featherstone Link Road Feasibility Study	-	03/08/2017	-	-	-	-	-
Transformational - Wakefield Transport Model	-	-	-	-	-	-	-
Transformational - West Yorkshire Mass Transit	-	-	-	-	-	-	-
Transformational - West Yorkshire Strategic Transport Model	-	-	-	-	-	-	-
Transformational - York Northern Outer Ring Road Dualling Feasibility Study	-	03/08/2017	-	-	-	-	-
Wakefield City Centre Package (Phase 1) - Kirkgate	-	-	-	-	-	-	07/10/2021
Wakefield City Centre Package (Phase 2) - Ings Road	-	-	31/03/2024	-	-	-	-
Wakefield Eastern Relief Road	-	-	-	-	12/12/2014	01/11/2022	31/05/2024
West Yorkshire Integrated UTMC (Phase A) - Bradford	-	-	-	-	21/12/2018	30/05/2023	30/05/2024
West Yorkshire Integrated UTMC (Phase A) - Calderdale	-	-	-	-	21/12/2018	30/05/2023	30/05/2024
West Yorkshire Integrated UTMC (Phase A) - Kirklees	-	-	-	-	21/12/2018	30/05/2023	30/05/2024
West Yorkshire Integrated UTMC (Phase A) - Leeds	-	-	-	-	21/12/2018	30/05/2023	30/05/2024
West Yorkshire Integrated UTMC (Phase A) - Wakefield	-	-	-	-	21/12/2018	30/05/2023	30/05/2024

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West Yorkshire Integrated UTMC (Phase B)	-	-	-	-	<b>12/07/2019</b>	31/05/2023	31/08/2023
West Yorkshire Integrated UTMC (Phase B2)	-	-	-	-	<b>18/12/2020</b>	31/05/2023	31/08/2023
West Yorkshire Integrated UTMC (Phase C)	-	-	-	-	<b>28/08/2020</b>	31/05/2023	31/08/2023
York Castle Gateway	-	-	<b>06/01/2022</b>	01/10/2023	01/12/2023	01/12/2025	01/12/2026
York Central - TF	-	-	-	-	31/03/2022	31/08/2025	31/08/2026
York Central Access (Homes England)	-	-	-	-	<b>20/04/2022</b>	27/06/2025	27/06/2026
York Northern Outer Ring Road - Phase 1 (Wetherby Road)	-	-	-	-	-	-	<b>01/02/2021</b>
York Northern Outer Ring Road - York Outer Ring Road - Great North Way Roundabout	-	-	-	31/08/2025	31/03/2026	31/10/2027	31/10/2027
York Outer Ring Road Dualling - A19 to A64 Little Hopgrove - TF	-	-	-	01/04/2023	31/06/2023	31/07/2025	31/07/2026

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**Appendix - TCF Programme Milestones**

Lead Partner	Project	Next Decision Point	Baseline Approved Date	New Date (approval)	Future Decision Points	Baseline Approved Date	New Date (approval)	Future Decision Points	Baseline Approved Date	New Date (approval)	Future Decision Points	Current Approved Date (PIMS)	New Date (Approval)
Bradford	TCF - Bradford City Centre Cycling and Walking Improvements	OBC	01/10/2022	01/12/2022	FBC	01/02/2023	01/06/2023	AtP	01/02/2023	27/04/2023	Completion	24/07/2024	01/05/2025
Bradford	TCF - Bradford Interchange Station Access	OBC	01/10/2022	01/07/2023	FBC	01/01/2023	01/10/2023	AtP	01/01/2023	01/09/2023	Completion	26/04/2024	01/02/2025
Bradford	TCF - South Bradford Park and Ride and Expressway	OBC	01/09/2022	20/07/2023	FBC	01/11/2022	09/01/2024	AtP	01/02/2023	18/03/2024	Completion	26/03/2024	01/02/2025
Bradford	TCF - West Bradford - Cycle Superhighway Extension	OBC	01/08/2022	01/01/2023	FBC	01/09/2022	01/10/2023	AtP	01/11/2022	15/09/2023	Completion	20/03/2024	01/06/2025
To be taken forward with the WYTF A641 scheme													
Calderdale	TCF - Brighouse Cycling and Walking Improvements												
Calderdale	TCF - Elland Rail Station Access	FBC	01/02/2023	01/12/2023	AtP	01/04/2023	31/03/2024	Completion	01/03/2024	30/09/2025			
Calderdale	TCF - West Halifax Improved Streets for People	FBC	01/09/2022	31/11/2023	AtP	01/10/2022	31/03/2024	Completion	14/08/2023	01/03/2025			
Calderdale	TCF - Halifax Rail Station Gateway	FBC	31/10/2022	TBC	AtP/FBC+	01/02/2023	TBC	Completion	30/06/2025	TBC			
Calderdale	TCF - North Halifax Improved Streets for People	FBC	01/09/2022	01/11/2023	AtP	01/10/2022	06/10/2023	Completion	18/08/2023	01/01/2025			
Approvals for this funding to come forward as new individual schemes or through enhancements to existing TCF schemes to deliver Carbon benefits.													
Combined Authority	TCF - Carbon Mitigation Measures												
Combined Authority	TCF - Dewsbury Bus Station	FBC	28/07/2023	01/10/2023	AtP	31/08/2023	17/08/2023	Completion	27/06/2025	01/05/2025			
Combined Authority	TCF - Halifax Bus Station (Combined Authority)	Completion	28/07/2023	01/12/2023									
Combined Authority	TCF - Huddersfield Bus Station	OBC	01/04/2022	01/11/2022	FBC	01/05/2023	01/03/2024	AtP	01/08/2023	01/03/2024	Completion	08/07/2024	01/02/2026
Combined Authority	TCF - Network Navigation	FBC	01/10/2022	01/04/2023	AtP/FBC+	01/10/2022	01/04/2023	Completion	31/03/2024	01/04/2026			
Combined Authority	TCF - White Rose Station	Completion	31/03/2023	01/01/2024									
Kirklees	TCF - Dewsbury - Batley - Chidswell Sustainable Travel Corridor	OBC	01/10/2022	01/05/2023	FBC	01/02/2023	01/09/2023	AtP	01/03/2023	01/08/2023	Completion	01/02/2024	01/01/2025
Kirklees	TCF - Dewsbury - Cleckheaton Sustainable Travel Corridor	FBC	25/11/2022	01/09/2023	AtP	19/05/2023	01/08/2023	Completion	01/11/2024	01/01/2025			
Kirklees	TCF - Dewsbury Town Centre Walking and Cycling Improvements	OBC	01/07/2022	01/05/2023	FBC	01/10/2022	01/10/2023	AtP	01/10/2022	01/09/2023	Completion	30/09/2023	01/11/2024
Kirklees	TCF - Heckmondwike Bus Hub	FBC	01/09/2022	01/05/2023	AtP	~		Completion	01/07/2023	01/08/2024			
Kirklees	TCF - Huddersfield Rail Station Connections	OBC	01/08/2022	01/05/2023	FBC	01/11/2022	01/02/2024	AtP	01/11/2022	01/01/2024	Completion	30/11/2023	01/05/2025
Kirklees	TCF - A629 Wakefield Road Sustainable Travel Corridor	OBC	01/11/2022	01/05/2023	FBC	01/02/2023	TBC	AtP	01/03/2023	TBC	Completion	31/03/2024	TBC
Leeds	TCF - A64 Bus - Cycle - Walking Improvements	OBC	08/03/2022	01/06/2023	FBC	01/03/2023	01/12/2023	AtP	01/05/2023	01/01/2024	Completion	01/02/2024	01/03/2025
Leeds	TCF - Leeds City Centre Cycle Improvements	Completion	31/07/2023	01/07/2023									
Leeds	TCF - Leeds Station - Sustainable Travel Gateway	AtP/FBC+	28/09/2022	11/11/2022	Completion	29/05/2024	01/02/2026						
Leeds	TCF - A64 Park and Ride	OBC	TBC	TBC	FBC	TBC	TBC	AtP	TBC	TBC	Completion	TBC	TBC
Leeds	Leeds E-Bike Hire scheme	FBC	01/08/2022	01/05/2023	AtP	31/08/2022	15/04/2023	Completion	~	01/07/2024			
North Yorkshire	TCF - Harrogate Railway Station Gateway	FBC	01/07/2022	01/06/2023	AtP/FBC+	01/08/2022	01/05/2023	Completion	29/08/2023	01/08/2024			
North Yorkshire	TCF - Selby Station Gateway	FBC	01/09/2022	01/06/2023	AtP/FBC+	01/10/2022	01/05/2023	Completion	26/09/2023	01/08/2024			
North Yorkshire	TCF - Skipton Railway Station Gateway	FBC	01/09/2022	01/06/2023	AtP/FBC+	01/10/2022	01/05/2023	Completion	26/09/2023	01/08/2024			
Wakefield	TCF - A61 Bus - Cycle - Walking Improvements	OBC	01/10/2022	01/10/2023	FBC	01/09/2023	01/04/2024	AtP	01/11/2023	01/04/2024	Completion	01/12/2024	01/01/2026
Wakefield	TCF - A639 Bus - Cycle - Walking Improvements	OBC	01/10/2022	01/10/2023	FBC	01/09/2023	01/04/2024	AtP	01/11/2023	01/04/2024	Completion	01/12/2024	01/01/2026
Wakefield	TCF - Wakefield City Centre Bus - Cycle - Walking Improvements	OBC	01/05/2022	01/10/2023	FBC	01/12/2022	01/08/2024	AtP	01/02/2023	01/08/2024	Completion	01/02/2024	01/08/2025
York	TCF - Tadcaster Road Corridor Improvements	FBC	01/07/2021	01/09/2022	AtP/FBC+	01/11/2022	01/12/2022	Completion	31/03/2023	01/11/2023			
York	TCF - York Railway Station Gateway	AtP/FBC+	01/06/2022	31/10/2022	Completion	31/03/2023	01/03/2026						

schemes in red text are currently in appraisal / approval period for next decision point  
**Dates in Bold are recommended for Approval**  
 Dates in Blue are projects to Pause and Pipeline, future milestones are subject to review

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Report to: Transport Committee

Date: 14 December 2022

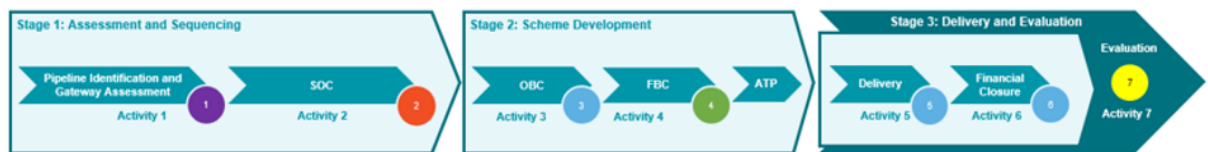
Subject: Project Approvals

Director: Melanie Corcoran, Director of Delivery

Author: Craig Taylor, Head of Portfolio Management and Appraisal

## 1. Purpose of this Report

- 1.1 To report on proposals for the progression of, and funding for projects under Investment Priority 5 – Future Transport, within the West Yorkshire Investment Strategy (WYIS), that have been considered at stages 1, 2 and 3 of the Combined Authority’s assurance process.



- 1.2 The Transport Committee has delegated decision making authority approved by the Combined Authority on 23 June 2022. Where the Transport Committee is asked to make an approval decision this will be highlighted in the summary table and made clear in the recommendations.
- 1.3 The recommendations can be found in Section 12 of this report.

## 2. Report

- 2.1 This report presents proposals for the progression of schemes through the Combined Authority’s assurance process in line with the Combined Authority’s Assurance Framework. Further details on the schemes summarised below can be found as part of this report.
- 2.2 For more detail on the Combined Authority’s Assurance Framework through which each of the schemes outlined in this report are being approved is provided in Appendix 1.

### **3. Investment Priority 5 (IP5) - Future Transport**

3.1 The West Yorkshire Investment Strategy (WYIS) sets out the Investment Priorities for the period 1 April 2021 to 31 March 2024 across six areas. In each, a number of priority project / programme areas have been identified that are the focus for intervention.

3.2 Investment Priority 5 will deliver a range of programmes and schemes which focus on:

- Creating an affordable, simple, integrated, and accessible system for people to travel anywhere by public transport.
- Increasing passenger numbers on bus, rail, and future transport networks.
- Improving air quality and reduction in car dominance.
- Ensuring that people are enabled to make sustainable travel choices from housing and employment sites.
- Transforming access for communities of persistent poverty, where households have prolonged experiences of poverty, to employment opportunities and skills centres.
- Enhancements in ticketing and travel information.
- Buses being an effective and affordable mode of transport.
- Enhancing customer satisfaction with public transport.

3.3 IP5 has an indicative allocation of £58,000,000 of gainshare funding for the current investment period but there also other funding streams that contribute to IP5, for example West Yorkshire plus Transport Fund, City Regional Sustainable Transport Settlement (CRSTS), etc, that add up to £2 billion plus.

## Scheme Summaries

<p><b>Transforming Cities Fund West Bradford – Cycle Superhighway Extension (Phase 1)</b></p> <p>Bradford</p>	<p><b><u>Scheme description</u></b></p> <p>The West Bradford Cycle Superhighway (CSH) scheme will deliver high quality cycle infrastructure and walking improvements along a 2.5 kilometre route from the city centre and to Cemetery Road, connecting several residential areas to the west of Bradford.</p> <p>Following the Combined Authority’s recent inflation review exercise for transport schemes, it was identified that given the available budget, delivery of all four of Bradford’s TCF schemes “in full” through the TCF funding programme will not be possible. In response, Bradford Council has prioritised the Interchange and City Centre Walking &amp; Cycling schemes to be delivered in full as both are integral to the City of Culture 2025 ambitions. As a result, the delivery of the West Bradford CSH scheme (and South Bradford Park &amp; Ride scheme) will be phased. This report focuses on Phase 1 (2.5 kilometres) of the CSH scheme.</p> <p>Delivery of Phase 2, Cemetery Road to Thornton Village, will be subject to future funding being identified.</p> <p>The scheme is to be delivered through the Transforming Cities Fund (TCF).</p> <p><b><u>Impact</u></b></p> <p>The scheme will improve cycle and walking infrastructure, which will encourage more people to cycle and walk instead of using a car, reducing congestion levels, and supporting better air quality.</p> <p>Many of the areas surrounding the proposed cycle route experience high levels of income, health, and disability deprivation. This scheme supports Inclusive Growth as it will improve the equal opportunity for these communities to access education, employment, and housing through sustainable and cheaper travel choices.</p> <p>The value for money assessment reflects a benefit cost ratio (BCR) of 1.17:1. While this is categorised as low value for money, the strategic case is strong and VfM is likely to increase by the next decision point.</p> <p><b><u>Decision sought</u></b></p> <p>Approval to proceed through decision point 3 (outline business case) to 4 (full business case).</p> <p>Total value of the scheme - £9,191,635</p> <p>Total value of Combined Authority funding - £9,191,635</p> <p>Funding recommendation sought - £2,618,000</p> <p>A decision by the Transport Committee using the delegated authority from the Combined Authority is sought as part of this report</p>
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## Decisions Relevant to this Thematic Committee Made Through Other Delegations

- 3.4 Since the Transport Committee's meeting on 18 November 2022, the following decision points and change requests have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegations following a recommendation from the Combined Authority Programme Appraisal Team (PAT).
- 3.5 The following schemes have been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Chief Executive.

<b>Leeds Bradford Airport Parkway Station</b>	<p>Approval to the change request for the Leeds Bradford Airport Parkway Station scheme to increase the development budget by £100,000 to £5,750,000. This will support the development of the project which is to build a new rail station, car park and spur road on the Leeds-Harrogate Railway Line between Horsforth station and the southern portal of the Bramhope Tunnel. The new station will provide a rail interchange to serve Leeds Bradford Airport (LBA) and a parkway function to serve a large but generally rural catchment between north Leeds and Harrogate.</p> <p>Total value of the scheme: £41,980,000</p> <p>Total value of Combined Authority funding: £41,980,000</p>
<b>Bradford to Shipley Route Improvement Scheme (Bradford to Shipley Corridor)</b>	<p>Approval to the change request for the Bradford to Shipley Route Improvement scheme for the additional development costs of £2,163,000.</p> <p>Total value of the scheme: £47,900,000</p> <p>Total value of Combined Authority funding: £47,900,000</p>

- 3.6 The following schemes have recently been assessed in line with the Combined Authority's assurance process and approved through the agreed delegation to the Combined Authority's Director of Delivery.

<b>A62 Smart Corridor, Kirklees</b>	<p>Approval to the change request for the A62 Smart Corridor scheme to increase the Combined Authority funding by £850,000.</p> <p>Total value of the scheme: £12,203,000</p> <p>Total value of Combined Authority funding: £8,350,000</p>
<b>Castleford Growth Corridor</b>	<p>Approval to the change request for the Castleford Growth Corridor scheme for an additional £681,000 in development funding.</p> <p>Total value of the scheme: £7,491,000</p> <p>Total value of Combined Authority funding: £7,270,000</p>
<b>A650 Hard Ings Road</b>	<p>Approval to the project closure report for the A650 Hard Ings Road project, and for the scheme to proceed through decision point 5 (Delivery Closure) and for work to continue on decision point 6 (Project Closure Financial) and Benefits Realisation.</p> <p>Total value of the scheme: £9,334,000</p> <p>Total value of Combined Authority funding: £9,334,000</p>



<b>LPTIP: Bus Delivery - Network Navigation</b>	<p>Approval to the project closure report for the Bus Delivery - Network Navigation scheme, and for the scheme to proceed through decision point 5 (Delivery Closure) and for work to continue on decision point 6 (Project Closure Financial) and Benefits Realisation.</p> <p>Total value of the scheme: £1,427,047</p> <p>Total value of Combined Authority funding: £1,427,047</p>
<b>LPTIP: Bus Delivery – Real Time Information phases 1 &amp; 2</b>	<p>Approval to the project closure report for the Real Time Information project (Phases 1 &amp; 2) and for the scheme to proceed through decision point 5 (Delivery Closure) and for work to continue on decision point 6 (Project Closure Financial) and Benefits Realisation</p> <p>Total value of the scheme: £6,944,471</p> <p>Total value of Combined Authority funding: £6,944,471</p>
<b>Harrogate Road – New Line Junction Improvement</b>	<p>Approval to the project closure report for the Harrogate Road – New Line project and for the scheme to proceed through decision point 5 (Delivery Closure) and for work to continue on decision point 6 (Project Closure Financial) and Benefits Realisation.</p> <p>Total value of the scheme: £13,754,000</p> <p>Total value of Combined Authority funding: £8,812,000</p>

#### 4. Information

4.1 The Combined Authority’s assurance framework requires that formal approval is given to the following elements of a scheme as part of its development:

- The progression of a scheme through a decision point to the next activity.
- Indicative or full approval to the total value of the scheme funding requested.
- The Combined Authority’s entry into a funding agreement with the scheme’s promoter.
- The assurance pathway and approval route for future decision points.
- The scheme’s approval tolerances.

4.2 This report provides information required to enable the Combined Authority to approve each of the above elements.

#### **Projects in Stage 1: Assessment and Sequencing**

4.3 There are no schemes to review at this stage.

## Projects in Stage 2: Scheme development

<b>Project Title</b>	<b>TCF, West Bradford – Cycle Superhighway Extension (Phase 1)</b>
<b>Stage</b>	2 (scheme development)
<b>Decision Point</b>	3 (outline business case)

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

### Background

- 4.4 The West Bradford Cycle Superhighway (CSH) scheme will be funded through the Department for Transport's (DfT) Transforming Cities Fund (TCF).
- 4.5 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the TCF aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. This scheme will be funded through Tranche 2 of the fund, which received DfT's approval in March 2020.
- 4.6 The West Bradford CSH scheme will deliver high quality cycle infrastructure along a 7 kilometre route between the city centre and Thornton Village, connecting several residential areas to the west of Bradford including Thornton, Clayton, Allerton, Girlington, and Lidget Green. It is one of four schemes being delivered through the TCF programme in Bradford. The other three schemes are:
- Bradford Interchange – will deliver a new high quality entrance and improve passenger access;
  - Bradford City Centre Walking & Cycling Improvements – will deliver walking, cycling, public realm, and junction improvements within the city centre;
  - Bradford Park & Ride – will deliver a park and ride site in South Bradford along with targeted bus priority measures and cycle improvements along Manchester Road.

- 4.7 A significant portion of the cycle route will be separated from the highway using a combination of two way and single way segregated cycle paths, enabling safer and more attractive routes to cycle easily and conveniently between west Bradford and the city centre. At some major junctions along the route, cyclists will also be given priority over cars.
- 4.8 Whilst the scheme will largely deliver cycle path along Thornton Road, the immediate section west of the city centre will run along Sunbridge Road and City Road and thereafter join Thornton Road. This was decided as compared to the adjacent Thornton Road section, this alternative route provides better opportunity to comply with Department for Transport's (DfT) Local Transport Note 1/20 cycling design principles.
- 4.9 The primary objective of the scheme is to encourage cycling and reduce private car use. This will result in a reduction to congestion levels, improve air quality, and provide a better opportunity for sustainable travel (walking, cycling, bus) to the city centre. It will also support the objectives of the TCF programme, the West Yorkshire Mayor's 'tackle climate emergency' pledge, Inclusive Growth, 21st Century Transport, and Climate Emergency priorities of the Strategic Economic Framework (SEF).
- 4.10 The scheme will also complement the West Yorkshire plus Transport Fund (WYTF) Forster Square Station Development scheme, the Bradford Local Plan, and the Clean Air Zone introduced in Bradford in September 2022.
- 4.11 Following the Combined Authority's recent inflation review exercise for transport schemes, it was identified that given the available budget, delivery of all four of Bradford's TCF schemes "in full" through the TCF funding programme will not be possible. In response, Bradford Council has prioritised the Interchange and City Centre Walking & Cycling schemes to be delivered in full as both are integral to the City of Culture 2025 ambitions. As a result, the delivery of the West Bradford CSH scheme (and South Bradford Park & Ride scheme) will be phased. This report focuses on Phase 1 (2.5 kilometres) of the CSH scheme.
- 4.12 Phase 1 of the West Bradford CSH comes forward at a cost of £9,191,635 and will deliver works from the City Centre up to Cemetery Road. To support cycle connectivity, it will also fund the development of a segregated cycle lane which will be delivered as part of the WYTF Corridor Improvement Programme (CIP) Thornton Road scheme.
- 4.13 Delivery of Phase 2, Cemetery Road to Thornton Village, will be subject to future funding being identified.
- 4.14 A summary of the scheme's business case and location map is included in Appendix 2.

### **Tackling the Climate Emergency Implications**

- 4.15 The Phase 1 scheme will encourage a reduction in car use and promote cycling and walking.

- 4.16 A Stage 2 Carbon Impact Assessment has been carried out for Phase 1. The assessment results indicate that an operational carbon benefit (with the scheme in place) could be achieved when appraised over a 30 year period as a result of reduced car kilometres because more people will choose to walk or cycle. The overall carbon impact however becomes a disbenefit following the inclusion of capital carbon emissions. This is the carbon emissions emitted from all construction activities and use of materials.
- 4.17 A summary of the Phase 1 scheme results, over a 30 year period, is presented below:
- Operational carbon emissions: -41.60 tCO<sub>2</sub>e (benefit);
  - Capital carbon emissions: 750 tCO<sub>2</sub>e (disbenefit);
  - Total impact: 708.40 tCO<sub>2</sub>e (disbenefit).
- 4.18 The promoter will develop a carbon mitigation plan at full business case to demonstrate how it will reduce the impact of capital carbon emissions alongside improving the current design and green features to increase the operational carbon benefits.
- 4.19 The promoter will also carry out an assessment using the Low Carbon scenario. A 'low carbon' (LC) transport scenario has been developed from the models used for the Carbon Emission Reduction Pathways (CERP) work to test how transport proposals performs against background assumptions which are more consistent with the West Yorkshire target of net zero carbon emissions by 2038. Given that this is a cycling and walking scheme, the use of the LC scenario is likely to improve both the value for money and carbon impact assessment results because it assumes much greater increases in walking and cycling over the appraisal period.

### **Outputs and Benefits**

- 4.20 The West Bradford CSH scheme (Phase 1) outputs and benefits are:
- 2.5 kilometres of route with both pedestrian and cycle improvements;
  - 2.5 kilometres of new cycle lanes;
  - 2 new formal cycle crossings;
  - 9 improved crossings for pedestrians;
  - 6 junctions with improved cycle facilities;
  - Increase the participation in cycling by 10% by 2036;
  - Encourage cycling and walking and a reduction of car trips by 10% by 2036 along the corridor;
  - Increase the number of people who access Bradford city centre by bike or on foot within 30mins by 25% by 2025;
  - Contribute to Net Zero targets with a reduction in carbon output from travel along the Thornton Road corridor by 25% by 2036;

- Improve air quality along the Thornton Road corridor by reducing the NO<sub>2</sub> and PM<sub>10</sub> on the Air Quality Index by 10% by 2036;
- Reduce the number of accidents involving cyclists aiming for no KSIs (Killed or Seriously Injured) by 2030.

4.21 The value for money assessment for Phase 1 of the scheme indicates a Benefit Cost Ratio (BCR) of 1.17:1, judging the scheme as low value for money when assessed against the DfT's value for money criteria. The assessment of the core impacts has been calculated using DfT's AMAT tool (Active Mode Appraisal Toolkit) which principally appraises the benefits resulting from the reduction in car kilometres as more people choose to walk or cycle.

### **Inclusive Growth Implications**

4.22 The scheme supports Inclusive Growth as it will improve sustainable access to employment, education, and housing to residents of the areas surrounding the proposed cycle route who experience high levels of income, health, and disability deprivation.

4.23 Additionally, there are several primary and secondary schools within 1 kilometre of the corridor and the route runs adjacent to the main University of Bradford campus, therefore a reduction in congestion levels and increased cycling and walking due to this scheme will have wider inclusive benefits, such as improved health for those using the cycle route.

### **Equality and Diversity Implications**

4.24 An Equality Impact Assessment (EqIA) has been carried out for the scheme, assessing the potential construction and operational (post scheme delivery) impacts, with mitigation measures in place as part of an Action Plan.

4.25 The overall assessment indicates positive impacts will be realised by the scheme, including better safety and better access to walking and cycling. The scheme does not impact any of the nine protected characteristic groups as defined in the Equality Act (2010).

4.26 The scheme will revisit the EqIA as part of developing the Detailed Design stage of the full business case (decision point 4). Changes will be incorporated should the need be identified following ongoing engagement with residents, businesses, and other key stakeholder groups.

4.27 In terms of potential design implications:

- No residential parking will be impacted in the Phase 1 scheme.
- Some bus stop relocations will need to be made to accommodate the new segregated cycle lanes. The relocation distance will result in a neutral impact (slight increase for some whilst slight decrease for others), with no meaningful change to current access to existing stops. It is noted that the new bus stops will have improved shelter, seating, and bus stop information facilities.

## Risks

4.28 The key scheme risks and mitigations are:

- There is a legal challenge to the Traffic Regulation Orders and side road statutory process, delaying the scheme, impacting costs and deliverability. This will be mitigated by a robust selection of competent contractors and specialists to manage consultation and negotiations, and work closely with the design team.
- That the preferred solution becomes unaffordable, delaying delivery, requiring a re-design, and impacting the achievement of scheme objectives, benefits, and outcomes. This will be mitigated by a robust review and checking system, including Road Safety Audits and the introduction of hold points and check process at key stages of Design.
- The identification of further Statutory Utilities diversion requirements impacting costs and delivery. This will be mitigated by close working and effective engagement with utility companies, the acquisition of statutory undertaker plans, a robust assessment of cost estimates, and the undertaking of all required ground surveys to support design development.

## Costs

4.29 The total Phase 1 scheme costs are £9,191,635, to be wholly funded by the Combined Authority's TCF programme.

4.30 At decision point 2 (strategic outline case), development costs of £1,464,000 were approved. Additional approval of £2,618,000 is now sought at decision point 3 (outline business case) to progress the Phase 1 scheme to decision point 4 (full business case), taking the total approval to £4,082,000 from the TCF Fund.

4.31 The additional approval is broken down as:

- £1,592,000 council project management costs and consultant fees to complete the detailed design stage.
- £1,026,000 to fund the statutory utility diversion work.

4.32 The Combined Authority will need to enter into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £4,082,000 from the TCF Fund.

## Assurance Pathway and Approval Route

Assurance pathway	Approval route	Forecast approval date
3 (outline business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Transport Committee	14/12/2022

4 (full business case)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Chief Executive	29/09/2023
Approval to Proceed	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	25/10/2023
5 (delivery)	Recommendation: Combined Authority's Programme Appraisal Team Decision: Combined Authority's Director of Delivery	26/02/2025

### Assurance Tolerances

<b>Assurance tolerances</b>
Combined Authority costs remain within +10% of those outlined in this report Delivery (DP5) timescales remain within 6 months of those outlined in this report. Outputs remain within -10% of those outlined in this report.

### Appraisal Summary

- 4.33 The West Bradford CSH Phase 1 scheme will deliver high quality segregated cycle paths west of Bradford city centre to Cemetery Road. This will support objectives of the TCF Programme, the West Yorkshire Mayor's 'tackle climate emergency' pledge, priorities of the Strategic Economic Framework, and principles of Inclusive Growth.
- 4.34 Scheme benefits have been suitably appraised and although it informs a low value for money classification and a potential carbon disbenefit over a 30 year appraisal period, the scheme demonstrates strong strategic drivers and objectives which should be given due consideration. Additionally, further assessment via the Low Carbon scenario at full business case stage is likely to improve both the BCR and carbon position.
- 4.35 The commercial case has suitably described the design and build route to procure construction works, whilst scheme costs have been adequately presented and will be refined at full business case following completion to detailed design.
- 4.36 The management case supports scheme deliverability, indicating risks will be managed by the project team within the current delivery timescales and budget.

### Recommendations

- 4.37 The Transport Committee approves that:

- (i) The TCF West Bradford – Cycle Superhighway Extension (Phase 1) scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case).
- (ii) An indicative approval to the Combined Authority’s contribution of £9,191,635. The total scheme value is £9,191,635.
- (iii) Additional development costs of £2,618,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £4,082,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £4,082,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

### **Projects in Stage 3: Delivery and Evaluation**

4.38 There are no schemes to review at this stage.

## **5. Tackling the Climate Emergency implications**

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

## **6. Inclusive Growth implications**

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

## **7. Equality and Diversity implications**

7.1 Equality Impact Assessments (EQIA) have been undertaken on all projects included in this report as part of their business case development.

## **8. Financial implications**

8.1 The report seeks endorsement to expenditure from the available Combined Authority funding as set out in this report.

## **9. Legal implications**

9.1 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.

## **10. Staffing implications**

10.1 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 scheme in this report.



## **11. External consultees**

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

## **12. Recommendations (Summary)**

### **TCF West Bradford – Cycle Superhighway Extension**

12.1 The Transport Committee approves that:

- (i) The TCF West Bradford – Cycle Superhighway Extension (Phase 1) scheme proceeds through decision point 3 (outline business case) and work commences on activity 4 (full business case)
- (ii) An indicative approval to the Combined Authority's contribution of £9,191,635. The total scheme value is £9,191,635.
- (iii) Additional development costs of £2,618,000 are approved in order to progress the scheme to decision point 4 (full business case) taking the total scheme approval to £4,082,000.
- (iv) The Combined Authority enters into an addendum to the existing funding agreement with Bradford Council for expenditure of up to £4,082,000.
- (v) Future approvals are made in accordance with the assurance pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

## **13. Background Documents**

13.1 None as part of this report.

## **14. Appendices**

**Appendix 1 - Assurance Framework**

**Appendix 2 – West Bradford CSH – Business Case Summary**

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## Project Approvals

### Appendix 1 - Assurance Framework

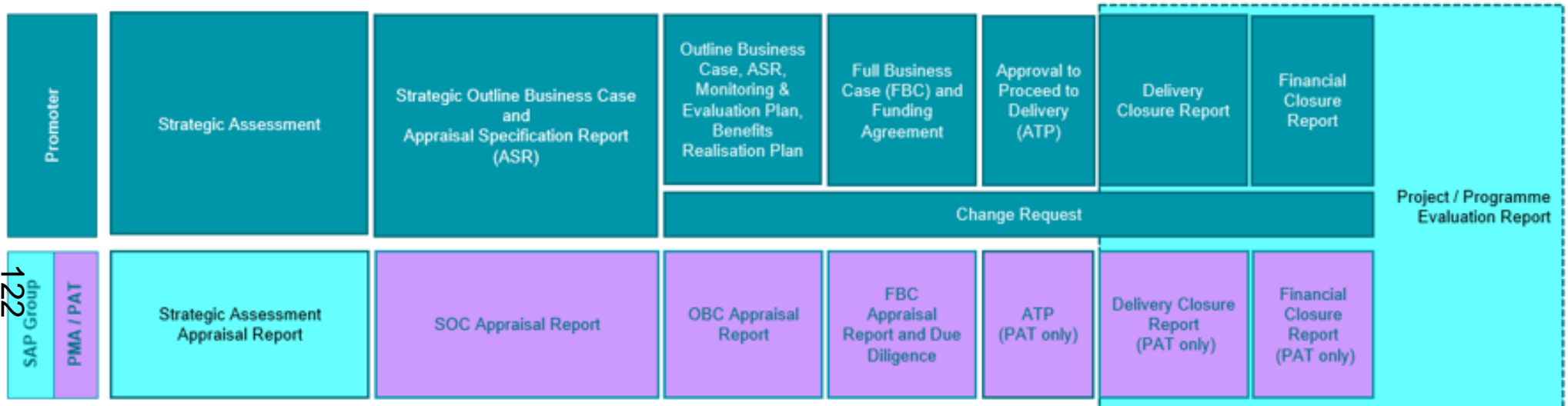
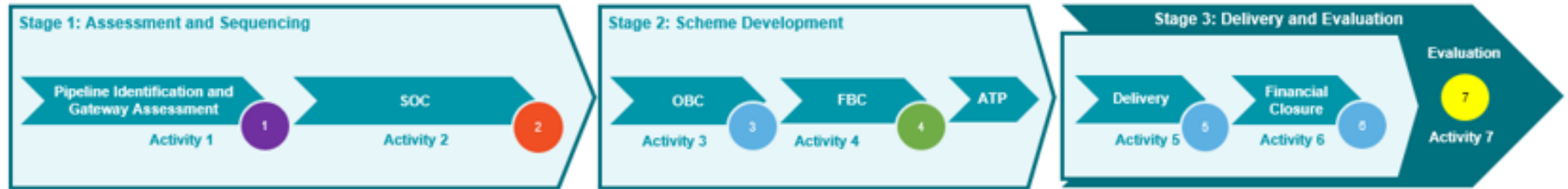
#### 1. Assurance Framework

- 1.1 The Combined Authority's Assurance Framework was developed in 2015 as part of the Growth Deal with Government. Its purpose is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of the Strategic Economic Framework (SEF) ambitions and the West Yorkshire Investment Strategy (WYIS).
- 1.2 The Framework's focus is to ensure that necessary practices and standards are implemented to provide the Government, Combined Authority, the Leeds Enterprise Partnership (LEP) and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money. It covers all projects and programmes funded from Government or local sources that flow through the LEP and Combined Authority and must be reviewed annually, as stipulated by Government.

#### Assurance Process

- 1.3 The process is flexible, in that each project or programme will be set a bespoke approval pathway and approval route to be followed. This may be to delegate decisions to a Committee, Managing Director (MD) etc. or it may be that certain decision point (activity) approvals are not required, or that bid documents to other government departments can be utilised. Furthermore, development costs can be funded at decision point 1 and beyond.
- 1.4 Approval is required at Combined Authority (CA) for all programmes and projects at least once in their lifetime and this is usually at decision point 2 (Strategic Outline Case). The Assurance Pathway and Approval Route is also set at this point.
- 1.5 At FBC (Decision Point 4), the Programme Appraisal Team (PAT) sets conditions that must be met before full approval of funding is given and the project has Approval to Proceed to Delivery (Activity 5).
- 1.6 In line with the revised Green Book, in assessing value for money, a stronger emphasis can now be placed on the strategic case and how the strategic objectives and priorities of the Combined Authority will be met through the delivery of the project. This might for example include, but not limited to, supporting the climate change and good growth agenda (the Combined Authority aims to achieve net-zero by 2038), supporting an increase in active mode and public transport use and / or supporting / accelerating housing development. The specific approach will be determined on a programme by programme basis as funding and investment streams come forward.
- 1.7 The Assurance Process is set out below:

# Assurance Process



KEY: ● Key Decision Point (CA Approval Required) ● Key Decision Point (Committee Approval may be required) ● Decision Point (Committee Approval may be required) ● Decision Point ● Reporting Point

## Stage 1: Assessment and Sequencing

- 1.8 Programmes / schemes will start to be developed through an ongoing dialogue with the Region's businesses, third sector and public organisations, in line with the West Yorkshire Investment Strategy (WYIS). Schemes will access funding through either a commissioning process or through open calls. Programmes / schemes will be assessed through a Strategic Assessment (an early-stage gateway check and challenge review) to determine if they are eligible to proceed (Decision Point 1).
- 1.9 If approved the scheme will progress to strategic outline case (SOC), where schemes will be expected to demonstrate a strategic fit in terms of project outcomes and set out their proposed approach to establishing value for money (VfM). At this stage, a long list of options will be considered with a shortlist being presented in the SOC. Consultation at this stage will be limited, but will be a key to the next activity, outline business case (OBC) in Stage 2. At this stage, funding may be sought to enable work to progress on the OBC. Schemes will also be required to submit an Appraisal Specification Report (ASR). It is at the end of this stage where the Combined Authority approve the indicative funding, approval pathway and route and tolerance levels (Decision Point 2).

## Stage 2: Scheme Development

- 1.10 If approved the scheme will progress to OBC unless the approval pathway set at decision point 2 does not require this. The OBC should revisit the options identified within the SOC to identify the option which optimises public value, confirm the affordability of the scheme, and put in place the arrangements to ensure successful delivery. The OBC should be prepared in accordance with the Green Book five-case model and should include a draft Monitoring and Evaluation Plan and a Benefit Realisation Plan. The economic case must be developed in consistency with the agreed ASR. Guidance will be provided to scheme promoters around the level of detail to be submitted at this stage with regards to proportionality of the business case. The scheme will be presented for approval by the decision-maker (decision point 3) as set out in the approval pathway and route approved at decision point 2.
- 1.11 If approved the scheme will progress to full business case (FBC) which will confirm the contractual arrangements for the preferred option. Affordability of the scheme is reiterated, and the scheme puts in place the final arrangements for delivery and monitoring and evaluation of the scheme. A Monitoring and Evaluation Plan and a Benefit Realisation Plan are mandatory products at this stage. The FBC should also be prepared in accordance with the five-case model and any conditions set at OBC should be resolved. The economic case must be developed in consistency with the agreed ASR. The scheme will be presented for approval by the decision-maker (decision point 4) as set out in the approval pathway and route approved at decision point 2.
- 1.12 The FBC approval will be granted with a condition that the scheme remains within set conditions. Where this condition has been met Approval to Proceed into Delivery (Activity 5) will be granted by the Managing Director (or by an

officer under sub-delegated authority from the Managing Director). If the condition(s) is not met, the project will be required to re-submit the FBC.

- 1.13 A Single Stage Business Case, called Business Justification, has now been introduced for transport and non-transport projects that are either below £2,000,000, low complexity, low risk and / or not novel or contentious. Although this is a single stage approval, replacing decision point 2 (SOC), decision point 3 (OBC) and decision point 4 (FBC), the remainder of the assurance process must still be followed.

### Stage 3: Delivery and Evaluation

- 1.14 Once a scheme gains FBC approval and the conditions set have been met, the scheme can progress into Activity 5 (Delivery).
- 1.15 Upon scheme completion, a Delivery Closure Report is required that details how the scheme has performed. This includes whether delivery has remained within the timeframes specified within the business case, has achieved the objectives of the scheme and associated outputs, documents what has been delivered and highlights the overall costs. The Delivery Closure Report will be presented for approval by the decision-maker (decision point 5) as set out in the approval pathway and route approved at decision point 2.
- 1.16 Following completion of Activity 6, the scheme will be required to submit a Financial Closure Report (Activity 6). The Financial Closure Report confirms the final costs for the scheme, ensuring all payments have been completed. The Financial Closure Report will be presented for approval by the decision-maker (decision point 6) as set out in the approval pathway and route approved at decision point 2.
- 1.17 The purpose of the Delivery and Financial Closure Reports is to assess the success of the scheme, identify best practice for future schemes, resolve all open issues and to capture feedback and lessons learnt to inform the development and delivery of future schemes.
- 1.18 Activity 7 (Evaluation) will be managed by the Combined Authority's Research & Intelligence team. This is a reporting point as opposed to the previous decision points in the process and will be undertaken when the scheme is completed for an evaluation of the benefits, outcomes and economic impact compared to the overall objectives set out in the SOC. Insights and learning intelligence from evaluation will also be fed back into policy and strategy in order to inform the design and development of future schemes. Interim evaluations may also be undertaken as required as set out in the Monitoring and Evaluation Plan.

## **2. Future Assurance and Approval Route**

- 2.1 The tables for each scheme in the main report outline the proposed assurance process and corresponding approval route for the scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route

indicates which committees or officers will make both a recommendation and approval of the scheme at each decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

### **3. Tolerances**

- 3.1 In order for the scheme to follow the assurance pathway and approval route that is proposed in this report, it should remain within the tolerances outlined for each scheme. If these tolerances are exceeded the scheme needs to return to a Committee and/or the Combined Authority for further consideration.

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### Project Overview

Project Title	TCF West Bradford Cycle Superhighway Extension (Phase 1)
Main Funding Programme	TCF
Project cost stated at previous Decision Point 2	£17.500 million
Development cost allocated at previous Decision Point 2	£1.464 million
Current Forecast Project cost	£9,191,635 (Phase 1 only)
Funding Applied for from the Combined Authority now	£2,618,000 taking the total approval to £4,082,000
Other public sector funding amounts and sources	none
Private sector funding amounts and sources	none
Percentage split of cost for all funding sources	100% TCF

### Scheme Description

The West Bradford Cycle Superhighway (CSH) scheme has been split into 2 phases.

Phase 1 will deliver high quality cycle infrastructure and walking improvements along a 2.5 kilometre route from the city centre and to Cemetery Road, connecting several residential areas to the west of Bradford.

The second phase Cemetery Road to Thornton Village will be delivered later subject to future funding.

Phase 1 is being delivered through the Transforming Cities Fund (TCF).

### Business Case Summary

#### Strategic Case

The West Bradford Cycle Superhighway (CSH) scheme is being delivered through the Department for Transport's (DfT) Transforming Cities Fund (TCF) which aims to drive up productivity through improved connections between urban centres and suburbs by investing in infrastructure to improve public and sustainable transport connectivity.

Thornton Road is one of Bradford city's major routes from the west into the city centre with over 23,000 vehicles travelling along it every day. The scheme will encourage cycling uptake and create a shift from the car, and as a result reduce congestion levels, improve air quality, and provide better opportunity for sustainable travel (walking, cycling, bus) to the City Centre. This will also support objectives of the TCF programme, the West Yorkshire Mayor's pledge to 'tackle the climate emergency', Inclusive Growth, 21st Century Transport, and Climate Emergency priorities of the Strategic Economic Framework (SEF).

The scheme will also complement the Bradford Local Plan, the Bradford Clean Air Zone (September 2022), and other planned schemes such as the Forster Square Station Development.

The scheme supports Inclusive Growth as it will benefit many of the areas surrounding the proposed cycle route which suffer from high levels of income, health, and disability deprivation. The scheme will improve opportunities for equal access to employment, education, and housing.

Two rounds of public consultation have been carried out (July to September 2021, and August to October 2022) as well as an Equality Impact Assessment (EqIA), with the scheme to support future engagement and revisit the EqIA to inform the final design at full business case stage.

### Economic Case

The core impacts of a scheme have been appraised through the Department for Transport's (DfT) AMAT tool (Active Mode Appraisal Toolkit).

The value for money assessment indicates a Benefit Cost Ratio (BCR) of 1.17:1 for Phase 1, judging the scheme as low value for money when assessed against the DfT's value for money criteria.

The scheme has carried out its assessment in accordance with DfT's Transport Analysis Guidance (TAG) and will revisit the assessment at full business case as the scheme design and wider business case is worked up in more detail.

### Commercial Case

The scheme has chosen a Design & Build procurement route.

The procurement contractor is committed to delivering "at least 20% Social Value Added" and will evidence it using the SCAPE Framework Social Value Portal tool.

### Financial Case

In response to inflation pressures and to support the delivery of all four of its TCF schemes, the TCF team in partnership with Bradford Council has developed a phased programme for the West Bradford CSH scheme. The TCF Fund will deliver Phase 1 (City Centre to Cemetery Road) at a cost of £9,191,635, with Phase 2 (Cemetery Road to Thornton Village) subject to future funding.

The Phase 1 total scheme cost includes a cost for risk, contingency, and inflation.

### Management Case

Bradford Council is the lead promoter and has in place a governance structure and project delivery team to support decision making and business case development activities for the scheme. The scheme has also been taken to the TCF Programme Board, the TCF Quality Panel, and is being developed in compliance with the Combined Authority's Assurance Framework.

The Phase 1 scheme is being delivered within the highway boundary so can use permitted development rights.

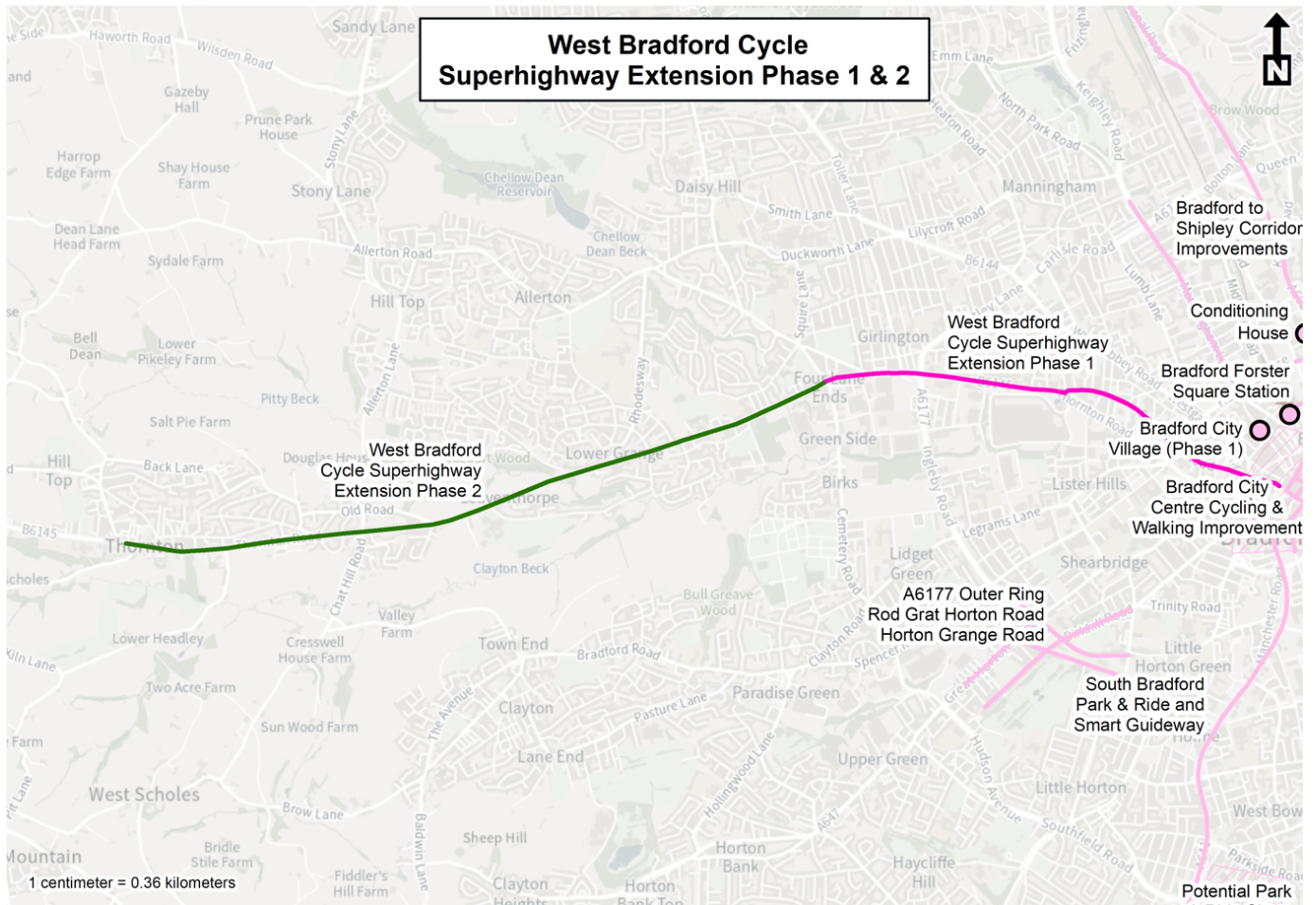
A scheme risk register has been developed to monitor and manage risks.

The Phase 1 scheme's construction start on site is forecast for November 2023 with completion in February 2025.

The scheme's Monitoring and Evaluation (M&E) plan to monitor, record, and evaluate the realisation of scheme benefits is aligned with the TCF Programme M&E Framework.

## Location Map

The following map shows the location of the TCF West Bradford Cycle Superhighway Extension scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region, please refer to: <https://www.westyorks-ca.gov.uk/growing-theeconomy/leeds-city-region-infrastructure-map>

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