

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 10.00 AM ON FRIDAY, 10 FEBRUARY 2023
IN COMMITTEE ROOM 1, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 14 DECEMBER 2022**
Copy attached.
(Pages 1 - 6)
- 5. BUS SERVICE FUNDING AND NETWORK PLAN DEVELOPMENT UPDATE**
(Pages 7 - 16)
- 6. THE BUS SERVICE IMPROVEMENT PLAN (BSIP) AND THE MAYOR'S BIG BUS CHAT UPDATE**
(Pages 17 - 24)
- 7. WEST YORKSHIRE LOCAL TRANSPORT PLAN UPDATE**
(Pages 25 - 34)
- 8. WEST YORKSHIRE PLAN**
(Pages 35 - 48)
- 9. TRANSPORT POLICY UPDATE**
(Pages 49 - 56)
- 10. ACTIVE TRAVEL FUND 4 - BID COMPOSITION**

(Pages 57 - 62)

Signed:

A handwritten signature in black ink, consisting of the letters 'BAM' in a stylized, cursive font. Below the signature is a single horizontal line that extends to the right, ending in a small arrowhead.

**Chief Executive
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON WEDNESDAY, 14 DECEMBER 2022 AT COMMITTEE ROOM
1, WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Susan Hinchcliffe (Chair)	Bradford Council
Councillor Manisha Roma Kaushik (Deputy Chair)	Kirklees Council
Councillor Peter Carlill (Deputy Chair)	Leeds City Council
Councillor Peter Clarke	Bradford Council
Councillor Hassan Khan	Bradford Council
Councillor Alex Ross-Shaw	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Peter Caffrey	Calderdale Council
Councillor Colin Hutchinson	Calderdale Council
Councillor Jane Scullion	Calderdale Council
Councillor Aafaq Butt	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Eric Firth	Kirklees Council
Councillor Matthew McLoughlin	Kirklees Council
Councillor Eleanor Thomson	Leeds City Council
Councillor Izaak Wilson	Leeds City Council
Councillor Melanie Jones	Wakefield Council
Councillor Kevin Swift	Wakefield Council

In attendance:

Dave Pearson	West Yorkshire Combined Authority
Melanie Corcoran	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Simon Linley	West Yorkshire Combined Authority
Ian Parr	West Yorkshire Combined Authority

39. Apologies for absence

Apologies for absence were received from Amir Hussain, Cllr Buckley, Cllr Hayden, and Cllr D'Agorne.

The Chair informed Transport Committee members that the Combined Authority has approved a new Directorate structure which will affect several WYCA transport roles.

- A new post of Executive Director Transport has been created as the senior lead on all transport matters, for which recruitment will take place in 2023.
- Melanie Corcoran has been appointed to the role of Director, Transport Policy & Delivery, but from January will move to the role of Interim Chief Operating Officer. An appointment process is underway for an interim Director of Transport Policy & Delivery.
- Dave Pearson has been appointed into the role of Director, Transport Operations & Passenger Experience.
- Kevin Murray remains Interim Director, Mass Transit pending recruitment into this post in early 2023.
- Alex Clarke has been appointed to a new post, Head of Bus Reform.
- Helen Ellerton, Head of Transport Planning, will shortly be taking maternity leave and Rachel Jones will be covering her role in the interim

40. Declarations of disclosable pecuniary interests

There were no declarations of disclosable pecuniary interests.

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

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

42. Minutes of the meeting of the Transport Committee held on 18 November 2022

Resolved: That the minutes of the meeting of the Transport Committee held on 18 November 2022 be approved and signed by the Chair.

43. West Yorkshire Transport Strategy Monitoring Report

The Transport Committee received a report to provide an update on the annual monitoring of the West Yorkshire Transport Strategy, to provide a breakdown of West Yorkshire transport data, and to set out the development of a new Mayor's Local Transport Plan.

Officers informed members the West Yorkshire Transport Strategy was initially adopted in 2018 and is reported each year. The pandemic has made the data for 2021/2022 difficult to compare against, however it appears to show that passenger numbers are still rising. Given the volatility of the most recent data, it is proposed to create a new transport plan as a new baseline for comparison, though older data will still be available for comparison.

Members questioned the low satisfaction response regarding highways despite the investment put into it, and requested a further breakdown of the

data. Officers responded that there are a variety of reasons for low satisfaction including modes of transport and the demographics of the respondents among others. Officers offered to interrogate the data further and share any further details.

Resolved: That the development of an updated West Yorkshire Local Transport Plan, and the timeline for this to be presented for adoption in early 2024 be noted.

That a workshop involving Transport Committee members be arranged to consider the emerging direction of the West Yorkshire Local Transport Plan.

44. Passenger Experience Update Report

Members received a report to provide an update on the performance of the transport network and of the Combined Authority's passenger facing activity.

Officers explained the Mayor recently met with the Secretary of State to discuss transport issues and seek resolution. There are still challenges, and industrial action continues to disrupt rail services for passengers. Bus patronage is currently around 84% compared to pre-pandemic levels and the public concerns about Covid-19 is subsiding, however the change to travel patterns appear to have settled which may limit future growth.

Members questioned how bus punctuality and reliability is monitored. Officers clarified that comparison is made between the mileage driven against the published timetable. Operators are required to submit a lost mileage report to the Traffic Commissioner which is used to inform the grants operators receive. The data shows service reliability of just above 90%, which is below the target of 99.5% reliability.

Members raised concerns that the 89% customer satisfaction score portrays a better outlook than reality would suggest. Officers noted that those who responded would likely be satisfied simply because they reached their destination, however the data does not capture those whose journey was cancelled and likely dissatisfied as a result. In such cases it is important to monitor the satisfaction change over time more so than the figure at a particular point.

Members questioned if the Combined Authority receives driver availability data from operators and if the data can be compared against the real-time information system. Officers responded that operators are asked about staffing levels periodically, however it is not a metric that is regularly tracked. There is a database of every bus and bus stop which feeds into the real time information system. The database was recently upgraded and a better reporting tool will arrive in the near future which will help to analyse the data and inform which areas require improvement. Conversations are being held with operators regarding the quality of the data and steps taken to ensure the information screens are as accurate as possible to reduce unreliable information being given to customers.

Members asked why operators have trouble retaining drivers, officers responded the problems are not unique to any operator or to West Yorkshire. Issues include the unsociable nature and hours of the role, the working conditions, and the length of time it takes to train and certify new drivers. The winter months are notorious for additional illnesses and difficulties travelling to work, which compound the existing shortage of drivers.

Members praised the upgrades at Wakefield Kirkgate station and the improvements it will make for passengers. Concerns were raised with the suggested removal of ticket offices within stations and the reduction of staffing which may lead to less safe conditions for all passengers, but especially women and girls. Officers noted there is a role at train stations for the British Transport Police, and that conversations with operators suggest that any former ticket office staff will still be present in altered roles, and so there should be no reduction in staff at stations.

The Transport Committee members agreed to request the Chair writes to the Secretary of State to raise the concerns of the Transport Committee members regarding staff reductions in train stations.

Resolved: That the updates provided on the Passenger Experience in West Yorkshire provided in this report be noted.

45. Budget and Business Planning 2023/24

Members received a report to update the committee on key issues which the Combined Authority will be considering as it prepares a revenue budget and business plans for 2023/24. Officers explained the current challenges around setting budgets due to inflation and other pressures. There is approximately £3 million of extra cost, which can be managed by utilising funds from the concessionary fares budget, which are still high as they are paid to operators at pre-pandemic rates. There are concerns that if the emergency bus grants are ended in March 2023 it may lead to bigger budget gaps than the Combined Authority alone can afford.

Members asked for clarification regarding the concessionary fares budget and the reserve budget. Officers explained a part of the budget had been used towards the Mayor's Fares Scheme in September, which has been restored now the Bus Service Improvement Plan funding is available. Regarding the reserve budget, officers explained there is a standard reserve to be used in limited circumstances, but would require approval by the Finance, Resources, and Corporate Committee before any reserve funds are withdrawn.

Resolved: That the update on matters relating to setting a Business Plan and Revenue Budget for 2023/24 be noted.

46. Inflation: Transport Programmes

Members received a report to provide an update on the inflation review and subsequent approvals by the Combined Authority at their meeting on 08

December 2022. Officers informed members that they are working collaboratively with Local Authorities and providing updates to portfolio holders and leaders. All transport projects have been reviewed against set criteria to identify which are placed on a pipeline for future delivery and which may still proceed as scheduled. As a result savings of approximately £266 million have been identified. Paused schemes will continue to be developed so they are ready to start once funding is available.

Members questioned if elements of some schemes can be continued, such as active travel improvements. Officers confirmed that viable elements of schemes will be continued, though it may also depend on funding restrictions where external funding is involved. The City Region Sustainable Transport Settlement for example is a five-year settlement and so provides longevity to deliver projects further down the line.

Resolved: That the following changes to schemes within the WYTF and TCF programmes be noted:

- (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).

47. Project Approvals

Members received a report to seek approval for the progression of, and funding for projects under Investment Priority 5 – Future Transport. Officers summarised the aim of the Transforming Cities Fund – West Bradford Cycle Superhighway to deliver high quality cycle infrastructure and walking improvements along a 2.5 kilometre route from the city centre and to Cemetery Road. Bradford Council has prioritised the scheme to be delivered ahead of the City of Culture 2025, and will be delivered in phases. Delivery of Phase 2, Cemetery Road to Thornton Village, will be subject to future funding being identified.

Members questioned the reported carbon impact assessment, officers explained there is unavoidable carbon output resulting from the construction of any scheme, however this is accounted for and greener building practices are explored wherever possible. The carbon overall emissions should be offset over time by reduced emissions by higher uptake of active travel.

Members questioned how the scheme will be maintained following completion, officers responded that it will be added to the general maintenance programme as schemes usually are, and most maintenance

issues go unreported by those who encounter them which keeps the issue occurring for longer.

Members asked what the baseline figures are for cyclists on the existing route, and how the conversion of car users to cycle users will be measured. Officers offered to follow up with the baseline data, and suggested that the support schemes included in the active travel schemes to encourage more cycling will be able to provide data about the number of new users.

Members queried if the carbon assessment tool used is the Combined Authority's own or the one use by the Department for Transport. Officers answered that the in-house carbon assessment toolkit is used for every project so they can be compared on similar metrics, but some schemes are also measured by DfT metrics where necessary for funding.

Resolved: The Transport Committee approved 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.



Report to: Transport Committee

Date: 10 February 2023

Subject: **Bus Service Funding and Network Plan Development Update**

Director: Dave Pearson, Director of Transport Operations and Passenger Experience
Dave Haskins, Director, Transport Policy and Delivery (Interim)

Author: Dave Pearson, Director of Transport Operations and 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 At its meeting on 2 February 2023, the Combined Authority approved its budget and business plan for 2023/24 and identified that bus service costs are a major area of risk and uncertainty in the forthcoming financial year. This report seeks to update Transport Committee on current issues affecting bus services in West Yorkshire and the actions to be taken to mitigate these risks and issues in 2023/24 – including development of the BSIP funded Bus Network Plan.

2. Information

Current status of Commercial Bus Services in West Yorkshire

- 2.1 Since bus deregulation in 1984, most bus services in West Yorkshire operate on a commercial basis with the Combined Authority, as Local Transport Authority (LTA), seeking to facilitate co-ordination between commercial operators, commissioning those services which would not operate on a commercial basis, providing concessionary fares, and managing bus service facilities and assets.
- 2.2 Changing travel habits during and since the pandemic have had a significant impact on bus use which is now at 87% of pre pandemic rates. Since April

2020, bus services have been financially supported by Government grant and by LTAs including the Combined Authority maintaining payments at pre-pandemic rates despite the reduction in patronage.

- 2.3 Reduced farebox revenue, reliance on short-term public-sector financing, a diminishing workforce and rising fuel, labour and other costs have all impacted on the viability of commercial bus operations. This has led to service reductions and withdrawals and issues with reliability and punctuality.
- 2.4 The current Government funding ends in March 2023. At the time of writing, Government officials were advising that further funding is under consideration but were unable to advise on the timing and value of the funding. This uncertainty is leading many bus operators to consider further service withdrawals at the end of March 2023. The Deputy Chair of Transport Committee with responsibilities for bus, Cllr Carlill, has been meeting bus operators to discuss their plans ahead of this date.
- 2.5 Bus operators are now working on the basis that funding will reduce or cease on 31 March and have notified the Combined Authority of plans to withdraw services from April. Formal registrations to change services from 2 April will need to be submitted to the Traffic Commissioner by 17 February. As it stands the impacts will be:
- 7 services withdrawn in full
 - 4 services where part of the route will be withdrawn
 - 16 services where service frequencies will reduce
 - 15 services will operate over a reduced span of the day/week
- 2.6 Discussions with the relevant bus operators continue and a verbal update will be provided to the meeting. Details of the affected services will be circulated to Members following the submission of service registrations.

The Combined Authority’s Expenditure on Bus Services

Provision of socially necessary bus services

- 2.7 The 2022/23 budget contains £16.6m to fund the provision of socially necessary bus services. This is broadly broken down as follows:

Table 1 –2022/23 Initial Budget For Bus Services

Socially Necessary Local Bus Services	£14.1m
School Bus Services (net of revenue and contributions by Councils and other parties)	£2.6m
AccessBus	£2.3m
BSOG – Government Grant /other	-£2.4m

- 2.8 A report to the 22 July meeting revised the forecast expenditure on bus services and approved the transfer of £2.1 million from the concessionary fares budget to accommodate increased spend arising from inflationary adjustment of contracts together with re procurement of contracts which have resulted in increased costs of 8-10%. A further subsequent virement of £0.992m was approved in September largely as a result of the business failure of CT Plus. Whilst spend in 2022/23 can be contained with the budget and subsequent grants and virements, the current situation is providing pressure on spend in 2023/24.
- 2.9 The budget for 2023/24 is based on assumptions regarding the various factors which will impact on bus service expenditure in 2023/24. These can be summarised as follows:
- Expenditure in 2022/23 has been supported by Government funding of £4m. As stated earlier in this report, uncertainty remains as to whether Government funding support will be made available to the Combined Authority and bus operators beyond end March 2023.
 - If there is no funding then the Combined Authority must absorb the additional service costs which have emerged since the pandemic. Commercial bus services will be withdrawn leading to communities looking to the Combined Authority to secure a reinstatement of service.
 - A partial or full retention of Government funding may ameliorate these impacts, however inflationary pressures together with reduced capacity in the bus industry show no sign of abating. Recent tender procurements have resulted in cost increases of 20-30%. If this rate of increase is applied across the budget with no increase in income, the additional costs are of the magnitude of £7m pa.
 - Throughout the pandemic, bus service contracts were extended by mutual consent with the contracting operators as market conditions were not conducive to procurement and the CA would run the risk of tender prices with high level of risk contingency. There are therefore a significant number of contracts (valued at approximately £5m pa) which will expire early in 2023/24 which will necessitate a phased programme of procurement over the coming financial year. This is in addition to the process of renewing school transport contracts.
 - Finance, Resources and Corporate Committee in July 2022 approved the creation of an earmarked reserve for public transport support in response to the current volatility in the bus sector. Given the uncertainties outlined above, it is expected to be necessary to draw on this in 2023/24 to maintain a balanced budget. However, moving forward, it will be necessary to look at options which stabilise the spending position.

- 2.10 A number of workstreams have started to support the stabilisation of spending in this area;
- The process to re-procure current bus services will need to ensure that each service is delivering against the Combined Authority's Bus Service Improvement Plan in a form which delivers best value. Current utilisation of services will be examined to ensure effectiveness and that the costs are delivering social benefits.
 - School transport services have been a major element of cost escalation in 22/23. Broadly partner Councils and Academy Trusts meet the costs of carrying pupils for whom they have a statutory responsibility to provide transport together with some services that are necessary to support the local admissions policy. The CA funds the operation of buses where it is not possible for pupils to use the general bus network to get to school; there are many schools where the distribution of the catchment area does not correlate well with the bus network. Given the funding constraints the CA and Councils are facing due to Government funding settlements, it is necessary to identify CA funded services which are not carrying enough pupils to represent value for money with a view to their withdrawal or absorbing passengers onto other services. This will take place over the spring/ summer ahead of withdrawing services from the start of the academic year should this be required. Engagement with schools and Councils commenced on 23 January 2023.
 - A renegotiation of school transport cost sharing with partner Councils and Academy Trusts will also be undertaken.
 - As costs increase and the capacity of the bus industry reduces, it is becoming clear that the current process to procure bus services requires a major overhaul. Deloitte have been commissioned to advise on how these processes can be modernised and a commercial procurement strategy developed to ensure the CA can obtain the best outcomes from a changing bus market.
- 2.11 In the event that some or all of the bus service withdrawals outlined in paragraph 2.5 occur, the Combined Authority has very limited financial scope to subsidise additional services without a stable funding package from Government and/ or partner Councils.
- 2.12 The current uncertainty around Government funding for bus services is impacting on the confidence of bus operators to submit tenders for contracts with the Combined Authority to operate socially necessary bus services. In late 2022, tenders were invited to operate services in the Otley, Ilkley, Guiseley and Yeadon areas. At the time of writing, insufficient bids had been received to operate all of the CA funded services and it is possible that some services may need to be suspended from February until such time as a bus operator can be found. A verbal update will be provided to the meeting on this situation.

Concessionary Fares

- 2.13 The provision of free bus travel for older and disabled people (the English National Concessionary Travel Scheme) is a statutory requirement, currently costing almost £40 million per annum. Following Government advice, LTAs have been reimbursing bus operators based on pre-pandemic passenger journeys and rates with deductions made for mileage not operated in 2022/23 that was operated in 2019. This has enabled the surplus which has offset cost growth to date. It is intended to transition back to using actual passenger journeys and update reimbursement rates per journey in 2023/24.
- 2.14 Use of the free concessionary travel scheme for older and disabled people continues to lag behind adult bus travel and, in November and December 2022, was only 67% and 62% of the same months in 2019 respectively. 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. The proposed budget for concessionary fares has been developed following sensitivity testing of various outcomes in terms of passenger demand and reimbursement rates.
- 2.15 The Combined Authority funds the provision of cheaper bus fares young people based on the “Fare Deal for Under 19s” approved by the Committee in 2021. The budget for this activity is maintained in 2023/24.

Bus Service Improvement Plan – funding of ‘new and enhanced’ services

- 2.16 The Combined Authority submitted its Bus Service Improvement Plan (BSIP) to the Department for Transport (DfT) in October 2021. The development of the BSIP, which sets out our ambitious vision and plan for improving local bus services, was a requirement of the ‘Bus Back Better: The National Bus Strategy for England’ (2021).’
- 2.17 In the BSIP, the Combined Authority set out its ambition for delivery of an enhanced, fully inclusive and more cohesive bus network – which takes people where they need to go, when they need to go and caters for the complexity of modern travel patterns and different passengers’ need.
- 2.18 To support this, it also committed to the development of a five-year Bus Network Plan, which will include:
- Expansion of the high frequency ‘core network’ – so more people live near a bus stop where a service arrives at least every 15 minutes.
 - Improvements to the regularity and consistency of less frequent services.
 - Increasing services in the early morning, evenings and at night-time.
 - Increasing services in rural, out-of-town and economically deprived areas.
 - Local ‘SuperBus’ networks, with cheaper fares and priority on the roads.
 - More pilots of demand responsive ‘FlexiBus’ services.

- 2.19 West Yorkshire has since been awarded £69.9m in revenue funding by the Department of Transport (DfT) to support delivery of its BSIP, with approx. £31m assigned by the Combined Authority specifically for investment in the bus network.
- 2.20 As previously reported to Transport Committee, work is progress on developing a Bus Network Plan however the delivery of this plan is challenged by the current uncertainty around Government funding and any consequential impacts on service provision.
- 2.21 Importantly, for BSIP allocations, the DfT previously advised their top priorities are “increased service frequencies and new/expanded routes – including better evening and weekend services, new routes that serve identified priorities such as employment sites and services and new Demand Responsive Transport [...] You should not simply use funding to support existing service levels and patterns.”
- 2.22 Therefore, the Combined Authority has been working to analyse current levels of bus connectivity, identify priority areas for improvement, and define key funding criteria based on BSIP strategy. The process was outlined in a report to Transport Committee in October 2022. Crucially, the process has sought to create a difference between the reasons for investment of the Combined Authority’s £17m annual tendered services budget which provides commercially unviable but socially necessary connectivity, and the BSIP funding which should support more transformative improvements and growth of the network.
- 2.23 As reported to Transport Committee in November, direction has also been given from the Mayor, Leaders and Transport Committee members to prioritise investment in expanding the reach of the bus network and establishing new connections at all times of day, as well as improvement to the frequency of existing services. It has also been agreed to continue development of the longer term ‘aspirational’ bus network as part of the development of the West Yorkshire Local Transport Plan, to ensure coordination with other modes and full alignment with the region’s needs.
- 2.24 Furthermore, through engagement on district-by-district basis it has been made clear that there are a range of different transport needs and funding priorities across West Yorkshire, which will need to be balanced as part of any funding package brought forward, rather than the Combined Authority being able to implement a one-size fits all approach.

Proposed funding approach:

- 2.25 To balance BSIP opportunities against the context of current commercial challenges, the Combined Authority is proposing to take a phased approach to BSIP-funded network enhancements over a five-year period. This would comprise four main funding pots:

- **Tranche 1: Network stabilisation and ‘quick wins’ (£3m approx., Years 1-3)**– to fund services which are deliverable within the upcoming financial year, and stabilise/enhance the ‘as is’ network.
- **Tranche 2: New and enhanced routes (£9m approx., Years 2-4)**– comprising more significant and transformative investments as the market reaches a more stable position.
- **Tranche 3: Future development (£6m approx., Years 3-5)** – to be retained for investment in services that meet changing network needs, a more developed vision of the future network, and current ideas which require further scoping.
- **Tranche 4: SuperBus (£10.6m approx., Years 1-5)** – to fund joint commercial ventures with operators, with the Combined Authority ‘pump-priming’ services over the first three years, reducing annually, and operators solely funding for years four and five as commercial viability grows.

2.26 Figure 1, below, visualises this proposed funding programme. The exact amount and funding period for each package are still to be agreed.

Figure 1 - Proposed network funding programme – DRAFT

Year	2023/24	2024/25	2025/26	2026/27	2027/28
Annual spend	£1m*	£4m*	£6m*	£5m*	£2m*
Funding Tranche	Tranche 1 – £3m, approx. 10 buses (network protection and quick win enhancements)				
		Tranche 2 - £9m, approx. 25 buses (new connections and further enhancements)			
			Tranche 3 – £6m, approx. 15 buses (further development pot)		
Superbus (Tranche 4)	Superbus Year 1 – £4.8m**	Superbus Year 2 – £3.5m**	Superbus Year 3 - £2.2m**	Superbus Year 4 - £0m	Superbus Year 5 - £0m

2.27 All spend on the network will be subject to the Combined Authority’s usual assurance process. A Strategic Outline Case and initial spend is planned to be brought for Transport Committee approval in May 2023.

- 2.28 The proposed phased approach to investment seeks to mitigate against current commercial funding challenges by allowing time for the network to reach a steadier state, and the majority of investment in enhancements planned accordingly.

Shortlisting route suggestions

- 2.29 The Combined Authority has compiled a long list of route suggestions for BSIP investment through engagement with politicians, local operators, partner Council officers and the internal Transport Services team.
- 2.30 There are currently approx. 300 suggestions on the long list, and these are being developed and prioritised based on factors including:
- Whether they are ‘new or enhanced’ services
 - Alignment with wider BSIP strategic priorities – inc. frequency targets and service hours.
 - Correlation with background analysis of current bus connectivity and priority areas for improvement.
 - Deliverability – including market capacity to provide.
 - Commercial viability beyond the funding period.
 - Stakeholder support.
- 2.31 Using this analysis, the Combined Authority will work with partner Councils to agree the schemes to put forward as part of the first funding tranche. The commissioning of these services from operators will then commence, with a view to the first BSIP-funded services being operational from Summer 2023.
- 2.32 The long list will continue to be developed and reviewed, alongside the overarching network vision, for Tranche 2 and 3 funding over the coming financial year.
- 2.33 As described earlier in the report, the bus network is challenged by funding uncertainties resulting in service suspension and withdrawals. It is therefore important to focus the initial spend (Tranche 1) on steps aimed at protecting and stabilising the existing network. Once this stability is achieved, Tranche 2 and 3 can focus on new and enhanced services as per the original BSIP ambitions.

SuperBus

- 2.34 £10.6m of the BSIP network funding was set aside for ‘SuperBus’ partnership schemes with operators to develop and strengthen local networks.
- 2.35 Bus operators were originally invited to submit proposals as part of the BSIP’s initial development. Following confirmation of funding, operators were invited to resubmit bids by the end of November 2022. The total value of proposals received was £19.3m.

- 2.36 Following an evaluation three schemes serving areas of Calderdale Bradford, Kirklees and Leeds districts emerged as suitable to carry forward at a total cost of £4.2m. The Combined Authority is now working with operators to develop these schemes, ready for implementation, and to explore opportunities for the use of the remaining £6.4m.

Bus Improvement and Reform

- 2.37 The Bus Service Improvement Plan expenditure will seek to adapt the wider network to be responsive to the changing patterns of employment and travel. Maintaining and supporting the recovery of the current network is also key and, whilst BSIP spend and “business as usual” spend will be kept separate, it will be necessary to ensure they are complimentary and that the BSIP funded activities deliver a financially sustainable network in the future.
- 2.38 The actions and approaches outlined in this report represent a significant increase in the Combined Authority’s activities in commissioning bus services. As mentioned earlier in this report, this will necessitate a revision of the systems, processes and procurement strategy for bus service commissioning.
- 2.39 In 2023/24 the Combined Authority will consider the assessment for bus franchising which may offer a longer term solution to the challenges set out in this report. The emphasis in 2023/24 should be supporting a positive recovery from the economic impacts of recent years to enable a sound platform on which to build a tangible improvement in the network.

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 area of high deprivation, in order to support the region’s inclusive growth ambitions.

5. Equality and Diversity Implications

- 5.1 Providing bus transport that is attractive, inclusive and accessible for all is a key objective to level up West Yorkshire with a focus to improve connectivity for disadvantaged communities.
- 5.2 An Equality Impact Assessment will be undertaken for any actions by the Combined Authority which have a significant impact on service provision.

6. Financial Implications

- 6.1 This report provides context to the accompanying report proposing the Combined Authority’s budget for 2023/24

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 Transport Committee notes the actions being taken to manage bus service costs in 2023/24.

10.2 That the Transport Committee endorses the general approach to the deployment of funds set aside in the Bus Service Improvement Plan award for bus network development and that a Strategic Outline Case be presented to the Committee seeking approval to spend.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None.



Report to: Transport Committee

Date: 10 February 2023

Subject: **The Bus Service Improvement Plan (BSIP) and the Mayor’s Big Bus Chat update**

Director: Dave Pearson, Director Transport Operations and Passenger Experience
Dave Haskins, Director, Transport Policy and Delivery (Interim)

Author: Thomas Lock, Bus Policy Manager

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

1. Purpose of this Report

- 1.1 The purpose of this report is to update Transport Committee on the outcome of the first three months of the Mayor’s Fares initiative and the next steps for development and delivery of the Bus Service Improvement Plan (BSIP).
- 1.2 The report also sets out the high-level findings of the Mayor’s Big Bus Chat public engagement to inform ongoing delivery of the BSIP.

2. Information

The Bus Service Improvement Plan

Background

- 2.1 The Combined Authority developed its Bus Service Improvement Plan (BSIP) in 2022, in response to the Government’s National Bus Strategy for England.
- 2.2 Recognising current industry challenges as well as success of the West Yorkshire Bus Alliance to date, the BSIP outlined a vision for a safe and inclusive bus network, which better connects communities across the region and supports decarbonisation and integrated, sustainable travel.

2.3 To enable this, the BSIP set out a plan of interventions at each stage of the passenger journey and across five key delivery areas, which work towards:

- **An enhanced, fully inclusive and more cohesive bus network** – which takes people where they need to go, when they need to go.
- **Clear and simple fares** – to make paying for bus travel more affordable, easier, convenient and flexible.
- **Improved, more inclusive customer service and support** – so passengers have the tools to travel with confidence and help they need if their journey does not go to plan.
- **Priority for buses on our road** – so journeys by bus are quicker, with less time spent stuck in traffic, and are a viable alternative to the private car.
- **More green and better vehicles** – to improve the onboard experience and make bus the sustainable choice for travel in West Yorkshire.

Programme overview

2.4 In April 2022, the Combined Authority was notified by the Department for Transport (DfT) that it had been indicatively awarded £69,974,070 in revenue funding, over three financial years, to support delivery of its BSIP. The West Yorkshire was amongst the most successful LTAs in terms of the value of BSIP funding awarded.

2.5 A BSIP funding package, outlined in in Table 1, was agreed by the Combined Authority as the basis for its spending submission to the DfT and development of the corresponding Enhanced Partnership scheme which secured agreement between, the Combined Authority, bus operators and district councils to delivery of the associated projects - as outlined in Table 2.

Table 1 – BSIP revenue funding package overview

Funding area	Schemes and interventions	Revenue cost (£m)
Clear and simple fares	<ul style="list-style-type: none"> • ‘Mayors Fares’ subsidy. • Business to customer sales and marketing. • Business to business sales. 	36.9
New and improved services	<ul style="list-style-type: none"> • Evolution and growth of the bus network. • ‘Superbus’ town network enhancements. • Service innovation – Demand Responsive Transport and Mobility Hubs. 	30.9
Supporting bus priority and safety	<ul style="list-style-type: none"> • Improvements to coordination of bus, urban traffic and passenger information. • Enhanced Safer Travel Partnership with the WY police. 	2.05

Total revenue costs:	69.8
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Table 2 – BSIP Enhanced Partnership Scheme Commitments

BSIP EP Scheme Commitments (as of November 2022)
<ul style="list-style-type: none"> • “Mayor’s Fares” – capping single fares at £2 max single fare and day fares at £4.50 (multi operator MCard DaySaver)
<ul style="list-style-type: none"> • Business to business (B2B) sales through TPN Team
<ul style="list-style-type: none"> • Fares and Ticketing Communications and Marketing campaigns
<ul style="list-style-type: none"> • Network Enhancements – Five Year Network Development Plan, including potential sites for Demand Responsive Transport (DRT)
<ul style="list-style-type: none"> • “Superbus” – partnership schemes with bus operators
<ul style="list-style-type: none"> • Plan to address issues affecting bus and urban traffic management and its interface with provision of passenger information
<ul style="list-style-type: none"> • Mobility Hubs (Phases 1 and 2)
<ul style="list-style-type: none"> • Introduction of Passenger Charter
<ul style="list-style-type: none"> • Enhanced Safer Travel Partnership with WY Police, including PCSO recruitment
<ul style="list-style-type: none"> • CRSTS Bus Priority and related bus infrastructure

2.6 A Strategic Outline Case was submitted to the Combined Authority seeking approval of £16,823,176 from the £69,974,070 BSIP revenue funds. This was approved by Transport Committee in November 2022, and spend commenced following receipt of funds from the DfT.

2.7 The BSIP vision is also supported by other funding programme’s including elements of the £1bn West Yorkshire Transport Fund, the £830m City Regional Sustainable Transport Settlement and, as of January 2023, the £41.25m Levelling Up Fund award.

Mayor’s Fares update

2.8 As part of the BSIP, the Combined Authority set out a proposal to reduce the multi operator day ticket (MCard DaySaver) to £4.50 from £5.50 and setting the maximum single journey fare to £2. The Combined Authority meeting on 22 July resolved that ‘arrangements to implement the cheaper fares proposal proceed in consultation with the Mayor and Chair of Transport Committee be agreed.’

2.9 Accordingly, the ‘Mayor’s Fares’ were launched on the 4 September 2022. Given the current cost of living crisis, the Mayor felt that it was important that individuals and families obtained the benefit of this as soon as practically possible. Also, the start of the academic year is an opportune time to promote new fares as many people review and change travel habits at this time.

2.10 Analysis has been undertaken of the first three full months performance of the Mayor's Fares capped fare scheme, October to December 2022 (September was a part month for which we have incomplete data therefore we have not included this in the analysis)

2.11 The following summarises the benefits to date:

- 7.2 million customer journeys were made using the Mayor's Fares - approaching half a million passenger journeys each week
- Passengers have saved a total of £3.6m compared to what they would have been paying without the initiative- on average each passenger is saving 20%
- The passenger savings have been funded by £3.4m of BSIP funding. Monthly payments have been made to bus operators based on estimates, payment rates will be adjusted based on performance in the first three months
- Over a third of all subsidised journeys have been made on MCard DaySaver tickets which have shown a marked increase in sales

2.12 Bus use in West Yorkshire in May 2022 was at 81% of pre pandemic levels, by December this had increased to 87% showing growth since Mayor's Fares was introduced. However, this increase is in step with a similar increase nationally (outside London) where only West Yorkshire, Greater Manchester and Merseyside have £2 fare capping. It is premature to attribute all of this growth to Mayor's Fares although it is clearly having a beneficial effect.

New and Improved Bus Services – Delivery Challenges

2.13 The accompanying report sets out the financial challenges which are faced by the Combined Authority and bus operators at present. The report identifies the risk that bus operators will withdraw services when funding ends in March and that the Combined Authority's funding position will limit scope to intervene to save services. In the context of this, the first step in delivering the BSIP New and Improved Services funding may need to focus on the communities adversely affected by cuts seeking to stabilise the network.

The Mayor's Big Bus Chat

Background

2.14 The Mayor's Big Bus Chat was conducted over summer 2022 (between 11th July – 18th September) to engage the public on the content of the BSIP, as well as their current attitudes towards bus travel more generally.

2.15 The engagement sought public feedback of key topics including the BSIP's five main delivery areas, including:

- The bus network.
- Fares and ticketing
- Customer services and information

- Green and better vehicles
- Bus priority
- Current attitudes towards bus travel
- Personal characteristics

2.16 The engagement consisted of:

- A survey – including closed and open questions
- 14 in-person ‘drop in’ sessions at locations region-wide.
- Six ‘Tell Tracy’ community engagement events
- Two online ‘drop in’ webinars
- Seven social media polls
- Online engagement via YourVoice – including Q&As, video stories and Letters.

2.17 Approximately, over 5000 people were engaged with across all the activities.

Key survey results.

2.18 Following analysis, initial findings from the survey responses are now available.

2.19 The survey had a total of 1,799 respondents. Around 87% of respondents use the bus frequently (at least once every 3 months), and the most popular reason for travelling was for leisure purposes (58%) and then commuting (47%). Over-25's and white respondents were over-represented, as a proportion of their make-up of the overall West Yorkshire population. The largest district response level was from Leeds.

2.20 This level of engagement means that the findings can be taken as statistically representative but must be viewed within the context of the engagement conducted. Specific points to note include:

- **Arriva bus strikes** – industrial action took place throughout the summer, particularly affecting bus users in Kirklees and Wakefield.
- **Pre-Mayor’s fares** - the capped fare scheme was not introduced and /or promoted until near the end of the engagement.
- **School summer holidays** – formed a significant part of the engagement period, which limited opportunities to engage with students and people in education.

2.21 Ultimately, the survey results validate the content of the existing BSIP, with the majority of bus users agreeing that the priorities in the BSIP will help to achieve a better bus network.

2.22 Access to the bus network was a positive with the majority of respondents indicating there is a bus stop within walking distance from their home

2.23 Bus users also mentioned that boarding and interacting with the driver worked well for them.

- 2.24 However, over half of respondents said they were not satisfied with their local bus service and a number of areas of improvement were highlighted:
- Managing disruptions or delays
 - Bus fares aren't good value for money
 - Better passenger experience at the bus stop
- 2.25 Top priorities for investment were improving the frequency of existing daytime services (45%), protecting existing services at risk of being withdrawn (34%), and more evening services between 6pm-10pm (30%).
- 2.26 74% of respondents agreed that buses should be given more priority on the road network.

The Combined Authority's response.

- 2.27 The below table outlines the Combined Authority's response to the initial findings from the survey, specifically investments it is making that should help address concerns raised by respondents.

Table 3 – Combined Authority actions in response to initial findings from the Mayor's Big Bus Chat survey.

Feedback	Combined Authority actions
Availability of bus services	Development of the five-year Bus Network Plan and investment of £31m approx. BSIP funding in: <ul style="list-style-type: none"> • New and improved services • 'SuperBus' schemes • Service Innovation (such as 'FlexiBus' Demand Responsive Transport).
Value for money fares	<ul style="list-style-type: none"> • £37m approx. investment in 'Mayor's Fares' subsidy, capping all single fares a £2 and day tickets at £4.50. • £1.9m approx. investment via CRSTS in technology to support London style 'tap and go' ticketing and further enhancements to the MCard Mobile app.
Passenger experience at the bus stop	<ul style="list-style-type: none"> • Approx. £14.3m capital investment via CRSTS in bus stop, shelter and station safety and accessibility upgrades. • Enhanced Safer Travel Partnership with the West Yorkshire Police, including PCSO recruitment.
Managing disruptions and delays	<ul style="list-style-type: none"> • Ensure a collective approach to reducing congestion and improving bus journey times through the Enhanced Partnership

	<ul style="list-style-type: none"> • Ensure travel information on disruption and delays is consistent and delivered across all information media • Improve the effectiveness of real time passenger information systems, minimising instances of “ghost buses”
Improving bus journey times and reliability/ bus priority	<ul style="list-style-type: none"> • delivery of bus priority schemes in development as part of the CRSTS programme.
Consistent Customer Service	<ul style="list-style-type: none"> • Publish and promote a Customer Charter to ensure passengers obtain a consistent standard of customer service across all of the bus system

Next steps

- 2.28 Work is ongoing to finalise analysis of all feedback from the wider engagement activity - including the drop in meetings and Tell Tracy sessions - and to understand how this correlates to the survey outcomes. The full findings will be published online via the Combined Authority’s website in March.
- 2.29 The findings of the Big Bus Chat will inform the annual update of the BSIP (due in October 2023) as well as development of project business cases being developed under both the BSIP and CRSTS business cases.
- 2.30 The findings are also being used to inform a ‘Customer Charter, which is being developed in partnership with Operators and sets out the standard of service anyone should expect when travelling on any bus in West Yorkshire and guarantees around the response they should expect when a service fails to be meet these standards.

3. Tackling the Climate Emergency Implications

- 3.1 There are no climate emergency implications directly arising from this report. Increasing bus use will promote more sustainable travel

4. Inclusive Growth Implications

- 4.1 The delivery of the Bus Service Improvement Plan will contribute to the Combined Authority’s inclusive growth objectives.

5. Equality and Diversity Implications

- 5.1 A key aim of the BSIP is to enable an inclusive bus service, which meets the needs of different communities across West Yorkshire. The Demon

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 This report reflects the outcomes of engagement with the public on the BSIP and bus travel more generally.

10. Recommendations

10.1 That the Transport Committee notes the early findings from the Mayor's Big Bus Chat survey and the progress being made on delivery of the Bus Service Improvement Plan.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None



Report to: Transport Committee

Date: 10 February 2023

Subject: **The Mayor’s West Yorkshire Local Transport Plan Update**

Director: Dave Haskins, Director of Transport Policy and Delivery (Interim)

Author: Liz Bennett, Policy Manager

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

1. Purpose of this Report

- 1.1 To agree the strategic approach and key messages for the development of the new Mayor’s West Yorkshire Local Transport Plan, and to provide an update on the Department for Transport’s consultation on Local Transport Plan (LTP) guidance.

2. Information

- 2.1 A Local Transport Plan is a transport strategy for an area, setting out a vision, policies, a delivery programme as well as metrics to gauge success and overall performance in the delivery of its objectives. The West Yorkshire Transport Strategy 2040 is our current LTP adopted by the Combined Authority in August 2017.
- 2.2 The Combined Authority has a statutory duty to produce and keep under review a LTP on behalf of West Yorkshire. The Transport Act 2000, as amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a LTP every five years and to keep it under review. In October 2022 Transport Committee noted the anticipated government update to LTP Guidance, and the subsequent development of a new West Yorkshire LTP (WYLTP).
- 2.3 In addition to discharging the Combined Authority’s statutory duties, an updated LTP is also required to deliver on the objectives of our Corporate Plan

and facilitate the scale of change needed to decarbonise the transport sector and deliver the ambition contained within the West Yorkshire Climate and Environment Plan, the Bus Service Improvement Plan (BSIP), and our Mass Transit Vision.

- 2.4 LTPs are also used to bid for, prioritise and allocate funds, and provide the strategic narrative and rationale for specific schemes and interventions. The Mayor's WYLTP will form the basis for future delivery programmes including future City Region Sustainable Transport Settlements (CRSTS) plus other funding bids.

Department for Transport Local Transport Plan Guidance

- 2.5 DfT provides guidance on requirements for LTPs, most recently in 2009. Guidance was initially prescriptive, but from 2009 was flexible, emphasising the development of local strategies and policies that work best for the area, its economy and environment. Under the 2009 guidance the DfT no longer formally assessed LTPs or imposed mandatory targets.
- 2.6 In October 2022 Transport Committee were informed of the DfT's indication to update their guidance on LTPs, with new LTP's expected to be in place by early 2024. As a result of stakeholder engagement, we anticipate that LTPs will need to set out in one place local objectives for transport in an overarching unifying plan which brings together different transport modes. The anticipated new LTP guidance is likely to build on the approach set out in the government's Levelling Up White Paper and Transport Decarbonisation Local Authority Toolkit. It is also anticipated that Bus Service Improvement Plans will also need to be fully aligned with LTPs.
- 2.7 As part of their stakeholder engagement, government indicated that LTP's will need to focus on delivering Quantified Carbon Reductions (QCR's) and that new technical guidance will require authorities to embed an evidence-led carbon approach in LTP development. In addition to this, future funding settlements are also expected to be contingent on LTP's demonstrating ambitious, quantifiable carbon reductions. This is new as a significant area of focus in the development of LTP's which will require technical work to demonstrate QCR within the LTP. In addition, there will be trade-offs to consider between carbon priorities and other objectives.
- 2.8 Given the delay to the publication of the government guidance, developing an LTP which will deliver on our corporate objectives, mayoral pledges and district partner local priorities, and which demonstrates best practice against the new government guidance, by early 2024 is a significant challenge.
- 2.9 The Combined Authority would need to be able to demonstrate a lawful/fair consultation exercise had been undertaken on the LTP, which is extremely challenging if LTPs are required to be updated by government in accordance with new guidance by early 2024. Our intention is to progress in developing a new LTP based on our aspiration to deliver key priority initiatives to achieve meaningful transport outcomes across West Yorkshire. It is recognised that refinements may need to be made once guidance is published.

- 2.10 As a statutory document LTPs are also subject to legislative requirements these include Strategic Environmental Assessment, Equality Impact Assessment, and Habitats Regulation Assessment, which take time. Alongside requirements to consult, integrate our relevant plans and statutory duties, it is recognised that developing a new LTP is a significant undertaking.

Developing the Mayor's West Yorkshire Local Transport Plan

- 2.11 The West Yorkshire Transport Strategy 2040 is our current LTP adopted by the Combined Authority on 3 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.
- 2.12 The West Yorkshire Transport Strategy since its adoption has enabled work to progress on the 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 CRSTS. Further supplementary LTP strategy development work is also currently underway across the following policy areas, Active Travel, Rail, Electric Vehicles and Freight.
- 2.13 Since the West Yorkshire Transport Strategy was adopted, the Combined Authority have declared a climate emergency and undertaken new work - setting an ambitious science-based target for the region to be net zero carbon by 2038. The West Yorkshire Climate and Environment Plan identifies that the transport sector is the highest emitting sector for carbon emissions within West Yorkshire, dominated by road-transport and the private car. To reduce emissions to virtually zero within the sector will require a fundamental change in how we travel, with fewer journeys enabled by digital technology and more of the journeys made being undertaken by public transport, cycling and walking.
- 2.14 The West Yorkshire LTP will need to provide the policy framework to create the space needed on our roads to prioritise low carbon sustainable transport modes, as set out in the development of our supplementary LTP modal strategy documents. As a region we are aiming to deliver significant growth in space on our roads for bus, walking and cycling provision. 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.
- 2.15 At December Transport Committee, members were updated on monitoring of the West Yorkshire Transport Strategy our current LTP. To help understand and plan for the creation of the new LTP and targets, it is important to understand what evidence and data is available about past trends. 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.

Emerging Overarching Narrative

2.16 In advance of the anticipated new government guidance and the need to update our LTP, building on the Combined Authority's extensive evidence base and the technical work undertaken as part of the development of the Connectivity Infrastructure Plan, BSIP, Mass Transit Vision and Rail Strategy, an overarching transport strategy narrative has been developed as outlined below. This will continue to evolve as the detail of the Mayor's WYLTP is prepared

- West Yorkshire is key to growing and re-balancing the national economy and enabling the north of England to contribute fully to, and benefit from, national economic growth and prosperity. Mass Transit is key to unlocking the productivity of our polycentric region.
- Almost all journeys begin and end on the local road network, local connectivity must be transformed through significant investment in an integrated, safe and sustainable transport system that connects all parts of our region. A focus on making space for buses and active travel on our roads will make journeys by public transport quicker, with less time spent stuck in traffic.
- Transport will play a crucial role in delivering a net-zero economy by 2038. The LTP must tackle the climate emergency through the fair and inclusive decarbonisation of our transport network, delivering the right choice of transport, in the right place, at the right time.
- Transport has an enabling role in addressing many of the challenges we face across West Yorkshire. Reflecting the rich diversity of our region, equality will be at the forefront of our LTP. We will invest in transport to create an environment where everyone can access opportunities for education, employment and leisure, regardless of income, geography or background.

2.17 This will require the Combined Authority and its partners to:

- Include the following WYLTP modal priorities and focus on transport integration; delivering bus reform, unlocking the benefits of mass transit, customer focussed rail, making active travel the natural choice for shorter journeys and shared transport solutions which empower local communities.
- Move at pace to decarbonise the transport sector to deliver the local sustainable transport infrastructure and services that will transform

connectivity, and deliver affordable and competitive public transport options, particularly to meet the requirement to achieve net-zero carbon target of 2038.

- Explore the policy options that can make the space needed on our roads to prioritise low carbon sustainable transport modes, deliver on bus reform and make walking and cycling safer.
- Work to greater align investment in transport with future housing and employment growth across West Yorkshire through the local plan process with a focus on the role of transport in boosting productivity through high density, low carbon sustainable development.
- Secure an increase in the total investment made in West Yorkshire's Transport Infrastructure, with greater flexibility in funding from government.
- Continue to work with the private sector to maximise the leverage achievable through public sector investment, in addition to exploring options to raise revenue locally.

Emerging Vision

2.18 We continue to work closely with districts to ensure the Mayor's new WYLTP will match our partners vision and ambition for transport locally and reflect the challenges and opportunities of our diverse geography. A single draft vision for the West Yorkshire transport network, supported by three strategic ambitions, has been developed as follows:

'By 2040 the West Yorkshire will be a recognised globally as a fair and inclusive region where our communities, businesses and places all benefit from sustainable economic growth. Enabled through a zero emission, affordable, integrated, safe and sustainable transport system'.

2.19 The above draft vision is supported by three strategic ambitions proposed as:

- Boosting productivity through an integrated, reliable, and resilient transport network that supports growth which expands our labour markets, increases innovation and creates jobs.
- Enabling inclusive growth by connecting our people and communities with opportunities, delivering equal access for all and eliminating transport related social exclusion.
- Tackling the climate emergency through the fair and inclusive decarbonisation of our transport network, delivering the right choice of transport, in the right place, at the right time

The right choice of transport, in the right place, at the right time

2.20 The high-level LTP vision and strategic ambitions for West Yorkshire will be underpinned by a clear set of outcome measures and supporting metrics and the subsequent right mix of future transport modes will, collectively, guide West Yorkshire and district partners activities and investment. These metrics will also be developed in line with meeting the West Yorkshire Climate and Environment Plan target of net zero by 2038.

- 2.21 To fulfil its full potential as a major player in the Northern Powerhouse, our region needs a transformation in its transport system, to one that is fit for the 21st Century and for a decarbonising economy. In the context of fair and inclusive decarbonisation, building on the work of our Connectivity Infrastructure Plan, the emerging WYLTP modal priorities and focus on transport integration have been developed as follows.

Delivering Bus Reform

- a) Our Bus Service Improvement Plan provides the opportunity to transform the local bus service for the people of West Yorkshire. The LTP will provide the policy framework to help deliver an enhanced and more cohesive bus network – which takes people where they need to go, when they need to go.
- b) How we allocate road space and give priority for buses on our roads is central to the development of the LTP, so journeys by bus are quicker, with less time spent stuck in traffic, and are a viable alternative to the private car. Our vision for bus priority measures extends beyond new bus lanes, and includes bus gates, traffic signal priority, improved kerb spaces and access. Stronger performing radial routes will be strengthened to become “core services”.

Unlocking the benefits of Mass Transit

- c) Mass Transit will support clean growth our region. It will help us meet the demands of growing capacity and increased connections, so our communities can better access jobs, education, and opportunities.
- d) Roadspace reallocation will be required to facilitate bold and ambitious designs, as well as land use changes, such as higher housing and employment densities. The potential for the longer-term use of fiscal measures will be explored once competitive alternative travel options are available. The focus will be on our most accessible urban areas when local conditions are right, with the aim to reduce the use of the private car and facilitate mode shift to Mass Transit as well as provide revenue for delivery.

Customer focused rail

- e) Expanding our labour markets, increasing access to jobs through investment in rail is vital for our region, through investments such as the Transpennine Route Upgrade, delivering Northern Powerhouse Rail between Leeds and Manchester via Bradford and a new line between Leeds and Sheffield supporting both NPR and HS2.
- f) Delivering additional capacity and service frequency, to improve passenger experiences, alongside growing the freight use of our rail network is at the heart of our Rail Strategy.

Making active travel the natural choice for shorter journeys

- g) How we allocate road space and make space for walking and cycling on our roads is central to the development of the LTP, as well as embedding our Healthy Streets approach and a Vision Zero approach to Road Safety.

Shared transport solutions which empower local communities

- h) Shared transport will enable more choice for those who are unable to access the public transport network using innovation, technology and new ways of travelling to help to create a better, more inclusive, and greener transport system that meets our changing travel and transport needs.
 - i) New modes of transport, such as e-scooters, new public transport services, such as on-demand buses, and new technology like shared autonomous cars as well as mobility hubs will improve the equality of access to transport system.
- 2.22 The integration and efficiency and affordability of public transport will be at the forefront of the Mayor's LTP. At present, our region's bus and rail networks do not offer the level of integration needed to facilitate the scale of mode shift from private car required to decarbonise the transport sector.
- 2.23 Public transport services across West Yorkshire, especially between different modes can be disparate and not coordinated with one another. Journeys which involve more than one bus, more than one train, or the use of both rail and bus, are often inconvenient, unreliable, inconsistent, slow, confusing and expensive. Timetables and routes often do not match up with one another, and other than our highly successful M-Card products, tickets valid across multiple services are a limited. This means that our buses and trains tend only to be an attractive proposition for 'simple' journeys such as between urban centres, or from a suburb into a main centre, rather than journeys which outside of urban centres which account for a major proportion of car traffic on our road network
- 2.24 We are developing a new Mass Transit Network to provide a step-change in public transport connectivity – but this will only unlock its full potential if bus rail and active travel networks complement it. The LTP will focus on developing the policies required to achieve the seamless integration of, bus, rail and mass transit modes to create a single harmonised network, complemented by other forms of sustainable mobility to increase the accessibility of our public transport network such as active travel and shared mobility, and in parallel with our park & ride strategy.
- 2.25 Freight and logistics are essential to the economic performance of the region and are a key employer. However, it is also associated with a number of challenges, from air quality to road safety and maintenance. The LTP will set out how we will support smooth movement of goods throughout West Yorkshire, through a decarbonised freight and logistics sector. This may include a framework for working with district and industry partners to help ensure that the freight sector plays its part in our 2038 net zero target.

A West Yorkshire place-based partnership approach

- 2.26 The Mayor's LTP will need to ensure that our strategic vision is one we can all support across West Yorkshire and focus on where change is most needed to deliver our strategic ambition. Delivering our LTP through a place-based approach is a recognition that the decarbonisation of transport will happen at different a pace and require a different combination of policies and investment across our different place typologies.

- 2.27 As well as core and thematic polices to support the delivery of our strategic vision, a place-based approach to the LTP will also be developed. For each of the differing place typologies across West Yorkshire we will need to understand the existing levels of accessibility and transport options, combined with demographics, such as housing and employment density impact on trip patterns, social exclusion and the existing level of car dependence across West Yorkshire.

3. Tackling the Climate Emergency Implications

- 3.1 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.

4. Inclusive Growth Implications

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

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 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.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

- 9.1 No external consultations have been undertaken.

10. Recommendations

- 10.1 That Transport Committee notes the delay to the DfT's consultation on new guidance for Local Transport Plans and the implications that this has on delivering an updated West Yorkshire LTP by early 2024.
- 10.2 That Transport Committee
- I. approves the development of a new Mayor's West Yorkshire Local Transport Plan based on the emerging overarching narrative, vision and ambitions presented within this report.
 - II. approves the development of a new Mayor's West Yorkshire Local Transport Plan in line with the West Yorkshire Climate and Environment Plan target of net zero by 2038.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None

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Report to: Transport Committee

Date: 10 February 2023

Subject: West Yorkshire Plan

Director: Alan Reiss, Director of Strategy, Communications & Intelligence

Author: Emma Longbottom, Head of Policy and Strategy Coordination

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 members of the Transport Committee with an overview of progress on the development of a West Yorkshire Plan and its fit with the wider policy framework of the Combined Authority.

2. Information

Background to the Plan

- 2.1 Work has been ongoing on the development of a West Yorkshire Plan to provide an overarching narrative for the region. The West Yorkshire Plan will provide a new framework to reflect major changes including the devolution deal and election of the first Mayor of West Yorkshire, ongoing impact of the cost of living and doing business crisis, the government priorities, and plans for further devolution. The primary audience for the plan is government and regional partners, residents are a secondary audience.

- 2.2 The purpose of the West Yorkshire Plan is to:

- Explain who West Yorkshire is and what we want to do
- Set the trajectory for the longer-term up to 2040

- Ensure that government and wider local and national stakeholders are clear on the priorities and ambitions of the region and how these align with the new government's plans for economic growth
- Ensure that all regional partners speak with one strong voice
- Continue to develop shared endeavour between the Combined Authority and the local authorities.

2.3 The first stage of this work has been to draft a vision and narrative. Research was undertaken to look at what other places, who have historically been better at telling their collective story than West Yorkshire, have produced. Initial ideas for the content were generated during in-depth strategic planning sessions. Building on this work a draft of the plan's narrative was completed. The draft has had input from nominated representatives from each local authority and has been shared with chief executives, leaders and the mayor who have provided comments. Wider engagement with key stakeholders and partners is now being undertaken with Combined Authority committees. The first draft is included in Appendix 1.

2.4 The West Yorkshire Plan will strengthen the existing policy framework of the Combined Authority. At present, the Strategic Economic Framework (SEF) provides an overarching vision for the region and is supported by a suite of policies and strategies. The vision and narrative will ultimately sit at the top of a revised and refreshed SEF with newly agreed regional priorities and targets with the collective suite of documents known as the West Yorkshire Plan. This will include the Local Transport Plan and officers will work closely to ensure alignment between this work and the West Yorkshire Plan.

2.5 The intention of the plan is to represent an ultimate ambition for the region, the plan includes draft ambitions currently, but these will be updated once the narrative has been agreed. State of the Region reporting will continue to provide the monitoring framework underpinning the West Yorkshire Plan and wider policies and strategies of the Combined Authority.

3. Tackling the Climate Emergency Implications

3.1 Tackling the climate emergency is one of the proposed regional priorities and will be a key driver of activity arising from this work.

4. Inclusive Growth Implications

4.1 Growing an Inclusive Economy is one of the proposed regional priorities and will be a key driver of activity arising from this work.

5. Equality and Diversity Implications

5.1 Enabling Equality, Diversity and Inclusion is one of the proposed regional priorities and will be a key driver of activity arising from this work.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 A draft version has been produced in partnership with a grouping of local authority colleagues and has been discussed by chief executives, political leaders and the mayor. Consultation is now underway with colleagues across the Combined Authority. All committees will receive a presentation with request for comments along with members of the LEP Board, the Business Communications Group and stakeholders including universities. Following feedback, a further draft of the narrative will be produced for sign-off by the Combined Authority in March.

10. Recommendations

10.1 That the Transport Committee consider the draft of the vision and narrative of the plan and agree the proposed next steps, with a particular focus on:

- Content
- Language used
- Anything missing / needs to be removed

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

Appendix 1 – DRAFT WEST YORKSHIRE PLAN DOCUMENT

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DRAFT WEST YORKSHIRE: CREATING A FUTURE THAT WORKS FOR ALL

OUR PLAN FOR CHANGE

Purpose (section may not be required in final version)

The West Yorkshire Plan sets out an overarching vision for the region. The narrative brings together the shared objectives that we as a region must deliver.

The purpose of the document is to:

- Set the trajectory for the longer term.
- Ensure that government and wider local, national and international stakeholders are clear on the priorities and ambitions of the region.
- Ensure that all regional partners speak with one strong voice to government.
- Develop shared endeavour between the Combined Authority and the local authorities and clarify priorities building on the ongoing partnership work.

The primary audience is regional and national partners including government. Residents are a secondary audience. A separate narrative linked to investment has been developed.

The document is designed to be modular, with different elements used for different purposes, but enabling consistent messages to be used and heard by a range of partners.

West Yorkshire 2040 Vision

To be finalised once narrative has been agreed.

West Yorkshire, the heart of the North, an engine room of ideas and creativity.

Together, we will grow a resilient, inclusive, sustainable West Yorkshire, that works for all. A place anyone can make home.

Our vision for the future is rooted in our region's extraordinary story.....

West Yorkshire Story

Understanding who we are, and the pathway forward is the key to our future success.

We're already achieving so much; at this historic moment for our region we now, finally, have powers and money to implement the things we know will make a difference. Now is our chance to continue to work together to tell our story and make our vision a reality.

Here in West Yorkshire, we are pioneers, we're determined, full of ideas and not afraid to take on challenges. Traits that put us at the forefront of the Industrial Revolution making us the manufacturing powerhouse of the world.

We embrace our industrial heritage to innovate and collaborate, paving the way for the emergence of new industries at the cutting edge of health and technology, ideas and innovations that will tackle the climate emergency and help people live fulfilled lives.

Our brilliant universities mean our region has attracted talent from around the world and international businesses have flocked to our region to pioneer methods in transportation, health, and manufacturing to answer the challenges facing the world today.

Add Infographic/map

West Yorkshire is made up of five local authority areas: Bradford, Calderdale, Kirklees, Leeds, and Wakefield.

Add Infographic

Our region is home to over 2.3 million people, a workforce of 1.1 million, around 95,000 businesses, and an economic output larger than nine European Union countries.

We're proud to be one of the most diverse parts of the UK with people representing many ethnicities, backgrounds, and lifestyles, connecting us to communities across the world.

The diversity of our region extends to our places. The globally competitive city of Leeds, the economic centre of the Pennines sits alongside lively towns and stunning countryside. West Yorkshire boasts an array of attractions from areas of Outstanding Natural Beauty in Kirklees, and

world class cultural assets such as the Hepworth Gallery in Wakefield, to vibrant market towns in Calderdale, and a World Heritage site in Bradford. Our countryside provides an asset for climate adaption as we tackle the Climate Emergency.

As a dynamic place to live, at the heart of the North, we attract highly skilled, knowledge-intensive businesses and workers. We celebrate our collection of cities, towns and villages, each community with its own story to tell, unique and magical.

This interconnected network of separate urban centres makes West Yorkshire genuinely distinctive. Our success is dependent on all places being supported to thrive, be recognised, championed, and celebrated.

And we're building on solid foundations. West Yorkshire has a long history of innovation and industry delivering economic success alongside social progress. Industrialists such as Sir Titus Salt had the vision and drive to support the people of our region out of poverty and into a skilled workforce. Benjamin Gott revolutionised the production of woollen cloth, investing large amounts in the cultural and civic life of Leeds, founding the City's Philosophical and Literary Society. We need to ensure that a new generation of diverse entrepreneurs continues that legacy with their ideas benefitting all communities creating a legacy of prosperity and business success.

Today, we gain strength from our success not being aligned to one or two sectors. We are blessed to have many and varied industries and businesses. This diversity means our resilient economy has weathered the economic crosswinds of the past and can drive prosperity for the future.

As a perfect representative of the UK's economy, we are poised to be a test bed of innovation and new ways of working. An idea can spark here, develop then cascaded to the rest of the country. We are perfectly positioned to be the key driver of economic growth not just in the North of England but for the whole of the UK.

Add Infographic

Key features of our economy include:

- Being a global leader in healthcare technology with six government health headquarters (including NHS Digital) and high levels of employment in the health-tech sector
- Advanced manufacturing - specialisms in textiles, furniture, and wearing apparel
- A fast-growing digital sector
- The UK's largest regional finance centre.

We have a history of ground-breaking discoveries and transformative practices. From firsts in the world of film and transportation, to the production of world-renowned video games and pioneering medical technologies such as Paxman Coolers work on cancer treatment. It was in our region that the invention of Cat's Eye technology transformed road safety across the world.

As innovators and makers, we also know culture and creativity is not just a nice to have, but a powerful driver of job creation, regeneration, skills and better wellbeing. And while we are admired across the UK and globally for our creativity, we know there's always more we can do. Towering figures across the arts

have been inspired by our places, from the Brontë sisters, the Poet Laureate Simon Armitage, to David Hockney and Barbara Hepworth, from the countercultural post-punk movement to the biggest pop groups in the world. Sporting success runs through our region, from unsung pioneers such as Beryl Burton, to world-beating Olympians like Nicola Adams, the Brownlee brothers, and Kadeena Cox achieving sporting firsts. These inspirational figures show the grit and determination of folk from West Yorkshire. With their eyes on the prize, they just don't give up. We know that the world can be our stage through the festivals and sporting successes showcased here. The region will rise to the occasion again when Bradford becomes the UK's national city of culture with opportunities spanning across all our communities.

Add Infographic – our top culture and creative strengths

Add Infographic – our top innovation strengths

Ideas and innovation are our bread and butter, powering the region's success. Pioneering textile technologies during the Industrial Revolution have developed to become cutting-edge techniques using recycled and recovered plastics. Weaving technology has been adapted to make super-strength jet engine parts. Our knowledge-based clusters and expertise in medical technologies and medical equipment manufacturers are some of the best in the world

The diversity of education assets in the region attracts international talent. It was at the University of Leeds that William Bragg's revolutionary research on X-ray crystallography changed the face of modern science. Today, the Centre for Precision Technologies, Nexus and the 3M Buckley Innovation Centre build on that legacy, innovating and collaborating in energy, transport, health tech, medicines, medical devices, diagnostics, data and manufacturing.

But we won't deepen our understanding about what we're doing well or where we could improve without the data.

Luckily, our region is home to a vast array of internationally recognised research such as Born in Bradford bringing new insights into childhood health while empowering young people to control their own data. The Space Hub is a respected new initiative driving new satellite and geospatial data markets, bringing new collaborations for industry opportunities.

Over time, industries have evolved, and new ways of working have developed; the challenges we've faced have been tough, but we have weathered these storms and emerged stronger. When a global pandemic hit, our businesses had the strength and resilience to adapt, bringing new approaches and innovation to weather a uniquely challenging time.

Our region continues to grow and adapt. Our historic past is woven into our present. The Piece Hall in Halifax played a pivotal role as a centre of trade for the textile mills of West Yorkshire, today it attracts new visitors to the area with its mix of independent bars, restaurants, shops, music acts and cafés. When the Grade Two listed Majestic building in the centre of Leeds was almost destroyed by a fire, it wasn't left to decay, it was rebuilt and now hosts the national headquarters of C4. The decaying mills next to the Hepworth Gallery in Wakefield will now be home to one of the best recording studios and music engineer training facilities in Europe and the stunning but abandoned Templeworks building in Leeds is soon to be home to the British Library North.

As a region, working together as the West Yorkshire family, we have built new infrastructure, connected our towns and cities, attracted investment, developed land,

Add infographic

West Yorkshire is home to a cluster of seven higher education institutions hosting around 91,000 students and 30,000 graduates each year.

Along with excellent Further Education Colleges.

supported businesses to start-up, innovate and grow, brokered skills and training to power us through the tough times, ready for the exciting opportunities ahead.

Now is our opportunity to use all that knowledge to move to establish us as the go-to place for business, entrepreneurs, investors, developers and creative. To seize the opportunities to tackle the challenges we face, from the climate emergency to deprivation, fuel poverty and poor health outcomes that blight parts of our region.

As a partnership, we will lead the way, learning lessons from our industrial past to build an inclusive, fair, sustainable future. We have the knowledge, the expertise, and the will to build on these achievements, backed up by our evidence-based policy development that helped us ensure we have the right strategies in place for a brighter future.

We build on our past and celebrate our diversity to create a better future. We are home to the best and the brightest, in lockstep across the region to deliver a future-focussed West Yorkshire. The best place to live, raise a family, start a business and grow old.

A place to do well and be well.

FOLLOWING SECTIONS TO BE FINALISED ONCE NARRATIVE HAS BEEN AGREED

Regional Priorities

West Yorkshire is key to growing and re-balancing the national economy and enabling the north of England to contribute fully to, and benefit from, national economic growth and prosperity.

In West Yorkshire we are a family with a long history of collaboration borne out of our shared priorities and strong partnerships. We recognise the value of working together and the benefits this brings. We know that we can't realise our vision in isolation and will continue to work in partnership to bring our ambitious proposals to life.

Working together to deliver our vision, we share **three regional priorities** that will inform all our work:

- Growing an inclusive economy
- Enabling equality, diversity, and inclusion
- Tackling the climate emergency

These priorities represent a regional consensus on what is needed to realise the vision across key areas of public policy where collectively we have the ability, powers, and funding to act. They are core to everything we do.

Using the powers and funding at our disposal we will work collaboratively to deliver projects to support these priorities.

Our Aims

We will ensure that all people make the most of the opportunities our region has to offer. We will reflect the rich diversity of our region with equality at the forefront of our work. We will create an environment where people in deprived communities can access the skills they need to secure good work and lead healthy lives. We will ensure that housing needs are met in an affordable and sustainable way making the most of clean technologies of the future.

Productivity is above the national average

We will create the right conditions to boost the economy in our region so we can see highly skilled people working in well paid jobs, able to access opportunities in a sustainable, carbon-free future and a great quality of life. An environment where entrepreneurial activity can flourish, where it is easy for businesses to start-up, grow, innovate, trade and invest. Where integrated infrastructure attracts the investment to create jobs in well-connected places with affordable homes.

A strong transport system founded on active travel and public modes

We will develop an integrated, sustainable, transport system that connects all parts of our region, so everyone can access the places they need to live fulfilled lives. We will promote sustainable travel so that walking, cycling, and public transport are the easiest choice, where everyone can enjoy the benefits of good health, protecting the environment for future generations.

A zero-net Carbon economy by 2038

We will deliver a net-zero economy where people have the skills and opportunities to access green jobs. Where transport is sustainable, and energy efficient homes ensure fuel poverty is abolished. Where businesses and industry use the resources they need to operate efficiently reducing energy consumption and boosting regional productivity.

Culture will be available to all We will put culture at the heart of our economy where creative businesses start-up and thrive. We will make sure that whatever your background, entry to the creative sector relies on your talent alone. We will ensure everyone in West Yorkshire can make the most of our world class cultural assets and enjoy the benefits of cultural engagement.

We will continue to be happy place to live where the wellbeing of our citizens is a priority. We will ensure that where you live helps to promote good health and wellbeing, that life expectancy in West Yorkshire aligns with the national average. We want to be at the heart of global health innovation with the significant health assets and the strength of the health technology sector of our region renowned.

Our region will be one of the safest places to live and work in the UK. We will do everything in our power to make West Yorkshire the safest place to be, ensure that our

streets are safe so our communities can thrive making the most of the opportunities our region has to offer. This involves responding to a range of complex needs and supporting victims of crime.

FOLLOWING SECTIONS TO BE FINALISED ONCE NARRATIVE HAS BEEN AGREED

Draft Ambitions

Add graphs/infographics to this section

To measure success, a series of ambitions have been developed these ambitions are aspirational, representing the ultimate vision for our region:

- No child grows up in poverty
- A net-zero Carbon economy by 2038
- Productivity is highest in the north
- A strong transport system founded on active travel and public modes
- All jobs paying at least the real living wage
- Skills levels exceed the national average
- Healthy life expectancy equalling the national average
- West Yorkshire's employment rate will be the highest in the north
- Neighbourhood crime is sustainably below the national average.
- **Place inc culture, heritage, tourism**
- **Investment in Research and Development**

The annual State of the Region report, provides a suite of indicators that map to the ambitions setting out progress against our vision for 2040.

What we need to achieve our vision

Local Authorities play a significant role in driving economic growth and levelling up, yet core services continue to be under significant and increasing pressure, having lost nearly £15 billion of core government funding over the last decade. **Government must recognise the crucial role of councils play in growth and provide sufficient funding and certainty for councils in the long term.** This should include a long-term solution for funding adult social care and support for SEND. To ensure we can all work effectively to deliver our vision we require **greater certainty of secure, stable, and fair local government funding and public sector resourcing**, that enables confidence, long term planning, flexibility, and innovation.

The scale of the opportunities for our region, and the challenges we must seek to overcome will require additional funding and powers. Significant fiscal devolution would give our region greater freedom, certainty, and surety, with responsibility to ourselves and our partners to ensure our vision becomes a reality. This will empower our region to enact tailored solutions to boost productivity, tackle inequalities and drive inclusive growth. Levelling up will require systemic change, radical intervention, and significant investment to address poverty and inequality. It should aim to improve opportunities for all. This means we must:

- Have much greater cross-government engagement with West Yorkshire to shape understanding of local needs.
- Be able to deliver over the long-term and base our actions on robust evidence and clear accountability with sustained funding.

To level up West Yorkshire we need to:

- Enable disadvantaged groups and communities within the region to reach their potential and access opportunity; and
- For the region overall to increase its economic contribution (in terms of higher income, employment, and productivity) and close the gap with more prosperous regions.

Greater cross-government engagement with our region is needed to shape understanding of local needs. Further powers to delivery our vision include:

- **New powers and multi-year sustainable funding and incentives for achieving net zero and nature recovery at regional and local levels.** Without these freedoms and flexibilities local areas will find it increasingly difficult to deliver against their locally defined targets and to contribute to Government's own ambitions.
- We want government to **support an Innovation Deal** for our region that will enable us to prioritise investment in innovation that aligns to our regional challenges.
- Securing continued commitment to a West Yorkshire Mass Transit System.
- **100% Business Rate Retention** to reinvest in our town and city centres, strengthen our relationships with employers and businesses in all sectors.
- **Full devolution of all adult skills and careers funding** so people can gain the right skills needed for good quality work. We want a devolved system that can support local labour markets and accelerate inclusive growth with our local leadership accountable for ensuring investment provides for our communities.
- Greater investment in **transport** and **devolution of control of our rail stations** in partnership with Great British Railways.
- **Increase powers and funding to give greater regional control over rail** that facilitates the electrification of existing routes and progression of new rail schemes.

Our region has much to offer with abundant opportunities for growth. Through our strong partnerships we will harness our assets to realise these opportunities for the people and the places of West Yorkshire, the heart of the North and the best of all worlds.

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Report to: Transport Committee

Date: 10 February 2023

Subject: **Transport Policy Update Report**

Director: Dave Haskins, Director of Transport Policy and Delivery (Interim)

Author: Rachel Jones, Head of Transport Policy (Interim)

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

1. Purpose of this Report

- 1.1 To provide Transport Committee with a quarterly update on relevant transport policy developments not covered elsewhere on the agenda.

2. Information

Transport for the North updates

Transport for the North Board

- 2.1 The Transport for the North (TfN) Board last met on 14 December 2022. This meeting considered the following substantive items:

- **Northern Powerhouse Independent Economic Review (NPIER) Update** which highlighted the ongoing productivity gap between the North and other parts of England. Members welcomed this important work.
- **Strategic Transport Plan (STP) Development**, where members endorsed the basic priorities to be embodied in the revised STP. The importance of being clear on regional and local roles was emphasised. A draft of the revised STP is expected to be shared for the next Board meeting in March.

- **The Future of Rail in the North**, where members received a further update on rail matters (see also Rail North Committee below). Members expressed serious concerns about TPE's performance, with a call for TPE to be put on notice unless improvement is seen. TfN was asked to develop an action plan to secure improvements.
- **Transport and Health Policy Position**, which was endorsed and welcomed by members. This will now feed into the Strategic Transport Plan work.

2.2 The next meeting of the TfN Board is due to take place on 23 March 2023. A link to papers and webcasts of the TfN Board meetings is provided in **Background Documents**.

Rail North Committee

2.3 Rail North Committee met on 15 November 2022, and considered the following substantive items:

- **The Future of Rail in the North**. This session heard from the rail operators regarding recent performance. Members reiterated the need for a clear and deliverable recovery plan, emphasising the need to better communication to passengers. Members also underlined the importance of the North's rail services in light of concerns that operators are being asked to find significant cost savings by DfT. The overwhelming need for rail reform and devolution was also highlighted. It was resolved that TfN should further engage the Secretary of State on these points.
- **Rail North Partnership Update** where members were updated on the latest performance position. This highlighted a series of challenges operators have been facing. Members reiterated the important role for government to provide the mandate to operators to settle industrial disputes and also to reinstate rest day working agreements.
- **Manchester Task Force** where members were updated on the latest position on the work of the Manchester Recovery Task Force. After December 2022, the next major timetable change is expected to be in 2025. Members pressed the need for the new timetable in December to deliver the promised reliability improvements.
- **East Coast Mainline Services and Infrastructure** which updated on the plans for the line, including the Leeds area works. The need for the terms of reference for the Leeds Area Study promised as part of the Integrated Rail Plan in late 2021 was emphasised.
- **Reliability and Resilience Plan**, where members were briefly updated on the small-scale network interventions that TfN is promoting with the industry and DfT to improve reliability of services.

- 2.4 The next meeting of Rail North Committee is 22 February 2023. A link to papers and webcasts of the Rail North Committee is provided in **Background Documents**.

Other Transport for the North matters

- 2.5 TfN has confirmed its new Directors. Darren Oldham is the new Road and Rail Director, and Deputy Chief Executive. Darren has over 30 years of experience in planning, regeneration and transport sectors and is a Chartered Transport Planner. He joins TfN from WSP where he was an Executive Director.
- 2.6 Katie Day is the new Strategy, Policy and Communications Director. Katie joins TfN from the Office for Nuclear Regulation, where she was the Director of Policy and Communications; previously she worked at the Department of Business, leading work on the Regional Growth Fund.
- 2.7 Finally, the new Finance Director is Paul Kelly. Paul was previously interim Finance Director and took up the permanent role in November.
- 2.8 Darren Oldham and Katie Day take up their roles this month. These appointments mark the completion of TfN's reorganisation in the context of the new business plan prompted by changes including recasting TfN's role on Northern Powerhouse Rail to that of co-sponsor.

Rail updates

Transpennine Route Upgrade(TRU)

- 2.9 TRU is a major, multi-billion-pound programme of railway improvements which will bring better journeys to passengers travelling across the Pennines between Manchester, Huddersfield, Leeds and York. The programme is gaining momentum and we will see tangible improvements in West Yorkshire this year. However, this will also mean that commuters might need to plan and change their travel patterns during construction.
- 2.10 Network Rail will be providing a direct briefing to our members on 3 February 2023 regarding the progress of the programme, the impact on rail journeys and proposals on alternative travel arrangements. There will be an opportunity for members to raise questions directly with Network Rail.
- 2.11 Further work is set to take place at Morley station over nine days, from 4 to 12 February 2023. The work will include laying foundation for the new platforms, upgrading and realigning track and preparation work for the overhead line equipment. During this time, no trains will run directly between Huddersfield and Leeds. The following arrangements will be in place:
- TransPennine Express services will still be running but will be diverted between Huddersfield and Leeds via Wakefield. Passengers are

advised to check before they travel, and these journeys will take up to 15 minutes longer.

- For passengers travelling to and from Dewsbury, an express rail replacement bus service will run between Huddersfield and Leeds, calling at Dewsbury only.
 - For passengers travelling to and from Deighton, Mirfield, Ravensthorpe, Batley, Morley and Cottingley, a local rail replacement bus service will run between Huddersfield and Leeds, calling at all stops, including Dewsbury.
- 2.12 There will be major upgrades at Stalybridge in Manchester which will include a full junction remodelling and new signalling equipment. Preparation work will take place over three weekends (18 to 19 Feb, 25 to 26 Feb and 4 to 5 March). The main work will then take place over 26 days, from 11 March to 5 April 2023. During the works, passengers will be kept on the move by TransPennine Express and Northern Rail by a mixture of rail diversionary routes and rail replacement buses.
- 2.13 There will be further works planned in June in Batley, and improvement works will be carried out between Huddersfield and Mirfield between July and October.
- 2.14 The rail industry intends to keep passengers moving on trains as much as possible so that key towns and cities on the Transpennine route could be well connected and open for business. This will be done via using diversionary routes via Castleford, Wakefield and the Calder Valley. For further information about the programme, its benefits and upcoming closures, please visit [Home - Transpennine Route Upgrade \(thetrupgrade.co.uk\)](https://www.thetrupgrade.co.uk).

West Yorkshire Rail Strategy

- 2.15 An emerging rail strategy and executive summary have been shared with members and district partners. The Combined Authority will consult the public regarding the emerging Rail Strategy as part of the Local Transport Plan 4 consultation later this year, so that the public could see how the rail could fit with other modes of transport as part of the integrated transport network.

Levelling Up Fund

- 2.16 In June 2022 the Combined Authority authorised the Managing Director to finalise and submit a bid to round 2 of the Levelling Up Fund (LUF) on behalf of the Combined Authority in consultation with the Mayor and partner authority Leaders, and the bid was submitted in August 2022.
- 2.17 In January 2023, Government confirmed that the Combined Authority's bid was provisionally successful, subject to further business case approval. Work will now begin on further development of the business cases for the component schemes to proceed through the Assurance process.
- 2.18 The total value of the proposed package of schemes bid for was £47.25 million, with £41.25 million of LUF funding sought, and £6 million of match

funding made up of gainshare capital and West Yorkshire-plus Transport Fund funding.

- 2.19 Government expects all Levelling Up Funding to be spent by 31 March 2025, and by 2025-26 on an exceptional basis e.g., for large projects between £20 million and £50 million (as with the West Yorkshire bid).
- 2.20 The successful package bid includes two corridor schemes supporting bus journeys with bus priority measures, improvements to journey times for all traffic and provision of better cycling and walking facilities on the A629 North in Halifax (Orange Street roundabout to Ogden), and A639 Park Road in Pontefract. These schemes have been developed to date through the West Yorkshire-plus Transport Fund's Corridor Improvement Programme.
- 2.21 The bid also includes a bus journey improvements package which will deliver upgrades to our bus stations and bus stops to reduce barriers to accessing the bus network on the Core Bus Network and other routes that serve communities experiencing poor access to opportunities and deprivation. Improvements will also result in environmental improvements to reduce energy use and support nature recovery. The package builds on the Safety, Accessibility and Environment Programme currently in delivery.
- 2.22 Upgrades at 14 bus stations and over 500 bus stops will support delivery of a range of safety, accessibility and environmental improvements, including:
- new and replacement bus shelters and real time information screens at bus stops alongside environmental measures like solar panels and green roofs where possible. Bus stops will be further improved through other accessibility improvements
 - improvements to bus stations including creation of Changing Places and Quiet Room facilities, providing facilities for customers and wider communities, as well as other safety accessibility improvements like brush barriers, help points, tactile signage and pedestrian crossings.
 - Renewal of essential customer and operational facilities at bus stations to ensure facilities remain useable and providing suitable customer experience
- 2.23 The bus journey improvements package will also enable improvements to be made at a number of locations ("bus hotspots") identified as points of delay by bus operators in Bradford, Leeds and Wakefield.
- 2.24 Further scheme development, consultation and engagement is required to identify preferred schemes at these locations that address the issues raised by operators and are deliverable within the programme timescales, but these locations include Girdlington, Eccleshill, Holme Top, Laisterdyke (Bradford district); Leeds city centre, Garforth, Burmantofts, Horsforth, Rawdon and Menston (Leeds district); Pontefract, south Wakefield city and Hemsworth (Wakefield district)
- 2.25 Improvements to deliver bus priority schemes in Calderdale and Kirklees are being delivered through the City Region Sustainable Transport Settlement (CRSTS) programme, alongside potential bus hotspots, with these programmes expected to be continued in further CRSTS funding periods or other future programmes.

- 2.26 Schemes included in the successful LUF bid link to and build on proposals included in the West Yorkshire CRSTS programme, including the A639 Park Road scheme and the component elements of the bus journey improvements package.
- 2.27 Levelling Up Fund funding provides the opportunity to potentially enhance these schemes and deliver a greater range of benefits across the region, as well as delivering schemes pipelined as a result of the effects of inflation on current delivery programmes (reported to Transport Committee in December 2022)
- 2.28 The West Yorkshire LUF bid document will be published on the Combined Authority's website.

3. Tackling the Climate Emergency Implications

- 3.1 It is essential that both public transport and walking and cycling networks contribute to the mode shift from car necessary to meet West Yorkshire's ambition to achieve net zero by 2038. This is a key theme that underpins the funding programmes set out, including the CRSTS and LUF programmes
- 3.2 The proposals in development as part of the Electric Vehicle Infrastructure Strategy are also an important way the Combined Authority is seeking to achieve decarbonation of road vehicles.

4. Inclusive Growth Implications

- 4.1 The transport network is fundamental to providing access to employment and training opportunities across West Yorkshire, and well as supporting the economic prospects of key centres. This is an underpinning aspect of the Combined Authority's transport development work set out in this report.
- 4.2 The West Yorkshire representation in response to consultation on the legislation to form Great British Railways was explicit on the need for the new railway organisation to be actively responsive to the needs and opportunities of the places it serves, to ensure that the railway contributes inclusive growth objectives.

5. Equality and Diversity Implications

- 5.1 A safe, attractive and affordable transport system that addresses the needs of all communities across West Yorkshire is a core objective. The transport policy development work referred to in this report is being subject to equality impact assessment to ensure that equality and diversity impacts are being properly considered. Mass Transit workstreams include development of a specific Equality, Diversity and Inclusion Strategy as set out above.
- 5.2 The Combined Authority continues to make a strong case to ensure Transpennine Route Upgrade delivers accessibility upgrades to the stations along the route, which is now part of the current proposals.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the Committee notes the updates provided in this report.

11. Background Documents

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

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

12. Appendices

None

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Report to: Transport Committee

Date: 10 February 2023

Subject: Active Travel Fund 4 – Bid Composition

Director: Dave Haskins, Director Transport Policy and Delivery (Interim)

Author: Kit Allwinter, Active Travel Policy 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 To provide members of the Transport Committee with an overview of Active Travel Fund 4 and the proposed approach to the submission of a West Yorkshire bid for funding.
- 1.2 To seek approval for delegated authority for approval of the final bid document to the West Yorkshire Combined Authority Chief Executive, in consultation with the Chair and Vice Chair of the Transport Committee.

2. Information

Active Travel Fund 4 - Background

- 2.1 On 10 January West Yorkshire was invited to submit a bid for Active Travel Fund 4 (ATF4) which is a capital opportunity to support the uptake of active travel (walking, cycling and wheeling) for everyday trips. The funding will be made available in the 2022/23 financial year and is part of the Government's £2 billion commitment to walking and cycling laid out in Gear Change to make a step change in the provision of active travel and better streets for everyone.
- 2.2 The bid is due on the 24th February and will be assessed based on the following criteria:
 - Compliance with ATF4 Funding Principles:

- Compliance with Manual for Streets, Local Transport Note 1/20 and the DfT Inclusive Mobility Guidance and consideration of a range of users to increase trips among those currently under-represented
 - Integration of the schemes as part of a network through the Local Cycling and Walking Infrastructure Plan or equivalent
 - Schemes being designed in consultation with local communities
 - Support for schemes from Local and Combined Authority politicians and leaders
 - All schemes are subject to appropriate design review and assurance from Active Travel England (ATE)
 - All schemes will be subject to a change control process with ATE to approve any alternations to timelines, cost or infrastructure proposals.
 - Design Quality (as defined by the ATE design toolkit)
 - Value for Money (as defined by the ATE VfM guidance)
 - Deliverability (based on robust consultation and programme management)
 - Propensity to convert short journeys to walking, wheeling and cycling
 - Targeting areas with poor health outcomes and/or high levels of deprivation
- 2.3 West Yorkshire has been given an indicative allocation to assist in the creation of the bid, however we are invited to submit up to 300% of this value allocation as strong bids are eligible to attract additional funding. As one of the highest scoring authorities in England under ATE's moderated self-assessment process, the Combined Authority is well-placed to potentially receive significant funding as a result of this bid.
- 2.4 Funding from this bid can be used to support any scheme that will increase the number of trips made by those walking, wheeling, or cycling and examples given in the guidance include:
- town/city centre placemaking schemes
 - protected cycle track/junctions
 - rural paths
 - the creation of quiet routes to schools or other popular destinations
 - other proposals such as addressing a collection of existing design issues on the network.
- 2.5 Funding is available for schemes that can have construction committed by the end of March 2024. There is also scope for up to 5% of the capital value of the scheme to be given as additional revenue funding to support the activation of the scheme through appropriate behaviour change interventions.
- 2.6 In addition to the schemes for short-term delivery, there is also an opportunity to bid for money to support the further development of schemes that are not yet fully designed but that could have construction committed by the end of March 2025, contingent on further capital funding being made available.

Approach to Bid Development and Scheme Selection

- 2.7 The pipeline development team and active travel policy team have worked closely with district partners and other interested parties (such as the rail access team and Sustrans) to develop a long list of potential schemes for inclusion that will meet the requirements laid out above.
- 2.8 In addition to the schemes identified within districts at this stage, it is also proposed that a number of West Yorkshire-wide schemes are funded, as was the case under Active Travel Fund Tranche 3. It is initially proposed that the following West Yorkshire-wide funding streams are created out of which, in conversation with partners, a list of appropriate small-scale interventions are funded:
- School Streets Fund: building on previous tranches a minimum of a further 25 school streets are proposed to be delivered where appetite exists
 - West Yorkshire Cycle Parking Fund: in addition to funding destination parking (such as Sheffield stands) work is currently underway to develop an approach to the roll-out of residential bike parking (including secure on-street hangars) of which this funding could support the piloting.
 - New Pedestrian Crossing Fund: to support the roll out of new controlled crossing points (such as zebra crossings, puffins, toucans and Pegasus) across the region
 - Enhanced Pedestrian Crossing Fund: re-programming existing crossings to enhance useability (minimising wait time, maximising crossing time).
 - Barrier Removal Fund: removal of barriers from the active travel network across West Yorkshire, particularly where these barriers prevent legal use of the network by a range of different users (e.g. A-Frame barriers preventing adaptive cycles and cargobikes from using certain cycle tracks)
 - Small Scale Scheme Improvement Fund: a fund targeted to identify small elements which will enable existing schemes to be improved, such as accessibility enhancements (new tactiles or dropped kerbs) or priority enhancements (continuous footway provision, removal of cyclist dismount signs, etc.)
- 2.9 Larger schemes for each district have been pulled from a number of sources, including:
- Emerging LCWIP
 - District Strategies and Proposals
 - Unfunded existing schemes
 - Previous Active Travel Fund bids
 - Conversion of temporary schemes
 - Walking Toolkit
 - Access to Railway Stations, Mobility Hubs and other modal integration
- 2.10 These schemes will be prioritised relating to how well they meet the objectives of the funding stream (see 2.2) and their potential role in meeting the

objectives of the West Yorkshire Combined Authority such as modal shift, air quality and access to jobs, training and education.

- 2.11 An approach to assurance for the schemes is currently being developed, which is envisaged to be based around scheme value/size and potential links with ATE/CRSTS Quality Panel scheme design. This is necessary as a result of the constrained timelines for delivery of schemes, whereby commitment to construct is required by March 2024.

3. Tackling the Climate Emergency Implications

- 3.1. Tackling the climate emergency is one of the proposed regional priorities and will be a key driver of activity arising from this work.

4. Inclusive Growth Implications

- 4.1. Growing an Inclusive Economy is one of the proposed regional priorities and will be a key driver of activity arising from this work.

5. Equality and Diversity Implications

- 5.1. Enabling Equality, Diversity and Inclusion is one of the proposed regional priorities and will be a key driver of activity arising from this work.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

- 9.1 Stakeholder groups such as the West Yorkshire Active Travel Advisory Panel (WYATAP) have been consulted on the high-level approach to scheme prioritisation and selection. District officers have been working closely with district leaders and portfolio holders to develop longlists of schemes to shape the submission.

10. Recommendations

- 10.1 That the Transport Committee gives approval to the Combined Authority submitting a bid for Active Travel Fund 4, as set out in the approach outlined in this report.

10.2 That the Transport Committee delegates final approval of the bid to submit to ATF4 on behalf of the Combined Authority to the Chief Executive, in consultation with the Chair and Vice Chair.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None

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