

## **TRANSPORT/INFRASTRUCTURE SCRUTINY COMMITTEE**

**MEETING TO BE HELD AT 10.00 AM ON THURSDAY, 17 NOVEMBER  
2022**

**IN CONFERENCE ROOM 1/2, WELLINGTON HOUSE, 40-50  
WELLINGTON STREET, LEEDS, LS1 2DE**

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

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- 1. APOLOGIES FOR ABSENCE**  
To note apologies for absence and confirm the quorum of 11 members is met.
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE LAST MEETING HELD ON 22 SEPTEMBER 2022**  
(Pages 1 - 6)
- 5. CHAIR'S COMMENTS AND UPDATE**
- 6. DECARBONISATION**  
(Pages 7 - 18)
- 7. TRANSPORT SCRUTINY WORK PROGRAMME**  
(Pages 19 - 40)
- 8. DATE OF THE NEXT MEETING - 19 JANUARY 2023**

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**

**MINUTES OF THE MEETING OF THE TRANSPORT & INFRASTRUCTURE SCRUTINY COMMITTEE HELD ON THURSDAY 22 SEPTEMBER 2022 IN CONFERENCE ROOMS 1/2, WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS, LS1 2DE**

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**Present:**

Councillor Amanda Parsons-Hulse (Chair)	Calderdale Council
Councillor Andrew Pinnock (Deputy)	Kirklees Council
Councillor Joanne Dodds	City of Bradford Council
Councillor Anna Watson	City of Bradford Council
Councillor Carol Thirkill (Substitute)	City of Bradford Council
Councillor Tina Benton	Calderdale Council
Councillor Dot Foster	Calderdale Council
Councillor Mark Thompson	Kirklees Council
Councillor Harry McCarthy	Kirklees Council
Councillor Kayleigh Brooks	Leeds City Council
Councillor Jessica Lennox	Leeds City Council
Councillor Tony Hames	Wakefield Council
Councillor Ian Cuthbertson	City of York Council

**In attendance:**

Graham Davies (Minute 7 only)	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Dr Ben Hanson (Minute 7 only)	University of Leeds
Dave Pearson	West Yorkshire Combined Authority
Hannah Scales	West Yorkshire Combined Authority

**1. Apologies for absence**

Apologies for absence were received from Councillors Firth, Ferguson, Finnigan and Bates, with Councillor Carol Thirkill substituting for Cllr Firth.

The meeting was confirmed as quorate, with 13 members present out of 11 needed for quorum.

**2. Declarations of Disclosable Pecuniary Interests**

There were no declarations of disclosable pecuniary interests.

**3. Possible exclusion of the press and public**

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

**4. Transport & Infrastructure Scrutiny Committee governance arrangements 2022/23**

The Committee considered a report of the Scrutiny Support Officer outlining governance arrangements, terms of reference, Scrutiny Standing Orders, quorum, and substitute rules agreed by the Combined Authority at its annual meeting in June 2022.

The Chair welcomed the 12 new members to the committee and outlined the main change to the committee remits which has ensured that Transport Scrutiny covers more of the environmental and place related topics that coincide with transport.

**Resolved:** That the report be noted.

#### **5. Minutes of the meeting held on 10 March 2022**

**Resolved:** That the minutes of the meeting held on 10 March 2022 be approved.

#### **6. Chair's update and comments**

The Committee received a verbal update from the Chair which covered her activities over the summer meeting with Cllr Hinchcliffe, the Chair of the Transport Committee, and her meetings with key people regarding the real time bus information system which will be discussed in the next item.

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

#### **7. Bus Service Improvement Plan (BSIP) Update**

The Committee considered a report of the Director of Transport and Property Services providing an update on the Bus Service Improvement Plan (BSIP) which covered funding for West Yorkshire's BSIP, delivery of the 'Mayor's Fares' proposals and continued development of a bus network plan. The Director also provided a verbal update on the £70m awarded through BSIP; half of which must be used on fares, and the other half on network improvements not related to fixing COVID-related issues.

The Chair brought the committee's attention to a referral made by two WY councillors (Cllrs Mike Barnes and Stewart Golton) for the committee to look at reported issues with the accuracy of the Real Time Information System (RTI) highlighted in local media over the summer. Scrutiny Standing Orders oblige the committee to consider all referrals made and decide whether to look into them further, but due to the time constraints and it occurring between meetings, the Chair took the initiative and met with and invited Dr Ben Hanson from Leeds University, who conducted some research into the accuracy of RTI, and Graham Davies, the CA's Travel Systems Manager responsible for the system, to discuss this issue further with the committee for this item.

Discussion took place around the following topic areas:

1. **RTI as an important BSIP priority:** RTI is a key part of BSIP and a key element of having a reliable and customer focused bus network. This is highlighted in BSIP as part of a 'whole journey approach', of which RTI was one aspect of which RTI was one aspect as part of a wider overarching vision. It was also necessary to ensure that information systems such as RTI are in good working order ahead of the Mayor's £2 fare journey cap to ensure that, under principles of 'behaviour change' considered by this committee in the past, new users are not turned away from becoming long term patrons by any unreliability in the system. This is also an area of the bus network the CA is directly responsible for, so a good topic for scrutiny and monitoring.
2. **RTI system used by the CA:** the RTI system used by the CA is one of the biggest in the country and in use across greater Yorkshire area, covering over 36,000 stops and 3,000 vehicles, to supply data to 2,500 stop displays (and apps) in West Yorkshire. Objectively, it is claimed that the RTI system in Yorkshire is one of the most efficient as almost 99% of the data incoming is scrutinised for accuracy, for instance against timetable and bus stop information, at a level that is not comparable to other areas. It is funded by the CA and local authorities jointly, costing around £180,000 a year. The current system and its operation cost a significant amount of money to design, and any suggestions for major changes would likely be very expensive and be balanced by the proportionality of any outcomes. Fundamentally, the system works in three stages, data coming in (location and cancellation), processing (prediction algorithms based on timetables and traffic position), and data output (what is on the screens/apps) – errors in any of these three stages will result in any inaccuracy that is noticed.
3. **Dr Hanson's research on inaccuracy and subsequent changes:** Dr Hanson at Leeds University conducted and published a piece of research over the summer, covered in the local BBC and Evening Post press, which appeared to show that the times being displayed were very different from the actual times of buses arriving. This discrepancy in relation to 'cross journey predictions' was also noticed by technical staff at the CA and was subsequently corrected, in liaison with the supplier of the system with staff confident it had been fixed. Dr Hanson had agreed to rerun his research in order to see what changes the technical correction had led to on publicly displayed information. It was suggested a wider strategic discussion around the possibilities of expanding the use of 'machine learning' to improve prediction be explored if possible. The committee and Chair could review this data when available to assess improvement.
4. **Dangers of being 'too accurate' and comparisons to other GPS location services:** Peoples' expectations today are based on their experience with other services, such as 'Uber' and food delivery, which show accurate GPS based location data – so they rely on it and expect

it to be accurate. People don't care if it is late or cancelled – as long as they have the right information to make decisions with. The main difference between the GPS data these other apps use and the bus RTI system is the timetable and the need to process the data with that in mind – the displayed time is a prediction comparing an average of where the bus is against where it should be in line with the timetable. While unreliability is not justified, there is a danger in being too reliable and traffic conditions creating a situation where the displayed time changes wildly from 10 mins to 5 mins due to traffic, leading to the same problem of perceived inaccuracy. That average is necessary and means that a GPS location type system would not likely work for a bus system.

5. **Bus Operators providing accurate and frequent data:** The Real Time Information System relies on processing data supplied by bus operators, both in terms of location data and the cancellation (or delay) of services. The quality of the data output onto the boards and apps, relies on the quality of the data inputted into it. The more and better information going in, the more accurate the displayed information can be. Currently the information is supplied through the ticket machines with a location 'ping' every 30 seconds. It can be argued that receiving this data every 15 seconds would improve RTI accuracy, but there is a limit on frequency – receiving it every 2-5 seconds for example would not measurably improve data output whilst being very expensive to manage – so there is a balance to be had. There is a wider question of how well the CA engages with bus operators and how it can ensure that the right level of data is provided at the right frequency, which is in everyone's interest – the bus companies receive higher patronage, the CA has a more accurate RTI system and the public have more reliable transport services.
  
6. **Timetable accuracy, accountability and penalties for non-compliance:** It is ultimately the bus operators' obligation as part of their licensing agreement to supply accurate data, especially about delayed or cancelled services. If they don't let the CA know about cancelled or delayed services, it can lead to 'ghost buses' where they are on the timetable display but never arrive and it can effect the accuracy of the rest of the times. It is common for the reliability of a service to deteriorate throughout the day, as delays accumulate – which effects accuracy of RTI. Whilst WY traffic is notoriously unpredictable, if operators are unable to run a service to the agreed timetable, they must change the timetable so that it is more accurate. Although the CA can fine operators for not running services it contracts them to run, the CA has no influence on accountability of commercial services not running – even though the CA manages the affected RTI system on operators' behalf. The Combined Authority has an agreement with bus operators in place to try and limit the number of times the bus timetables change during each year for the betterment of the wider system. The pandemic and traffic changes has affected this but when in the time is right, the Combined Authority will go back to this arrangement.

**Resolved:**

- i) That the report be noted and the Committee's feedback and conclusions be considered further.
- ii) That the technical improvements in the Real Time Information system be monitored by the committee and revisited in the future as appropriate, and that the committee consider the wider question of engagement with bus operators in future.
- iii) That Dr Hanson, and any appropriate Leeds University colleagues, and the real time information service team at the CA consider further discussions on any potential for further technical improvements in future.

**8. Transport and Infrastructure Scrutiny Work Programme 2022/23**

The Committee considered the Work programme for 2022/23 and discussed adding additional workshops on recently announced bus service cuts and the addition of decarbonisation and net zero on the next meeting agenda.

**Resolved:**

- i) That the appended work programme be noted and approved.
- ii) That, following a referral by members and campaign groups, decarbonisation be added to the next meeting's agenda and an invite extended to appropriate external visitors if possible.
- iii) That a workshop be arranged for interested members on the recently announced bus service cuts and future implication of this on the bus network, BSIP achievement and the mayor's bus patronage aspirations.

**9. Next meeting date – 17 November 2022**

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**Report to:** Transport and Infrastructure Scrutiny Committee

**Date:** 17<sup>th</sup> November 2022

**Subject:** **Decarbonisation**

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

**Authors:** Roseanna Brett-Davis - Transport Decarbonisation Policy Manager  
Noel Collings - Head of Energy & Environment  
Matthew Page - Modelling Analyst

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## 1. Purpose of this Report

- 1.1. The purpose of this report is to update Transport and Infrastructure Scrutiny Committee on the Combined Authority's decarbonisation programme, including an overview of the carbon impact assessment work.

## 2. Information

### Background

- 2.1. West Yorkshire Combined Authority declared a climate emergency in 2019 and established an emission reduction target for West Yorkshire, committing the region to achieving net-zero carbon by 2038.
- 2.2. This ambition and commitment has been reinforced through the Mayoral pledges to tackle the climate emergency, create 1,000 green jobs and build 5,000 sustainable and affordable homes and the adoption of the [West Yorkshire Climate and Environment Plan](#) in autumn 2021.
- 2.3. Alongside dedicated carbon reduction interventions, it is vital that carbon impact considerations are a fundamental part of decision making across all the work undertaken by the Combined Authority if we are to meet our zero carbon emissions. This report focuses on two areas of the Combined Authority decarbonisation work: the Carbon Impact Assessment and delivery of our Climate and Environment Plan.

### Climate and Environment Plan

- 2.4. The Combined Authority commissioned the [Carbon Emissions Reduction Pathways](#) study to identify different pathways and interventions that could be implemented to meet net-zero carbon by 2038. The research identified three

different pathways (maximum ambition, hydrogen, balanced) that would result in an emission reduction of between 73% and 82% by 2038. To fully meet the ambition, the region would need to be even more ambitious with behaviour change activity, technology deployment, and support for innovative solutions than the three pathway presented.

- 2.5. A particular pathway has not been selected at this stage due to the levels of uncertainty associated with different technologies (e.g. hydrogen). The Combined Authority will continually review technology readiness and at a stage where there is greater confidence will select a pathway for the region to follow.
- 2.6. The [West Yorkshire Climate and Environment Plan 2021-2024](#) (CEP) was agreed by the Combined Authority in October 2021 and is the Mayor's and Combined Authority response to tackling the climate emergency, protecting the environment and achieving a net zero West Yorkshire.
- 2.7. The Carbon Emissions Reduction Pathways report provided the framework on which the CEP is based. The Plan sets out the critical actions for the next three years to cut emissions, support nature recovery and be ready for the impacts of a changing climate. These actions will be delivered in partnership and are focussed across eight priority themes:
  - **Leadership:** what the mayor and Combined Authority will do to reduce emissions from its operations and the pipeline of projects under its control.
  - **Cross-cutting:** strategic considerations rather than individual theme or sector level (e.g. skills, innovation, research, and development).
  - **Transport:** reduce private vehicle use, increase active travel and public transport use, and decarbonise transport.
  - **Homes:** reduce emissions and the improve the energy efficiency and affordability of the region's homes.
  - **Business and industry:** support and expertise that businesses need to decarbonise and flourish in the region.
  - **Energy generation, supply, and flexibility:** accelerate the deployment of low carbon energy technologies (e.g. heat pumps, solar, smart energy solutions)
  - **Natural environment:** focussing on reducing emissions through land-based action and measures to reverse declines in nature.
  - **Climate ready:** action to ensure preparedness for the impacts of a changing climate.
- 2.8. The CEP identifies the actions which West Yorkshire can influence and deliver. It does not include those actions which are the gift of government to implement e.g. phase-out of gas boilers, aviation policy. While the Combined Authority owns the CEP due to the wider range nature of the sectors and activities concerned, it is not within the remit of Combined Authority alone to

deliver. Delivering the CEP and meeting the net-zero carbon target will require action from all part of the economy and society in West Yorkshire.

### Funding Position

- 2.9. The Combined Authority allocated an indicative £40m of Gainshare funding in February 2022 to support the delivery of the CEP and the West Yorkshire Investment Strategy Priority 4: Tackling the Climate Emergency. Delivering the full spectrum of actions outlined in the CEP would require funding in excess of £40m. As a result, the Climate, Energy and Environment Committee (CEEC) approved the prioritisation of 15 of the 39 CEP actions across three development waves.
- 2.10. These 15 interventions were prioritised because of their strategic fit with the West Yorkshire Investment Strategy (WYIS), Mayoral pledges, the pathways work, and the overarching priority of carbon emissions reduction. They were also prioritised according to their deliverability (existing strength of pipeline; funding availability; scalability, resource availability; co-benefits, delivery of inclusive growth and equality, diversity and inclusion).
- 2.11. This Gainshare allocation complements other funding sources that are being used to address the climate emergency and progress the CEP, such as the City Region Sustainable Transport Settlement (CRSTS) and Zero Emission Bus Region Area (ZEBRA) fund to achieve transport objectives, and other government funding, such as for the production of a Local Nature Recovery Strategy (LNRS) for West Yorkshire. Multiple proposals are also being taken forward with use of existing resource including exploring our approach to biodiversity net gain and the opportunity for hydrogen in West Yorkshire.
- 2.12. Additional funding is also being sought to accelerate delivery of the CEP in collaboration with our District Partners, such as the Local Electric Vehicle Infrastructure Fund (further details below).

### CEP Delivery

- 2.13. A first wave of programmes has been under development since April 2022 progressing through the Combined Authority's Assurance Framework. These programmes comprise of:
- Better Homes Hub
  - Better Neighbourhoods
  - Business Sustainability
  - Communications, Engagement and Marketing
  - Flooding and Drainage
  - Green Skills and Training
  - Solar PV and Battery Storage
- 2.14. A Strategic Assessment covering the seven programmes above was considered by the Combined Authority's internal assurance in June 2022. The outcome was for the seven programmes as a collective to progress to the next

stage of internal assurance. At its July meeting the Combined Authority approved development funding of £836,000 to be drawn down from gainshare to support further programme development activities.

- 2.15. Further development funding (£1,507,868) was allocated to the first wave of programmes by the Combined Authority at its October 2022 meeting.
- 2.16. Details of the programmes covered by the first wave are contained at the following [link](#).

### **Carbon Impact Assessment**

- 2.17. The aims of the carbon impact assessment project were to:
  - Develop methodologies for assessing the carbon impact of proposals at the different stages of the assurance process
  - Incorporate these methodologies onto the assurance process so that decision makers are informed about the carbon impact of proposals.
  - Use these methodologies to carry out an assessment of the carbon impact of a selection of existing projects which are currently going through the assurance process
- 2.18. The first two of these aims have been achieved and a carbon impact assessment is now a required part of the submissions that scheme promoters make at both Stage 1 and Stage 2 of the assurance process. This will allow decision makers to take the carbon impact of a proposal into account as part of a balanced decision-making approach.
- 2.19. The third aim of the carbon impact assessment project was to assess the carbon impact of a selection of schemes currently being developed. These assessments were carried out both to understand the carbon impact of these schemes, but also to help in the development of the methodologies mentioned above. A substantial amount has been learnt about the practical challenges of assessing the carbon impact of schemes and the importance of reporting both the numbers and the inevitable assumptions and estimations that have had to be made in carrying out the carbon impact assessment.
- 2.20. The report on the assessments of existing schemes includes a general discussion of the assessments in the main text of the report, together with summary results (Appendix B) and detailed results in the form of proformas covering every scheme assessed (Appendix C). Note that the report and the work to prepare the assessments included in the report were independently prepared by the consultants engaged for the carbon impact assessment project (Mott MacDonald and Ricardos).
- 2.21. The report was discussed at a meeting of the Combined Authority on 22 July 2022 after it had been made publicly available. A covering paper gave a background to the carbon impact assessment project and discussed the results in the report. An additional note was prepared from submissions by delivery partners following discussions on the process and the carbon impact

assessments of their schemes. This note was an appendix to the paper to the Combined Authority.

### General comments

- 2.22. The assessments of existing schemes were based upon existing information in submissions made by scheme promoters, usually in the form of business cases. These were submitted to the Combined Authority in connexion with the various decision points in the assurance process. It is important to note that these business cases were not developed with a focus on the carbon impact of the scheme and carbon impact assessment was not a requirement at the time they were submitted or scrutinised by PMA. There were therefore inevitable gaps and omissions in the data and supporting information provided which was relevant to carbon impact assessment. Information had to be simply extracted and interpreted because it was not possible to commission extra analyses or model runs. In most cases it was possible to carry out assessments of the likely capital carbon emissions, but these often had to be crude estimates based on scheme cost because of a lack of more detailed data. It was not possible to assess how transport schemes might perform under a 'low carbon' scenario consistent with a pathway to address the 'net zero by 2038' target.
- 2.23. Given the uncertainty in the assessments and the fact they only cover carbon impact, it would not be appropriate to see these as giving any indication of the benefits of the scheme in general. It was never the intention for these assessments to be used in decision making on any scheme. Even when carbon impact assessment is fully incorporated into the assurance process, carbon impact will only be one factor that will be taken into account in such decisions.
- 2.24. In many cases the consultants felt they had 'low' confidence in the carbon impact assessment results. The reasons for this are varied and are spelt out in the detailed proformas in the report. They included concerns about the availability of underlying data, the appropriateness of modelling for carbon impact assessment and the inevitable omissions and approximations of carbon impact that had to be made in the assessments.

### General comments about transport schemes

- 2.25. Thirty of the forty-one assessments are of transport schemes. For these types of schemes, those which have a direct impact on general traffic have the greatest carbon impact (positive or negative). This is because most of the carbon emissions come from general traffic. If the efficiency of the network is improved for general traffic (for instance by increases in link or junction capacity) and an assumption is made that the scheme will not cause an increase in traffic, then this results in carbon benefits. If general traffic is forced to reroute or becomes more congested, then this results in carbon disbenefits. In the transport schemes assessed, 'induced' or extra traffic caused by reductions in journey times (and traffic reductions caused by increases in travel times) was largely ignored. It follows that many traditional road schemes

appear to provide a carbon benefit whereas the picture for schemes which involve roadspace reallocation is more mixed. While a crude method of calculating the 'induced' effects was available, the consultants only felt able to use this for a small minority of schemes, so this is omitted from most assessments.

- 2.26. In order to have a beneficial carbon impact, a public transport or active mode scheme needs both uplift in use and also substitution of car trips. This means that such a scheme, on its own, is less likely to have a significant impact in carbon terms and it is more difficult to assess what this impact might be.
- 2.27. Background assumptions about future traffic growth and the pace of the electrification of the vehicle fleet can make a significant difference to the assessed carbon impact. If traffic is forecast to grow, impacts on general traffic will be magnified into the future. Conversely, if it is assumed that the vehicle fleet will electrify more quickly, future carbon impacts will be less. The 'low carbon' scenario should help in understanding the effect of such assumptions on future schemes.

#### How these assessments have informed the development of the methodology

- 2.28. The assessments of existing schemes have resulted in an extra focus on the importance of explaining how the assessment has been carried and what assumptions have been made. This should allow carbon impact to be reported in a more coherent, comprehensive and structured way and it has shaped the development of the reporting requirements and the proforma. These specify what aspects of the assessment need to be spelled out by the promoter of the scheme alongside the detailed carbon figures. These include:
- Clarity over the 'with scheme' and 'without scheme' cases, given that the net carbon impact of an intervention is the difference between the two. This is especially true for a proposal such as a flood prevention scheme where the 'without scheme' case may involve an increased risk of flooding (with carbon consequences)
  - Clarity over the background assumptions used and a requirement to test how the scheme performs under the 'low carbon' scenario (a very different set of background assumptions) in addition to the 'core' assessment.
  - Clarity over any modelling assumptions used, in particular, whether any 'induced' effects have been taken account of.
  - Clarity over the detailed carbon calculation methodology, which will inevitably involve a degree of averaging or estimation.
- 2.29. This information is important in helping decision makers understand and interpret the carbon impact assessment so that it can be given an appropriate weight in decision making.

#### Transport Decarbonisation

- 2.30. Transport is the highest emitting sector in the region, accounting for 44% of all CO2 emitted. These emissions are dominated by road transport which accounts for 89% of transport related emissions in West Yorkshire.
- 2.31. Work has commenced on the Mayor's West Yorkshire Local Transport Plan, set for adoption in early 2024. The new Local Transport Plan will deliver on the Mayor's ambition for transport across West Yorkshire, as well as help deliver on the Mayoral pledge to tackle the climate emergency and protect the environment. The new plan will 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.
- 2.32. The new Local Transport Plans are anticipated to become the focus of engagement between central and local government about future funding decisions. Updating our LTP will set out the scale of change and investment needed to decarbonise transport across the West Yorkshire in a way which is fair and inclusive, supporting West Yorkshire's consistent call on government to address the historical underinvestment in transport across the North, and level up the United Kingdom.

#### Public Transport

- 2.33. The Combined Authority submitted its Bus Service Improvement Plan to the Department for Transport (DfT) in October 2021. The development of the Bus Service Improvement Plan, 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).
- 2.34. On the 8<sup>th</sup> August 2022 the Combined Authority received a letter setting out that the £69,974,070 of funding over 3 financial years to 2024/25 was confirmed subject to a successful statutory consultation on the Bus Service Improvement Plan Enhanced Partnership scheme, which is due to conclude at the end of October 2022. The Combined Authority approved the Enhanced Partnership scheme for consultation at its meeting in July 2022.
- 2.35. Along with modal shift to public transport, a green, zero-emission bus system is a core element of the Combined Authority's long-term vision for buses - the Bus Services Improvement Plan sets out our ambition to have a fully zero emission fleet by 2036. The scale of this ambition is significant, with only around 2% of the current West Yorkshire bus fleet zero emission. A number of electric buses projects have already been delivered, including the all-electric Stourton Park and Ride scheme.
- 2.36. The Zero Emission Bus Programme currently in delivery will help to increase this to closer to between 14% and 19%. This programme includes:
- Phase 1: £56.2million project to introduce 111 zero emission buses and charging on routes in Bradford, Leeds, and Wakefield districts funded through Department for Transport's Zero Emission Bus Regional Area funding.

- Phase 2: £4 million project to introduce 8 zero emission buses and charging to routes in Calderdale and Kirklees funded through Gain Share, with a focus on exploring the impact of hilly landscape on the running of electric buses, and how the Combined Authority can work with smaller operators running tendered services to encourage a switch to zero emission buses.
- Phase 3: £21million project to introduce between 60 and 126 zero emission buses and charging (number of vehicles subject to delivery model). This will be funded through City Region Sustainable Transport Settlement (CRSTS).

Work is underway to plan for transition the remaining fleet to zero emission vehicles, looking at delivery models and funding approaches alongside our franchising work.

- 2.37. On rail and its role in achieving decarbonisation, we have developed a set of high-level principles as part of the development of a West Yorkshire-wide Rail Strategy. We are calling for a rolling programme of electrification across the City Region rail network which reduces the long-term costs of operating the railway, allows the efficient operation of high frequency services, and provides rail infrastructure which is suitable for a low carbon future. In addition, electrification of existing and new rail freight depots will enable the region to fast track the decarbonisation of its logistics networks and supply chains.
- 2.38. As part of the development of the strategy we will continue to undertake analytical work to support our own vision for the railway, but also to show that to fully realise the modal shift to rail required to support decarbonisation, the infrastructure and investment required in West Yorkshire will need to be much higher than currently proposed in the Integrated Rail Plan.

### Walking & Cycling

- 2.39. A large number of workstreams are ongoing in order to help progress both the Combined Authority and District Partners' ambitions for active travel. Active Travel Fund Tranche 2 and Tranche 3 schemes are in delivery, including School Streets, new protected cycle infrastructure on key corridors and several proposed low traffic neighbourhoods. All of these are being developed in close co-operation with Active Travel England, who are inspecting schemes to ensure compliance with the new Local Transport Note 1/20 standards for cycle infrastructure design, now required to meet the Government's ambitious Gear Change policy for 50% of all journeys in urban areas to be walked or cycled by 2030.
- 2.40. Active Travel England have ranked the Combined Authority as a one of the best in the country, based on the strong political commitment to active travel, the track record of delivery and the well-developed nature and ambition of our active travel network. The Combined Authority is one of five tier three authorities in the country, and this recognition will inform future funding awards for both capital projects such as scheme delivery (including Active Travel Fund Tranche 4), and revenue projects such as scheme development and



behaviour change work (including the Local Authority Capability and Ambition Fund 2022/23).

- 2.41. Work is ongoing to develop Local Cycling and Walking Infrastructure Plans for all five districts, including a Community Engagement toolkit to enable district partners to ensure that local stakeholders are appropriately involved in the development of interventions in their area. This theme is also at the centre of the developing Walking and Cycling Strategy which is being progressed as part of the wider work on Local Transport Plan 4.
- 2.42. Our infrastructure schemes are supported and complemented by our comprehensive behaviour change programme, which has twelve workstreams of which nine incorporate active travel elements. These include programmes such as adult, school and inclusive cycle training, the development of community hubs, walking to school projects and business support to enable more walking and cycling commutes. Our success in these areas is demonstrated by two of the eleven new “social prescribing pilots” being funded nationally by the DfT being located in West Yorkshire, building on and complementing our existing “Cycle 4 Health” programme.
- 2.43. A bid has been made to the Local Authority Capability and Ambition fund which will support development of the region-wide network and help progress schemes so that they are developed ready for construction (decision expected in November).
- 2.44. All together this package of work creates a coherent pipeline of infrastructure to be developed and delivered, a comprehensive, supportive policy environment to prioritise walking and cycling interventions and appropriate measures to activate and stimulate active travel behaviours across the district.

#### Zero Emission Vehicles

- 2.45. A zero-emission vehicle strategy is in development setting out the actions we will need to take to decarbonise vehicles in West Yorkshire. This document considers the need to decarbonise all vehicles on our roads, include private and shared cars, taxis, public transport and freight, and considers the technology options available to do so (e.g. electrification, hydrogen).
- 2.46. A set of policy documents and action plans will sit beneath this, including a West Yorkshire Electric Vehicle Chargepoint Strategy. The UK Electric Vehicle Infrastructure Strategy, published in March 2022, sets out a requirement for combined authorities to develop local chargepoint strategies, setting out policies to remove charging infrastructure barriers and accelerate the pace of adoption.
- 2.47. The West Yorkshire strategy is being developed in collaboration with District Partners and will establish the objectives for public electric vehicle infrastructure roll out as well as principles for investment and action plan for accelerating deployment. The purpose of the document is to guide investment decisions for future funding opportunities as well as provide design guidance

for chargepoints to ensure provision meets the needs of those who live and work in West Yorkshire, and ensure equity of access across region.

- 2.48. A number of workstreams support the work of a West Yorkshire strategy:
- A **technical study** on the potential for EV charging infrastructure was commissioned by the West Yorkshire Low Emission Strategy Delivery Group. This study focused on demand forecasting, strategic investment priorities and early infrastructure deliverables.
  - Transport for the North have developed an **Electric Vehicle Charging Infrastructure Framework** which includes an evidence base and visualisation tool for use by TfN and partners to assess electric vehicle charging infrastructure requirements.
  - **City Region Sustainable Transport Settlement (CRSTS)** contains funding for a number of EV infrastructure schemes, including charging points in residential areas, charging at mobility hubs, and electrification of the West Yorkshire car clubs.
- 2.49. This work compliments other workstreams by the Combined Authority and district partners to advance sustainable vehicle uptake. A range of public EV charging infrastructure schemes have already been delivered, including the ULEV taxi scheme, delivering over 100 charging points for taxis and public use, alongside additional schemes to deliver public charging at sites across the region such as council owned car parks.
- 2.50. In June 2022, a West Yorkshire bid was submitted to the Local Electric Vehicle Infrastructure (LEVI) Pilot fund to accelerate the rollout of electric vehicle charging for residents without access to off-street parking. Unfortunately, the West Yorkshire bid was not successful, however positive feedback was received from funders and further rounds of funding are expected in 2023. We are also exploring opportunities for private investment chargepoints in West Yorkshire.

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

- 3.1. The West Yorkshire Climate and Environment Plan and the actions highlighted within it will all contribute to tackling the climate emergency and meeting the net-zero carbon by 2038 target. It translates the findings of the West Yorkshire Carbon Emission Reduction Pathways into the tangible actions that need to be implemented to ensure the region is on a pathway to reaching its climate goals. The Carbon Impact Assessment is designed to ensure all schemes developed and delivered by the Combined Authority and our partners full consider the climate implications.

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

- 4.1. In the transition to a net zero carbon economy there are important considerations to be made to ensure that decarbonisation does not reinforce existing social inequalities but rather enhances social equity for the residents of our region. The CEP looks to foster inclusive growth addressing the

interconnected nature of decarbonisation and deprivation to ensure that the actions and solutions outlined in this report leave no one behind.

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

- 5.1. Meeting net-zero carbon and transitioning to a net-zero carbon economy should be equitable and not be at the expense of any groups or communities. To that extent, equality and diversity implications and solutions will be cross-cutting and integrated across the activity outlined in this report to ensure no one is adversely affected.

## **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 Transport and Infrastructure Scrutiny Committee note the update on the Carbon Impact Assessment and the wider workstreams on decarbonisation

## **11. Background Documents**

None.

## **12. Appendices**

None.

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**Report to:** Transport and Infrastructure Scrutiny Committee

**Date:** 17 November 2022

**Subject:** **Transport and Infrastructure Scrutiny Work Programme 2022/23**

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**Director:** Angela Taylor, Director of Corporate & Commercial Services

**Author:** Hannah Scales, Scrutiny Support Officer

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## **1. Purpose of this report**

- 1.1 To note the Transport and Infrastructure Scrutiny Work Programme for 2022/23.
- 1.2 To consider any additional agenda items, formal referrals to scrutiny, reviews, call in, and any other tasks, issues or matters the Committee resolves to undertake or consider further.

## **2. Information**

### **Transport and Infrastructure Scrutiny Work Programme 2022/23**

- 2.1 The Work Programme (**Appendix 1**) is set at the beginning of the year and considered at each meeting where it can be amended and changed as the year progresses. It outlines the work the Transport and Infrastructure Scrutiny Committee has agreed to undertake, investigate, and focus on in the municipal year (June 2022 – June 2023) within the resources, remit, and powers available.
- 2.2 At the September meeting the Committee agreed to bring the decarbonisation item to this meeting (17 November), bring back the Bus Service Improvement Plan (and real time information) to a future meeting, and consider workshops on active travel and bus service cuts. It was also suggested that the committee consider workshops receiving updates on mass transit and rail reforms.

### **Referrals to scrutiny**

- 2.3 Under Scrutiny Standing Order 7, any Scrutiny Member, any Combined Authority Member, or any elected Member of a West Yorkshire council (or the

City of York Council) may formally refer a matter to the Committee for consideration. The referral must be in writing to the Statutory Scrutiny Officer. The Committee must then consider and discuss the referral and respond to the referrer explaining whether it will consider the matter further and why.

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

### **Key decisions and call in**

- 2.5 Scrutiny members may call in any decision of the Mayor, Combined Authority, a decision-making committee, and any key decisions taken by an officer (with the exception of urgent decisions). Key decisions are defined as any decision incurring a financial cost or saving of £1 million or more, or a decision likely to have a significant effect on two or more wards.
- 2.6 Decision-makers have two days to publish notice of a decision, at which point scrutiny members have five working days to call in the decision, delaying its implementation, and formally requiring the decision maker to reconsider.
- 2.7 Any five members of a scrutiny Committee – including at least one member from two different constituent councils (West Yorkshire) – may call-in a decision by notifying the Statutory Scrutiny Officer in writing by 4.00 pm on the fifth working day following publication of a decision notice. The relevant scrutiny committee then has 14 days to scrutinise the decision and make recommendations. Further information is set out in Scrutiny Standing Order 14.
- 2.8 The latest key decisions and forward plans of key decisions are published and available for viewing on the [key decisions section of the Combined Authority's website](#).

### **Membership**

- 2.8 Since the last meeting, the following substitutes have been confirmed as members:
1. Cllr Caroline Whitaker, as substitute to Cllr Anna Watson
  2. Cllr Anthony Smith, as substitute to Cllr Andrew Pinnock
  3. Cllr James Baker, as substitute to Cllr Amanda Parsons-Hulse

### **Actions for Scrutiny Officers**

- 2.9 As outlined in Scrutiny Standing Order 17, scrutiny officers provide support to a scrutiny committee's work programme and all scrutiny members in exercising their scrutiny duties and fulfilling their objectives.

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

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

## **4. Inclusive Growth Implications**

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

## **5. Financial Implications**

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

## **6. Legal Implications**

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

## **7. Staffing Implications**

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

## **8. External Consultees**

8.1 No external consultations have been undertaken.

## **9. Recommendations**

9.1 To note or amend the Transport and Infrastructure Scrutiny Work Programme for 2022/23.

## **10. Background Documents**

[Key Decision Forward Plans – 2022/23](#)

## **11. Appendices**

Appendix 1 – Joint Scrutiny Work Programme 2022/23

Appendix 2 – Forward Plan of Key Decision (October 2022)

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## Scrutiny Work Programmes 2022/23

### Summary of main topics and meeting dates

Committee	Topic areas	Meetings
<b>Corporate</b>	<ul style="list-style-type: none"> <li>Inflation, Budget and Gainshare</li> <li>Staffing (incl recruitment &amp; retention)</li> <li>Accommodation and other corporate projects (incl ICS, Cyber Security, social value in procurement)</li> </ul>	<ul style="list-style-type: none"> <li>23 September 2022</li> <li>18 November 2022 (Mayors Question Time)</li> <li>20 January 2023</li> <li>10 March 2023</li> </ul>
<b>Transport &amp; Infrastructure</b>	<ul style="list-style-type: none"> <li>Bus Service Improvement Plan (BSIP)</li> <li>Active Travel</li> <li>Decarbonisation and Behaviour Change</li> <li>Freight, Waterways &amp; Rail</li> <li>Consultation and Planning</li> </ul>	<ul style="list-style-type: none"> <li>22 September 2022</li> <li>17 November 2022</li> <li>19 January 2023 (Mayors Question Time)</li> <li>9 March 2023</li> </ul>
<b>Economy</b>	<ul style="list-style-type: none"> <li>The state of the region's economy</li> <li>Cost of Living crisis</li> <li>Skills and the Adult Education Budget</li> </ul>	<ul style="list-style-type: none"> <li>21 September 2022</li> <li>16 November 2022</li> <li>18 January 2023</li> <li>15 March 2023 (Mayors Question Time)</li> </ul>
<i>All Committees</i>	<ul style="list-style-type: none"> <li>Mayors Pledges</li> <li>Work Programme</li> </ul>	

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## Corporate Scrutiny Committee

Meetings	Topics	Attendees	Objectives
23 September 2022	<b>Inflation &amp; Budgets</b>	<i>Director of Corporate</i>	Discuss the impact of inflation on strategy, projects and finances and what plans and measures are in place to mitigate the issue.
	<b>Update – Social Value in Procurement</b>	<i>Head of Procurement</i>	Update (from March 2022 meeting): to better understand the principles, practice and examples of social value in procurement and suppliers.
18 November 2022	<b>Mayor’s Question Time</b>	<i>Mayor Tracy Brabin &amp; Chief Executive</i>	Question the Mayor on matters pertaining to corporate scrutiny since her last attendance in November 2021.
20 January 2023	<b>Staffing (incl recruitment &amp; retention)</b>	<i>Head of HR</i>	Expand on the discussion at the March 2022 meeting, and explore the CA’s current strategy and workstreams regarding the workforce and what extent the challenges, including around recruitment and retention, are being addressed.
	<b>Draft Budget 2023/24</b>	<i>Director of Corporate</i>	Scrutinise the draft budget 2023/24, especially with regards to risk management, safeguards and ‘Plan Bs’ with regards to expected inflation and economic conditions.
	<b>Update - Assurance Framework</b>	<i>Head of Portfolio Management</i>	Consider changes to the Assurance Framework during its annual review, especially with regards to current economic pressures on capital projects.
10 March 2023	<b>Wellington House Refurbishment Project</b>	<i>Director of Corporate</i>	Using the accommodation project as a case study into the authority’s project management performance and principles – and consider whether the project achieved its goals, added value and performed well.
	<b>Update – Integrated Corporate System</b>	<i>Director of Corporate</i>	Update (from March 2022): on project development and progress
	<b>Update – Cyber Security</b>	<i>Head of ICT</i>	Update (from March 2022): on developments and progress
<b>Workshops (dates TBC)</b>	<b>Workforce and staffing</b>	<i>Head of HR</i>	Receive update on staffing issues since March 2022 and determine scope of January 2023 meeting’s discussion.
	<b>Budget and Gainshare</b>	<i>Head of Finance</i>	Consider budget 23/24 and Gainshare plans – with particular attention to inflation and economic conditions and risk management.

## Transport &amp; Infrastructure Scrutiny Committee

Meetings	Topics	Attendees	Objectives
22 September 2022	<b>Update – Bus Service Improvement Plan</b>  <i>(with focus on real time information)</i>	<i>Director of Transport Services &amp; RTI System Manager</i> --- <i>Dr Ben Hanson, Leeds University</i>	Monitor progress of Bus Service Improvement Plan (since November 2021) with particular attention to Flexi Bus Scheme and Real Time Information systems.
17 November 2022	<b>Decarbonisation</b>	<i>Director of Transport Services &amp; Director of Transport Policy</i> <i>Poss: Delivery, Strategy officers</i> --- <i>Mott Macdonald report authors</i>	Understand and identify <ol style="list-style-type: none"> <li>1. issues raised in the Mott Macdonald report and what has changed since, in terms of actions and strategies.</li> <li>2. CA's direct purview/control and what can it influence indirectly.</li> <li>3. possible solutions, including strategic gaps in CA decarbonisation activity e.g. waterways and inland ports, rail freight, PLVs/e-bikes, motorbikes, etc.</li> </ol>
19 January 2023	<b>Mayor's Question Time</b>	<i>Mayor Tracy Brabin &amp; Chief Executive</i>	Question the Mayor on matters pertaining to transport and infrastructure scrutiny since her last attendance in January 2022.
9 March 2023	<b>Consultations and Planning</b>	<i>Director of Transport Services</i>	Review consultation and planning processes and whether they sufficiently consider transport links and infrastructure, and whether they take into account the views of residents (especially on active travel)
	<b>Update – Bus Service Improvement Plan (BSIP)</b>	<i>Director of Transport Services</i>	Update (since September 2022): on improvement of real time information system accuracy, engagement with bus companies on data and service cuts, and future of bus funding.
<b>Workshops or other updates (dates TBC)</b>	<b>Bus Service Cuts</b>	<i>Director of Transport Services</i>	Consider recently announced bus service cuts by regional bus operators and plans to lessen the impact on residents
	<b>Update – Mass Rapid Transit (MRT) and Rail Reforms</b>	<i>Director of Transport Services</i>	Update (since March 2022): on plans to develop mass transit system for WY and impact and progress of rail reforms
	<b>Active Travel</b>	<i>Director of Transport Services</i>	Update on active travel progress and plans, with particular attention on disability access, consultations and public opinion, and e-bikes
	<b>Behaviour Change</b>		Expand on Behaviour Change session at March 2022 meeting and discuss progress and plans on decarbonisation and active travel, including:

			<ul style="list-style-type: none"><li>• Carbon emission targets</li><li>• 'Low Traffic Neighbourhoods',</li><li>• 'the last mile'</li><li>• possibility and accessibility of e-bikes</li><li>• Active travel</li><li>• 'Nudge Unit' and 'Tyndall Manchester' research on influencing behaviour change</li></ul>
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## Economy Scrutiny Committee

Meetings	Topics	Attendees	Objectives
21 September 2022	<b>Update – The state of the economy and cost of living crisis</b>	<i>Head of Economic Policy Research &amp; Intelligence</i>	Update on the state of the economy and cost of living crisis, with some attention to impact of Brexit, inflation, cost of living crisis, and skills.
16 November 2022	<b>Adult Education Budget (AEB) and Labour Market Assessment</b>	<i>Head of Employment and Skills Research &amp; Intelligence Head of Economic Policy</i>	Explore current labour conditions and how new powers and funding from the Adult Education Budget (AEB) meets the short term and long term needs – with particular focus on if AEB to FE providers has been well spent, what success looks like and how we compare to other regions.
18 January 2023	<i>To be confirmed</i>		
15 March 2023	<b>Mayor’s Question Time</b>	<i>Mayor Tracy Brabin &amp; Chief Executive</i>	Question the Mayor on matters pertaining to economy scrutiny since her last attendance in March 2022.
<b>Workshops (dates TBC)</b>	<b>TBC</b>		<i>Consider whether the £6 million of capital grants to manufacturers (for procurement of machinery etc.) is giving a tangible return on the investment.</i>

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## Forward Plan of Key Decisions from 1 November 2022

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
<b>West Yorkshire Combined Authority</b>					
29 European Structural and Investment Funds (ESIF) – Sustainable Urban Development (SUD)	To consider and subsequently approve applications for Sustainable Urban Development, to support the delivery of European Structural and Investment Funds Strategy and the Strategic Economic Plan.	West Yorkshire Combined Authority	Between 29 Jul 2021 and 23 Jun 2022		Heather Waddington heather.waddington@westyorks-ca.gov.uk
Adoption of Shared Transport Strategy	The Shared Transport Strategy (formerly the Future Mobility Strategy) has been developed to support the delivery of the West Yorkshire Transport Strategy 2040 and Connectivity Infrastructure Plan.  The updated Shared Transport Strategy is now presented for adoption by the Mayor and the Combined Authority as part of the West	West Yorkshire Combined Authority	17 Mar 2022		Freedom.Info@westyorks-ca.gov.uk

<b>Title</b>	<b>Description</b>	<b>Decision Maker</b>	<b>Decision Due Date</b>	<b>Lead Director</b>	<b>Officer Contact</b>
	Yorkshire Transport Strategy 2040, the statutory Local Transport Plan.				
Adoption of Connectivity Infrastructure Plan	That the Mayor and the Combined Authority adopts the Connectivity Infrastructure Plan as part of the West Yorkshire Transport Strategy 2040, the statutory Local Transport Plan.	West Yorkshire Combined Authority	17 Mar 2022		Freedom.Info@westyorks-ca.gov.uk
Corridor Improvement Programme: Bradford - A6177 and Cutler Heights	Approval for the scheme to progress through Activity 3 (Outline Business Case)	West Yorkshire Combined Authority	23 Jun 2022		Freedom.Info@westyorks-ca.gov.uk
Leeds Year of Culture 2023.	Approval for the scheme to progress through Activity 2 (Strategic Outline Case)	West Yorkshire Combined Authority	22 Jul 2022		Freedom.Info@westyorks-ca.gov.uk
Bus funding and budgets	To consider budget provision for bus services	West Yorkshire Combined Authority	9 Sep 2022		Angela Taylor angela.taylor@westyorks-ca.gov.uk
Bradford City Centre Cycling and Walking Improvements	Approval for the scheme to progress through to Activity 3 (Outline Business Case) and work to commence on Activity 4 (Full Business Case)	West Yorkshire Combined Authority	8 Dec 2022		Freedom.Info@westyorks-ca.gov.uk



<b>Title</b>	<b>Description</b>	<b>Decision Maker</b>	<b>Decision Due Date</b>	<b>Lead Director</b>	<b>Officer Contact</b>
British Library North	Change Request in relation to timescales, scope and development funding	West Yorkshire Combined Authority	8 Dec 2022		Freedom.Info@westyorks-ca.gov.uk
Business Sustainability Package	Approval for the scheme to proceed through decision point 2 (strategic outline case) and decision point 4 (full business case) and proceed to activity 5 (delivery)	West Yorkshire Combined Authority	8 Dec 2022		Freedom.Info@westyorks-ca.gov.uk
Confidential: Transport Programmes	Revising the funding allocations for schemes within West Yorkshire Transport Fund, Transforming Cities Fund and City Regional Sustainable Transport Settlement programmes.	West Yorkshire Combined Authority	8 Dec 2022		Freedom.Info@westyorks-ca.gov.uk
Combined Assets Database (CoSa) Replacement	Approval for the scheme to proceed through decision point 2 (strategic outline case) and for work to commence on the business justification case	West Yorkshire Combined Authority	8 Dec 2022		Freedom.Info@westyorks-ca.gov.uk
<b>Climate, Energy and Environment Committee</b>					

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
<b>Employment and Skills Committee</b>					
<b>Transport Committee</b>					
32 Leeds Public Transport Investment Programme (LPTIP) Review Part 4	Approval of the reprofiling of the Leeds Public Transport Investment Programme, a £173.5m transport programme funded by the Department for Transport. Approval of the allocation of the West Yorkshire Combined Authority's £1m contribution to the Programme.	Transport Committee	14 Oct 2022	Director of Transport Services	Freedom.Info@westyorks-ca.gov.uk
Bus Service Improvement Plan	Approval for the scheme to proceed through decision point 2 (strategic outline case), for work to commence on activity 5 (delivery) for the Mayor's Fares scheme, and for work to commence on activity 2 (strategic outline case) for the remaining programmes and schemes.	Transport Committee	18 Nov 2022		Freedom.Info@westyorks-ca.gov.uk
West Bradford Cycle	Approval for the scheme to	Transport	14 Dec 2022		Freedom.Info@westyorks-

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
Superhighway Extension	proceed through decision point 3 (outline business case) and for work to commence on activity 4 (full business case)	Committee			ca.gov.uk
<b>Place, Regeneration and Housing Committee</b>					
Brownfield Housing Fund - Cow Green - Calderdale	Approval for the scheme to progress through Activity 3 (Outline Business Case)	Place, Regeneration and Housing Committee	7 Feb 2022		Freedom.Info@westyorks-ca.gov.uk
Brownfield Housing Fund - Estates Building - Kirklees	Approval for the scheme to progress through Activity 3 (Outline Business Case)	Place, Regeneration and Housing Committee	7 Feb 2022		Freedom.Info@westyorks-ca.gov.uk
Brownfield Housing Fund - Brick Street Westgate Cleckheaton - Kirklees	Approval for the scheme to progress through Activity 3 (Outline Business Case)	Place, Regeneration and Housing Committee	7 Feb 2022		Freedom.Info@westyorks-ca.gov.uk
Brownfield Housing Fund - Manchester Road – Bradford	Approval for the scheme to progress through Activity 4 (Full Business Case)	Place, Regeneration and Housing Committee	7 Feb 2022		Freedom.Info@westyorks-ca.gov.uk

<b>Title</b>	<b>Description</b>	<b>Decision Maker</b>	<b>Decision Due Date</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Leeds Public Transport Investment Programme (LPTIP) Review Part 3	Approval of the reprofiling of the Leeds Public Transport Investment Programme, a £173.5m transport programme funded by Department for Transport.	Place, Regeneration and Housing Committee	7 Feb 2022		Freedom.Info@westyorks-ca.gov.uk
Transforming Cities Fund – A64 Bus Cycle Walking Improvements	Approval for the scheme to progress through Activity 3 (Outline Business Case)	Place, Regeneration and Housing Committee	8 Mar 2022		Freedom.Info@westyorks-ca.gov.uk
A62 to Cooper Bridge Corridor Improvement Scheme	Approval for the scheme to progress through Activity 3 (Outline Business Case) and work commence on Activity 4 (Full Business Case).	Place, Regeneration and Housing Committee	20 Apr 2022		Freedom.Info@westyorks-ca.gov.uk
BHF Cow Green - Calderdale	Approval for the scheme to progress through Activity 3 (Outline Business Case) and work commence on Activity 4 (Full Business Case).	Place, Regeneration and Housing Committee	1 Sep 2022		Freedom.Info@westyorks-ca.gov.uk
Leeds Village	Approval for the scheme to progress through Activity 3 (Outline Business Case) and work commence on Activity 4 (Full Business Case).	Place, Regeneration and Housing Committee	1 Sep 2022		Freedom.Info@westyorks-ca.gov.uk
Leeds Kirkstall Road	Approval for the scheme to	Place,	3 Nov 2022		Freedom.Info@westyorks-

<b>Title</b>	<b>Description</b>	<b>Decision Maker</b>	<b>Decision Due Date</b>	<b>Lead Director</b>	<b>Officer Contact</b>
Residential	progress through to Activity 3 (Outline Business Case) and work to commence through to Activity 4 (Full Business Case.)	Regeneration and Housing Committee			ca.gov.uk
Broadband Contract 3	Change Request to reduce total scheme costs by £3,610,653.	Place, Regeneration and Housing Committee	3 Nov 2022		Freedom.Info@westyorks-ca.gov.uk
<b>Finance, Resources &amp; Corporate Committee</b>					
<b>35 Officer delegated decisions</b>					
Transport Fund: A629 Phase 5	Approval for the scheme to progress through Activity 4 (Full Business Case).	Managing Director	16 Jul 2021		Caroline Coy caroline.coy@westyorks-ca.gov.uk
Adult Skills Training Framework	To approve the use of funding through Combined Authority Gainshare funding to deliver adult training to individuals across West Yorkshire.		16 Jul 2021		Michelle Hunter michelle.hunter@westyorks-ca.gov.uk
West Yorkshire Integrated UTMC	Change Request	Managing Director	19 Nov 2021		Freedom.Info@westyorks-ca.gov.uk

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
36 Contract Award: CA1538 – West Yorkshire Mass Transit Network: Business Case Development Partner	To award and enter into a Contract with TBC for the provision of a Business Case Development Partner(s) across three Lots:  Lot 1 - Business Case Development; Funding Bid Development; Transport Modelling; Economic / Carbon Appraisal; Expert Witness  Lot 2 - Stakeholder Management, Consultation, Engagement and Objection Management  Lot 3 - Client Side Management		7 Jan 2022		Tom Gifford tom.gifford@westyorks-ca.gov.uk
GBF Bradford One City Park	Approval for the scheme to progress through Activity 5 (Full Business Case) and work commence on Activity 6 (Delivery).	Managing Director	25 Feb 2022		Freedom.Info@westyorks-ca.gov.uk
Corridor Improvement Programme: Dyneley Arms, Leeds	Approval for the scheme to progress through Activity 5 (Full Business Case with finalised costs) and work	Managing Director	8 Apr 2022		James Bennett james.bennett@westyorks-ca.gov.uk

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
	commence on Activity 6 (Delivery)				
Transforming Travel Centres	Approval for the scheme to progress through decision point 4 (full business case) and for work to commence on activity 5 (delivery).		22 Apr 2022		Freedom.Info@westyorks-ca.gov.uk
37 Wakefield SEN Taxi & Minibus Contracts 2022-23	To procure a batch of contracts commissioned on behalf of Wakefield District Council for taxi and minibus operators to provide home to school transport for pupils with special education needs and disabilities. The total value of awards will be in the region of £2.5m and these costs will be covered in full by WDC.	Director of Transport Services	10 May 2022		Freedom.Info@westyorks-ca.gov.uk
Wakefield Bus Tender Awards - Batch 706	To award bus contracts in the Wakefield area		24 Jun 2022		Freedom.Info@westyorks-ca.gov.uk
Adult Education Budget – Strategy Revisions	1 Expanding the age of entitlement for a ‘first full level 2’ from 19-23 to 19+ 2 Expanding the ‘Digital Entitlement’ to ensure digital skills for all		20 Jul 2022		Lindsey Daniels

Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
	3 Test Pilot: Bridging programmes that support progression to Level 3 4 Test Pilot: Increasing the number of courses 19-23s are entitled to				
Leeds City Centre Network and Interchange Package - City Square Plus	Approval for the scheme to progress through Activity 4 (Full Business Case)		22 Jul 2022		Freedom.Info@westyorks-ca.gov.uk
Corridor Improvement Programme - Leeds - Fink Hill	Approval for the scheme to progress through Activity 5 (full business case with finalised costs) and to proceed to delivery.		5 Aug 2022		Freedom.Info@westyorks-ca.gov.uk
National Skills Fund: Free Courses for Jobs – New Provider Allocations	Approval is sought to issue allocations to newly procured providers for the Free Courses for Jobs 2022/23 funding, following an open and competitive tender process		2 Sep 2022		Lindsey Daniels
Bradford to Shipley Corridor	To enable development work to continue on the scheme to deliver improvements to the Manningham Lane and Canal Road routes between Bradford city centre and	Managing Director	28 Oct 2022		Freedom.Info@westyorks-ca.gov.uk



Title	Description	Decision Maker	Decision Due Date	Lead Director	Officer Contact
	Shipley, including the provision of bus lanes, cycle lanes and a 30mph speed limit as a sustainable transport corridor along the Manningham Lane, along with improvements to junctions along Canal Road and Otley Road.				
UKSPF Multiply – Local Authority Grant Agreements 22-23 6	Approval is sought to issue grant agreements to the five West Yorkshire Local Authorities for the UKSPF Multiply funding provision		11 Nov 2022		Lindsey Daniels

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