

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 17 NOVEMBER 2017
IN COMMITTEE ROOM A, 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 8 SEPTEMBER 2017**
Copy attached.
(Pages 1 - 6)
- 5. NORTHERN FRANCHISE UPDATE**
Presentation from Arriva Rail North Ltd.
(Pages 7 - 8)

For decision
- 6. LCR HS2 CONNECTIVITY STRATEGY**
To consider the attached report.
(Pages 9 - 16)
- 7. BUS 18 UPDATE**
To consider the attached report.
(Pages 17 - 20)

8. DEPARTMENT FOR TRANSPORT ACCESSIBILITY ACTION PLAN CONSULTATION

To consider the attached report.
(Pages 21 - 40)

9. PETITIONS REGARDING BUS SERVICES

To consider the attached report.
(Pages 41 - 46)

For information

10. CITYCONNECT (CCAG) PROGRAMME UPDATE

To consider the attached report.
(Pages 47 - 52)

11. CITY REGION TRANSPORT UPDATE

To consider the attached report.
(Pages 53 - 56)

Signed:

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

WYCA Managing Director



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 8 SEPTEMBER 2017 AT COMMITTEE ROOM A, WELLINGTON
HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Keith Wakefield OBE (Chair)	Leeds City Council
Councillor Eric Firth (Vice-Chair)	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor David Dagger	Wakefield Council
Councillor Manisha Kaushik	Kirklees Council
Councillor Hassan Khan	Bradford Council
Councillor Michael Lyons OBE	Leeds City Council
Councillor Andrew Pinnock	Kirklees Council
Councillor Rebecca Poulsen	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council
Councillor Tim Swift	Calderdale Council
Councillor Christine Towler	Leeds City Council

In attendance:

Councillor Richard Lewis	Leeds City Council
Councillor Peter McBride	Kirklees Council
Councillor Alex Ross-Shaw	Bradford Council
Liz Hunter	WYCA
James Nutter	WYCA
Dave Pearson	WYCA
Dathan Tedesco	WYCA

16. Apologies for absence

Apologies were received from Councillor Ian Gillies, Councillor Nussrat Mohammed and Ian Cherry.

17. Declarations of disclosable pecuniary interests

There were no disclosable pecuniary interests declared by members at the meeting.

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

There were no exclusions of the press and public at the meeting.

19. Minutes of the meeting of the Transport Committee held on 7 July 2017

Resolved: That the minutes of the Transport Committee held on 7 July 2017 be approved and signed by the Chair.

20. HS2 and the HS2 Growth Strategy

The Committee considered a report updating it on the development of HS2 and the Leeds City Region HS2 Growth Strategy and summarising the progress to ensure the City Region makes the most of the HS2 opportunity for local growth and regeneration.

The report outlined the development of the Strategy, and its role to unlock the benefits of HS2 across the city region, as well as a focused look at growth in the area around Leeds station. The LCR HS2 Growth Strategy incorporates a series of workstreams, including Leeds Integrated Station Masterplan, Leeds City Region Connectivity, Leeds City Region Skills and Supply Chain and South Bank Infrastructure Delivery Plan.

Members will discuss aspects of the strategy in more detail at a workshop on 18 September. The full HS2 Growth Strategy will then be considered by WYCA at its meeting on 5 October, prior to submission to Government.

Endorsement was also sought for the principles of WYCA's response to the HS2 consultation on its rolling stock depot location.

Resolved:

- (i) That the development of HS2 and the Leeds City Region (LCR) HS2 Growth Strategy be noted.
- (ii) That the principles of WYCA's response to the HS2 consultation on its rolling stock depot location, as outlined in paragraph 2.22 of the submitted report, be endorsed and developed further for a report to WYCA in October.

21. Trans-Pennine Route Upgrade

The Committee considered a report updating it on the Trans-Pennine Route Upgrade (TRU).

On 20 July 2017, the Department for Transport (DfT) announced the cancellation of the electrification of rail lines in Wales (Cardiff to Swansea), the Midlands (London to

Sheffield and Nottingham) and North-West (Windermere) after National Audit Office reports highlighting projects which were behind schedule and over budget.

The Secretary of State for Transport has since called into question the inclusion of full electrification as part of the scope of the TRU. Alongside other recent statements from the Secretary of State this has given rise to a number of concerns, as outlined in the submitted report.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the greater involvement of WYCA in the development of the TRU scheme, including the forthcoming choices about scope and outputs, directly and through Rail North and Transport for the North, be endorsed.
- (iii) That a shared statement to Government be developed to articulate how important the TRU scheme is to West Yorkshire and the wider City Region, and that further actions be explored and pursued in order to lobby government in favour of the TRU scheme.

22. East Midlands Rail Franchise Consultation

The Committee considered a report setting out the proposed approach to WYCA's response to the consultation being carried out by the Department for Transport (DfT) into the future East Midlands rail franchise (EM).

Some locations in the East Midlands currently have poor connectivity to the Leeds City Region. Of the four "Hub Cities" of the East Midlands (Derby, Leicester, Lincoln and Nottingham), Leeds City Region has regular direct train services to only two. WYCA considers that there is an opportunity for new/extended EM services to address significant connectivity gaps, and therefore it is proposed that the CA should use this consultation to put forward strongly the case for addressing those gaps, both in WYCA's own response and by helping to frame the response of Rail North.

WYCA officers have already met with the current operator (Stagecoach EMT) and with two competing bidders (Arriva and First Trenitalia) intend to consult with officers and councillors in the five West Yorkshire Districts and has already received input from various stakeholders such as rail user and business groups. This input will help inform the final consultation response.

The EM franchise is now to be re-let, with the new operator to take charge from August 2019. This implies that the Invitation To Tender will be issued to shortlisted bidders in April 2018, with bids to be returned by July 2018, ahead of the contract being awarded in Spring 2019. The consultation began on 20 July 2017 and ends on 11 October 2017.

Resolved:

- (i) That the proposed approach to the EM consultation, as summarised in the submitted paper, be endorsed, and to delegate to the Chair and WYCA Managing Director to submit a corresponding response document after circulation to Transport Committee members.
- (ii) That WYCA officers continue to work with the three bidders shortlisted for the EM franchise, and with Rail North, to pursue positive outcomes for the Leeds City Region from the specification of the new franchise.

23. Road Networks Update

The Committee considered a report providing an update on the West Yorkshire Key Route Network (KRN) and also on the work being done by Transport for the North (TfN) to create a Major Road Network (MRN) for the North and endorse further work on WYCA's priorities for investment.

The collaborative management of a West Yorkshire KRN is a policy of the West Yorkshire Transport Strategy, as approved by the committee and subsequently by WYCA at its meeting of 3 August. A Memorandum of Understanding outlining the basis for this work was attached to the submitted report for consideration.

TfN is also developing a proposal to create a Major Road Network (MRN) for the North, to provide a focus for investment decisions for improvements to roads (separate from the Strategic Road Network, managed by Highways England) that are the most economically important to securing the North's productivity and growth.

Members were updated and agreed to discuss these issues in more detail, alongside Portfolio Holders, at a workshop scheduled for 5 December 2017.

Resolved:

- (i) That the Memorandum of Understanding for the collaborative management of a Key Route Network for West Yorkshire be agreed.
- (ii) That the work by Transport for the North to create a Major Road Network for the North be noted and that WYCA undertakes further work to identify and prioritise priorities.
- (iii) That a workshop session on Key Route Network implementation and Major Road Network proposals is held with Transport Committee and Portfolio Holders to provide updates on activity and input to actions and priorities.

24. Proposed disposal of part of a parcel of land at Barnsley Road, Flockton

The Committee considered a report seeking approval for the disposal of a parcel of land situated at Barnsley Road, Flockton, Wakefield. WYCA's Director of Transport has confirmed that the Property is no longer required for the purposes of WYCA's

business and professional surveying advice recommends acceptance of the terms of sale as set out at in paragraph 2.5 of the submitted report.

Resolved: To approve the disposal of part of a parcel of land situated at Barnsley Road, Flockton, Wakefield on the terms set out in the submitted report and to delegate authority to the Head of Legal and Governance Services to progress the matter to completion.

25. Proposed disposal of two parcels of land located within 3/5 Alma Road, Leeds

The Committee considered a report seeking approval for the disposal of two separate parcels of land located within 3/5 Alma Road, Leeds, which WYCA acquired for the purposes of the New Generation Transport (NGT) scheme under the terms of an Agreement made with the owners. WYCA's Director of Transport has confirmed that there are no current plans that affect the Properties and, on that basis, WYCA should discharge its obligations under the Agreement as the Solicitor acting for the Original Owners has made it clear that they want the Properties to be returned to them.

Resolved: To approve the disposal of two separate parcels of land (both located within 3/5 Alma Road, Leeds), to the original owners, as required under the terms of an Agreement dated 27 January 2011, and to delegate authority to the Head of Legal and Governance Services to progress the matter to completion.

26. City Region Transport Update

The Committee considered a report providing an update on current transport issues in the City Region, covering the following:

- Transport Committee Air Quality Workshop
- Ultra-low Emission Vehicle (ULEV) Taxi Infrastructure
- ULEV Bus Schemes – Buses
- CCTV Digital Upgrade
- MCard Update
- Leeds Park & Ride Update
- AccessBus
- Supported Bus Services
- District Consultation Sub – Committees

Resolved: That the updates provided in this report are noted.

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Director: Dave Pearson, Director
of Transport Services
Author: Dave Pearson



Report to: Transport Committee
Date: 17 November 2017
Subject: Northern Franchise Update

1 Purpose

1.1 Paul Barnfield, Regional Director East Arriva Rail North Ltd, will attend to update the Transport Committee with a brief presentation and will be available to answer Members' questions.

2 Information

2.1 Mr Barnfield will update the Committee on;

- Replacement and refurbishment of rolling stock
- Changes planned to service levels
- Station investment
- Current performance and customer service
- Arriva Rail North's position regarding current and planned infrastructure schemes including the TransPennine Uograde
- Developing plans for the later stages of the franchise

2.2 Members will also have an opportunity to learn about the Arriva Rail North plans to improve revenue protection. The company are obliged by the franchise to maximise income from fares and to tackle fare evasion. The company are planning to trial a "penalty fares" scheme where if a passenger gets on a train without a ticket or Promise to Pay voucher at a station where ticket buying facilities are available, they may be liable to pay a penalty fare. The penalty is the greater of £20 or twice the full single from the station where the passenger got on the train to the next station at which the train stops.

3 Financial Implications

3.1 None.

4 Legal Implications

4.1 None.

5 Staffing Implications

5.1 None.

6 External Consultees

6.1 None.

7 Recommendations

7.1 That the update from Northern be noted.

8 Background Documents

8.1 None.

Director: Rob Norreys, Director,
Policy, Strategy & Communications
Author: Tom Gifford



Report to: Transport Committee
Date: 17 November 2017
Subject: LCR HS2 Connectivity Strategy

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

1 Purpose

- 1.1 To note the principles and strands of the Leeds City Region HS2 Growth Strategy and LCR HS2 Connectivity Strategy.
- 1.2 To request Transport Committee endorsement to commencing a dialogue with key stakeholders and partners of the initial LCR HS2 Connectivity strategy and delegating final drafting of the submission to the Managing Director in consultation with the Transport Committee Chair.

2 Information

Background

- 2.1 WYCA Transport Committee considered an initial report around the LCR HS2 Growth Strategy at its April 2017 meeting. The LCR HS2 Growth Strategy incorporates a series of workstreams including:
 - Leeds Integrated Station Masterplan
 - Leeds City Region HS2 Connectivity Strategy
 - Leeds City Region HS2 Skills and Supply Chain
 - Leeds South Bank Infrastructure Delivery Plan
- 2.2 The overall principles of the LCR HS2 Growth Strategy were considered by WYCA at its meeting on 5 October 2017 and also at the LEP Board on 19 September 2017. WYCA endorsed the principles of the Leeds City Region HS2 Growth Strategy and delegated final drafting of the submission to the Managing Director in consultation with the WYCA Chair.

2.3 A summary of the emerging strategy around skills and connectivity was presented to Transport Committee members at a workshop in September 2017. It was recommended by Transport Committee in September that a more detailed report focusing on the components of the LCR HS2 Connectivity Strategy be considered at November 17 meeting. The purpose of this report is to provide the fuller update on the LCR HS2 Connectivity Strategy.

Overview

2.4 Major national investments like HS2 accelerate growth by strengthening links between economies. This brings new and more productive jobs within reach of people (enabling them to move job without moving house), new markets within reach of businesses, new talent within reach of employers, new knowledge and investment in reach of innovators and entrepreneurs. The investment will, however, only have achieved its full impact when everyone has the opportunity to contribute to, and benefit from, such growth.

2.5 The September report to Transport Committee set out that the ambitious vision for the Leeds City Region HS2 Growth Strategy is for:

“HS2 to be the catalyst for accelerating and elevating the Leeds City Region’s position as an internationally recognised place of vitality, connecting the North and creating an inclusive, dynamic economy, accessible to all.”

2.6 The purpose of the LCR HS2 Connectivity strategy is to establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to the Leeds City Region. The new LCR HS2 Connectivity Strategy will become a ‘daughter document’ to both the LCR HS2 Growth Strategy and also the West Yorkshire Transport Strategy; this approach was endorsed by Transport Committee in April 2017.

2.7 The LCR HS2 Connectivity Strategy has a natural focus on connectivity towards the HS2 / Northern PowerHouse Rail stations (i.e. Bradford, Leeds and York). A new overarching LCR Connectivity Strategy will consider connectivity across the entirety of the City Region.

2.8 The timeline for completion of the LCR HS2 Connectivity strategy is:

- Following Transport Committee in November 2017: Finalise initial draft of the LCR HS2 Connectivity documentation
- December 17 to January 18: Open a conversation with stakeholders around this initial draft of the LCR HS2 Connectivity Strategy
- 16 March 18: Transport Committee consider an updated version of the LCR HS2 Connectivity Strategy reflecting comments received through the engagement.
- From November 17 and throughout 2018: Develop the Inclusive Growth Corridor Plans on a phased/staged basis

2.9 For the overarching LCR Connectivity strategy, it is anticipated that Transport Committee will have time to consider the emerging principles at its meeting on 18

January 2018. This piece of work will identify additional corridors and strategy beyond those directly necessary to support HS2.

Challenges and the Case for Change

- 2.10 Tackling stubborn deprivation has been identified as a key major challenge in the inclusive industrial strategy. This reflects the fact that the pattern of deprivation has changed little in decades, with some communities at risk of being 'left behind'.
- 2.11 Our opportunity is significant. Natural growth and planned investment in the LCR (including HS2) are set to see an additional 146,000 FTE jobs across the City Region including the additional 24,500 FTEs in Leeds City Centre (including both North and South Bank), with an additional 30,000 trips into Leeds City Centre in every morning peak by 2033 (a 25% increase from now).
- 2.12 Taken together, the current committed/planned investments in bus, rail, walking and cycling do not provide the required capacity or sufficiently address the deprivation or productivity challenges.
- 2.13 The City of Leeds and the City Region therefore face a major 'investment gap'. An accelerated programme of transformational connectivity is a prerequisite to enabling the economic geography of the City Region to be reshaped through HS2.
- 2.14 The LCR HS2 Connectivity strategy will provide the direction around the step change in connectivity required to enable the transformative impact of HS2 to be realised across the City Region. It complements the other workstreams of the HS2 Growth Strategy such as skills and supply chain as, for example, without improved connectivity, the opportunities created through improved career choices and business interactions could be undermined.

Components of the LCR HS2 Connectivity Strategy

- 2.15 The LCR HS2 Connectivity Strategy has three emerging strands and views from members on these strands are welcomed. Each is summarised below:
- a) Embracing technology to create an integrated network
 - b) Continued Government support for delivering our existing transport priorities
 - c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest
- a) Embracing technology to create an Integrated Network:**
- 2.16 The strategy aims to deliver a transport network which is simple, accessible, sustainable and attractive. The scale of challenge in achieving this demands innovative approaches, including adopting to new technologies. The integrated network will be achieved through:
- Designing transport services which have a strong core network with a move towards more feeder and on-demand services. This will create opportunities to shape the role of more responsive solutions which change how transport services are currently provided

- Using technology to support the ability for people to access transport in different ways (e.g. shared access of cars). By combining transport services from public and private providers through a unified gateway, transport users can pay through a single account on a 'pay per trip' or a 'monthly fee' basis
- Embracing innovative new mobility service providers such as ride-sharing and e-hailing services, bike-sharing programs, and car-sharing services as well as on-demand "pop-up" bus services and on-demand car services.
- Information is vital as a means of creating network performance. We will work with TfN and Public Transport Operators to transform the user experience, and integrate services and ticketing.
- Improvements to pedestrian and cycling infrastructure will help overcome severance issues and lead to a greater uptake of active modes. This will make the transport network more sustainable, improve air quality and benefit the health of those living in the LCR.

b) Continued Government support for delivering our existing transport priorities:

2.17 We cannot wait till the 2040's to begin this transformation. Through working collaboratively with Government and Network Rail, our ambition is for:

- Delivery in full of; the Leeds Integrated Station Masterplan (including upgrades to the existing and HS2 components of the rail station), York Central as well as the masterplans for Bradford Interchange
- Northern Powerhouse Rail to transform East-West connectivity in LCR. It will provide more choice for our residents on where they work and will provide our businesses with access to a massive labour market. The Northern Powerhouse Rail Programme will benefit from the investments made through this programme especially if a Bradford city centre location is taken forward.
- Trans Pennine Route Upgrade must be delivered without delay by 2022. This will provide improved connectivity between Manchester, Leeds, Huddersfield and York.
- Calder Valley Line improvements are needed in the short term to meet the needs of Leeds, Bradford and Halifax, prior to Northern Powerhouse Rail.
- East Coast Mainline improvements set out in the Hendy report should be delivered on time or earlier (e.g. works to make the line more resilient, allow the new longer trains to run, changes to better allow fast and slow trains to interact (e.g. over take).

c) Delivering Inclusive Growth through transforming connectivity on the corridors where the economic need is greatest:

2.18 Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport indicators¹. These corridors will connect major communities, including some of the most deprived to HS2. Some corridors are pan-northern, others are regional and some are local to Leeds and Bradford.

¹ Further details on the methodology followed are outlined in the ARUP Case for Change detailed technical report

- 2.19 The identified regional/pan-northern HS2 ‘Inclusive Growth Corridors’ are:
- Leeds - Bradford and beyond
 - Leeds - York
 - Leeds – Harrogate - York
 - Leeds – Dewsbury - Huddersfield
 - Leeds - Wakefield /Barnsley and beyond
 - Leeds - Five Towns
 - Leeds - Skipton
 - Leeds – Selby
- 2.20 There are also a number of corridors priorities which are local to Leeds and Bradford and are likely to be considered by the respective Executive Boards.
- 2.21 Now that the corridors have been established, the next stages are twofold:
- Open a conversation with businesses and wider stakeholders around the prioritised corridors and also the next steps in development of the LCR HS2 Connectivity Strategy implementation plan.
 - Commence development of the ‘Inclusive Growth Corridor Plans’ on a phased/staggered basis for each of these prioritised corridors.
- 2.22 Having defined the corridors which need the greatest intervention, we now plan to examine in detail the transformative solutions that are most suited to maximise the benefits and deliver value for money. The principles for developing the ‘Inclusive Growth Corridor Plans’ will bring together bespoke proposals building on existing plans on each corridor to deliver the necessary infrastructure for growth. The plans will cover intensification of housing and employment, flooding and social policy as well as the transformational connectivity required to support each of these. It is anticipated that the ‘Inclusive Growth Corridor Plans’ will be:
- Locally-led, with strong partnerships including the local authority, communities and neighbourhood groups, city region, Transport for the North, other public bodies (such as housing, skills, health agencies and infrastructure providers) and others who can ensure plans are tailored to local circumstances and opportunities.
 - Coordinated across the city region and pull together a compelling and transformative plan of action. Based on the social demographics and economic geography, each corridor will require bespoke solutions, timelines and business cases. This will integrate regeneration, land use and transformational transport schemes required in a short, medium and longer term.
 - Accountable to local people for improving social and economic outcomes.
- 2.23 The output of the ‘Inclusive Growth Corridor Plans’ will be detailed short, medium and longer term projects/interventions across each of the policies areas described above (see paragraph 2.22). This will form the basis for the future pipeline, with additional corridors added as they become identified through the overarching LCR Connectivity Strategy.

Priorities & Next Steps

2.24 To help us with this, we are asking government in the LCR HS2 Connectivity Strategy to:

- Deliver on its commitments including TransPennine Route Upgrade
- Commit to enhancements on the existing network including Calder Valley and East Coast Mainline.
- Commit to deliver Northern Powerhouse Rail stopping at Bradford, Leeds and York.
- Support the development work of the HS2 South Yorkshire Parkway Station.
- Support the principles for our inclusive growth corridors and to help develop the transformational schemes on these corridors.

2.25 The proposals above form the basis of the emerging LCR HS2 Connectivity Strategy and Transport Committee endorsement is sought to enable engagement and conversation with partners and Government ahead of a finalised strategy being completed.

3 Financial Implications

3.1 Development of the LSR HS2 Growth Strategy has been funded through the Grant received from Central Government.

4 Legal Implications

4.1 None as a result of this report

5 Staffing Implications

5.1 Development work has been undertaken within the WYCA Transport Policy team. Development of the 'Inclusive Growth Corridor Plans' are proposed to be undertaken in partnership with relevant district authorities.

6 External Consultees

6.1 All districts across the Leeds City Region have been supporting WYCA in developing the LCR HS2 Strategy.

7 Recommendations

7.1 That Transport Committee note the principles and strands of the LCR HS2 Connectivity Strategy.

7.2 That Transport Committee endorse commencing a dialogue with key stakeholders and partners of the initial LCR HS2 connectivity strategy and delegate final drafting of the submission to the Managing Director in consultation with the Transport Committee Chair.

8 Background Documents

8.1 None

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Director: Dave Pearson, Director of Transport Services
Author: Dave Pearson



Report to: Transport Committee

Date: 17 November 2017

Subject: Bus 18 Update

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

1 Purpose

- 1.1 To update the Committee on progress with Bus 18 and to endorse the priorities for 2018.

2 Information

- 2.1 Each week, people in West Yorkshire make over 3.5 million journeys on local bus services making them the most used form of public transport. Earlier in the year, the Authority established its Bus Strategy up until 2040 following extensive consultation. Emerging from the feedback obtained during this consultation, the Committee identified the need to make early progress on addressing the issues that matter to bus passengers.

- 2.2 Discussions were therefore held with the Association of Bus Operators in West Yorkshire (ABOWY) seeking a mechanism to work collaboratively with bus operators to achieve our shared objective of reversing the decline in bus patronage. This resulted in a programme of initiatives entitled Bus 18 which:

- are deliverable before 2018;
- provide tangible benefits to the customer;
- are deliverable within the current legislative framework;
- minimise any additional governance requirements; and
- do not constrain any party in terms of the longer term strategy.

- 2.3 WYCA has worked closely with bus operators to identify and progress initiatives under the following themes. A Steering Group has been established comprising the Managing Directors of the major bus operators, the ABOWY and senior officers of WYCA. Transport Focus has been invited to the Group to provide a customer perspective.

- Ticketing
- Network Stability
- Young People
- Air Quality
- Punctuality & Reliability
- Customer Service
- Information

2.4 Achieving successful outcomes for customers is the key focus in all of the themes. The impact of Bus 18 on bus passengers' satisfaction and non users' perceptions will be monitored through the annual tracker survey. Respondents are being interviewed throughout the autumn and the findings will be provided to the Committee early in 2018. A further survey will be taken in autumn 2018.

2.5 The Bus 18 initiative was formally launched in Bradford on 24 March 2017 when the Combined Authority and the bus operators made the following pledges to address issues which are important to passengers:

To make buses easy to use we will:

We will develop a simpler bus network with fewer changes, more reliable services, smarter information and more ways to pay in advance.

To reduce emissions

We will introduce more environmentally friendly buses with less emissions to improve air quality.

To improve customer satisfaction and passenger experience

We will agree a customer promise to increase satisfaction with bus travel and engage with young people to understand what is needed to make buses more useful to them.

2.6 The following progress has been made on the Bus 18 themes :

- **Ticketing**- a Day Saver smart carnet product and the MCard android app are now available
- **Network Stability** – an agreement has been made with bus operators to consult on major bus route changes and to limit changes to six times of the year
- **Young People**- engagement with Youth Parliaments
- **Air Quality** - buses in West Yorkshire now display an Eco Star star rating which identifies their environmental performance. Fleet replacement plans are being agreed with operators
- **Punctuality & Reliability** – a £1m programme of work to address bus “punctuality hotspots” is now in progress
- **Customer Service** - any customers not happy with their bus journey can claim a free travel voucher from the major bus operators. Customers can call a taxi and claim the cost back from either First, Arriva or Transdev if their last bus doesn't arrive within 20 minutes of the scheduled time.
- **Information** – WYCA and bus operators have collaborated on a new design for bus stop information which is being rolled out from November 2017.

2.7 Whilst progress has been made, further impetus is needed in order that bus passengers see and experience the benefits from Bus 18. The Chair and Vice Chair of the Transport Committee met with the Bus 18 Steering Group to agree the following priorities for 2018;

- **Young People** – a strongly promoted, discounted “go anywhere” day ticket
- **Air Quality** – to maximise the funding opportunities provided by central government to facilitate low emission buses
- **Punctuality & Reliability** – a strong focus on punctuality and reliability with clear visibility of performance against targets
- **Customer Confidence** – a campaign to increase public awareness of the recent investment in buses and the steps taken to increase patronage

2.8 The success or otherwise of Bus 18 will enable the Committee to come to a view as to the best way of utilising the new powers available in the Bus Services Act.

3 Financial Implications

3.1 All Bus 18 initiatives are jointly funded by WYCA and bus operators. WYCA costs are within existing budgets.

4 Legal Implications

4.1 At this stage, Bus 18 has no formal status as a partnership. Whilst new powers to establish formal partnerships between Transport Authorities and bus operators are available in the Bus Services Act. Secondary legislation and guidance on these powers is needed to progress them. The Department for Transport is consulting on the detail of these documents at present with WYCA’s input being made through the Urban Transport Group. It is anticipated that the Committee will be able to consider its approach to these powers in early 2018.

5 Staffing Implications

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

6 External Consultees

6.1 Bus operators, the Association of Bus Operators of West Yorkshire and Transport Focus.

7 Recommendations

7.1 That the Committee notes the progress made on Bus 18 to date and endorses the priorities for 2018 as set out in this report.

8 Background Documents

8.1 Bus 18 pledges and action tracker.

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Agenda Item 8

Director: Rob Norreys, Director of
Policy, Strategy & Communications
Author: Helen Ford



Report to: Transport Committee

Date: 17 November 2017

Subject: Department for Transport Accessibility Action Plan Consultation

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

1 Purpose

- 1.1 To set out WYCA's proposed response to the consultation being carried out by the Department for Transport (DfT) on its Draft Accessibility Action Plan, and to seek Transport Committee's endorsement of that proposed response.

2 Information

- 2.1 The DfT has published a consultation seeking views on a draft Accessibility Action Plan which sets out proposals to improve the travel experience for people with disabilities. The action plan covers a range of transport modes including planes, trains, buses and taxis. The plan also considers ways in which public spaces could be improved to make them more accessible for people with disabilities.
- 2.2 Accessible transport can make the difference between feeling socially isolated and feeling socially included. The draft Action Plan sets out the DfT's proposed strategy to address the gaps in the existing provision of transport services which serve as a barrier to people with disabilities. It sets out some specific commitments for increasing transport accessibility, and seeks views and ideas about what additional steps could be taken to create a system which enables people with disabilities to independently use the transport network.
- 2.3 WYCA will be responding to the consultation which closes on 22 November 2017. The draft consultation response is provided at **Appendix 1**.
- 2.4 A final version of the Accessibility Plan will be published by DfT in 2018.

3 Financial Implications

3.1 None as a result of this report.

4 Legal Implications

4.1 None as a result of this report

5 Staffing Implications

5.1 Response to the consultation is currently dealt with by the existing resources within Transport Policy and Transport Services.

6 External Consultees

6.1 WYCA has consulted both internally and externally to feed into the WYCA response including with the Operator Group and district colleagues.

6.2 WYCA participated in a DfT Transport Accessibility Plan Consultation Workshop in Leeds on 31 October 2017. This was a useful opportunity to share views and contribute to group discussions on transport issues. Attendees included transport providers, local authorities as well as disability stakeholder organisations and people with a disability.

6.3 WYCA has informed a number of external organisations that it regularly liaises and consults with on transport and accessibility matters including West Yorkshire Disability Organisations about the open consultation. These organisations have been encouraged to submit their own responses to the consultation.

7 Recommendations

7.1 That members endorse the submission of the consultation response.

8 Background Documents

8.1 DfT consultation documents: <https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan>

DfT Accessibility Action Plan Consultation Response

West Yorkshire Combined Authority

DRAFT v1: Subject to approval of West Yorkshire Transport Committee (17 Nov 2017)

West Yorkshire Combined Authority (WYCA) welcome this consultation on the Draft Accessibility Action Plan and the opportunity to provide feedback.

WYCA's Transport Strategy sets out a vision and framework to deliver a world-class, modern, integrated transport system. A good transport system needs to be accessible to all to connect people to jobs, education and training and reduce social exclusion to provide more inclusive growth.

Adopted in 2016 by the Leeds City Region Enterprise Partnership (LEP) and WYCA, the Strategic Economic Plan (SEP) details how we will work with businesses, the public sector and voluntary and community organisations to develop the economy. The vision is to deliver a "globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone". We are developing a new approach to inclusive growth which is about ensuring that good jobs are accessible by our transport system to everyone including the most disadvantaged groups and those with disabilities.

Good progress has been made on delivering a more accessible transport system across West Yorkshire but more investment is needed in improvements which meet user needs are required to reduce barriers to travelling. Taking into consideration our aging population and those with long term health conditions, the number of disabled people is increasing. It is important that we not only remove physical infrastructure barriers to travel, such as being unable to get from one station platform to another, but also the pre-journey planning and sourcing of information before and during their journey and advice that give people confidence to be able to travel independently. This is where new technologies can help if we have the right open data and investment.

To meet the wide variety of needs, it is important to ensure a range of service provision is available. As the bus service is the most used form of public transport, we are engaging with bus operators in West Yorkshire to address potential barriers to travel by bus. The importance of community transport, taxis and private hire to many disabled people should not be underestimated and we would encourage the Department to further the Total Transport concept linking the various forms of para-transit.

Referring to the rail station access mentioned above, since the Access for All programme began in 2006, 150 accessible stations have been delivered nationally. In West Yorkshire WYCA has welcomed this funding programme contributing to 4 of our stations now having accessible routes to platforms and another 3 stations identified within the extended programme with schemes currently in development. Outside of this funding programme WYCA are in the process of developing station access improvement schemes at another 3 stations with funding identified as part of the Leeds Public Transport Investment Programme (LPTIP). This progress, while it is good news, does however mean that West Yorkshire still requires investment to make them stations accessible. WYCA's aspiration is for all stations to be accessible and we therefore encourage the Government to make more funding available to allow improvements delivered in a shorter timeframe.

WYCA participated in a DfT Transport Accessibility Plan Consultation Workshop in Leeds on 31 October 2017. This was a useful opportunity to share views and contribute to group discussions on transport issues. Attendees included transport providers, local authorities as well as disability stakeholder organisations and people with a disability. The key themes from the workshop included:

- Need for consistency – in the built environment, vehicle design, facilities, customer interfaces, customer service / staff training, concessionary travel offer (in terms of geography, time restrictions and across modes)
- Importance of inclusive design/co-design approaches – to both the physical environment and processes
- Need for accessibility training for scheme designers, engineers, decision makers, managers etc.
- Importance of fully accessible journeys/ of first and last mile: “journeys don’t just start and end at the stop or station’. Includes pedestrian environment and obstructions, information throughout journey (including AV on buses, audio at stops and stations), wayfinding and orientation, assistance, facilities
- Barriers to spontaneous travel (rail) and issues around both low awareness and trust and confidence in assistance services
- Challenges of both shared space and quieter vehicles (including buses) for people who are blind and visually impaired
- Importance of awareness and attitudes of transport staff and of other passengers
- Accountability/complaints handling – low awareness, perceptions of poor response/outcomes

WYCA hopes that the consultation response below provides a helpful viewpoint from a West Yorkshire perspective which will assist and help to influence the shaping of the Accessibility Action Plan.

Item 1.13 Figure 3 on page 14 refers to ‘where those with mobility difficulties only make 62% of trips compared to those without. This could be a range of reasons including physical access difficulties, or anxiety about the attitudes of transport staff or passengers.’ A range of other things are a factor – the need to carry equipment, pain, tiredness, access to medication, physical accessibility of the destination, weather and availability of toilets.

Page 19 Tactile paving

Action 1: We will commission a research project to scope the updating of the 'Inclusive Mobility' guidance by the end of summer 2017. As part of this project we will also examine updating our guidance on the use of tactile paving surfaces. We will then consider the recommendations and determine a way forward.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA would welcome an update of the Inclusive Mobility Guidance, including guidance on addressing the accessibility needs of a wider range of disabilities.

Additionally, it would be of benefit to include guidance and best practice examples on the following areas:

- Adoption of inclusive design principles, involving disabled people

- Provision of real time and audio information at bus stops/shelters
- Provision of audio information in transport interchanges to facilitate wayfinding
- Consider Widening of scope of review to consider other street design issues? In light of emerging guidance e.g. cycling (London cycle design standards, DMRB IAN 195/16 etc), Manual for Streets ½
- Ensure review considers interactions with other users generated by new street layouts e.g. cyclists, or others on wheeled modes (scooters, mobility scooters)
- In general, support review of guidance on tactiles and other design features to reduce number of examples of inconsistent or poor interpretation of guidance – e.g. excessive use of tactiles, or use of wrong type, it does not reflect many situations – existing shared use pedestrian/cyclist provision. Also guidance on the positioning of dropped kerbs sits in an idealised environment (very compact junctions, small radii) so this makes the guidance difficult to apply in practice. The various recommended minimum/maximum parameters do not actually add up to the ‘full footway’ e.g. recommended footway gradients at dropped kerbs (5%max) and desirable level area behind the dropped kerb (1000m) and 0.6 max upstand – given the typical kerb height is 100mm, if 5% max gradient is applied, this means that the ‘ramp’ area needs to be 2m in width + 1m level areas behind and you need a minimum footway width of 3000mm, not 1.5. This in turn means that the guidance cannot be full and successfully applied to retrofitting existing residential streets.
- Suggest that this and other street design and use aspects are picked up in their own category – there is a need to improve the pedestrian environment especially for people with mobility issues
- Physical accessibility also includes kerbs/pavement parking, obstructions (signs, utility infrastructure, bollards, location of street furniture, parking) and clearways

For example, in West Yorkshire:

- Real time information screens at stops are audio enabled, triggered by key fobs and will shortly also be Bluetooth enabled
- All stops and shelters have QR codes/NFC tags linked to real time information

Page 21 Shared space

Action 2: We will continue our involvement with CIHT (Chartered Institution of Highways and Transportation) on their work on shared space. After we receive their report by the end of 2017, we will consider the recommendations and announce how we will take them forward.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcome this.

We would support the development of an approach that can meet all users’ concerns e.g. including cyclists and people with visual impairment. There is a current lack of national guidance results in location solutions being put forward with different interpretations of delineation of ‘safe pedestrian area’. This may be developed in consultations with local groups representing disabled people but may be difficult to interpret for disabled people, especially blind and partially sighted people, unfamiliar with the area if the solution deployed lacks standard, familiar, nationally recognisable elements.

Page 21 Cycling Infrastructure

Action 3: We will refresh our guidance in Local Transport Note 2/08: Cycle Infrastructure Design to ensure that local authorities can continue to design good, safe and inclusive schemes that work for everyone in accordance with legislation.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcome the update to this guidance with feedback from districts that it is incredibly welcome. Implementing new cycling infrastructure such as segregated cycle tracks and 'superhighway' style infrastructure has thrown many challenges around designs around bus stops and elective designs around pedestrian crossings that are inclusive. This was particularly pertinent to the layout of tactile paving where the new infrastructure intersected formal pedestrian crossing facilities, but also where single use met with shared facilities. It will also be useful to have national standard for delineating the difference between footway and cycle track (e.g. minimum kerb height or standard of delineating). Again, having a national solution that can be replicated throughout the country and that reflects a variety of conditions on the highway will be invaluable.

It is important that this is not just about the interface between disabled people and cyclists but the importance of cycles as mobility aids in themselves.

Page 22 Audible and Visual announcements on buses

Action 4: We will work with disabled people, the bus industry and the devolved administrations, on the Regulations and guidance which will implement the Accessible Information Requirement on local bus services throughout Great Britain, helping disabled passengers to travel by bus with confidence.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

Feedback from disabled passengers in West Yorkshire indicates that the provision of audio visual information on buses is a key priority. WYCA welcomes the introduction of national standards in this regard. Locally we have been working with bus operators to ensure new buses entering service are equipped. This will be of assistance not only to people with visual impairment but to other disabled people (wheelchair users are obliged to travel on a bus backwards and therefore may find it difficult to identify the stop they need early enough for the driver to stop) and to others simply unfamiliar with the route.

There is the potential for a range of different audio visual products to be procured as a result of this action – WYCA would welcome the development of guidance on the specifications of AV systems – using principles of inclusive design, and in consultation with disabled people.

The Transport Direct journey planner (no longer live) had the facility to plan accessible journeys, including step free access/interchange as well as gradients. This level of accessible journey planning data does not appear to be available on other local or national journey planners.

Ability to board buses is very important along with powers to enforce bus stop clearways.

Consultation Question 1: How well do you feel the national bus concession in England succeeds in supporting the local transport needs of disabled people, and how might it be improved? Please be as specific as possible in your response

The national bus concession supports those disabled people in urban/ suburban communities who need to access town and city centres after 0930. It is less effective for those living in communities with a limited bus service and for those whose preferred destinations are not met by the local bus network. The rigidity of a national scheme does not allow regional determination of the most effective way of supporting disabled people's travel needs and costs.

The requirement for people with disabilities to pay full fare if travelling before 0930 has been identified in the Leeds Transport Conversation 2017 and other local consultation exercises as a barrier to disabled people accessing education and employment opportunities and medical care. Whilst local transport authorities have the powers to extend local schemes into the morning peak, under current local government funding restrictions, they are unlikely to be able to afford to do so. The ability to introduce local flexibility into the ENCTS scheme (for example a low flat fare all day) could facilitate better targeting of this area of support for disabled people.

WYCA would recommend a review of the statutory eligibility to address the inconsistency in decisions on who qualifies for a pass in different areas. In particular, the 'refusal of driving licence' category is the most open to interpretation.

Additionally, acceptable sources of evidence can differ from area to area, making it more difficult for customers to successfully apply in some areas compared to others.

Updated and more detailed guidance and clarity would be welcomed on assessing eligibility and on acceptable sources of evidence for the different eligibility categories. For example:

- Current guidance refers to using evidence from Local Authority databases of people with learning disabilities - in many areas, these no longer exist
- Some areas accept letters from social workers in support of applications from people with a learning disability, whilst others do not. Clearer guidance would be welcome, on who can certify eligibility
- Applications are increasingly received from people with mental ill health, including anxiety and depression. These are assessed under the refusal of driving licence category. Clearer, more explicit guidance is needed to enable a more consistent approach to assessing applications under the refusal of driving licence category.
- Some areas (not in West Yorkshire) have stipulated that people applying under the category 'refusal of driving licence' must be of a legal age to drive – whilst others do not. This minimum age limit is not stipulated in DfT guidance, and WYCA would not support adoption of a minimum age limit for this category.

Action 5: We will review and consult on best practice guidance for taxi and PHV licensing authorities, which will include strengthened recommendations on supporting accessible services, including on the action that licensing authorities should take in response to reports of assistance dog refusal. This guidance is expected to be published in 2017.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports this action. There is a need for uniformity of standards as private hire companies increasingly operate outside their licencing authority area.

Page 25 Increasing availability and accessibility of taxi and private hire vehicles

Action 6: We will seek to increase the number of accessible vehicles through appropriate recommendations to taxi and PHV licencing authorities in our draft revised best practice guidance.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports this action. . There is a need for uniformity of standards as many private hire companies increasingly operate outside their licencing authority area.

Page 26 Reviewing the Blue Badge scheme

Action 7: We will review, in co-operation with DPTAC and others, Blue Badge eligibility for people with non-physical disabilities. This will include considering the link to disability benefits.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports this action. Whilst WYCA does not have direct involvement in the Blue Badge scheme, a blue badge is a passporting criteria for the disabled concessionary travel pass. As such, an extension of the blue badge scheme to incorporate people with non-physical disabilities could simplify the concessionary pass application process for those customers – removing the requirement to provide additional evidence. In particular this would be welcomed by people with dementia.

Item 4.56 on page 27 refers to ‘There still remain stations being inaccessible to people with disabilities - and indeed to those travelling with baby buggies or heavy luggage’. People travelling with bikes could also be added to this list.

Page 28 Railway station improvements

Action 8: We will continue to roll-out station access improvements for which funding has been allocated, and deliver the Access for All programme in full, building on the significant progress that the programme has already made. We will continue to seek to extend the Access for All programme further in the future.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports this action. Currently no funding is available beyond March 2019 allowing the continuation of the Access for All programme. More funding is required to make all West Yorkshire stations fully accessible to modern standards. It is frustrating that the availability of funding and the high cost of delivering this type of station enhancement means that slow progress is being made. Requests to make our stations step-free are frequently received and it is disappointing that WYCA is often unable to provide a positive response that improvements will be delivered in the short term. The extension of the access for all programme would be welcomed and WYCA would also like to see other opportunities being made available for match funding to allow new scheme development to be possible with other funding partners. It would also be beneficial to see the extension of the Access for All to improve accessibility of the physical environment around stations. This could include crossing, dropped kerbs to link with residential areas/service areas and infrastructure to facilitate interchange between modes including access to/from bus stops.

Consultation Question 2:

As a passenger or an organisation representing disabled people, what is your experience of information and guidance setting out the rights of disabled persons or those with reduced mobility when travelling by air?

We have listed some questions below which you may find helpful in responding. However, the list is not exhaustive and you should not feel restricted to the themes below.

- Is there enough information available regarding your rights as a disabled or less mobile passenger when travelling by air?
- Is the existing information and guidance clear and understandable, or is it too technical? For example, could the wording be improved? If so, how?
- Are there any particular areas where you feel there is too little information available? Is the existing information focused on certain areas while leaving gaps in others, or is there a balance?
- Is the existing information easy to access/find? If not, what could be done to make the information easier to access?

In your opinion, which organisation (e.g. the Government, a consumer rights advocacy, a disability organisation, etc.) would be most appropriate to provide information and guidance in this area? Why?

N/A

Consultation Question 3:

As an industry representative or a service provider in the aviation sector, what is your experience of guidance regarding your obligations when providing services to disabled persons or those with reduced mobility when travelling by air?

We have listed some questions below which you may find helpful in responding. However, the list is not exhaustive and you should not feel restricted to the themes below.

- Based on the existing guidance, do you know what is expected of you when providing services to disabled persons and persons with reduced mobility?
- Is the guidance detailed enough? Is there enough information available?
- Is the existing information easy to access/find? If not, what could be done to make the information easier to access?
- What could be added to the guidance to make it easier for you to provide services to disabled persons and persons with reduced mobility?
- Are there any specific areas that you feel are not adequately covered in the existing guidance? Are there any areas that you feel the existing guidance is placing too much emphasis on?

N/A

Consultation Question 4:

As a passenger or an organisation representing disabled people, what are your experiences with maritime passenger services when travelling by sea, in particular are there any issues where you feel more could be done to improve accessibility for passengers with disabilities or with reduced mobility?

Page 34 Improving accessibility and passenger experience on board trains

We are committed to improving the travelling experience of people with disabilities using facilities on our trains and stations. We have summarised all the relevant actions from across this consultation here:

- **Action 9:** Subject to the finalisation of the Statement of Funds Available (in October this year), Government will allocate funding to provide additional accessible toilet facilities at stations as part of the next rail funding period (from 2019 onwards).
- **Action 10:** From October 2017, DfT will fund a pilot to explore opportunities to improve train tanking facilities and increase the availability of train toilets. Building on the learning from this and industry-led research in this area, we will consider how best to allocate further investment, beginning with upcoming franchising opportunities.
- **Action 11:** ORR will publish the results of its large programme of research, looking in depth at accessibility and assistance, in 2017. It is expected that the results will provide a snapshot of industry performance and include industry level recommendations to take forward (further information on the research is provided in Section 7 on Spontaneous Travel).
- **Action 12:** DfT is exploring with the Rail Delivery Group (RDG) the ability for train operators to provide 'alternative journey options' if the journey becomes unsuitable – for example, if the only accessible toilet on a train goes out of use unexpectedly.
- **Action 13:** We are exploring with RDG the possibility of placing dynamic notifications on the Stations Made Easy web pages, of the availability of accessibility features on trains.
- **Action 14:** We are also exploring with RDG how notifications of such incidents can be provided to passengers as early as possible.
- **Action 15:** We are working with the Rail Safety and Standards Board (RSSB) to launch an innovation competition in September 2017, which will find solutions to reducing the cost of accessibility improvements at stations, including the availability of accessible toilets. This competition will also focus on making improvements aimed at those with hidden disabilities.
- **Action 16:** We are also investing in a new rail innovation accelerator which will look at how the availability of facilities can be improved.

WYCA supports these actions.

The ORR research will be a useful evidence base when published providing an insight into how operators are performing as little information is currently available.

WYCA welcomes the proposed innovation competition funding being made available. There is a need for accessible toilet facilities to be provided at more stations, particularly at stations currently with no toilets facilities at all. The opportunity to provide more Changing Places toilet facilities should also be considered. Could this also include the availability of waiting rooms? These are routinely closed at smaller stations from about 6pm; in case of a delayed/cancelled train the lack of availability of safe, dry waiting facilities has particular impact on disabled people.

Page 38 Continuously improving the passenger experience

Action 17: We will commission research, which will be published by 2018, to measure the impact for passengers of work to improve rail vehicle accessibility since the introduction of Rail Vehicle Accessibility Regulations (RVAR) and the introduction of the Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI).

Action 18: By the end of 2017, we will publish performance data on accessible features on trains, and details of any remedial action necessary to improve both the quality of the data reported and any areas of poor performance.

Action 19: We will also share the performance data reported to us with ORR, to inform any action they take to ensure operators are meeting their legal requirements to comply with accessible rail vehicle standards.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports these actions. The research to be published will provide useful data on the impacts of improvements implemented including how well the industry is doing in terms of improving the journey experience for passengers and where more improvement is needed. Will this include enforcement in privately owned car parks?

Page 38 Continuously improving the passenger experience

Consultation Question 5:

When you use a train, what has been your experience of accessibility equipment, such as the passenger announcements (either audible or visual), accessible toilets or manual boarding ramps, or other accessibility features)?

For example, do you find this equipment reliable, and if not, how could train operators better ensure reliability or assist you?

N/A

Page 39 Ongoing accessibility of buses and coaches

Action 20: We will support the DVSA in its activities to communicate with operators on, and incentivise prompt compliance with, PSVAR, and to take decisive action where this does not happen. We will expect the DVSA to report annually on the action taken.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports this action and publication of an annual report by DVSA on the enforcement of vehicle compliance checking.

Page 40 Refusal of assistance dogs in taxi

Action 21: We will review, with Government partners and stakeholders, the reasons why some taxi and PHV drivers refuse to transport assistance dogs, and identify key actions for local or central government to improve compliance with drivers' legal duties.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcomes this action.

Page 40 Monitoring abuse of disabled parking spaces

Action 22: We have begun publishing enforcement newsletters aimed at local authorities (i.e. all Blue Badge teams and parking teams) to promote enforcement success stories and good practice, in order to help encourage better enforcement of disabled parking spaces. We will also continue our regional engagement workshops with local authorities and will work with DPTAC on both initiatives.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why

WYCA support the promotion of good practice.

Page 44 Training and education

Action 23: We will work with the bus industry, DPTAC, Driver Certificate of Professional Competence (Driver CPC) training accreditors and the DVSA to seek to ensure that the training of bus drivers in disability awareness and equality reflects the Department's recently developed best practice guidance, and that appropriate arrangements are in place before such training becomes mandatory in March 2018.

Action 24: We will support the Office of Rail and Road (ORR) in its monitoring of disability equality and awareness training undertaken by train and station operators.

Action 25: We will encourage taxi and private hire licensing authorities to promote disability awareness and equality training for licensed taxi and private hire drivers, and recommend, in our draft best practice guidance, that such training be mandated in their licensing policies.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

A consistent and coordinated approach to the provision of training would be welcomed.

Disability awareness training for transport staff is consistently highlighted as a key issue by older and disabled people.

There are examples of good practice across the country where transport operators and providers have worked with disability organisations to enhance disability awareness training.

Discussions locally with disability organisations and transport providers have indicated that:

- Online 'short film' training resources enable disabled people to be involved in delivering/producing training, and can be operationally easier for providers to share with staff than traditional classroom based training.
- Disability awareness training could focus on a 'key principles' approach.
- Raising awareness of hate crime should be included in disability awareness training content for transport providers.

It would be beneficial and cost effective to develop a national shared training resource.

WYCA supports action 25 and would stress the need for a uniform standard mandated in licencing policies given many private hire companies increasingly operate outside their licencing authority area and there is concern that some drivers seek to obtain licences from those authorities who impose lower standards.

Page 44 Training and education

Consultation Question 6:

As a transport user, what has been your experience of using transport services? In particular, how would you assess the levels of understanding of transport providers and staff of the needs of disabled people (i.e. those with cognitive, sensory or physical impairments including dementia, autism or mental health conditions)?

We would welcome any experiences (positive or negative) that you wish to provide.

N/A

Page 44 Training and education

Consultation Question 7:

What additional action could Government, regulators or transport bodies take to ensure that transport providers and staff have a better understanding and awareness of the access and

information needs and requirements of passengers or transport users with less visible disabilities (i.e. those with sensory or cognitive impairments including dementia, autism or mental health conditions)?

Highways designers, transport planners and engineers may also benefit from disability awareness training in the context of the built environment.

It would be helpful to have an evidence base of the needs and requirements of people with less visible disabilities as well as what works in addressing those needs.

Page 47 Spontaneous rail travel

Action 26: ORR will publish the results of its large programme of research looking in depth at accessibility and assistance in 2017.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcomes the publishing of the results of the ORR research programme. It would be helpful for research to include the impact of situations where disruptions occur at the start of or during journeys e.g. rail cancellations/replacement bus services and provision of information/assistance and accessibility of alternative transport provision. There is currently little information available about the level of satisfaction with the passenger assistance provided by the train operators as part of Disabled People's Protection Policy (DPPP). This research will be a useful evidence base to help operators identify the gaps and areas for improvement as well as giving some transparency to others.

Those currently not traveling by train may not be aware that the passenger assistance service is available. Information about the service on operator websites and apps could be more prominent as well as better promotion through other channels outside of the rail industry.

Page 47 Spontaneous rail travel

Action 27: We will report on the progress of its joint research with Transport Focus, to identify the challenges inhibiting passengers from travelling, by the end of 2017.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcome this joint research with Transport Focus which will provide a useful evidence base. Identifying the barriers impacting on journey experiences will help the industry to focus and plan for making improvements in the future. Knowing what is or isn't working well will also help improve future scheme design and stop the same mistakes being made again.

Page 48 Spontaneous rail travel

Consultation Question 8:

As a passenger or organisation representing disabled people, what is your experience of trying to travel spontaneously?

- What steps could transport providers and operators take to promote or reduce restrictions to spontaneous travel?
- What action could Government, regulators, transport operators or providers take to increase spontaneous travel?

N/A

Page 48 Spontaneous rail travel

Consultation Question 9:

As a transport operator or provider, what is your experience of enabling spontaneous travel for disabled people?

- What steps have you taken to enable spontaneous travel for disabled passengers?
- What action could Government, regulators or other bodies take to help support you to provide spontaneous travel for disabled passengers?

N/A

Page 49 Passenger Assist

Action 28: DfT is exploring with RDG the ability for train operators to provide 'alternative journey options' if the journey becomes unsuitable – for example, if the only accessible toilet on a train goes out of use unexpectedly.

Action 29: DfT is also exploring with RDG how notifications of such incidents can be provided to passengers as early as possible.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA welcomes these actions. It would be helpful if the 'alternative journey options' could also consider when rail replacement buses are to be used, such as instances when they are ordered due to service disruption and not just planned ahead for use during engineering works. Providing better information, quicker at stations allow people to be able to make informed decisions about options for onward journeys. Smart media is also continuing to change and develop and this should also be explored.

Page 49 Passenger Assist

Consultation Question 10:

As a passenger or organisation representing disabled people, what is your experience of using Passenger Assist?

We would welcome ideas on what further developments could be made to the Passenger Assist system to make it more attractive to users with accessibility needs; particularly those who currently choose not to travel by train.

N/A

Page 50 The future of rail ticketing

Consultation Question 11:

When you purchase a ticket using a vending machine, what has been your experience of accessibility?

For example, do ticket machines provide clear information? Are you able to book the correct ticket?

Are there any particular issues that we need to consider when designing or delivering smart ticketing programmes?

Feedback from members of a local Dementia Engagement and Empowerment Project (DEEP) group highlighted the confusion and stress arising from using a train station ticket barrier which had three different ticket reading/scanning options to deal with paper tickets, barcodes and smart cards.

Self-service ticket machines should ensure that visual displays adhere to accessibility guidelines, including visual contrast for people with visual impairment. The positioning of machines also

greatly impacts of the visual display. Uncovered machines on platforms need to be able to visually function well with the different light levels and sun glare throughout the day.

Page 53 Information on rights

Action 30: We will work with representative bodies (e.g. the Confederation of Passenger Transport (CPT) and the Rail Delivery Group (RDG)), and will support the work of regulators (such as the Office of Rail and Road), to encourage greater promotion of information about the rights of disabled travellers and what they are entitled to expect in terms of service and facilities, as well as developing easier ways to register complaints when things go wrong.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

Disabled passengers locally have highlighted the rights of disabled travellers and what they are entitled to expect in terms of service and facilities as a key issue. Greater information and awareness around this issue would be welcomed.

Feedback indicates that disabled passengers are not always aware of complaints procedures, can find them inaccessible or have little confidence that anything will change as a result of complaining. Easier and accessible ways to register complaints would be welcomed.

Page 53 Information on rights

Consultation Question 12:

We would welcome views, particularly from disabled passengers, on the current systems for resolving transport disputes, and whether processes could be further improved.

Not aware of any feedback from Transport Focus with regard to transport complaints which have been escalated to them locally not being satisfactorily resolved.

Page 54 Information on accessibility levels

Action 31: We will work with transport authorities and representative bodies (e.g. CPT and RDG) to encourage the provision of better information about levels of accessibility on vehicles and services, so that disabled people can make informed choices about their journeys. This will include issuing guidance concerning the provision of information about the accessibility of bus services.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA would welcome real-time accessibility information. The more information available to the passenger enables them to make informed journey decisions. There are separate issues in the different types of vehicle stock for both train and bus fleets being used at any one time and passengers not knowing what type of vehicle stock will be forming the service they plan to use. The information about opportunities to board e.g. with a wheelchair or mobility scooter will be useful in facilitating travel. Many people are unaware that some scooters can be carried on public transport and consequently they find it difficult to use public transport as the distance to/from the bus stop may be prohibitive. Additionally, as buses currently carry only one wheelchair, advance information whether the bus can or cannot accommodate a wheelchair user on board, when the next service is due and whether there is a wheelchair space available will be welcomed.

Page 55 Disabled Persons Railcard

Action 32: We will support the work of the RDG and ORR to encourage further promotion of the benefits of DPRC in order to further increase its take up and use.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA agree with the proposed action to encourage further promotion of the Disabled Persons Railcard. West Yorkshire Disabled Passes include half-fare, off-peak travel in West Yorkshire. The Disabled Persons Railcard encourages rail travel including long distance journeys.

Providing more clarity for providers as well as passengers is also to be encouraged. See answer to consultation Question 14 below.

Page 56 National Assistance Card or other assistance for people with less visible disabilities

Consultation Question 13:

As a person with a hidden or less visible disability or impairment, or in an organisation representing people with hidden disabilities, we are keen to receive your views on the desirability and feasibility of introducing a national assistance card.

We have listed some questions below which you might find helpful in responding. However, the questions below are not exhaustive and you should not feel restricted by them:

- Do you have a hidden disability or impairment? If yes, do you feel the need to communicate your needs to transport staff?
- What has been your experience of communicating your needs to transport staff or fellow passengers?
- Have you ever used a tool to communicate your assistance needs to transport staff? What did you use? What has your experience been?

Do you have any views on the merit or not of introducing a national, cross-modal assistance card?

N/A

Page 56 National Assistance Card or other assistance for people with less visible disabilities

Consultation Question 14:

As a transport operator or provider, we are keen to receive your views on the desirability and feasibility of introducing a national assistance card.

We have listed some questions below which you might find helpful in responding. However, the questions below are not exhaustive and you should not feel restricted by them:

- Do you currently offer an assistance card, badge, lanyard or other tool to enable passengers with hidden disabilities to alert your staff to assistance needs?
- Do you have any views on the merit or not of introducing a national, cross-modal assistance card?

Are there any practical or other considerations needed for the introduction of a cross-modal national assistance card?

There are a range of different assistance cards for bus travellers in circulation in West Yorkshire, including those produced by bus operators by the Combined Authority. Feedback from passengers indicates that these are welcomed and well used. For consistency and ease of understanding and recognition, a national card covering all modes would be welcomed.

The 'orange wallet' scheme – a bright orange bus pass wallet for disabled passengers – has also had positive feedback from disabled people in West Yorkshire. The orange wallet is another way of quickly enabling a bus driver or other transport staff to see that the customer has a disability and may need assistance.

Page 57 Travel training, buddying and mentoring schemes

Action 33: We will continue to identify and support initiatives for promoting and supporting travel training, mentoring and buddying schemes.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

In West Yorkshire, the Combined Authority has worked closely with local learning disability organisations and self-advocacy groups to understand and address some of the barriers to travelling. Initiatives have included guided tours of bus stations to familiarise people with sources of assistance and information and provide reassurance. Feedback from participants has indicated that this has increased their confidence in travelling and using the bus station.

There are a number of 'Safe Places Schemes' across the country. These provide an invaluable level of support and reassurance to disabled and vulnerable people when they are out and about. Support for the development of a national approach to Safe Places would be welcomed, including awareness raising and provision of guidance on how to establish a scheme.

Page 58 Mobility Centres

Action 34: We will highlight and promote the work of Mobility Centres, and identify ways to support the ambition of the Driving Mobility network to increase the services it provides in response to the growing ageing population and become community style 'hubs' for older and disabled people.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

Driving is not the only means of maintaining independent mobility. Wheels for Wellbeing remove barriers to cycling supporting disabled people of all ages and abilities to enjoy the benefits of cycling. More support should be provided for those who cannot drive.

Page 59 Advice on when to stop driving

Action 35: Over the course of the next two years, Mobility Centre 'hubs' will promote the public and private transport options available in each region to those considering giving up driving or those who have been advised to cease driving.

Action 36: By the end of 2018, Driving Mobility will produce guidance to support families concerned about an older person's driving ability, along with information on alternatives to self-driving.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports these actions to make support available and help promote public transport use. There is currently a lack of guidance and support for drivers and family members with regards to knowing when to stop driving. Better promotion of public transport as an alternative could encourage this modal shift.

Page 60 Community Transport

Consultation Question 15:

How can the Department for Transport support Community Transport Operators further?

Community Transport provides a vital service especially for those people who cannot access mainstream public transport, yet it does not enjoy the stability of funding sources provided to registered local bus operation (BSOG, concessionary fares etc)

The Department's intervention to support Total Transport was short term and did not enable authorities like WYCA to develop a co-ordinated approach across our major conurbation. WYCA

would recommend a cross Departmental approach to co-ordinating transport spend in the health and social care sectors to enable a more holistic approach to accessible transport. Volunteer car services for people with disabilities are a vitally important element of the Community Transport provision. WYCA would support national initiatives to recognise the importance of these schemes and to encourage and incentivise volunteering.

Page 61 Mobility scooters

Action 37: We will work with Mobility Centres and the British Healthcare Trades Association (BHTA) on promoting the need for training of scooter users and providing facilities for such training.

Action 38: We will identify and promote pushchairs, prams and scooters most appropriate for public transport, working closely with the British Healthcare Trades Association and transport providers, by 2018.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

WYCA agree with the proposed actions. It should be recognised that providing off carriageway space for e.g. cycles can also produce safe space for mobility scooters. Action 38 is supported as there is much uncertainty as to which scooters can be taken on buses and trains. Users need access to independent information about what their device will enable them to do – this includes opportunities to use on public transport as well as ability to tackle challenges in the on-street environment, for example gradients.

Item 8.48 on page 61 refers to £3.8 billion of funding between 2016-17 and 2020-21 for pavement maintenance. Perhaps ring-fencing some of this funding may help target access improvements. Leeds City Council highlighted that they run a programme of user led interventions that can demonstrate success in increasing users' ability to get out and about, access local services and public transport. Local Cycling and Walking Infrastructure Plans will help identify core walking zones so additional funding/ring-fenced funding could be locally applied for areas that are particularly 'walkable' facilitating social inclusion.

Page 61 Unauthorised pavement parking

Action 39: We will begin a survey to gather evidence and identify examples of improvements that could be made to the wider process for making Traffic Regulation Orders, by autumn 2017. This evidence will help inform our approach to tackling pavement parking.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports the evidence gathering survey. In addition to the obstruction caused by unauthorised pavement parking, it results in damaged uneven flagstones leading to risk of injury and increased maintenance demands. Any changes to traffic regulations in this regard would need to be supported by effective enforcement.

National legislations reflecting the standard practice in London, where pavement parking is prohibited throughout would be the most appropriate solution.

It has been raised that should 'no pavement parking' Traffic regulations Orders be introduced on some streets, this would implicitly legitimise pavement parking where such orders are absent to the detriment of disabled people. A more universal prohibition, with exceptions where infrastructure permits, may be a more appropriate way forward.

This is a difficult balance to achieve as many residential street function as shared space (albeit with a 'safe parking' area on the footway, with no 'safe pedestrian area') which raises concerns from people with limited mobility, including blind and partially sighted people. Yet without taking up some of the pavement many disabled people with no off-street parking would find it difficult to park their vehicle close to where they live, reducing their ability to go out for the fear of not having anywhere to park when they return. Therefore a prohibition to pavement parking would also increase demand for the provision of off street parking/re-housing which would require funding.

Page 64 Strengthening our evidence base

Action 40: In 2017, we will commission research to further understand the barriers to travel for individuals with cognitive, behavioural and mental health impairments, to help us to develop potential measures to improve accessibility.

Action 41: By 2018, we will commission research quantifying the economic, social and commercial benefits of making passenger transport more accessible.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

WYCA agree. Feedback indicates that negative attitudes of other passengers can be a barrier to travel. This applies to all disabled people, including those with cognitive disabilities and with hidden disabilities.

There is a need to address prejudice and negative attitudes towards disabled people generally – not just in the context of public transport.

Future considerations:

- Electrically Assisted Pedal Cycles – Research on a disabled / adaptive cycle.
- Connected and Autonomous vehicles – Impact of autonomous vehicles on people with disabilities navigating street environment.

Page 67 Wider accessibility innovation

Action 42: DfT is working with the RSSB to launch an innovation competition in September 2017, which will find solutions to reducing the cost of accessibility improvements at stations, including the availability of accessible toilets. This competition will also focus on making improvements for those with hidden disabilities.

Action 43: We are also investing in a new rail innovation accelerator which will look at how the availability of accessible facilities can be improved.

Action 44: We will ensure that DfT innovation competitions highlight the need for prospective funding recipients to consider accessibility within their project proposals, where projects impact on transport users.

Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA agree with the proposed actions. The Rail Accessibility Competition is welcomed, however the timescales for applications is tight with only 2 months available between the application launch and submission deadline. It will be difficult for interested parties to identify solutions and gain support/approval of co-funding streams in such a short period of time.

WYCA would welcome greater awareness, sharing of good practice and an evidence base of what works in innovative and technological developments which increase accessibility of the public transport system. Considerations about techniques for navigating future city streets: quieter, more conflict, elimination of clutter, alternatives to kerb navigation and different feature types (like light segregation).

Page 69 Inclusive policy making

Action 45: We will develop and deliver (with input from DPTAC) training for civil servants in the Department to include the law and good practice with respect to disability awareness and equality issues.

Action 46: We will work with the Welsh Government and the Minister for Equalities to understand the impact of the introduction of these new powers in Wales, and their potential applicability to the English jurisdiction.

Action 47: We will support work with local authorities to raise their awareness of the Public Sector Equality Duty under the Equality Act 2010 in relation to local transport and transport facilities.

We would welcome your feedback. Do you agree or disagree with the actions proposed? Are there any other areas which require further attention? Please explain why.

WYCA supports proposals to raise awareness of the Public Sector Equality Duty in relation to local transport and transport facilities.

Page 70 Measuring delivery of outcomes

Action 48: We will develop, in consultation with DPTAC, effective ways of measuring travel patterns and trends among disabled and older people over time as a basis for targeted policy initiatives.

We would welcome your feedback. Do you agree or disagree with the action proposed? Are there any other areas which require further attention? Please explain why.

WYCA agree. It would be helpful to include qualitative feedback on barriers to travel, what measures lead to increased ability/willingness to travel. Useful to measure difficulties in negotiating streetscape.

Director: Dave Pearson, Director of Transport Services
Author: Dave Pearson



Report to: Transport Committee
Date: 17 November 2017
Subject: Petitions Regarding Bus Services

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

1 Purpose

- 1.1 To establish the procedure under which petitions concerning matters relating to bus services are considered by the Committee.
- 1.2 To consider a petition received in relation to bus services between Bradford and Otley.

2 Information

- 2.1 WYCA receives and responds to a range of customer feedback on matters relating to bus services together with correspondence from elected members and MPs. Officers handle most of this correspondence often liaising or referring to the relevant transport operator. WYCA has established complaints processes and procedures relating to its obligations under Freedom of Information and related legislation.
- 2.2 From time to time, a complainant will gather signatures in support of a matter which they wish to be considered by Transport Committee. This would only be appropriate for matters for which is within the terms of reference of the Committee. In such cases, handling of the matter would be at the discretion of the Chair of the Committee in consultation with WYCA’s Head of Legal and Governance Services.
- 2.3 Many of the petitions submitted relate to the provision and operation of bus services. WYCA procures bus services under its powers to provide Socially Necessary Bus Services for which policy and guidelines have been adopted by the Committee. The Committee does not have the power to direct bus operators to provide a service and its ability to resolve many of the matters raised in such petitions can be limited. Nevertheless, WYCA has a role to ensure the interests of its residents are considered

by transport operators and has established the District Consultation Sub Committees to facilitate this.

- 2.4 To assist prospective petitioners where the matter raised concerns the provision, amendment or withdrawal of a bus service or a matter relating to the cost of bus travel a procedure is proposed, as detailed at **Appendix 1**.
- 2.5 In the absence of the above procedure, the Transport Committee Bus Services Working Group considered the following petition on 31 October and resolved to refer it to the Committee.

Bus Links Bradford to Otley

- 2.6 A petition has been received from Mr Shillito containing signatures from 51 households concerning the loss of a direct bus service between Bradford and Otley following the withdrawal of bus service 653. The petition stated “We the undersigned were regular users of the above bus services and wish to see the service reinstated”. A copy of the petition will be available to members at the meeting.
- 2.7 TLC Travel Ltd provided this service on a commercial basis. WYCA officers have raised the petitioners’ concerns with the company who advise that it was no longer commercially viable to operate. There are no other bus operators willing to provide the service.
- 2.8 WYCA has funded the continuation of an early morning journey on the service which carries workers as no alternative service is available. Whilst this service did provide some unique direct links (Shipley – Otley), this journey can still be made relatively easily by changing buses.
- 2.9 The guidelines approved by the Committee in November 2014, set out the basis of under which the Combined Authority would fund a bus service. The area affected by the withdrawal of 653 is served by other bus services which would facilitate connections to Otley with a change of bus. Reinstatement of the service at public expense would not be in line with these guidelines. It is proposed therefore that the petitioner be advised of this position.

3 Financial Implications

- 3.1 There are no financial implications arising from this report.

4 Legal Implications

- 4.1 There are no legal implications arising from this report.

5 Staffing Implications

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

6 External Consultees

6.1 None.

7 Recommendations

7.1 That the procedure for considering petitions relating to bus services be adopted as set out in **Appendix 1** to this report.

7.2 That Mr Shillito be advised that the Committee has considered his petition seeking reinstatement of bus service 653 between Bradford and Otley and would advise Mr Shillito that reinstatement of the service under contract with WYCA would not be in accordance with the guidelines established by the Committee.

8 Background Documents

8.1 Petition submitted.

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Procedure for Petitions Regarding Bus Services

To assist prospective petitioners, the following procedure is applicable where the matter raised in the petition concerns the provision, amendment or withdrawal of a bus service or a matter relating to the cost of bus travel;

- A petition will normally be regarded as such if it contains signatures from residents of more than 30 households. Discretion may be applied if the petition is from the majority of households in a small community.
- Petitioners should submit their petition to the Director, Transport Services in the first instance who, in consultation with the Chair of the Committee, will advise the petitioner of how WYCA will consider the petition.
- The Director, Transport Services will arrange for officers to investigate the issues raised in the petition consulting with relevant bus operators, Council officers and other interested parties.
- The petition will be included on the agenda of the next available District Consultation Sub Committee with a covering report from the Director of Transport Services explaining the issues and the outcome of investigations.
- The District Consultation Sub Committee will then make one of the following recommendations to the Director, Transport Services;
 - Advising the petitioner that WYCA is unable to address the issues raised and the reasons why this is the case
 - Referring the petitioner to the bus operators concerned
 - Referring the matter for further consideration by the Transport Committee Bus Services Working Group
 - Referring the matter for consideration by the Transport Committee

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Director: Melanie Corcoran,
Director of Delivery
Author: Fiona Limb



Report to: Transport Committee
Date: 17 November 2017
Subject: CityConnect (CCAG) Programme Update

1 Purpose

- 1.1 To provide the committee with an update on progress with delivery of the two phases of the CityConnect Programme, including the ongoing financial risk, and note the recommended approach for the release of Cycle City Ambition Grant (CCAG) funding to deliver schemes currently on the reserve list.
- 1.2 To seek approval to spend the £86k awarded to WYCA from the Department for Transport to support the development of a comprehensive Local Cycling and Walking Infrastructure Plan (LCWIP) for West Yorkshire, as per the Government's recommended approach set out in the national Cycling and Walking Investment Strategy (CWIS).

2 Information

- 2.1 The CCAG funded CityConnect programme aims to deliver a package of high quality cycling and walking infrastructure supported by communications and engagement activity and a monitoring and engagement programme to get more people cycling and walking across the City Region.
- 2.2 Cycling and walking have an important role to play in delivering both economic and health benefits across the region and this is reflected in the Strategic Economic Plan and Transport Strategy, which has targets to increase cycling and walking by 300% by 2027. The programme is a key element of delivering the Tour de France legacy strategy and will contribute to inclusive growth through providing opportunities for low cost accessible travel and increased productivity by improving the health of the population.
- 2.3 The programme is being delivered in two phases through two rounds of CCAG funding. The first phase of the programme delivered 23km of cycle superhighway from Bradford to Leeds and from Leeds City Centre to Seacroft, a corridor of 20mph zones surrounding the route, cycle parking in Leeds City Centre and towpath resurfacing between Kirkstall in Leeds and Shipley in Bradford.
- 2.4 Surveys have recently been undertaken along the cycle superhighway and towpath and early indications from the ongoing analysis show growth in cycling on the new and improved routes. For example, usage on the Bradford section of the cycle

superhighway is 43% higher than in 2014. In addition, along the Leeds-Liverpool Canal Towpath usage is consistently higher than before the improvements, with the annual average monthly usage to the end of August 2017 being 72% above that recorded in 2013/14.

- 2.5 Although Phase 1 is largely complete there are some enhancement works required following the conclusion of the road safety audit and other audits of the cycle superhighway. There is ongoing risk, associated with the finalisation of the account between Leeds City Council and the primary contractor of the original works. A level of contingency is currently being held by the programme to deal with these matters should further costs be realised, but will need to be committed by March 2018 alongside the rest of the programme.
- 2.6 The programme is supported by a package of engagement and encouragement activities which are being delivered across the region to increase uptake of cycling and walking. Since the start of the CityConnect programme, the project has delivered over 16,000 engagements through work with schools, businesses and communities. Over the past six months this activity has been focussed on enabling access to work and training through the cycling and walking to work funded activities which include; the Bike Friendly Business scheme that offers businesses grant to improve facilities for cycling, cycle training and support for those without access to a bike through the CityConnect Cycles programme, a Walk Friendly Work places initiative along with a community grants scheme to support locally targeted delivery.
- 2.7 As reported to the committee at its meeting on 7 July 2017 it has been necessary to re-scope the programme and include some Phase 2 projects on a reserve list pending further information on costs, deliverability and value for money.
- 2.8 A number of Phase 2 projects have already been approved for delivery and these are progressing as set out in the table below:

Table 1: Approved Phase 2 Projects Update

Leeds City Centre Project (a high quality segregated link across the city centre, linking to the Leeds to Bradford Superhighway (CS1) and Leeds to Seacroft Superhighway (CS2)), which will also improve the walking environment and public realm across the City.	The contractor has been appointed and construction will commence on site in early November 2017 and is forecast to complete in Autumn 2018
Bradford Canal Road Cycleway (2.3km segregated cycle route along the Canal Road/Valley Road corridor)	The contractor has been appointed and construction will commence on site in early November 2017 and is forecast to complete in late Summer 2018
Wakefield – Castleford Greenway Phase 1 (Methley Bridge to Fairies Hill Lock)	Construction started on site in late August 2017 and is due to complete in January 2018.

Airedale Greenway (Leeds – Liverpool Canal Towpath Riddlesden to Silsden)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Huddersfield Narrow Canal (Huddersfield to Milnsbridge)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Rochdale Canal Phase 1 (Sowerby Bridge to Hebden Bridge)	Canal and Rivers Trust have reviewed and enhanced the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.
Calder Hebble Canal (Sowerby Bridge to Hollas Lane)	Canal and Rivers Trust have reviewed the designs for the scheme following stakeholder feedback. It is anticipated works will commence in early 2018.

2.9 £3.839m remains uncommitted within the programme and is available to progress reserve list schemes to delivery. Further work has been completed to review the current status of the remaining schemes that are on the reserve list. It is now proposed that funding is released to deliver some of these as the conditions of the DfT Grant is that the funding is committed for delivery by March 2018.

2.10 The independent review of the Phase 2 schemes, supported through work by external consultants, mirrored that of previous reviews and looked at value for money, deliverability, quality, strategic impact as well as opportunities for delivery through alternative funding streams. A summary of this review is provided below:

Table 2: Summary of Reserve List Schemes Review

Scheme	Cost	Review
York Scarborough Bridge	£1.74m	The scheme has a high quality and ambitious design and the value for money is good. The project will provide a much needed link across the river to the rail station and the proposed York Central site. The project has recently been awarded additional funding from York and North Yorkshire LEP, which combined with CCAG and other committed funds from York CC would make the project affordable and deliverable.
Rochdale Canal Phase 2	£1.53m	The current designs for the scheme are below expected quality, but there is opportunity to enhance through further work to improve accessibility. In isolation the value for money is poor compared to other Canals schemes, however, as a full corridor scheme the Calderdale Canals project offers good value for money. There are opportunities being explored to seek alternative funding to progress this scheme.

Wakefield – Castleford (Phase 2 and Bridge)	£1.15m	The project will develop a high quality route in terms of widths and surfacing, linking existing infrastructure between Castleford and Wakefield, with a new bridge providing access over the Hallam Rail Line. The project is ready to deliver with procurement ready to complete upon approval. This element of the project provides good value for money.
Wakefield – Castleford Phase 3	£0.70m	This element of the scheme continues the high quality route into Leeds District and will complete the project, enhancing the benefits and value for money of previous phases. The project has been designed and costed and a planning application is being prepared ready for delivery.
Huddersfield Town Centre	£1.26m	The current design ambition of the schemes could be enhanced which would improve the value for money of the project. This project has been on hold for approximately a year due to local sensitivities in the town and it is unlikely it would be in a position to progress to delivery by March 2018.

- 2.11 Following this review the Full Business Case been updated and a preferred package of schemes for delivery has been developed using the information available, these are the schemes that present good value for money, have firm costs and present low risk to delivery.
- 2.12 It is therefore intended that the following schemes are brought forward through Decision Point 5 of the Assurance Framework for delivery through funding agreements with each of the delivery partners:
- York Scarborough Bridge
 - Wakefield – Castleford Phase 2 & Bridge
 - Wakefield – Castleford Phase 3
- 2.13 This package is affordable within the £3.839m funding available and will allow for a small amount (c£260k) of additional contingency to remain within the programme. This could be used for delivery of smaller scale schemes or in support of bids through alternative funding streams that are being progressed for delivery of the remaining projects. In addition, each of the approved projects has an allocated risk amount which may not be required and could be utilised for future scheme delivery. The financial position will be continuously monitored and opportunities to maximise the commitment of grant optimised.
- 2.14 As part of future planning for cycling and walking infrastructure delivery, WYCA submitted an Expression of Interest (EoI) to the Department for Transport (DfT) to secure 80 days of technical consultancy support to help develop Local Cycling and Walking Infrastructure Plans (LCWIP) for West Yorkshire. It is proposed to develop LCWIPs for each District area in West Yorkshire that function as standalone Plans, that will be brought together to allow the creation of a single West Yorkshire LCWIP for use at a strategic level. These Plans will identify cycling and walking networks within each West Yorkshire district, and develop prioritised programmes of schemes to deliver the identified networks.

- 2.15 DfT has advised that WYCA's EoI was successful and have offered £86k in revenue grant funding. The granting of funding rather than allotted time of procured consultancy support is intended to provide more flexibility for WYCA to use the funding in conjunction with existing resource and other funding sources.
- 2.16 Governance and delivery mechanisms to oversee development of LCWIPs within each District are now being put in place to agree an approach to project delivery at a District level and at a West Yorkshire programme level, and to commence work on delivery.
- 2.17 Approval is now sought from Transport Committee for the revenue grant expenditure of £86k for the development of Local Cycling and Walking Infrastructure Plans.

3 Financial Implications

- 3.1 The delivery of the projects identified in Paragraph 2.10 will be funded through the CCAG Programme Budget of £30.279m as approved by WYCA at its meeting on the 25 June 2015.
- 3.2 The delivery of Local Cycling and Walking Infrastructure Plans, as identified in paragraphs 2.14 – 2.16 will be funded through revenue grant funding of £86k, granted to WYCA under section 31 of the Local Government Act 2003.

4 Legal Implications

- 4.1 The projects that are recommended to move forward to delivery as detailed in paragraph 2.10 will be subject to funding agreements between WYCA and the delivery partners.

5 Staffing Implications

- 5.1 There are no staffing implications from this report.

6 External Consultees

- 6.1 There are no external consultees to this report.

7 Recommendations

- 7.1 That the Transport Committee notes the approach to managing the CCAG budget and ongoing risk and that the projects identified below will proceed to delivery:

- York Scarborough Bridge
- Wakefield – Castleford Phase 2 and Bridge
- Wakefield – Castleford Phase 3

- 7.2 That the Transport Committee notes that the remaining projects within the 'reserve list' will not be taken forward to delivery through CCAG funding at this time, and alternative means of funding these will be sought.
- 7.3 That the Transport Committee approves expenditure of £86k for the development of Local Cycling and Walking Infrastructure Plans funded through DfT revenue grant funding.

8 Background Documents

- 8.1 None

Director: Dave Pearson, Director
of Transport Services

Author: Departmental Managers



Report to: Transport Committee

Date: 17 November 2017

Subject: City Region Transport Update

1 Purpose

- 1.1 To provide the Transport Committee with an update on current issues.

2 Information

2017/18 Budget Update

- 2.1 The Combined Authority reduced its budget for Transport Services by £1m in 2017/18. This has been achieved as follows;
- The July 2017 meeting of the Transport Committee approved a course of action to reduce the cost of supported bus services. The changes to bus services arising from were made in October and were reviewed by the Bus Services Working Group on 31 October
 - Reductions have been made in the value of concessionary fare payment to bus operators
 - Efficiencies have been made in staff costs and in the cost of repair, maintenance and security contracts together with increased revenue from lettings

Budget Issues 2018/19

- 2.2 The process is underway to set a budget for the Combined Authority for 2018/19 and a three year financial forecast. Pressures on local government funding will require further economies and efficiencies in the provision of Transport Services over the coming three years. Proposals in this regard will be presented to the January meeting of the Transport Committee.

Leeds Public Transport Improvement Programme Update

- 2.3 Work is now underway to deliver the Leeds Public Transport Improvement Programme funded by a £173.5m grant from the Department for Transport, contributions by WYCA and Leeds CC and vehicle investment by the major bus companies. In addition to the commencement of planning and design work for the major infrastructure elements of the programme, the following activity is in progress;

- Leeds Community Committees in November and December are being consulted on the shape of the programme and how it can support local concerns and priorities.
- Discussions are in progress with bus operators on the specification of new buses to be deployed into Leeds as part of the programme. First are consulting customers on their preference for facilities and design features of the new buses they are proposing.
- Development Partner, Atkins, was appointed to develop the new rail station proposals at Millshaw, Thorpe Park and Leeds Bradford Airport (LBA) to the Outline Business Case (OBC) stage. This includes further technical design, operational studies and business case work.

Clean Bus Technology Fund 2017/1

- 2.4 The Department for Environment, Farming and Rural Affairs (DEFRA) announced the £30m Clean Bus Technology Fund on 11 September 2017. The funding competition is open to all local authorities in England for capital grant towards retrofit Nitrogen Oxide emission improvement technology on existing bus fleets. Individual local authorities – including Combined Authorities - can bid for up to £3m in grant over the two year funding period 2017/18 -2018/19. The bid deadline is 17 November 2017.
- 2.5 WYCA is developing a bid in partnership with local authorities and operators to ensure the maximum benefit for improving bus emissions in West Yorkshire and that a high level of value for money is achieved. It is likely that two bids will be submitted on behalf of West Yorkshire authorities as initial grant requirements are above £3m. Local authorities will be notified of the competition outcome in January 2018.

National Productivity Investment Fund (NPIF) 2018-20

- 2.6 In October 2017, Government announced the outcome of the competitive bidding process for the National Productivity Investment Fund (NPIF) allocation for 2018-20. In total, £12m of funding has been secured from the Department for Transport. The successful bids are detailed below:

Calderdale

Clifton Business Park Transport Network: Providing walking, cycling and highway access across the proposed Clifton Business Park (an LCR Enterprise Zone) - linking A644 Wakefield Road and A643 Clifton Common and providing access to employment development plots.

Total scheme cost: £5.24m; **DfT funding** - £4.49m

Bradford

Bradford Transport Management Upgrade: Highways network management package to improve urban traffic management and control (using SCOOT and MOVA control systems) and create a linked network at 72 junctions - on Bradford City Ring Road, major junctions in Bingley, Shipley and Saltaire, the Canal Road and the A650 Corridor Bradford to Shipley. Improvements to traffic management systems are

expected to reduce congestion and air quality in the areas benefitting from improvement. The scheme also includes installation of Variable Message Signs for improved driver information in Keighley, and CCTV across the district.

Total scheme cost: £3.5m; DfT funding - £2.33m

Leeds

SCOOT for Leeds: Highways network management package to improve urban traffic management and control functionality (using the SCOOT control systems) at 35 junctions and 20 pedestrian crossings in North West Leeds, covering the A657 and A65 corridors, enhancing the benefits of the Leeds Public Transport Investment Package (LPTIP) and unlocking housing development sites.

Total scheme cost: £2.83m; DfT funding - £2.16m

A6120 Leeds Outer Ring Road Cycle Superhighway: Providing a segregated cycle route on the A6120 Outer Ring Road from the new East Leeds Orbital Route (ELOR) and East Leeds Extension development into the densely populated areas of North East Leeds.

Total scheme cost: £4.16m; DfT funding - £3.2m

Funding is being granted to these District partners directly, and grant funding from DfT is only available in 2018/19 and 2019/20.

Revised Draft Airports National Policy Statement - Consultation

- 2.7 On 25 October 2017 the Department for Transport (DfT) published a 'Revised Draft Airports National Policy Statement (NPS): New runway capacity and infrastructure at airports in the South East of England'. The Government believes the NPS is the appropriate way to put in place the planning framework for a new runway in the South East. The NPS is out for public consultation for eight weeks to end on 19 December. This current NPS is a revision of an earlier Draft Airports NPS published on 2 February 2017 for public consultation. Revisions have been made to update the evidence base and reflect initial consideration of responses to the first consultation. There are no significant changes. A Northwest Runway at Heathrow Airport is the Government's preferred scheme from a shortlist of three options. The DfT advises that respondents to the first consultation do not need to repeat points made previously.
- 2.8 WYCA replied to the initial consultation. Transport Committee at its meeting of 21 May 2017 agreed a consultation response. As the NPS is explicitly in respect of capacity improvements in the South East, the WYCA position was to focus on the outcomes needed for this region, regardless of a decision on location. Those outcomes include providing for more domestic connections linking Leeds Bradford Airport with London and the South East, investment in improved road and rail surface access to airports including London/South East, Manchester and Leeds Bradford, and the need for a National Aviation Strategy that looks in detail at the role of regional airports in supporting economic growth and helps to deliver enhanced air, road and rail connectivity. It is not proposed to respond to the second consultation. Transport

Committee will be advised of any future development in respect of National Aviation Strategy.

District Consultation Sub Committees

- 2.9 Meetings of the new format District Consultation Sub Committees have been held in Bradford, Calderdale and Leeds with new members. All three meetings were well attended and feedback from most of those attending has been positive. This will be used to shape the structure of future meetings. The initial recruitment of members to the Kirklees and Wakefield Sub Committees did not provide sufficient members and a further recruitment process was undertaken. The Kirklees and Wakefield Sub Committees will meet on 29 and 30 November respectively.

3 Financial Implications

- 3.1 None directly as a result of this report.

4 Legal Implications

- 4.1 None as a result of this report.

5 Staffing Implications

- 5.1 None as a result of this report.

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 That the updates provided in this report are noted.

8 Background Documents

- 8.1 None.