



TRANSPORT COMMITTEE

MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 12 JANUARY 2018
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. EXCLUSION OF THE PRESS AND PUBLIC

1. To highlight the appendix to Agenda Item 8 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information at this time as the strategy document is currently in draft form and is being finalised in conjunction with Leeds City Council ahead of being launched publically later this month. The strategy will be available to the public at this point.

2. If the recommendation above is accepted, to formally pass the following resolution:-

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of the appendix to Agenda Item 8 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and that in all the circumstances of the case, the public interest in maintaining the exemption at this time outweighs the public interest in disclosing the information.

**4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON
17 NOVEMBER 2017**

Copy attached.
(Pages 1 - 6)

5. NETWORK RAIL

A presentation will be given by Network Rail

For Decision

6. 2018/19 REVENUE BUDGET IMPLICATIONS FOR SERVICE DELIVERY

To consider the attached report.

(Pages 7 - 24)

For information

7. LEEDS CLEAN AIR ZONE PROPOSAL

To consider the attached report.

(Pages 25 - 30)

8. HS2 GROWTH STRATEGY

To consider the attached report.

(Pages 31 - 150)

9. CITY REGION TRANSPORT UPDATE

To consider the attached report.

(Pages 151 - 162)

Signed:

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

WYCA Managing Director



**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 17 NOVEMBER 2017 IN COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Keith Wakefield OBE (Chair)	Leeds City Council
Councillor Eric Firth	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Ian Cherry	Nexus Vehicle Management
Councillor Ian Gillies	City of York Council
Councillor Manisha Kaushik	Kirklees
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 Christine Towler	Leeds City Council

In attendance:

Councillor Richard Lewis	Leeds City Council
Councillor Peter McBride	Kirklees Council
Councillor Alex Ross-Shaw	Bradford Council
Paul Barnfield	Arriva Rail North Limited
Pete Myers	Arriva Rail North Limited
Liz Hunter	WYCA
Fiona Limb	WYCA
Dave Pearson	WYCA
Dathan Tedesco	WYCA
Kate Thompson	WYCA
Janette Woodcock	WYCA

27. Apologies for absence

Apologies were received from Councillors David Dagger, Nussrat Mohammed and Tim Swift.

28. Declarations of disclosable pecuniary interests

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

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

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

30. Minutes of the meeting of the Transport Committee held on 8 September 2017

Resolved: That the minutes of the Transport Committee held on 8 September 2017 be approved and signed by the Chair.

31. Northern Franchise Update

Paul Barnfield, Regional Director East, and Pete Myers, Stakeholder Manager, from Arriva Rail North Ltd attended to give members a presentation and update them on several issues, including:

- 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 Upgrade
- Developing plans for the later stages of the franchise
- New measures being taken to improve revenue protection

Mr Barnfield and Mr Myers also took questions from members on a variety of issues related to the above.

Resolved: That Arriva Rail North's representatives be thanked for their presentation and the update.

32. LCR HS2 Connectivity Strategy

The Chair updated members on the meeting he attended alongside West Yorkshire leaders with the Secretary of State for Transport, the Rt Hon Chris Grayling MP, on 7 November 2017. The purpose of the meeting was for the region's political leadership to articulate its priorities, including the long held, cross party aspiration for a substantial Trans-Pennine route upgrade.

The Committee considered a report updating it on the development of HS2 and the Leeds City Region Connectivity Strategy. The purpose of the strategy was to establish the major local and regional connectivity priorities which were required to enable and maximise growth associated with HS2 coming to the Leeds City Region.

The new LCR HS2 Connectivity Strategy would become a 'daughter document' to both

the LCR HS2 Growth Strategy and also the West Yorkshire Transport Strategy, an approach that was endorsed by the Committee in April 2017.

The timeline for completion of the strategy was outlined in the submitted report and it was anticipated that members would have time to consider its emerging principles at the meeting on 12 January 2018. This phase of work was intended to identify additional connectivity corridors and strategies beyond those directly necessary to support HS2.

Resolved:

- (i) That the update on the meeting with the Secretary of State for Transport on 7 November, attended by the Chair of the Committee, be noted.
- (ii) That the principles and strands of the LCR HS2 Connectivity Strategy, as detailed in the submitted report, be noted.
- (iii) That the commencement of a dialogue with key stakeholders and partners of the initial LCR HS2 connectivity strategy be endorsed, and that the final drafting of the submission be delegated to the Managing Director in consultation with the Chair.

33. Bus 18 Update

The Committee considered a report updating it on the progress of Bus 18 and to consider the endorsement of the 2018 priorities for the programme, as detailed in the submitted report.

WYCA established its Bus Strategy in early 2017, to run until 2040. 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. 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 the shared objective of reversing the decline in bus patronage. This resulted in a programme of initiatives entitled Bus 18.

Whilst progress had been made, further impetus was needed in order that bus passengers are able to see and experience the benefits from Bus 18. The Chair and Vice Chair of the Committee had 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

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

Resolved: That the progress made on Bus 18 to date, as detailed in the submitted report, be noted, and that the priorities for 2018 be endorsed.

34. Department for Transport Accessibility Action Plan Consultation

The Committee considered a report setting out WYCA's proposed response to the consultation being carried out by the Department for Transport (DfT) on its Draft Accessibility Action Plan.

The DfT have 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.

It was recognised that 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.

WYCA will be responding to the consultation which closes on 22 November 2017. The draft consultation response was attached to the submitted report at Appendix 1.

Resolved: That the submission of the consultation response, as detailed at Appendix 1 of the submitted report, be endorsed.

35. Petitions Regarding Bus Services

The Committee considered a report asking it to establish a procedure under which petitions concerning matters relating to bus services may be considered by WYCA. Members were also asked to consider a petition received in relation to bus services between Bradford and Otley.

It was reported that WYCA receives and responds to a range of customer feedback on matters relating to bus services together with correspondence from elected members and MPs.

From time to time, a complainant will gather signatures in support of a matter which they wish to be considered by Transport Committee.

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.

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 was proposed, as detailed at Appendix 1 of the submitted report.

In the absence of such a procedure, the Transport Committee Bus Services Working Group considered a petition from Mr Shillito, seeking reinstatement of bus service 653 between Bradford and Otley, at its meeting of 31 October 2017 and resolved to refer it to the Committee.

Resolved:

- (i) That the procedure for considering petitions relating to bus services, as set out in Appendix 1 of the submitted report, be adopted.
- (ii) That in relation to his petition seeking reinstatement of bus service 653 between Bradford and Otley, as detailed in the submitted report Mr Shillito be advised that reinstatement of the service under contract with WYCA would not be in accordance with the guidelines established by the Committee.

36. CityConnect (CCAG) Programme Update

The Committee considered an update report 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.

As reported to the Committee on 7 July 2017 it had 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. Following that review it was now intended that three schemes, as detailed in the submitted report, be brought forward for delivery through funding agreements with each of the delivery partners.

Members were also asked to consider approving the proposed spend of £86k after an award 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).

Resolved:

- (i) That the approach to managing the CCAG budget, ongoing risk, and the commencement of the following projects to delivery, be noted:
 - York Scarborough Bridge
 - Wakefield – Castleford Phase 2 and Bridge
 - Wakefield – Castleford Phase 3
- (ii) To note that the remaining projects, as detailed at 2.10 of the submitted report, will not be taken forward to delivery through CCAG funding at this time, and alternative means of funding will be sought.
- (iii) That the proposed expenditure of £86k for the development of Local Cycling and Walking Infrastructure Plans, funded through DfT revenue grant funding, be approved.

37. City Region Transport Update

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

- 2017/18 Budget Update
- Budget Issues 2018/19
- Leeds Public Transport Improvement Programme Update
- Clean Bus Technology Fund 2017/18
- National Productivity Investment Fund (NPIF) 2018-20
- Revised Draft Airports National Policy Statement - Consultation
- District Consultation Sub Committees

A verbal update was also given regarding Boxing Day bus services.

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

Agenda Item 6

Directors: Transport Services,
Resources, Policy and Strategy
Author: Dave Pearson



Report to: Transport Committee

Date: 12 January 2018

Subject: 2018/19 Revenue Budget Implications for Service Delivery

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" 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 On 14 December, WYCA considered its three year Budget Strategy and Business Plan in advance of its approval by the Authority on 1 February 2018. This report updates the Committee on progress to date and the process under which the Committee will have oversight of the activities required to adjust spending on Transport Services.
- 1.2 This report also provides members with the opportunity to review and comment on the draft 2018/19 Business Plans for each Directorate in the Authority

2. Information

- 2.1 The budget for 2018/19 is being prepared in the context of a medium term financial strategy for the next three years which will enable effective planning for both WYCA and its funding partners. The difficult funding environment for local government is recognised and WYCA is considering a range of options to reduce expenditure, both to balance the budget in the first instance and also to enable a cut in the transport levy.
- 2.2 At £95m the transport levy is the largest source of revenue income for WYCA and is provided on a per capita basis by each of the five West Yorkshire local authorities. 45% of the levy is used to fund the statutory English National Concessionary Travel Scheme (ENCTS), providing free bus travel to senior and disabled passengers. This increases the challenge to find significant cost reductions on the other budget heads.
- 2.3 As well as reviewing expenditure, WYCA is considering if there are ways to increase its other funding streams. One of its other more significant income streams is the business rates income from the enterprise zones in the region, which comes to WYCA as accountable body for the LEP.

- 2.4 The inherent inflation in both concessionary reimbursement and bus tendered services, along with pay and other contract inflation sees expenditure increasing even at a standstill in service provision. Other cost pressures are present including those emerging from the need for buses to demonstrate higher air quality performance detailed elsewhere on this agenda. Reflecting the need to reduce expenditure in line with the challenges faced by District Councils, the three year proposal is based on an assumption that the levy will reduce by £1m in each of the next three years (£1m was cut from the levy in 2017/18).
- 2.5 Whilst all areas of the Authority's spend are being scrutinised there is a particular focus on how spending reductions can be achieved through the transformation of transport services. Options of how this could be achieved are being developed and will be considered by this Committee following dialogue with Portfolio Holders and senior officers to understand the specific transport needs in each District.
- 2.6 WYCA currently spends £19m procuring socially necessary bus services. A value for money approach has enabled year on year savings in this provision however more fundamental changes are needed to ensure a reduced spend is targeted towards the Authority's and thereby district authority's priorities. A plan has therefore been developed to reduce this cost to £15m by 2020/21 as follows:
- Currently 45% of this expenditure provides services to communities which would not otherwise have any public transport link including £2m spent on AccessBus. It is proposed to focus this expenditure on supporting inclusive growth. It will seek to support those deprived communities which would be isolated from the public transport network by adopting customer focussed, innovative and lower cost ways of supporting their mobility. The AccessBus service will become more integrated with other forms of accessible transport provided by the social care, health and third sectors. By 2020/21 65% of the reduced budget will be spent on supporting mobility.
 - 30% of the expenditure currently provides early morning, evening and weekend journeys on bus services to communities which currently enjoy a commercially funded bus service at peak times and during weekdays. Negotiations will be held with bus operators seeking alternative ways of supporting evening and Sunday services and taxi based solutions will be deployed where appropriate. By 2020/21 25% will be spent on this form of provision.
 - The remaining 25% is the net cost to WYCA of support school services. Further economies will be made to reduce spend on providing school buses in line with the reduced budget working closely with District Council Children's Services teams.
- 2.7 A new policy for support for mobility will be developed which will set out the rationale for where WYCA procures transport services. A draft policy will be presented for approval by the Committee in May 2018.

- 2.8 To implement this new policy, a plan will be developed for the approval of the Committee which will review provision on a district by district basis with the close involvement from elected members and District officers. The Transport Committee Bus Working Group will review the implementation of this plan. Any changes to policy and/ or services will be subject to consultation and equality impact assessments. The current contract renewal programme will require the process to start in the Bradford and Wakefield Districts in 2018/19.
- 2.9 Whilst it is not proposed to reduce the current expenditure on young people's concessionary fares (£9.9m pa), it is proposed to obtain added value for this considerable cost to the taxpayer. In November the Committee endorsed actions under the Bus 18 initiative to increase bus travel by young people. This would include the introduction of a "go anywhere" day ticket, simplification of the range of ticketing products for under 25s and relaxations around proof of eligibility which would make bus travel more accessible for under 19s. This will require the Committee to consider and approve amendments to the formal Concessionary Fare Scheme. These amendments will seek to promote additional travel at concessionary rates with no increase in costs to WYCA.
- 2.10 Targets to generate further income from WYCA buildings and infrastructure assets are being developed by exploiting the current commercial property market and by implementing invest to save schemes. A commercial asset strategy is under development which will seek to maximise the value of operational properties including bus stations.
- 2.11 At present 50% of the cost of WYCA's activity in providing travel information and supporting the sale of transport tickets and passes is funded by operators and MCard sales revenue. By the adoption of lower cost self-service, digital channels it is possible to reduce the net cost to local taxpayers by 2020/21 whilst modernising the service. This potentially will increase the proportion of these costs borne by transport operators. It is proposed to use the established joint venture company which manages the MCard scheme (WYTCL) as a means of jointly managing the delivery of information and ticketing services with the operators. It is therefore proposed to update the Bus Information Strategy that the Authority is required by the Transport Act to reflect the revised service provision and funding arrangements. A revised strategy will be proposed to the Committee later in 2018.
- 2.12 To assist in making the savings in the current year, there has been an emphasis on reducing costs and improving efficiency which has reduced headcount in the Transport Services directorate in 2017/18. Further efficiencies are planned in the teams engaged on monitoring and surveying. Efficiencies have also been made in cleaning, maintenance and security contracts.
- 2.13 **Appendix 1** sets out a summary of the draft Business Plans for each of the directorates in WYCA. These show the key objectives and resources for each team and it is proposed that these will form the core of the 2018/19 Corporate Plan. Key performance indicators (KPIs) will again be used to assist in monitoring progress on delivering these objectives.

3 Financial Implications

3.1 As set out in the report.

4 Legal Implications

4.1 None arising directly from the report. Consultation and Equality Impact Assessments will be required as policy change proposals are progressed.

5 Staffing Implications

5.1 None arising directly from the report.

6 Consultees

6.1 None.

7 Recommendations

7.1 That the Transport Committee notes and endorses the work underway on the medium term financial strategy and budget for 2018/19 which will be presented for approval to the West Yorkshire Combined Authority on 1 February 2018.

7.2 That the Committee endorse the contents of the draft WYCA Business Plans included with this report which will be presented for approval to the West Yorkshire Combined Authority on 1 February 2018.

7.3 That a report is presented to the Committee in May 2018 setting out a policy and programme for the provision of transport services to support mobility.

7.4 That changes to the Authority's Concessionary Travel Scheme to encourage travel by young people at no greater cost to the Authority be presented for review by this Committee in 2018/19.

7.5 That the West Yorkshire Bus Information Strategy is reviewed to meet changing customer expectations at a lower cost to the Authority and a revised draft is presented to the Committee for adoption in 2018.

8 Background Documents

8.1 None.

WYCA 2018/19 Draft Business Plan Summary

TRANSPORT SERVICES DIRECTORATE	
Connecting people to places	
To transform, through strong relationships with local partners and transport providers, the services provided by the CA to be efficient, community led and customer focused.	
2018/19 Priorities	Resource Lead
Information	
Providing direct customer contact services including Metroline	Metroline and Customer Services teams
Coordinating the production of passenger information	Service Development Team (inc real time information)
Timetable data and content preparation	Data Team
Increase the proportion of information interactions/enquiries that are online to 98%	All
Retail	
Ensuring robust financial process are in place for administering concessions and Integrated ticketing services	Financial Processes Team
Delivering direct customer sales and information through Travel Centres including back office	Travel Centres team
Managing WYCA offices	Office Facilities Team
Increase the proportion of MCard sales via self-service/travel centre alternatives to 75%	
Asset Management	
Managing our buildings, bus shelters and other on-street public transport infrastructure	Facilities and Assets team
Day to day running of our staffed and unstaffed bus station facilities	Bus Station Services team Cleaning staff
Bus Services	
Coordinating and delivering transport services for those with personalised travel needs through AccessBus and home to school transport services for children with Special Educational Needs	Door to Door Transport Team and SEN team
Monitoring performance of transport services against contracts and surveying quality	Monitoring and Survey team
Procuring bus services, coordinating bus network changes and highway liaison	Bus Network and Highways Liaison team
Coordinating education transport services	Education Transport Team
In 2018/9 the Directorate will also deliver a programme to transform Transport Services through:	
Information Devise and implement new strategy by June 2018 to move from a paper based information provision to a fully digital self service provision focused on live travel information “on the move” to drive efficiency and savings	Led by HoS and Information and Marketing Manager Policy Manager + assistant from PSC to support high level policy/horizon scan R&I analysis support

<p>Retail Devise and implement new strategy by June 2018 to grow market for MCard with WY Ticketing Company introducing new retail channels including mobile phone ticketing. Modernise the service offer at Travel Centres to streamline these and realise savings</p>	<p>Led by HoS and Service Delivery Manager and involving Retail Teams Policy Manager + assistant from PSC to support high level policy/horizon scan R&I analysis support Finance support to deliver changes</p>
<p>Asset Management Strategy Develop a five year plan to maximise rental income and cost effectively maintain the CA's portfolio of operational and non-operational property with an initial target to increase income generation from property rental by 10% in 2018/19</p>	<p>Led by HoS and Facilities and Assets Manager Involving Asset Development Team PSC support – to support strategic view Legal/Procurement and Finance support Delivery support – interface with Transport Fund teams</p>
<p>Bus Services Strategy Support the transformation of bus services in partnership with bus operators through Bus 18 and the Leeds PTIP Ensure the effectiveness of the young people's concessionary fare scheme seeking to increase patronage at a reduced cost to the taxpayer Devise and implement a new policy for bus service support which promotes inclusive growth at a reduced cost to the taxpayer Working with Policy and Strategy Directorate to develop a new delivery model for public transport services in the future</p>	<p>Led by Director HoS and involving Bus Services Team Support from PSC – Policy Manager input and Consultation team</p>
<p>Scope out/agree new delivery frameworks for operational services with transport operators/partners.</p> <ul style="list-style-type: none"> Improving management information to develop a more transparent approach to the unit costs of service provision Develop Bus 18 and LPTIP Bus Delivery Board into effective, strong customer focussed partnerships Scope out how the Joint Venture Company for ticketing can be developed into a means by which WYCA and operators share the cost of providing public transport infrastructure, information and ticketing products 	<p>Led by Director, HoS and Service Development Manager</p>
<p>Coordinating WYCA operational plans and liaison with bus operators to meet emerging local and national Air Quality requirements and Clean Air Zones</p>	<p>Led by Director, HoS and with input from other Directorates</p>

Budget and Resources

2017/18 Revenue Budget	Expenditure	£127.300m
	Income	(£44.969m)
	Net	£82.331m
2018/19 Revenue Budget	Expenditure	£129.756m
	Income	(£47.115m)
	Net	£82.641m
Net Revenue Budget change between years		£0.310m
Financial Target(s) 2018/19		TBC
2018/19 FTE		194.7

POLICY, STRATEGY & COMMUNICATIONS DIRECTORATE

Leading thinking, securing funding

To develop a leading, inclusive Industrial Strategy, a radically new economic policy framework for Leeds City Region; a new vision for the kind of place we want the City Region to be, and use this as part of our pitch for securing a devolution deal that covers the City Region; and to agree a long term funding settlement with Government

2018/19 Priorities	Resource Lead
POLICY, STRATEGY & RESEARCH	
<p>Strengthen our local powers and secure investment to maintain and enhance the CA's investment in the region (currently c.150m a year)</p> <ul style="list-style-type: none"> • Continue to make the case for an ambitious devolution deal. • Develop proposals for future local growth funding. • Be "bid ready" for opportunities that arise from Government where they support our priorities. • Deliver the current ESIF programme and influence the design and implementation of the successor national programme (shared prosperity fund). 	<p>Core function of all roles – all policy team input led by Director. With specific input on devolution and on future funding.</p> <p>Support from Delivery and Economic Services and in demonstrating the case for investing here through case studies</p>
<p>Development of a single, bold Local Inclusive Industrial Strategy</p>	<p>Led by HoS supported by policy managers and policy officers</p>
<p>Support Private Sector Growth through proposals to enhance the region's digital and innovation capabilities and through a focus on improving skills.</p> <ul style="list-style-type: none"> • Explore ways to lever private sector-led collaboration and mutual improvement to raise the productivity of firms • Develop a City Region wide digital framework recognising the importance of the development of a digital and technology strategy for the region • Develop proposals for an ambitious retraining programme • Develop the case for further enhancement of the Combined Authority's engagement with the education system 	<p>Led by HoS with input from policy managers/officers and input from Economic Services</p>
<p>Deliver improvements to Place to deliver inclusive and clean growth</p> <ul style="list-style-type: none"> • A web-based map product to transform our ability to align investments and use it to support identification of the pipeline of projects. • Deliver the EZ Programme to Outline Business Case stage • Support development and, as needed, the delivery of an LCR Housing Deal • Identify and develop opportunities from the Government's Clean Growth Strategy to the region's economy. • Support the move to cleaner air through cleaner buses 	<p>Led by HoS with input from policy managers/officers and input from Delivery on business case development and challenge of policy agenda.</p>

<ul style="list-style-type: none"> • Deliver the Energy Accelerator • Secure developer contributions for public transport from new developments 	
<p>Develop policies to transform our City Region connectivity</p> <ul style="list-style-type: none"> • Translate the LCR Connectivity Strategy into defined inclusive growth corridor plans. • Shape the development of Leeds Station, High Speed Two Northern Powerhouse Rail, Calder Valley improvements, Transpennine Route Upgrade and East Coast Mainline. • Influence and shape the regional and national rail policy and work with operators on the operational performance of the current franchises. • Develop and establish a new WYCA rail plan • Develop the policies within the Transport Strategy into actions • Support the delivery of the Leeds Public Transport Investment Programme • Support Transport Operations with their transformational programme including a review of tendered services and how ‘mobility as a service’ could support our objectives. • Develop Local Cycling and Walking Infrastructure plans. • Influence Highways England’s Road Investment Strategy • Shape Transport for the North’s investment programme. • Develop proposals for four new rail stations to OBC 	<p>Led by HoS with input from policy managers/officers and input from Delivery on business case development and challenge of policy agenda.</p>
<p>Develop a research programme to support our evidence-based decisions</p>	<p>Led by Research and Intelligence</p>
<p>Develop our approach to appraisal.</p> <ul style="list-style-type: none"> • Directly shape government business case guidance including the evolution of Webtag • Lead the economic appraisal and monitoring & evaluation of the West Yorkshire Transport Fund and support to appraisal of ESIF and ERDF 	<p>Led by Research and Intelligence</p>
<p>Provide a range of intelligence services to city region partners</p> <ul style="list-style-type: none"> • Develop an intelligence product portfolio • Build a research and economics function with the capacity and capability to undertake pan city region work • Drive improvements in data capture to inform service improvements and development an “Open Data” Strategy. 	<p>Led by Research and Intelligence</p>
<p>Provide evidence for policy-making</p> <ul style="list-style-type: none"> • New research mapping key LCR supply chains and their relationships to support development of the LIIS and ongoing Brexit Impact Assessment. • New primary research into firm characteristics and business culture • Finalise the HS2 Growth Strategy 	<p>Led by Research and Intelligence</p>
<p>Provide business case intelligence and scrutiny for projects through delivery</p>	<p>Led by Research and Intelligence</p>

<ul style="list-style-type: none"> • Market intelligence for route development to support bus operators in the development of the bus network. • SMART card transactional analysis • LPTIP Monitoring and Evaluation framework • Development of the CA's GIS tools to support project and program monitoring (within the context of formally agreed GIS strategy for the CA). • Impact assessment of the Growth Service, the LEP Capital Grants Programme, the Travel Plan Network, the large capital grant applications (over £100K). • Development of LCR Labour market information • Impact of Northern Powerhouse Rail, rail policy and CA interventions in the bus industry. 	
COMMUNICATIONS, ENGAGEMENT & MARKETING	
<p>Market services and delivery of CAs, initiatives and programmes</p> <ul style="list-style-type: none"> • Communications and Engagement support across all major programmes – Provide Agency value (over £1m) worth of advice and delivery. Providing a link between communities of interest and decision making internally and with partners. • Market Employment & Skills offerings delivering higher take up rates than comparable regions in the UK. • Market Leeds City region as the Digital centre of the UK driving increases in trade & inward investment opportunities. • Market Economic Services through the 'Growth Service' (14 different groups of offerings) and 'Invest Leeds City Region'. Target 66% in next 3 years from base of which is an agency value of over £0.5m worth of advice & delivery. • Market Transport Services and TravelCard offerings. Agency value (over £1m) worth of advice and delivery. • Policy & Strategy reports and analysis amplification – (over £0.3m) worth of advice & delivery. • Amplify the achievements of the CA and partners in delivering large scale transformative infrastructure projects establishing credibility with funders. • Establishment of single overarching place based narrative for the region. • Promotion, engagement and marketing of cycling and active travel and the required infrastructure 	<p>Head of Involvement, Communications & Engagement formerly Head of Communications</p> <p>Heads of Corporate Communications & Engagement</p> <p>Head of Marketing</p> <p>Marketing Team Design Team Corporate Communications Market Research CCAG team</p>
<p>Create a full service Digital engagement, marketing and communications function delivering efficient and valued engagement channels</p> <ul style="list-style-type: none"> • A single web presence £0.3m Investment to save £0.3m per annum. • A social media strategy delivered through fewer channels in a more targeted and measurable way. Double followers & Treble engagement scores. Cost of PR/Consultation transaction to be reduced by 50%. • Establish a modern intranet platform that enables true partnership working across WYCA/LEP but also across district partners and external third parties. Cost savings target £100k p.a. 	<p>Head of Involvement, Communications & Engagement – formerly Head of Communications</p> <p>Head of Digital</p> <p>Head of Marketing</p> <p>Digital Team Design Team</p>

<ul style="list-style-type: none"> • Create ICT / Communications strategy working group with savings target on planned expenditure equal to £250k p.a. • Establish a central and available Consultation & Engagement team offering advice and services to all partners and programmes to the value of £0.5m via Engagement Hub. 	
<p>Create a strategic communications and external affairs function promoting inclusive growth measures, policy choices & the region</p> <ul style="list-style-type: none"> • Overall Advertising Value Estimate measure target 2018/19 of £5m (2015/16 = £1m). • Establish real awareness and sense of presence in Whitehall & Westminster with MP partners and Officials. Devise and measure a metric. In addition minimum of 3 Westminster/London events a year and build a team WY/LCR/Yorkshire amongst MPs. • In region partnerships built upon and value delivered e.g. Welcome to Yorkshire, YEN, National Parks, IoD, CBI, Chambers, FSB, NPP and many more. Devise measure for value. • Establish an ongoing partnership programme with districts and other key delivery partners • Devolution – establish the support for and create conditions for a deal on a preferred geography with required powers. 	<p>Head of Involvement, Communications & Engagement– formerly Head of Communications</p> <p>Heads of Corporate Communications & Engagement</p> <p>Head of External Affairs</p> <p>External Affairs Team Design Team Corporate Communications</p>
<p>Use internal communications to embed the organisation’s values & Enable Transformation</p> <ul style="list-style-type: none"> • Establish a professional, high value, service orientated values driven culture across the organisation. • Support and enable transformation programmes with internal communications, channel shift, external engagement assistance. Working with all Directorates especially Transport Services and Resources Directorates. 	<p>Head of Involvement, Communications & Engagement formerly Head of Communications</p> <p>Heads of Corporate Communications & Engagement</p> <p>Corporate Communications</p>

Budget and Resources		
2017/18 Revenue Budget	Expenditure	£3.597m
	Income	(£0.134m)
	Net	£3.463m
2018/19 Revenue Budget	Expenditure	£6.046m
	Income	(£0.461m)
	Net	£5.585m
Net Revenue Budget change between years		£2.122m
Financial Target(s) 2018/19		TBC
2018/19 FTE		101.81

DELIVERY DIRECTORATE

Delivering the right projects whilst providing value for money

Ensuring the delivery of a portfolio of projects and programmes within the agreed cost, time and quality framework, which meet our strategic priorities and derive maximum benefit for the region

2018/19 Priorities	Resource Lead
<p>Delivery of projects and programmes in the West Yorkshire Transport Fund with the targets of:</p> <ul style="list-style-type: none"> • 15 projects/programmes approved at Outline Business Case stage • 10 projects/programmes approved at Full Business Case stage • 5 projects/programmes to be on site • CCAG phase 2 to be completed 	WYTF Implementation Team
<p>Implementing other significant Transport Projects (such as Rail accessibility schemes, New Station Street in Leeds, Cycling schemes, Castleford Rail Station Gateway and Halifax Bus Station improvements), with a target of 8 projects on site in 2018/19</p>	Transport Projects Team
<p>Implementing Economic Regeneration Projects (including skills capital & innovation, Broadband and Better Homes), with targets of:</p> <ul style="list-style-type: none"> • Completing phase 2a and 2b of skills capital (delivering 24,898 sqm of new build floorspace and 12,100 sqm of refurbished floorspace) • Enabling 200 new homes at Bolton Woods and Beech Hill • Enabling 8,000 sqm of commercial floorspace across York Central/York Guildhall • £3.2m LGF spend on tackling fuel poverty • Delivery of 524 CHS as part of the Warm Homes Fund • Broadband infrastructure to cumulatively deliver 43,086 Total Homes Passed of which 35,679 superfast (>24mb/s) • Enable a further 250 homes and 200 jobs through Growing Places Fund loans 	Economic Regeneration Team
<p>Continued implementation of the Smartcard and information Programme (SCIP) with Phase 5 going live in March 2019</p>	SCIP implementation Team
<p>Providing Feasibility and Assurance services across all portfolio's work including overseeing further calls for projects and re-profiling of programmes</p>	Feasibility and Assurance Team
<p>Managing the Assurance process, monitoring and reporting of progress, further development of risk & cost management controls and embedding the Portfolio Information Management System (PIMS)</p>	PMO Team
<p>Leading the Head office Refurbishment project and supporting the flexible ways of working project</p>	Staff from the PMO team
<p>Further development of policies, processes and working practices to maximise staff retention and embed the culture of a high performing team</p>	Led by Director and Heads of Service
<p>Develop and implement a strategy for resourcing revenue funded projects and corporate projects</p>	Led by Director in partnership with Director, Resources

Further work with the Policy Directorate to better define the boundary between the Policy and Delivery Directorates and agreeing handover terms	Led by Director and Heads of Service in partnership with Policy Directorate	
Budget and Resources		
2017/18 Revenue Budget	Expenditure	£2.451m
	Income	(£2.450m)
	Net	£0.001m
2018/19 Revenue Budget	Expenditure	£3.488m
	Income	(£3.716m)
	Net	(£0.228m)
Net Revenue Budget change between years		(£0.229m)
Capital spend under the control of Delivery 2018/19		£186.405m
Financial Target(s) 2018/19		TBC
2018/19 FTE		71.72

ECONOMIC SERVICES DIRECTORATE

Delivering effective services to drive inclusive growth

To attract global investors, support businesses to be more productive and inspire people to gain relevant skills, working with partners across all sectors.

2018/19 Priorities	Resource Lead
<p>Continue to provide support to help businesses grow and become more productive through the LEP Growth Service, and embed a range of ESIF funded business support programmes, with the targets of:</p> <ul style="list-style-type: none"> • Supporting up to 2,750 businesses that want to grow • Providing intensive support to 900 growth businesses • Supporting the creation of 400 jobs in businesses receiving intensive growth support, investing £5m in capital projects with an average cost per job of £12.5k • Supporting 100 high growth businesses to develop strategic growth plans • Delivering 12 'Pop-Up' business advice events including 4 in more disadvantaged areas 	<p>Business Support Team including: Growth Service, Strategic Business Growth Programme and Business Grants Team plus those below, with support from Comms</p>
<p>Provide Resource Efficiency funding and advice to businesses with a target of supporting 80 businesses to reduce costs on energy, water and waste.</p>	<p>Resource Efficiency Team</p>
<p>Provide support and advice on accessing innovation services and funding with a target to support a further 70 businesses to undertake innovation activity.</p>	<p>Access Innovation Team</p>
<p>Deliver sustainable travel plan advice and services to businesses, recruiting 75 new businesses to the Travel Plan Network and generating over £8m in M-card sales.</p>	<p>Travel Plan Network Team</p>
<p>Work with schools and business leaders to deliver an enhanced model of employability, enterprise and careers education to reach over 160 schools and 12,000 disadvantaged students.</p>	<p>Enterprise in Education Team (+ new posts tbc subject to new funding)</p>
<p>Promote and advise on the benefits of apprenticeships to over 1,000 businesses (if funding is secured).</p>	<p>Skills Funding Manager and Apprenticeship Grants Team (at risk if funding not secured)</p>
<p>Continued skills support for businesses, sector skills initiatives which upskill 1250 individuals in shortage areas; and development & monitoring of delivery agreements with FE colleges in readiness for the proposed devolved Adult Education Budget, in order to secure the right kind of vocational education & training provision to meet the skills demands on our economy.</p>	<p>Skills Funding Manager, Sector Skills Manager plus Digital Skills Coordinator & Economic Intelligence Manager (in Policy & Comms Directorate)</p>

Attract global investors to the Region, undertake inward investment lead generation and deploy targeted grant funding, with the aim of creating 1,500 new jobs for the region and bringing 40 inward investment projects to the LCR.	Inward Investment Team and support from Comms team
Promote Leeds City Region investment propositions in the key sectors of advanced manufacturing; digital including fintech; healthcare and life sciences; and financial & professional services, with 180 investor meetings leading to 40 inbound visits hosted.	Sector leads in Advanced Manufacturing, Health & Life Sciences and Digital and support from wider Inward Investment Team above and Comms Team
Promote investor development, safeguard UK jobs and seek 'floating' investment opportunities within 120 internationally owned firms, in partnership with local authorities, seeking to identify 48 new investment projects from 240 meetings.	Key Account Managers <i>(new posts subject to funding)</i>
Inspire over 100 additional LCR businesses to export and 100 existing exporters to increase global trade, through the improved co-ordination of international trade services with partners, including through 10 new export initiatives.	International Trade Manager
Embed further the principles of inclusive growth into mainstream services through the targeting of employment & skills programmes towards low paid workers, focusing education support onto disadvantaged pupils, implementing employment brokerage to support employers to fulfil social value obligations within WYCA contracts, inspiring businesses to adopt leadership practices which support the progression of low paid workers, considering the application of specific grant conditions, adapting the inclusive growth narrative for inward investment and monitoring appropriate outputs.	To be led by the Executive Head of Economic Services and senior managers with support from PSC Directorate
Collaborate with Policy, Strategy & Comms colleagues on new digital and productivity-led services linked to the inclusive industrial strategy, including reviewing the application of sector prioritisation and considering productivity outputs alongside job outcomes.	To be led by the Executive Head of Economic Services and senior managers with support from the Head of Economic Policy
Refine the efficiency and effectiveness of our grant programmes and implement the recommendations from the grant review process, in line with the Assurance Framework, including a new partnership agreement for delivering support for smaller grants, as well as the inclusive growth principles above.	Head of Business Support & Business Grants Manager to lead with support from specific grant teams including T&I input
Accelerate digital careers activity and develop a digital talent offer as well as activity to address the future infrastructure skills needs linked to HS2 and other transport/regeneration investments, and replacement demand in manufacturing and engineering, including by securing and delivering additional ESIF programmes.	Head of Employment & Skills & Digital Skills Coordinator (in Comms) to lead with support from Enterprise in Education team to promote in schools and T&I team to connect to inward investors. Additional resources subject to ESIF & other bids.
Introduce/test activity to maximise local employment opportunities through major capital investments, including a business facing Gateway for local employment.	Head of Employment & Skills to lead, working with Delivery Directorate and Jobcentre Plus/Local Authority partners

Review the options for increasing the effectiveness of export support within the region, in collaboration with the Policy, Strategy and Communications Directorate, in order to help increase the region's export performance.	Head of T&I plus International Trade Manager to lead working with the network of trade partners.
Attract a greater number of transformational inward investments and assist to create a more resilient economy through strengthening links with existing foreign owned businesses.	Head of T&I plus Inward investment team to lead working closely with Comms & Marketing
Establish a specific KAM function within the Trade and Investment Team.	New KAM staff to be recruited (subject to funding being secured)
Work to develop a coordinated approach with local authorities to packaging investment opportunities more effectively in order to create more attractive offers for global investors.	To be led by Head of T&I with additional resource to be identified
Working with colleagues in Policy and Delivery to further develop the strategy for securing end user investment in Enterprise Zones.	To be led by Head of T&I with additional resource to be identified

Budget and Resources

2017/18 Revenue Budget	Expenditure	£9.901m
	Income	(£8.620m)
	Net	£1.281m
2018/19 Revenue Budget	Expenditure	£8.631m
	Income	(£7.342)m
	Net	£1.289m
Net Revenue Budget change between years		£0.008m
Financial Target(s) 2018/19		TBC
2018/19 FTE		62.53

RESOURCES DIRECTORATE

Enabling the right solution

To transform our processes and support for the organisation around a business partner model ensuring that we have our own house in order as a champion for Inclusive Growth. We need to ensure high value for money, given the financial pressures we and our partners face.

2018/19 Priorities	Resource Lead
Embedding a new structure for Finance to enable more strategic focus and updating key processes to better meet customer needs and maximise efficiencies. Achieving a balanced financial outturn at year end, achieving 100% statutory compliance and paying all undisputed invoices within 30 days.	Finance Team
Embed the new procurement team and implement the procurement strategy with a specific focus on further embedding social value principles into procurement practices, ensuring there are no successful legal challenges to procurement decisions and on devising an efficiency savings programme for revenue budgets with a target of delivering 5 savings initiatives	Procurement Team
Embedding the new OD structure for the Legal Team and introducing new working practices to enable a greater customer focus. Fully implementing the GDPR action plan and new processes to ensure ongoing statutory compliance, including meeting 100% of FOI/EIR deadlines	Legal Team
Develop new process for delegations and more streamlined decision making across officers and committees, while ensuring 100% compliance with statutory requirements regarding committee agenda publication.	Governance Team
Implement year 1 of the Corporate Technology Strategy - including developing a customer service management system (ITIL), defining a flexible working technology strategy, security and compliance enhancements and review of mobile equipment. Ensuring that the core network and Microsoft cloud services are available for at least 99% of the time and limiting non-critical open service desk request to 100 or below	ICT Team
Embedding the new HR structure and implementing the new HR strategy, moving to a model of more strategic focus and greater efficiency.	HR Team
Updating and implementing new HR policies/strategies including the workforce development strategy and diversity strategy and initiatives to support the organisation in delivering STEM activities. Working with	HR Team

managers across the organisation to ensure that average recruitment times do not exceed 30 days, sickness absence does not exceed 6 days per annum and to achieve 11 apprentices in post across the organisation	
Implement year 1 of the 5 Year Health and Safety strategy and continue training of senior managers in Managing Safely	Health and Safety Team
Coordinate the delivery of the Phase 2 One Organisation programme to drive organisational change and further work to embed new risk and performance management processes across the organisation	Corporate Planning and Performance team
Carry out a programme of independent internal Audit reviews to enable an opinion on control environment and risk management arrangements, and to drive continuous improvement. Achieve at least 80% positive feedback through client feedback questionnaires	Internal Audit team
Moving to a partnering model across all Resources teams and embedding a customer service culture suited to the specific needs of the organisation	Led by Director with all teams
Updating corporate systems and processes to include the specification /implementation of new systems for Finance, budgeting, payroll, HR, procurement.	All teams
Improve transparency across data and information for all Resources functions	All teams
Driving culture change through embedding our values and behaviours in all of our corporate functions and rolling these out across the organisation	All teams
Ensuring statutory compliance across all Resources functions	All teams

Budget and Resources

2017/18 Revenue Budget	Expenditure	£14.629m
	Income	(£98.184m)
	Net	(£83.555m)
2018/19 Revenue Budget	Expenditure	£13.277
	Income	(£100.018m)
	Net	(£86.741m)
Net Revenue Budget change between years		(£3.186m)
Financial Target(s) 2018/19		TBC
2018/19 FTE		75.4

This page is intentionally left blank

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



Report to: Transport Committee
Date: 12 January 2018
Subject: Leeds Clean Air Zone Proposal

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" 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 provide an overview of the proposed ‘Class B’ Clean Air Zone for Leeds.
- 1.2 To highlight issues to be worked through collaboratively with Leeds City Council including potential impacts for different transport sectors within West Yorkshire and the region.

2 Information

- 2.1 Clean air is important for the Leeds City Region. The West Yorkshire Combined Authority (WYCA) recognises the benefits that cleaner air has on improving public health and creating quality places for people who live and work here and to attract investment.
- 2.2 The majority of the region benefits from clean air, however there are pockets of mainly urban, populated areas with sufficiently poor air quality as to exceed statutory annual emission limits. The adopted West Yorkshire Low Emission Strategy estimates that harmful emissions – especially from transport - are responsible for 1 in 20 premature deaths in West Yorkshire.
- 2.3 In July 2017 the Department for Environment, Farming and Rural Affairs (DEFRA) published the National Air Quality Plan which requires 28 local authorities that are forecast to exceed statutory Nitrogen Dioxide (NO₂) emission limits by 2020, to produce action plans detailing how they will ensure NO₂ compliance within the shortest possible time. Within West Yorkshire, Leeds City Council is the only named local authority required to act.

- 2.4 The Plan details a number of mechanisms that local authorities could implement to reduce NO2 emissions including chargeable and non-chargeable Clean Air Zones (CAZs), including analysis of their perceived effectiveness and implementation costs.
- 2.5 Leeds City Council has analysed several options for achieving NO2 compliance by 2020. This includes analysis of different chargeable CAZ scenarios - considered the most effective mechanism to reduce emissions to within statutory limits in the shortest timeframe.
- 2.6 A CAZ aims to address all sources of pollution within a specified geographic boundary, including NO2 and particulate matter, and reduce public exposure to these emissions using a range of measures tailored to the particular location.
- 2.7 CAZs do not ban or prevent any vehicle from entering the 'zone' however those vehicles that do not meet minimum engine standards would need to pay a daily charge for entering the 'zone'. The minimum engine standards that would be applicable are Euro 4 for petrol vehicles or Euro 6 for diesel vehicles.
- 2.8 Table 1 show the different vehicles included within each class of CAZ for which the minimum emission standards apply.

Table 1 – Clean Air Zone Classes

CAZ Class	Vehicles Included
A	Buses, coaches and taxis
B	Buses, coaches, taxis and Heavy Goods Vehicles (HGVs)
C	Buses, coaches, taxis, HGVs and Light Goods Vehicles (LGVs)
D	Buses, coaches, taxis, HGVs and Light Goods Vehicles (LGVs) and private cars (option to include motorbikes and mopeds).

Possible Clean Air Zone Charging Rates

- 2.9 Within different modelled CAZ scenarios Leeds City Council has used the charges that are to be applied in London's Ultra Low Emission Zone (ULEZ) as shown in Table 2. Further work is planned to determine an appropriate charging framework for any Leeds CAZ but the charge set will need to ensure that a sufficient level of replacement and retrofit is delivered.

Table 2 – London ULEV Zone Charges Used for Leeds CAZ Scenarios

Vehicle Class	Daily charge for non-compliant vehicles
Buses/Coaches	£100.00
HGVs	£100.00
Taxi and private hire	£12.50
LGVs	£12.50
Private car	£12.50

Preferred CAZ Option

- 2.10 Leeds City Council has modelled and appraised several chargeable CAZ scenarios of different 'classes' and geographical boundaries against their perceived effectiveness to deliver NO₂ compliance and whether they have a significant negative economic impact for residents and businesses.
- 2.11 The scenarios included CAZs bounded by or inclusive of the Leeds Inner Ring Road, however these were considered to worsen air quality on roads just outside the CAZ - especially inner city residential areas- through significant 'rat-running' journeys to avoid payment.
- 2.12 A Class D CAZ bounded by the Leeds Outer Ring Road would impact on all vehicle types and is considered to achieve NO₂ compliance, but would also have a significant negative economic impact on a high proportion of Leeds' population, especially the poorest communities due to inadequate national grant support to covert non-compliant private and commercial vehicles.
- 2.13 Leeds City Council is advocating a Class B CAZ that is defined by, but does not include the Outer Ring Road, with the M1 and M62 providing the border to the South/East of the city. The proposed Class B CAZ will charge buses, coaches, HGVs, taxis and private hire vehicles operating within the CAZ that do not meet minimum emission standards. No charge would apply to vehicles that divert around the Outer Ring Road/motorways, or vehicles that cross the city using the M621 unless they left the M621 to enter the city.
- 2.14 The Class B CAZ has been selected as it will achieve the required emission reductions and improve health outcomes across the wider district whilst minimising economic impact. The council will work with the affected sectors to secure funding from central government to enable them to transition to a cleaner fleet.
- 2.15 On Thursday 13 December 2017 the Leeds City Council Executive Board approved public consultation on the proposal to introduce a Clean Air Zone B within the Outer Ring Road/motorway network with additional measures. Due to the marginal nature of its compliance in some areas, the council is proposing that additional measures are also introduced to ensure that the overall solution does reach compliance. As part of the consultation Leeds will be exploring how it can best achieve the shift of the taxi and private hire fleet to ULEV whether it be via charging any non ULEV or whether simply a robust package of incentives can be relied upon.
- 2.16 WYCA recognises the benefits of cleaner air, the adopted West Yorkshire Transport Strategy policies include support for 'the implementation of CAZs where needed' [policy 8] and support for 'delivering the recommendations of the adopted West Yorkshire Low Emission Strategy' [policy 7].
- 2.17 Public consultation will run from 2nd January to 2nd March 2018. It is proposed that WYCA will build on its strong collaborative relationship with Leeds City Council to

support CAZ implementation and work through key issues identified for different transport sectors.

Potential Issues for West Yorkshire Transport Sectors

- 2.18 Bus and Heavy Goods Vehicle emissions have improved significantly since the introduction of the Euro Emission Standards. This is due to advancements in technology and a rigorous emission test cycle which replicates real-world environments. This has ensured that Nitrogen Oxides tailpipe emissions from new Euro VI diesel buses have reduced by 75% compared with previous Euro V engines and particulate matter emissions have reduced by 66%¹. There is also evidence to suggest that a Euro VI diesel car produces 10 times as many NOx emissions per litre of fuel as a Euro VI diesel bus².
- 2.19 WYCA recognises the potential impact the proposed chargeable CAZ will have for large and small bus operators and other sectors important to our regional economy such as heavy goods vehicles and coaches.
- 2.20 Large bus operators First, Arriva and Transdev have already committed to operating fully Euro VI bus fleets in Leeds by 2020. They are likely to do this through a combination of new bus purchases, retrofitting vehicles with equipment to achieve a Euro VI standard, and moving older vehicles out of the CAZ to other areas. WYCA will monitor the movement of older vehicles to other West Yorkshire areas and seek government funding to mitigate the risk that other parts of West Yorkshire are adversely impacted by the CAZ through vehicle displacement.
- 2.21 SME bus and coach operators have little or no opportunity to move their fleets around and generally have few Euro VI vehicles, so they are likely to be more seriously affected by the proposed CAZ. They will be faced with either buying new buses, retrofitting older vehicles to Euro VI standard, or paying the daily charge to operate within the CAZ.
- 2.22 Where these operators run tendered local bus services, any additional costs for new or retrofitted vehicles on existing contracts are likely to be passed on to WYCA. The legislation could also lead to fewer small operators tendering for services in Leeds with a reduction in competition potentially leading to higher tender prices.
- 2.23 The following small operators either operate local bus services within the CAZ or have depots within the CAZ:
- Connexions (Harrogate Coach Travel) – services 8, 8A, 8B and 38 operate within the CAZ
 - CT Plus – depot within the CAZ; operating school services
 - Fourway Coaches – service 31 operates within the CAZ

¹ Low Carbon Vehicle Partnership ; ‘ The Low Emission Bus Guide’ 2016

² The International Council on Clean Transportation; ‘NOX emissions from heavy-duty and light-duty diesel vehicles in the EU: Comparison of real-world performance and current type-approval requirements’ 2017

- Squarepeg – depot within the CAZ; services 9, 22 and 80 operate within the CAZ
 - Tetleys – depot within the CAZ; operating school services and Wakefield City Bus
 - Yorkshire Tiger – services 757 and 781 operate within the CAZ
- 2.24 WYCA will work with all bus operators to support fleet transition towards the latest Euro VI standards and ensure CAZ compliance.
- 2.25 WYCA will work with Leeds City Council to support the taxi and private hire sectors and offer measures to accelerate Ultra-low Emission Vehicle (ULEV) uptake including delivery of the ULEV Taxi Scheme.

Activities to support air quality improvement in Leeds

- 2.26 WYCA is supporting Leeds City Council and the other West Yorkshire local authorities to improve air quality and reduce vehicle emissions through the following interventions that deliver the West Yorkshire Transport Strategy and West Yorkshire Low Emission Strategy;
- **2017 Clean Bus Technology Fund** – WYCA submitted an application in November 2017 for capital grant funding to support West Yorkshire commercial bus operators in ensuring their fleets comply with Clean Air Zone emission standards through retrofit emission control technology.
 - **Low Emission Bus Scheme** - From December 2017 the Leeds' Elland Road and Temple Green Park and Ride sites will benefit from brand new low emission vehicles partly funded via the DfT's Low Emission Bus Scheme. The new buses are forecast to reduce Nitrogen Dioxide emissions by 1.54 tonnes per year, which is a 50% improvement on existing vehicles on the services.
 - **2014-15 Clean Bus Technology Fund /Clean Vehicle Technology Fund** – WYCA successfully delivered retrofit emission improvement technology on 165 'Mybus' school buses and 32 Access Buses.
 - **ULEV Taxi Scheme** – WYCA is delivering £1.98m in grant funding for a series of charge points dedicated to use by taxi and private hire vehicles with delivery phase to commence in 2018.
 - **EcoStars** - Ongoing delivery of the Eco Stars fleet accreditation programme, targeting fleet environmental improvement through driver behaviour training and audits of fleet performance. West Yorkshire's three main bus operators; First Bus, TransDev and Arriva are committed to the delivery of EcoStars and improving the environmental performance of their vehicles.
 - **CityConnect Cycling and Walking Programme** – CityConnect is building high quality cycling and walking infrastructure across West Yorkshire, including the 23km Leeds to Bradford Cycle Superhighway and upgraded canal towpaths, primarily on the Leeds to Liverpool canal. CityConnect also delivers cycle training, cycle challenges, business and school support and behaviour change campaigns, all with the aim of encouraging walking and cycling.

3 Financial Implications

- 3.1 There is potential that a chargeable CAZ could lead to higher procurement costs for tendered bus services. There is also potential that new technology/retrofit costs could be passed onto WYCA within existing contracted services.
- 3.2 There is likely to be further government grant funding made available to local authorities to support public and private fleets in improving emissions and achieving CAZ compliance.

4 Legal Implications

- 4.1 None identified

5 Staffing Implications

- 5.1 None identified

6 External Consultees

- Leeds City Council
- West Yorkshire Bus Operators

7 Recommendations

- 7.1 To note the publication of the proposed Leeds Clean Air Zone and provide any additional comments to be raised with Leeds City Council though development of a Clean Air Zone proposal.
- 7.2 To endorse WYCA's support for and collaborative working with Leeds City Council during the development and implementation of the proposed Clean Air Zone.
- 7.3 To support WYCA's continued investment in programmes that support air quality improvement and the ongoing work with businesses and transport operators to improve vehicles and fleets for the benefit of all West Yorkshire residents and businesses through improved public health and cleaner air.

8 Background Documents

- 8.1 Further information on the Leeds Clean Air Zone proposal can be found here;
<http://www.leeds.gov.uk/Business/Pages/Air-quality.aspx>
- 8.2 The Leeds City Council Executive Board paper for the 13 December 2017 detailing why Leeds is required to act, the options considered and preferred solution can be found here;
<http://democracy.leeds.gov.uk/documents/s168257/Air%20Quality%20Cover%20Report%20031217.pdf>

Director: Liz Hunter, Interim Director of Policy and Strategy
Author: Liz Hunter



Report to: Transport Committee

Date: 12 January 2017

Subject: HS2 Growth 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 provide Transport Committee with an update on the LCR HS2 Growth Strategy and to seek endorsement for its publication and start of engagement.

2 Information

HS2 and the LCR HS2 Growth Strategy Overview

- 2.1 HS2 has the potential to help WYCA and its partners deliver its transport strategy through:
- Reshaping our economic geography by bringing together the city regions centred on Leeds, Sheffield, Nottingham and Birmingham into a coherent and integrated economic zone of over ten million people, five million jobs, and some of the UK’s most significant manufacturing clusters. HS2 will enable people to have greater access to jobs and attract businesses to invest here.
 - Adding capacity to the national network and therefore freeing up capacity creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local and regional network.
 - Being a catalyst for growth across the region – in Leeds and York where HS2 currently arrives and then, with improved local connectivity, to the economic hubs in Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Selby and Wakefield.
 - Creating opportunities for skills and employment which Leeds City Region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.

- Transforming Leeds Station – after local intervention, the proposals for an integrated station will now create a single interchange between HS2 services, and local rail services to places such as Bradford, Wakefield, Huddersfield and Halifax, and potentially future Northern Powerhouse Rail ('NPR') / HS3 services.
- 2.2 The LCR HS2 Growth Strategy has been developed to ensure the overall opportunity from HS2 is maximised for the region. Transport Committee considered the emerging LCR HS2 Connectivity Strategy at the November 2017 meeting. Following consideration of the details of the Strategy by Transport Committee, WYCA also considered the Strategy on 14 December 2017. The next step is to engage partners on the approaches set out in the LCR HS2 Growth Strategy, LCR HS2 Connectivity Strategy and LCR HS2 Skills and Supply Chain reports.
- 2.3 An overarching document that summarises the Growth Strategy has been developed and provided separately. This will be launched for engagement with partners in January. The summary describes the elements of the following work streams – all of which have their own detailed reports:
- Leeds Integrated Station Masterplan
 - Leeds City Region HS2 Connectivity Strategy
 - Leeds City Region HS2 Skills and Supply Chain
 - Leeds South Bank Infrastructure Delivery Plan
- 2.3 Since the previous Transport Committee meeting, the Leeds Station Masterplan has been published¹. Consultation on the draft South Bank Leeds Regeneration Framework Supplementary Planning Document (SPD), including the proposed Leeds Integrated Station Masterplan ran from the 8th November until the 20th December. The Supplementary Planning Document will form planning guidance for the whole of South Bank in Leeds and, once formally adopted by Leeds City Council, will be a consideration in the determination of planning applications and the delivery of infrastructure in the area.
- 2.4 In addition, the proposed skills strategy² was also considered by WYCA in December. The Skills and Supply Chain Growth Strategy details how the Leeds City Region is proposing to truly accelerate its development as a national and international centre of excellence for skills and supply chain expertise in High Speed and Light Rail in the UK, achieving a position of global competitiveness and driving the UK's Industrial Strategy. Building on prior successes within the city region, it includes:
- an offer to Government: what we are going to deliver, how we will do it, and the evidence base for developing these propositions;

¹ The Leeds Station Masterplan can be found here:

<https://southbankleeds.co.uk/assets/documents/2017.11.03-Leeds-Integrated-Station-Masterplan-LR-v6-DS.pdf>

² The HS2 Skills and Supply Chain Strategy Summary can be found here -

<http://westyorkshire.moderngov.co.uk/documents/s4758/Item%208%20-%20HS2%20and%20Skills%20Appendix%201%20FINAL.pdf>

- how interventions are going to integrate and build on existing assets, programmes and good practice in the city region and elsewhere; and
- how HS2 will help LCR go further and faster in realising our vision, and what we need from our partners at the local and national level to help achieve this.

LCR HS2 Connectivity Strategy

2.5 As agreed by Transport Committee previously, 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.

2.6 As agreed by Transport Committee previously, the LCR HS2 Connectivity Strategy has three strands summarised below. A copy of the strategy is attached separately. The purpose of this report is to provide further details on c) the inclusive growth corridors.

- (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

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

2.7 Based on economic analysis, a set of priority corridors have been identified through careful analysis of a range of economic and transport indicators. 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.

2.8 The identified regional/pan-northern HS2 'Inclusive Growth Corridors' linking the Leeds HS2 hub are:

- Bradford, Halifax and beyond
- York
- Harrogate - York
- Dewsbury - Huddersfield
- Wakefield /Barnsley to Sheffield and beyond
- Five Towns
- Skipton
- Selby

2.9 There are also a number of corridors priorities which are local to Leeds and Bradford. These local corridors will need to build on existing development and regeneration

priorities as well as schemes within the West Yorkshire plus Transport Fund as well as the Leeds Public Transport Investment Programme. A summary of the 'Transformational Local Priority Corridors' are summarised below:

- Leeds Bradford cross city connectivity
- Strengthening high value assets in the North West of Leeds, the University of Leeds, Kirkstall Forge and the Airport
- Accelerating inclusive growth in the East of Leeds towards St James' Hospital and the East Leeds extension
- Extending the Southbank opportunity to the south of the City
- Stimulating development in North Bradford
- Stimulating development in South Bradford

2.10 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. The intention is to start work on the following three corridors first -
 - Leeds City Centre to South Leeds
 - Leeds – Bradford
 - Leeds to Dewsbury - Huddersfield

2.11 Transport Committee are asked to endorse the following principles for the development of the corridors:

- Consideration is given to a range of issues for each corridor including:
 - **Housing and employment** sites – both existing and potential areas for growth over the short, medium and longer term,
 - Areas at risk of **flooding**, and
 - **Social indicators** for example demographics i.e. long standing, inter-generational unemployment and availability of local services.
- Consider the **transport mode and technology options** required to provide the capacity required for the scale of current and future demand using the corridor. Bespoke proposals will be needed that build on existing plans to make it easier for people to make sustainable travel choices. Some corridors may be better suited to rail or car, others to a blend of modes including city/mass transit and active modes to deliver the future capacity and quality customer service required.

- Identify how to create the ***sense of place along the corridors***, building on Transport for London’s ‘healthy streets³’ approach to help tackle air quality and provide an environment within which people want to be active.
- 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.
- Consider ***funding opportunities*** including from Central Government, but also consider opportunities to utilise local funding streams such as through land value uplift.
- Develop our understanding of on the ***impact of future technologies***, for example autonomous vehicles, in the context of the LCR and the corridors.
- Examine the ***skills and supply chain interventions*** which can be clearly integrated within the Connectivity Strategy.

Next Steps

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

- 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.
- 5 April 2018: WYCA look to adopt LCR HS2 Connectivity Strategy as a Daughter Document to the Strategic Economic Plan
- From November 17 and throughout 2018: Develop the Inclusive Growth Corridor Plans on a phased/staged basis

2.13 The Chancellor announced in the November 2017 Budget, the ‘Transforming Cities Fund’ – a £1.7 billion fund to support intra-city transport, will target projects to drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. The objectives of the fund provide clear linkages to the emerging priorities set out in this report.

³ More information on Transport for London’s Healthy Street strategy can be found here - <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Development of the LCR HS2 Growth Strategy has been funded through the HS2 Grant received from Central Government.
- 3.3 Funding approvals for the Inclusive Growth Corridor Plans will be brought through the WYCA Assurance Process, with approval anticipated to be sought at the 1 February 2018 WYCA meeting.

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 progress on the LCR HS2 Growth Strategy and endorse the draft for publication and engagement.
- 7.3 That Transport Committee endorse the principles for taking forward the Inclusive Growth Corridors in paragraph 2.11.

8 Background Documents

- 8.1 None.

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Director: Policy and Strategy,
Transport Services
Author: Dave Pearson



Report to: Transport Committee
Date: 12 January 2018
Subject: City Region Transport Update

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" 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 provide the Transport Committee with an update on current issues.

2 Information

Transport for the North

- 2.1 Transport for the North (TfN) is set to become the first sub-regional transport body in the UK from the 1 April 2018, through the Cities and Local Government Devolution Act 2016. Following Parliamentary approval, TfN's functions will be enshrined in legislation and TfN will be established as a statutory body and a partner to the Department for Transport, Highways England, and Network Rail to ensure that the North's strategic transport priorities are delivered.
- 2.2 Transport Committee has previously been informed of TfN's work to identify requirements for substantial, long term funding for strategic transport interventions in rail and road to support the functioning and growth of the Northern Powerhouse economy. TfN has now produced a draft Strategic Transport Plan (STP) for the North, working with Northern LEPs and Local Transport Authorities including WYCA on the approach and content. The STP will be TfN's flagship policy document setting out plans for investment in strategic transport in the north in the period up to 2050. TfN will consult on this draft STP. This will be a formal public consultation, but it will include targeting of key audiences including e.g. the business community, MPs and Media (National, regional and local). The consultation will run for 13 weeks, planned from Tuesday 16 January 2018 to 10 April 2018. The majority of the consultation will be online using a questionnaire. There will however be 5 simultaneous launch events across the north (including Leeds) held on 16 January, followed by a further 25

consultation events across the north in the period from 5 February to 11 March. Some of the consultation events will be held in West Yorkshire and these will provide an opportunity for the local tailoring of consultation material and discussion. TfN will lead the consultation activity, with WYCA and local partners supporting within West Yorkshire. Further details of these consultation events and the TfN website to host the consultation material and questionnaire will be published by TfN. It is proposed to bring a draft consultation response to the Transport Committee meeting on 16 March 2017 for comment and agreement.

- 2.3 The draft STP reflects WYCA transport priorities by identifying as a preferred option a new Northern Powerhouse Rail line connecting Manchester and Leeds via Bradford, and also recognising other rail investment requirements for Trans-Pennine Route Upgrades (TRU), the Calder Valley and East Coast routes and making Leeds and York stations HS2 ready.
- 2.4 Additionally, TfN has commenced work on their Central Pennines Strategic Development Corridor study. The first phase of the Central Pennines study, to December 2017, involved information gathering to understand problems. The second stage to April 2018 will involve sifting, modelling and appraising potential interventions, towards the publication of a Strategic Outline Business Case in summer 2018. Work will continue through to autumn 2018 to provide an evidence base for rail and road interventions. WYCA has worked with TfN on the scope of the Central Pennines study to cover journeys between Greater Manchester and East Lancashire and Yorkshire and the North-East. It is anticipated that the Central Pennines study should pick up WYCA and Leeds City Region expectations for improvements to the motorways and other strategic/pan northern road connections. The investigation of road improvements will build on earlier TfN work with its partners including WYCA to identify a Major Road Network for the North.
- 2.5 A Road Networks workshop held on 5 December 2017 with Transport Committee Members and West Yorkshire District Portfolio Holders was attended by TfN to brief Members on their development of the Strategic Transport Plan and Strategic Development Corridor (SDC) study. TfN also held an initial engagement event on the Central Pennines study in Leeds on 24 November 2017 with WYCA and West Yorkshire District Council Members invited. TfN's plans for further engagement on the Central Pennines study are currently being finalised and Transport Committee will be kept updated and actively involved in this process.

West Yorkshire Key Route Network

- 2.6 The Transport Committee workshop on 5 December 2017 also considered next steps in the implementation of the West Yorkshire Key Route Network (WYKRN), following the agreement of Transport Committee at its meeting of 8 September 2017 to a Memorandum of Agreement for collaborative working. The workshop identified some key priorities to steer collaboration working on the WYKRN:
- Invest to get the road assets to the best possible and a consistent standard across the WYKRN, and maintain this standard;

- Investigate apprenticeship and other opportunities to address staff resource pressures, especially in respect of Urban Traffic Management Control;
- Work with TfN and other partners (including Highways England and West Yorkshire Police) to improve communications and operations for better network performance, including the use of new technologies and data.

DfT consultation on Proposals for the Creation of a Major Road Network

- 2.7 The Department for Transport (DfT) commenced a consultation on 23 December 2017 with publication of proposals for the Creation of a Major Road Network. The consultation ends on 19 March 2018. The consultation material can be accessed at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/666965/shaping-the-future-of-englands-strategic-roads.pdf.
- 2.8 The DfT consultation follows their 2017 publication of the Transport Investment Strategy, wherein the government committed to creating a Major Road Network (MRN). The proposition is that the creation of an MRN will allow for dedicated funding from a National Roads Fund to be used to improve this middle tier of our busiest and most economically important local authority 'A' roads. The DfT are consulting on the principles of a MRN and asking for views on:
- How to define the MRN;
 - The role that local, regional and national bodies will play in the MRN investment programme; and;
 - which schemes will be eligible for MRN funding.
- 2.9 A report to the Transport Committee meeting of 8 September 2017 on Road Networks provided definitions of the Strategic Road Network (of Motorways and major A-roads as managed by Highways England) and Local Key Route Networks (as managed by Local Highway Authorities) and the thinking behind creation of a Major Road Network. The focus of the DfT and TfN is on how a MRN can interplay with the Strategic Road Network of motorways to better facilitate pan-northern movements of people and goods between key economic centres. For West Yorkshire, the creation of a MRN and a dedicated, sustained source of funding, could be anticipated to deliver improvements to our West Yorkshire Key Route Network given that many of the WYKRN roads are included in TfN proposals.
- 2.10 Transport for the North has been involved in work with northern partners to develop the detail of what a Major Road Network for the North might look like, and through their simultaneous consultation on their Strategic Transport Plan will also be asking questions in respect of what a MRN for the North should include and priorities for improvement). It is proposed to bring a draft consultation response to the Transport Committee meeting on 16 March 2017 for comment and agreement to submit to the DfT, prior to the deadline of 19 March.

DfT consultation on Shaping the Future of England's Strategic Roads

- 2.11 The DfT also commenced a consultation on 13 December 2017 on proposals for 'Shaping the future of England's Strategic Roads' of Motorways and major A-roads. This is separate to the DfT's consultation on the Creation of a Major Road Network (identified in paragraph 2.7 above). The focus for the DfT consultation is Highways England's simultaneous publication of its Strategic Road Network (SRN) Initial Report, which is described by DfT as the providing the first step in the process for setting investment priorities for the next five year Road Period commencing in 2020/21. From the start of this period the SRN will be funded from the National Roads Fund (NPF) financed directly from Vehicle Excise Duty. NPF is also proposed to be directed in part to fund the Major Road Network. NPF funding for the SRN is expected to cover investment in operations, maintenance and renewal of the existing network as well as any new enhancements.
- 2.12 Highways England's SRN Initial Report sets out:
- their assessment of the current state of the SRN and its potential future needs
 - their proposed priorities for the Road Period 2 (2020/21 to 2024/25) To inform its own response to the Highways England Initial report, the DfT is first seeking stakeholder views on:
 - the proposals made by Highways England in the SRN Initial Report;
 - DfT's analytical approach for developing their Road Investment Strategy and whether it is sufficiently robust;
 - whether DfT have heard the full range of views that should be incorporated into their Road Investment Strategy programme.
- 2.13 The DfT's consultation document can be accessed at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/666965/shaping-the-future-of-englands-strategic-roads.pdf. The Highways England SRN Initial Report (for which there are Overview and Full documents) can be accessed at: <https://www.gov.uk/government/publications/highways-englands-strategic-road-network-initial-report>. The DfT consultation closes on 7 February 2018. WYCA will circulate a draft consultation response to Transport Committee Members for comment and agreement to submit to the DfT, prior to the deadline of 7 February.

Trans Pennine Route Upgrade Update

- 2.14 The Transport Committee meeting of September 2017 considered an update report on the Transpennine Route Upgrade (TRU). It is understood that Network Rail have submitted their report to the Department for Transport on the options for TRU as expected on the 14th December.
- 2.15 The DfT have confirmed that the submission by Network Rail on December 14th will initially remain private to allow the Secretary of State ample opportunity to be briefed on the findings. However, it is Rail North's intention to request sight of the entire report and in collaboration with Rail North Partner authorities (including WYCA) and Transport for the North, develop a pan view/input to Government on a preferred outcome, output and scheme scope.

- 2.16 With regards to the next steps the indicative timeline for decision making is as follows:
- 14 December 2017: Price, programme and options received by Department for Transport, based on the original 16 July 2016 Client Development Remit;
 - December 2017 – Spring 2018: development and assessment of the best value and affordable combination of options and impact on the franchises, with support from Rail North Partnership;
 - Spring 2018: Department to engage with Rail North/Transport for the North on how to achieve the agreed objectives for TRU and possible interaction with other schemes;
 - Summer 2018: Consideration of stakeholder views and interactions with other schemes by DfT, and recommendation for preferred option, subject to Ministerial and Treasury approval;
 - Summer/Autumn 2018: Approvals for progressing TRU to the next stage – outline design; and
 - 2019: Following outline design outcomes - decision on final scope, full business case and investment authority, through DfT and HMT.
- 2.17 It is essential that Northern authorities through Rail North/TfN are able to influence development of the TRU scheme including the forthcoming choices about scope and outputs. To facilitate this Rail North will commission a specialist rail advisor to coordinate the identification of preferences and priorities. This will be guided by TfN's vision for sustainable economic growth that is being set out in the refreshed Long Term Rail Strategy (LTRS) and embedded within the Strategic Transport Plan (STP), as the primary policy document for the existing rail network in the North of England. This specialist advisor will also ensure Rail North/TfN are fully informed of what the right scheme for the north is in the context of NPR.

Northern Powerhouse Rail

- 2.18 The Northern Powerhouse Rail (NPR) programme promises radical changes in service patterns, and target journey times between the cities of the North. Currently fewer than 10,000 people in the North can access four or more of the North's largest economic centres within an hour. This would rise to 1.3 million once NPR is delivered. NPR would transform the job market, giving businesses access to skilled workers in larger labour markets and offer individuals the opportunity for flexible career development and progression, all within the North. WYCA and its Leeds City Region partners have put forward a clear, convincing and evidence led position on its ambitions for Northern Powerhouse Rail and how it should serve this area. This includes NPR serving Leeds, York and Bradford.
- 2.19 Transport for the North (TfN) is working on a Strategic Outline Business Case for NPR over the coming 9 months. This is on the basis of an emerging, preferred network that will be proposed by TfN through publication of its draft for consultation Strategic Transport Plan in January 2018. The emerging TfN vision for NPR corresponds with

the Leeds City Region's ambitions for the network, including in relation to our ambitions for Bradford and York to be on the network as well as Leeds.

- 2.20 The TfN Partnership Board has agreed a series of HS2/NPR touchpoints for inclusion in HS2's Phase 2b design work. This includes junctions east and south of Leeds and at Clayton, as well as refinement of the HS2 route near Manchester Piccadilly. These touchpoints or junctions will enable NPR services to utilise HS2 and the existing network enabling more places to be connected. Government has agreed to the inclusion of the touchpoints in the HS2 Phase 2b Hybrid Bill design work and allocated £300m towards their cost, subject to a value for money business case being demonstrated.
- 2.21 To further strengthen our evidence base, and to aid TfN in its work to develop an overall Strategic Outline Business Case for NPR, WYCA and Bradford Council are commissioning two specific pieces of work:
- an economic case commission to understand the overall benefits of an NPR stop in Bradford; and
 - a rail demand forecasting commission to better understand the scale of potential rail travel demand generated by a Bradford NPR station. This will help identify the potentially transformational impact on journey times and capacity that NPR would provide for journeys to Leeds and Manchester, including who would use the service.
- 2.22 This is part of the programme of work approved by Transport Committee at its meeting on 1st July 2016 from the Integrated Transport Block. This builds on the work already done on the strategic case for Bradford to be on the NPR network, and engagement with TfN and delivery partners on feasibility. The work is getting underway now and will be complete by spring 2018. It is being undertaken by specialist economic and transport consultants. A report will be brought to Transport Committee during the spring of 2018 summarising the main conclusions of the work done so far by WYCA and Bradford Council.

Consultation on methodology for allocating fixed costs to train operators in Control Period 6 (CP6)

- 2.23 Network Rail published a consultation on a proposed methodology for allocating fixed costs to train operating companies in September 2017. This is intended to apply to Control period 6 (CP6) from 2019 to 2024. Responses to this consultation were provided on WYCA's behalf by the Urban Transport Group (UTG) and Rail North. UTG's response raised serious concerns about the proposed re-allocation of fixed costs in a way that further shifts costs disproportionately to regional rail operations. This response was evidenced by the earlier UTG report "A Heavy Load to Bear, towards a fairer allocation of rail industry costs for regional rail" published in 2014.

- 2.24 In its response, UTG took the example of the line between Leeds to Doncaster. This infrastructure is used by East Coast Mainline trains, Northern trains, and Cross Country Trains. Parts of this line have to be completed to a standard that is acceptable for 100 mph inter-city trains. This cost is reflected in the quality of the track, the signalling, the frequency that works are required and the quality of the works, in comparison with the requirements of, for example, a local Northern multiple unit a top speed of 75mph and a lighter axle-load. In this situation, it is not sensible to allocate costs based on the number of trains per hour or vehicle-miles, as this does not accurately reflect where the cost of providing and maintaining the infrastructure, nor the revenue raising capacity, sits.
- 2.25 Rail North's response was largely made in support of the UTG response, and made a call for further dialogue on this issue. A copy of Network Rail's consultation, and all the responses received can be found here:
<https://www.networkrail.co.uk/running-the-railway/long-term-planning/periodic-review-2018-pr18/>

Connecting people: A strategic vision for rail / InterCity East Coast franchise

- 2.26 The Department for Transport (DfT) published a new strategic vision for rail on 29 November 2017. This sets out initial proposals for ending the operational divide between rail services and infrastructure provision through closer alignment of future rail franchises with Network Rail at the local level. The vision also includes a commitment to expansion of the rail network where it could support housing and economic growth, including through re-opening of previously closed stations and route alignments. Proposed new stations in West Yorkshire at Elland, Thorpe Park, White Rose and Leeds Bradford International Airport are highlighted in this context, noting the need to demonstrate a strong business case to secure government funding.
- 2.27 Included alongside the policy announcement was confirmation that the current InterCity East Coast rail franchise will be terminated at an unspecified date in 2020. The current franchise is operated by Virgin Trains East Coast, a consortium of Stagecoach (90%) and Virgin (10%), and commenced in March 2015. It was anticipated to run until March 2023 with an option for a 1-year extension subject to good performance.
- 2.28 Based on statements made by Stagecoach, it is clear that the balance of the franchise to the date it is terminated will be the subject of renegotiation with DfT. There are a number of important commitments contained in the current franchise due to be delivered from the May 2020 timetable change. These include through services from London to Bradford (also serving Shipley) and Harrogate (also serving Horsforth) in alternate hours during the week, plus a once daily return service to Huddersfield (also serving Dewsbury). There is also a commitment to a regular 2-hour journey-time between Leeds and London also from May 2020. This is enabled by new rolling stock which is already on order, with the first new 'Azuma' trains expected to be

testing in the coming months, and entering public service on the Leeds – London route from late 2018.

- 2.29 The current franchise is set to be replaced from 2020 by the ‘East Coast Partnership’. This is described as a long-term regional partnership between the public and private sectors, operated by a single management, under a single brand and overseen by a single leader covering passenger services and the network infrastructure. Further details on how this might work in practice are expected in the coming months. DfT anticipates procuring a private partner that will have a leading role in defining future plans for route infrastructure as well as delivery of intercity passenger rail services.
- 2.30 It is currently unclear what this means for other services using the East Coast mainline. For example, the East Coast mainline is shared with local services operated by Northern between Leeds, Wakefield Westgate and Doncaster, together with Cross Country services. Similarly, TransPennine Express and Cross Country services make extensive use of the East Coast mainline route north of York. The interface at busy nodes such as Leeds, where there are many competing operational pressures on the network, will need to be carefully defined and managed.
- 2.31 The new DfT rail policy position provides context to our rail strategy development work that is getting underway. This will include a fresh examination of options for new stations and potential for new or reinstated rail alignments where there is a potentially strong business case to support this.

Future of Community Rail Strategy Consultation

- 2.32 Government published a consultation on community rail policy on 6 November 2017, which is available on the Department for Transport website. This is the first time that government has sought to review the policy approach to community rail in over 10 years, during which time the scope and extent of community involvement with local lines and stations has increased significantly as the mutual benefits to both local communities and the rail industry has become clearer with experience. Community Rail Partnership designation brings formal status and funding to local community groups working alongside the rail industry and others to maximise the social and economic value of (predominately) rural and semi-rural lines that provide an important local service. The role of station ‘friends’ and adoption groups has also grown in this time, helping to bring a community focus to stations and their facilities as a community asset.
- 2.33 The consultation poses a series of questions about how community rail policy could strengthen the positive outcomes of community rail activity based on four themes; i) connecting people to places and opportunities, ii) supporting communities diversity and inclusion, iii) supporting local and regional economies, and iv) suggesting innovative ways to improve the way the railway works. The deadline for submissions to the consultation is 28 January 2018.

- 2.34 There are two formally designated community rail lines in West Yorkshire, the Penistone Line that was designated in the first round of pilot schemes in 2005, and the Bentham Line that was designated in 2012. The Penistone Line from Huddersfield to Barnsley is designated, as are all stations on the line except Huddersfield. The Bentham Line between Leeds and Morecambe / Heysham Port is designated, as are all the stations from Skipton to the west (i.e. excluding stations from Leeds to Cononley inclusive). In addition, there are a number of local user groups and station adoption groups around West Yorkshire. The Penistone Line Partnership has a long and successful history of engaging the local community with the operation of local services, providing local social benefits in terms of confidence building, mental health, charity fundraising and capacity building, as well as promoting use of the local rail services. There are now several station friends and adoption groups in West Yorkshire, with growing ambitions for bringing vacant space back into use, brightening up stations and promoting social enterprise. Notable successes include Batley, Hebden Bridge and Sowerby Bridge, amongst others.
- 2.35 The Northern franchise actively promotes community rail activity through funding to community rail partnerships as part of its franchise commitments, together with active support and promotion of new station adoption arrangements. The franchise also includes a Seed Corn Fund to help fund the delivery of projects promoted by community rail partnership and adoption groups.
- 2.36 Rail North is developing a comprehensive response to this consultation, and officers are contributing relevant local examples to this. It is proposed to circulate a draft of the Rail North response to Transport Committee members early in January for comment prior to submission of a formal endorsement of the Rail North response in the form of a letter from the Chair of the Transport Committee.

Bus Services Act Update

- 2.37 The Bus Services Act 2017 was enacted in May 2017, it expands the range of powers available to directly elected mayors and local transport authorities (LTAs) in areas in England outside of London to improve local bus services. The Act provides the following options for LTAs to adapt its approach to local circumstances
- Franchising- where the LTA issues contracts with bus operators to provide services in the area. The Act provides mayoral LTAs with “London-style” powers to franchise local bus services, application for franchise powers by non-mayoral authorities will need to be made to the Secretary of State
 - Partnership- joint arrangements between LTAs and bus operators. The Act develops the existing Quality Partnerships powers extending their scope to include matters such as fares and frequencies. Two new forms of formal partnership are established “Advanced Quality Partnership Schemes” and “Enhanced Partnerships Schemes”
- The Bus Services Act also enables data about routes, fares and times across the country available to be openly available to app developers and further facilitates smart multi modal ticketing schemes. On 27 November, the Secretary of State issued guidance on the use of the powers contained in the Act

- 2.38 WYCA adopted its Bus Strategy 2040 in August 2017 which sets out a vision for the bus system and a target to grow bus patronage by 25% over the next ten years. In Leeds, WYCA and the Council have set a target to double bus patronage within 10 years supported by the Leeds Public Transport Investment Programme. Bus 18 is an informal partnership with bus operators seeking to deliver the first stage of the strategy. The success of this initiative will determine the most appropriate use of the powers in the Bus Services Act. A detailed assessment of the DfT guidance is underway and a paper will be presented to the Committee setting out the options available to the Authority.

Young People's Bus Travel Initiatives

- 2.39 The Committee in November 2017 endorsed actions under the Bus 18 initiative to promote bus travel by young people. Consultation with young people has identified the difficulties they face in obtaining discounted bus travel if they are not in possession of a photocard. Proposals are being developed to amend the Concessionary Fare scheme to make it easier for young people. Whilst these are being developed, a "quick win" was agreed by the Bus 18 Steering Group whereby bus drivers would accept young people in school uniform as being automatically entitled to travel at concessionary prices. This arrangement became effective on 1 January 2018 following a press announcement in late December.

Transforming Cities Fund

- 2.40 The Chancellor announced in the November 2017 Budget, the 'Transforming Cities Fund' – A £1.7 billion fund to support transport investment. The fund will target projects which drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. In the Budget, the Chancellor set out that *"half will be allocated via competition for transport projects in cities and the other half will be allocated on a per capita basis to the 6 combined authorities with elected metro mayors – £74 million for Cambridgeshire and Peterborough, £243 million for Greater Manchester, £134 million for Liverpool City Region, £80 million for West of England, £250 million for West Midlands and £59 million for Tees Valley – enabling them to invest in their transport priorities."*
- 2.41 From the information provided in the Budget, it is understood that as the focus is on 'intra' (i.e. within city) connectivity. Clearly we are at the early stages of development of a potential bid. At this stage a range of options for the bid will be considered and developed with partners from across the City Region, including bringing forwards development of the transformational projects as quickly as through the LCR HS2 Connectivity Strategy work and also considering the suitability of schemes which came forwards in the recent 'call for projects'.
- 2.42 Further information will be brought back to Transport Committee on the fund when details are announced early in the New Year.

Rail Fare Increases

- 2.43 Regulated rail fares account for around half of the fares available and include season tickets. The Government set a 3.6% increase from 2 January 2018 based upon the July 2017 Retail Price Index. Train Operating Companies set the remaining unregulated fares and have made commensurate increases. On average all rail fares increased by 3.4%.

MCard Prices

- 2.44 MCard prices are set by West Yorkshire Ticketing Company Ltd the Board of which comprises representatives of bus and rail operators and WYCA officers. The cost of MCard ticketing products increased on 2 January 2018 following a product by product review to arrive at the most effective way of maintaining demand and revenue given current inflationary pressures. Across the product range the 2.8% increase is less than the current Consumer Price Index (3.1%). The price increases for products where rail travel is included are higher in line with the national increase in rail fares. The increase in the cost of under 19 products is only 25p per week. There will be no increase in the cost of the DaySaver carnet product as this is seen as a growth market for MCard particularly amongst part time workers.

North of England Transport Awards

- 2.45 The North of England Transport Awards ceremony was held in Leeds on 30 November. WYCA and its partners were successful in winning the following awards;
- Transport Project Of The Year - CityConnect Cycle Superhighway
 - Excellence in Technology - Contactless ticketing using Bluetooth beacons and smartphones
 - Economic Productivity Project of the Year – Rail Growth Package
- WYCA and partners were also shortlisted for Combined Authority of the Year, Economic Productivity Project of the Year (Wakefield Eastern Relief Road), Excellence In Travel Information and Marketing (Temple Green Park & Ride).

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.