

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 25 MAY 2018
IN COMMITTEE ROOM A - WELLINGTON HOUSE, LEEDS**

A G E N D A

- 1. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 2. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**

1. To highlight Appendix 1 to Agenda item 18 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, for reasons outlined in the report
2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 4.2 of Agenda item 18
3. If the recommendation 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 Appendix 1 to Agenda item 18 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 for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

- 3. APOLOGIES FOR ABSENCE**

- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 16 MARCH 2018**
(Pages 1 - 10)
- 5. TRANSPENNINE EXPRESS PRESENTATION**
Louise Ebbs, Strategy Director, TransPennine Express
(Pages 11 - 12)
- 6. RAIL SERVICES UPDATE**
(Pages 13 - 34)
- 7. LEEDS CITY REGION HS2 GROWTH STRATEGY**
(Pages 35 - 40)
- 8. LEEDS CITY REGION HS2 CONNECTIVITY STRATEGY**
(Pages 41 - 50)
- 9. AIR QUALITY UPDATE**
(Pages 51 - 60)
- 10. CALL FOR EVIDENCE - CYCLING AND WALKING INVESTMENT STRATEGY SAFETY REVIEW**
(Pages 61 - 66)
- 11. BUS STRATEGY PERFORMANCE FRAMEWORK**
(Pages 67 - 72)
- 12. NEXT STEPS IN DIGITAL PAYMENT FOR TRAVEL**
(Pages 73 - 80)
- 13. URBAN TRANSPORT GROUP RESEARCH**
(Pages 81 - 88)
- 14. CITY REGION TRANSPORT UPDATE**
(Pages 89 - 92)
- 15. CHANGES TO HOME TO SCHOOL TRANSPORT PROVISION**
(Pages 93 - 102)
- 16. SUMMARY OF TRANSPORT SCHEMES PROGRAMME UPDATE**
(Pages 103 - 150)
- 17. TRANSPORT CAPITAL PROGRAMME UPDATE**
(Pages 151 - 160)
- 18. TRANSFORMING CITIES FUND**
(Pages 161 - 180)

Signed:



**Managing Director
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 16 MARCH 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Keith Wakefield OBE (Chair)	Leeds City Council
Councillor Eric Firth (Vice-Chair)	Kirklees Council
Councillor Martyn Bolt	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Ian Cherry	Nexus Vehicle Management
Councillor Manisha Kaushik	Kirklees Council
Councillor Hassan Khan	Bradford Council
Councillor Michael Lyons OBE	Leeds City Council
Councillor Nussrat Mohammed	Bradford 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 Dew	City of York Council
Liz Hunter	West Yorkshire Combined Authority
Dave Pearson	West Yorkshire Combined Authority
Michael Sasse	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority

48. Apologies for absence

Apologies were received from Councillors David Dagger, Tim Swift, Ian Gillies, Barry Collins and Peter McBride.

49. Declarations of disclosable pecuniary interests

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

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

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

51. Minutes of the meeting of the Transport Committee held on 12 January 2018

Further to minute 45 Leeds Clean Air Zone (CAZ) Proposal. The Committee was provided with an overview of the proposed 'Class B' Clean Air Zone for Leeds and Members discussed the proposals in detail which included analysis of different chargeable CAZ scenarios. Councillor Bolt asked if there had been any response to the clean air proposals for Elland Road Park and Ride within the charging zone. Officers responded to say Leeds City Council is evaluating all of the consultation responses and will consider the next steps in June 2018.

Resolved: That the minutes of the Transport Committee held on 12 January 2018 be approved and signed by the Chair.

52. Transport Strategy Update

The Transport Committee considered a report which provided an update on work to deliver the West Yorkshire Transport Strategy 2040.

The West Yorkshire Combined Authority meeting of 3 August 2017 adopted the West Yorkshire Transport Strategy 2040. The new strategy sets out the Combined Authority's high level vision and policy aspirations for the transport system for the next 20 years.

The Combined Authority delegated oversight of the technical work to develop the strategy to the Transport Committee. In adopting the Transport Strategy, the Combined Authority delegated a decision on the final appearance and any minor amendments to the strategy for publication to the Combined Authority's Managing Director in consultation with the Chair of the Transport Committee. Minor amendments have been made and agreed and the final Transport Strategy has been published on the Combined Authority's website.

The Transport Committee discussed the progress in delivering the West Yorkshire Transport Strategy 2040 and endorsed the proposals for the indicators and targets in the strategy prior to its submission for adoption by the Combined Authority.

Resolved:

- (i) That the updates be noted.
- (ii) That the proposals for the indicators and targets for the West Yorkshire Transport Strategy 2040 be endorsed to proceed to the next available meeting of the West Yorkshire Combined Authority for adoption.

53. Bus Strategy Update

The Transport Committee considered a report on the progress in delivering the Combined Authority's Bus Strategy 2040.

The Combined Authority adopted the Bus Strategy 2014 in August 2017 following extensive consultation.

Members discussed the progress to date in implementing the Bus Strategy and a further report setting out the performance management framework for the Bus Strategy be presented to the next meeting of the Committee.

Resolved:

- (i) That the work to date in implementing the Bus Strategy be endorsed.
- (ii) That a further report setting out the performance management framework for the Bus Strategy be presented to the next meeting of the Transport Committee.

54. Cycling Update

The Transport Committee considered a report on developments relating to cycling issues in West Yorkshire.

Members discussed the benefits of Public Bicycle Sharing Schemes (more commonly known as Public Bike Share) and noted the two main operating models which have emerged. It was reported that Leeds City Council had endorsed the establishment of a bike share scheme in Leeds and this was supported by the Committee.

Members discussed and welcomed the submission to Sustrans' Bike Life programme which was detailed in the submitted report.

In respect of the DfT Cycle City Ambition – Cycle Safety Funding 2018-19 it was reported that the following two schemes had been submitted:

- Rochdale Canal towpath improvement (Todmorden to Hebden Bridge): providing a high quality cycling and walking route along a 6km section, joining with the scheme currently being delivered through the CityConnect programme. This will provide an alternative to the on-highway route on the A646 where twelve cyclist casualties have been recorded between 2012 and 2017, of which four were serious injuries.
- A653 Dewsbury Road, Leeds: extension of the current Dewsbury Road safety scheme to existing facilities providing a continuous route through to the Leeds Cycle hub and Urban Bike Park in Middleton Park. In the last five years over a quarter of all collisions recorded involved cyclists, and four serious injuries recorded out of twenty six casualties.

If successful, schemes funded through this additional funding are proposed to be taken through the Assurance Framework process and integrated into the CityConnect programme for delivery.

Resolved:

- (i) That the progress on implementation of Public Bike Sharing Schemes in West Yorkshire be noted.
- (ii) That the Leeds City Council implementation of a Public Bike Sharing scheme in the city be supported.
- (iii) That the submission of an application to participate in Sustrans' Bike Life 2018-22 programme be endorsed.
- (iv) That funding applications for the Rochdale Canal Towpath Improvement (Todmorden to Hebden Bridge) and A653 Dewsbury Road, Leeds schemes to the Department for Transport's Cycle Safety Fund 2018/19 be noted and endorsed.

55. Mobility as a service

The Transport Committee considered a report which provided an update on strategy work undertaken to date and sought endorsement of the proposed work plan on Mobility as a Service (MaaS).

MaaS is the provision of integrated travel options, linking all modes together to make an easy alternative to the private car. The service is usually provided through a user interface (either an app or a website) that allows users to plan, book and pay for their travel through a single mobility account. This app would help to improve access to existing transport modes but in order to make this possible it will require some changes to our service provision.

It was noted that a number of components need to be developed to achieve the vision of providing an integrated user interface for MaaS and progress to date was detailed in the submitted report.

The Transport Committee considered and endorsed the proposed forward work plan on Mobility as a Service and the next steps which were outlined in the submitted report.

Resolved:

- (i) That the update on strategy work undertaken to date be noted.
- (ii) That the proposed forward work plan on mobility as a service be endorsed.

56. East Coast Main Line: Franchise and infrastructure update, including proposed response to route study

The Transport Committee considered a report which provided an update on:

- The proposed termination of the InterCity East Coast franchise, the potential implications for the Leeds City Region, and actions to address these implications.

- Network Rail's infrastructure enhancements programme for the ECML.
- The proposed response to the Network Rail ECML Route Study.

The Committee noted the background to the report and endorsed the importance attached to realising the franchise commitments, and the proposed consultation response and agreed the Combined Authority's proposed contribution of £10,000 per annum in the 2018/19 and 2019/20 financial years.

The Committee was also given an update on the Consortium of East Coast Main Line Authorities by Cllr Eric Firth, the Combined Authority's current ECMA representative. The object of ECMA is to secure investment in the ECML to improve the passenger experience. The ECMA agenda for 2018/19 was due to be set at a Consortium meeting on 28 February in York. This, however, was postponed due to travel disruption caused by heavy snow and Cllr Firth will provide a full report following the next Consortium Meeting.

Resolved:

- (i) That the background to the report and the likelihood that additional information about the collapse of the current franchise, proposals for interim delivery of rail services and delivery of infrastructure enhancements on the ECML is likely to emerge ahead of the Transport Committee meeting and in the weeks that follow as various enquiries progress be noted.
- (ii) That the importance attached to realising the franchise commitments set out in the existing InterCity East Coast franchise as the baseline for the future requirements of both the interim management arrangements and future proposed East Coast Partnership be endorsed.
- (iii) That the proposed consultation response to the draft East Coast Route Study Railway Investment Choices document, and the need to continue to make a strong and compelling case for investment in both renewal and enhancement of the infrastructure on the ECML be endorsed.
- (iv) That the Combined Authority's proposed contribution of £10,000 per annum in the 2018/19 and 2019/20 financial years to support the activity of the Consortium of East Coast Main Line Authorities, together with the ongoing offer of officer support be agreed.

57. Consultation Replies on Highways Related Matters

The Transport Committee considered a report which provided an update on government consultations on highways related matters and sought the transport Committee's endorsement of key themes to shape the Combined Authority's response to the consultation on government proposals for the creation of a Major Road Network.

There have been a number of government consultations on highways related matters in recent months that are relevant to the Combined Authority as the

Local Transport Authority, and to the five West Yorkshire District Councils as the local Highway Authorities and these were detailed in the submitted report.

In respect of key themes to shape the Combined Authority's response to the consultation on government proposals for the creation of a Major Road Network, the Committee agreed the recommended key themes identified and noted the consistent response of the West Yorkshire District Councils.

Clarification was requested by Cllr Bolt and the potential of the A628 between junction 4 of the M67 and the M1 to become an Expressway, in line with the outcomes of the Transpennine Tunnel and the North of England Wider Transport Connectivity Strategy with regard to Kirklees Council boundaries.

Members expressed concern that TfN consultation events in Halifax were poorly attended and it was considered that the location and limited liaison with Calderdale were factors, although Members were appreciative of the additional session held in Huddersfield. It was noted that the Combined Authority has a formal transport consultation mechanism involving meetings in each district which are held in public and comprise a mix of elected members and public representatives. The next round of meetings are in April 2018. In this respect Members asked that Transport for the North be invited to attend these meetings and provide a presentation with opportunities for a Question and Answer session.

The Committee asked that their thanks be passed to officers for their work on the consultation.

Dave Pearson, Director Transport Services for the Combined Authority was asked by the Committee to enquire whether Transport for the North would be able to arrange attendance at District Consultation Sub Committee meetings with the provision of a five to ten minute presentation and a Question and Answer session of a similar length. The enquiry was made however TfN advised that they had already planned their consultation resources and were unable to attend given the relative short notice.

The Chair thanked Steve Heckley, Head of Transport Strategy Implementation for the Combined Authority for his work in supporting responses to these consultations.

Resolved:

- (i) That the update on government consultations on highways related matters be noted.
- (ii) That the Combined Authority's response to the DfT consultation on Shaping the Future of England's Strategic Roads (RIS2) be endorsed.
- (iii) That the recommended key themes identified in paragraph 2.12 of the submitted report forming the basis of the response of the Combined Authority to the DfT consultation on its proposals for the creation of a Major Road Network be agreed.
- (iv) That the consistent response of the West Yorkshire District Councils

identified in paragraph 2.16 of the submitted report to the highway questions contained in the Ministry of Housing, Communities and Local Government consultation on its Fair Funding Review proposed to be included in individual West Yorkshire District responses be noted.

58. Consultation Reply for Transport for the North's Strategic Transport Plan

The Transport Committee considered a report on the Transport for the North consultation on its draft strategic Transport Plan.

Transport for the North (TfN) published a draft Strategic Transport Plan (STP) for the North on 16 January 2018 and a formal public and stakeholder consultation had commenced.

TfN was created as a pan-Northern Partnership Board of civic and business leaders working to develop the case for transformational investment in transport for the North. In April 2018 TfN will become the first Sub-National Transport body in England tasked with making recommendations on behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport in respect of requirements for the pan-Northern transport network.

Members discussed and agreed the recommended key themes detailed in the submitted report. These would form the basis of the Combined Authority's response to TfN's Strategic Transport Plan consultation.

Resolved:

- (i) That the Transport for the North consultation on its draft Strategic Transport Plan be noted.
- (ii) That the recommended key themes identified in paragraph 2.15 of the submitted report as forming the basis of the Combined Authority's response to TfN's Strategic Transport Plan consultation be agreed.

59. Transport Research Innovation Fund - Research activities

The Transport Committee considered a report which:

Provided an update on the Transport Research Innovation Fund (TRIF) collaboration and sought comment on the dissemination of TRIF projects.

Sought approval for expenditure on the next phase of the TRIF Transport and Land Value Uplift Project.

Informed the Transport Committee of the proposed research activities of the Urban Transport Group

The Transport Research Innovation Fund (TRIF) is significant for bringing together the Combined Authority and ITS in a unique collaboration. The Combined Authority has the ambition for everyone in the region to benefit from a strong successful economy and a modern, accessible transport system and

ITS is a leading international centre for transport research.

The Transport Committee discussed the dissemination of TRIF projects and approved expenditure on the next phase of the TRIF Transport and Land Value Uplift Project and to note the proposed activities of the Urban Transport Group.

Resolved:

- (i) That the updates provided in the report on the Transport Research Innovation Fund (TRIF) be noted.
- (ii) That the progress in developing and delivering the Transport Research Innovation Fund collaboration and comments on the draft TRIF fact sheets and their potential publication be noted.
- (iii) That up to £50,000 funding for the Phase 2 Transport and Land Value Uplift research be agreed.
- (iv) The Urban Transport Group's Business Plan, including its research programme be noted.

60. Local Transport Plan Integrated Transport Programme Scheme Approvals

The Transport Committee considered a report which sought approval to expenditure from the Local Transport Plan Integrated Transport Programme on schemes to address health and safety issues at bus stations and to reduce costs and increase income from bus shelters.

- Sought approval to an amendment to a scheme to improve pedestrian safety at Bradford Interchange.

Members considered the following two asset management schemes which are to be spent by the end of year 2 of the Programme in 2019.

- Bus Station Health and Safety Programme
- Bus Shelter Invest to Save Programme

The programmes will be managed within the Combined Authority's Process which will ensure compliance with all relevant elements of programme control and value for money.

Resolved:

- (i) That the update on the Local Transport Integrated Schemes be noted.
- (ii) That the expenditure on the Bus Station Health and Safety Programme and Bus Shelter Invest to Save Programme be approved.
- (iii) That the amendment to the Bradford interchange Access Improvement scheme be approved.

(iv) That the amendment to the Bus Hotspots Programme be supported.

61. City Region Transport Update

The Transport Committee considered a report which provided an update on the following current issues:

- Customer Satisfaction Monitoring
- Connecting Leeds
- Real Time Bus Passenger Information Display Upgrade
- Transforming Cities Fund Update
- Clean Bus Technology Fund and Zero Emission Bus Development
- Recent Bus Service Changes
- Network Rail Strategic Business Plan
- May 2018 rail timetable change
- Apperley Bridge and Kirkstall Forge Stations One-Year On Post Opening Evaluation
- LCR HS2 Growth Strategy and Leeds Integrated Station Masterplan

Resolved: That the updates provided in the report be noted.

62. Summary of transport schemes which were considered by January 2018 Investment Committee

The Transport Committee considered a report on transport related West Yorkshire and York Investment Committee recommendations from its meeting of 3 January 2018.

Following the Investment Committee meeting in January, the Chair of the Transport Committee requested that any transport related investment recommendations be reported to the Transport Committee. This was the first of such reports. It should be noted that all recommendations from Investment Committee in January were submitted to Combined Authority on 1 February 2018 and were approved or delegated for approval to the Combined Authority's Managing Director.

Resolved: That the summary of transport schemes which were considered by the Investment Committee in January 2018 be noted.

63. Minutes of the Meetings of the District Consultation Sub-Committees held on

(a) Leeds 9 October 2017

Resolved: That the minutes of the Leeds District Consultation Sub-Committee held on Monday 9 October 2017 be approved.

(b) Calderdale 10 October 2017

Resolved: That the minutes of the Calderdale District Consultation

Sub-Committee held on Tuesday 10 October 2017 be approved.

(c) Bradford 23 October 2017

Resolved: That the minutes of the Bradford District sub-committee held on Monday 23 October 2017 be approved.

(d) Kirklees 29 November 2017

Resolved: That the minutes of the Kirklees District Consultation Sub-Committee held on Wednesday 29 November 2017 be approved.

(e) Wakefield 30 November 2017

Resolved: That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on Thursday 30 November 2017 be approved.

(f) Calderdale 9 January 2018

Resolved: That the minutes of the meeting of the Calderdale District Consultation Sub-Committee held on Tuesday 9 January 2018 be approved.

(g) Kirklees 10 January 2018

Resolved: That the minutes of the meeting of the Kirklees District Consultation sub-committee held on Wednesday 10 January 2018 be approved.

(h) Leeds 15 January 2018

Resolved: That the minutes of the meeting of the Leeds District Consultation Sub-Committee held on Monday 15 January 2018 be approved.

(i) Wakefield 18 January 2018

Resolved: That the minutes of the meeting of the Wakefield District Consultation Sub-Committee held on Thursday 18 January 2018 be approved.

(j) Bradford 22 January 2018

Resolved: That the meeting of the Wakefield District Consultation Sub-Committee held on Thursday 18 January 2018 be approved.



Report to: Transport Committee

Date: 25 May 2018

Subject: **Transpennine Express Presentation**

Director: Liz Hunter, Interim Director Policy and Strategy

Author(s): James Nutter

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

1 Purpose of this report

1.1 To introduce a presentation from First TransPennine Express (TPE).

2 Information

2.1 TPE commenced their new franchise in April 2016, with major plans for new rolling stock, services and the overall customer experience.

2.2 TPE operates rail services connecting West Yorkshire with city regions and communities across the wider North. From May 2018, they take over from Northern the provision of some services to local stations on the Huddersfield line.

2.3 Louise Ebbs, Strategy Director at TPE will give a presentation at the meeting to update the Committee on the delivery of their plans. The subject of Transpennine Route Upgrade will not be covered in any detail. There will be an opportunity for a short question and answer session following the presentation.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 That the report is noted.

8 Background Documents

None.

9 Appendices

None.



Report to: Transport Committee

Date: 25 May 2018

Subject: **Rail Services Update**

Director: Liz Hunter, Director, Policy & Strategy

Author(s): Michael Sasse / Lynne Triggs

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

1. Purpose of this report

This report summarises the main changes that will occur to rail timetables in May 2018, identifies the main issues they raise, and proposes, for the Committee’s endorsement, actions to address those issues. It also provides an update on recent operational performance on the railway.

2. Information

- 2.1 May 2018 sees major changes to rail services across the country, including on many rail routes across the City Region, in particular those operated by Northern (“NT”) and by Trans-Pennine Express (“TP”). Some of the changes are positive and some are negative.
- 2.2 When the NT and TP franchises were originally let in 2016, the intention was that these major changes, which included a number of valuable improvements, would be introduced in December 2017. The December 2017 changes were planned to be a major timetable re-structuring exercise that would act as a stepping stone to further changes in December 2019 for both the NT and TP franchises.
- 2.3 However, the December 2017 changes were delayed due to a number of problems across the industry – initially they were to be introduced in May

2018, but now many service improvements will not be delivered in May 2018 either. The May 2018 changes are wide-ranging and complex, and a detailed note is available on request. The changes include:

- a) Improvements to services;
- b) Changes to services which can be seen as “neutral”;
- c) Routes on which there are few significant changes; and
- d) Deteriorations in service (worse than today).

- 2.4 Examples of each are contained in Appendix 1. A more detailed overview on a route-by-route basis is contained in Appendix 2.
- 2.5 Information as to the changes has been released very late and in an unsatisfactory manner. The rail industry is under an obligation (the “Informed Traveller” or “T-12” principle) to release finalised timetable information into the public domain no less than 12 weeks before a timetable change. Network Rail indicated that the best it would manage would be half of this notice period (“T-6”), but in practice the last timetable information was only received in the first few days of May.
- 2.6 As a result of the challenges in receiving information, the review summarised in this paper has relied on information from the train operators plus other official and semi-official sources. It should therefore be emphasised that the information provided through this paper is based on information available to officers at the time of writing, and in some cases is incomplete.
- 2.7 The Combined Authority has also had difficulty in planning supported bus services and providing up-to-date bus information. WYCA would seek to change the times of supported services to meet trains with 56 days’ notice, giving time to update passenger information. The delay in receiving train timetables has meant that bus service changes were planned at short notice, meaning delays to passenger information being available: in total, including the rail impact, over 7,500 roadside displays will need updating in May. The Authority has developed a contingency plan to prioritise where and how information is displayed, as the normal level of coverage will not be in place from the service change date.
- 2.8 Some of the deteriorations and failures to deliver improvements amount to non-compliances with the franchise agreements. Also, the deteriorations are not always easily traced to an obvious cause. It is understood that many of the negatives can be traced to:
 - A shortage of diesel trains arising from the severe delay in Network Rail electrifying the Bolton line;
 - A shortage of diesel trains that were to be cascaded into the north, due to infrastructure enhancement delays elsewhere in the country;
 - Very late notification by Network Rail (e.g. January 2018) to train operators of the delay in delivering enhancement schemes on time;
 - Northern’s position in particular in the ‘pecking order’ for timetable planning i.e. they are late in line to get their services planned in through the rail industry’s systems and processes;

2.9 However, some issues appear hard to relate to any such obvious cause, so the reasons why some improvements are not happening, or why some services are experiencing deteriorations, have not been provided in this report. WYCA officers intend to work with Transport for the North/Rail North Partnership colleagues to better understand this with a view to developing solutions to such problems.

2.10 There are serious concerns about passenger capacity on many routes, especially:

- All TP routes (including local services taken over from NT).
- Huddersfield-Manchester, Calder Valley, Woodlesford, York & Selby routes.
- The franchise agreement for Northern requires the following to be provided:

Northern Dec 17 onwards Seats + standing	Morning arrivals		Evening departures	
	Peak	High-peak	Peak	High-peak
	0700-0959	0800-0859	1600-1859	1700-1759
Leeds	26,034	12,531	25,660	10,294

And the corresponding one for TPE requires (again at Leeds)

Standard seats	Dec. 2017
AM peak 3 hrs	7,420
AM peak hour	2,760
PM peak 3 hrs	7,350
PM peak hour	3,000

Unfortunately, at the time of writing, the Rail North Partnership (RNP) has yet to receive either operator’s train plan, and therefore West Yorkshire Combined Authority has not had sight of it. It is understood that the delay in provision of the train plan is due to it still being finalised, which serves to illustrate how last minute the timetable change process has become. The operators are under an obligation to provide the train plan to the RNP; it will confirm what specific rolling stock is scheduled to form every individual service, and therefore allow an assessment of the extent to which the above capacity requirements will be met, as well as an assessment of likely rolling stock quality. WYCA officers are concerned about whether either operator will comply with the above requirements; this translates into a continuation of severe crowding conditions.

2.11 It should be noted that there are other West Yorkshire Combined Authority priorities referred to in this paper and appendices that were neither specified

during the re-franchising process nor committed in the final franchise agreements. These are the “service gaps” that Transport Committee considered on 14 October 2016¹ which have yet to be translated into a commitment from the train operators, and which were therefore never an obligation for delivery in December 2017/May 2018. These include:

- Low Moor: increasing services from 1tph to 2tph
- Sunday services: introducing them on routes currently without, and increasing 0.5tph services on Hallam and Pontefract lines to 1tph
- Other service gaps such as Dearne Valley, Goole and Pontefract – Doncaster

2.12 It is proposed to pursue all of these issues both with RNP and directly with the train operators themselves. It is clearly imperative that the RNP put all reasonable pressure on the two train operators whose franchise it manages to ensure that they comply with their franchise obligations wherever practicable, and that any non-compliances and other issues are addressed as soon as it does become practicable to do so. In the case of service priorities that are not reflected in existing franchise commitments (such as the examples in paragraph 2.11 above), other potential funding options will be explored, such as the franchises’ ‘Service Option Funds’.

2.13 As a first step a list of the issues with the May 2018 services has been collated, noting for each one:

- Whether it appears to amount to a non-compliance with the relevant franchise agreement; and
- The suggested priority with which it should be addressed, having regard both to its importance for Leeds City Region connectivity and also to:
- What potential practical steps might be taken to resolve it, and when this might be feasible?

It should however be noted that this analysis is preliminary and has not yet been discussed with RNP colleagues, and therefore the priorities could change slightly as further information comes to light on what opportunities there are to improve train services.

2.14 On this basis, it is proposed that West Yorkshire Combined Authority should prioritise its work along the lines of the priorities identified in that list. This implies focusing in this priority order:

- (i) “Top priority”: Matters of high importance where a solution **may** be possible before the December 2018 timetable change, such as:
- Additional train capacity as soon as any rolling-stock becomes available
 - Adding station stops in trains planned to run anyway, to close anomalous gaps, especially where gap is longer than today

¹ Item 07, *Developing the Rail Franchises serving the Leeds City Region*

and/or constitutes non-compliance with the franchise agreement (e.g. east of Leeds stations)

- Additional stops at Low Moor at least in peaks
- Gaps in services which are anomalous, do not comply with franchise requirements and may not require additional resources or wider changes
- First or last trains which are earlier than today, do not comply with franchise requirements, and would not appear to have any obvious justification
- “Missing” Sunday trains on Calder Valley and Selby lines
- Poor Sunday services on Leeds-Wakefield W-Doncaster/Sheffield lines

(ii) “High priority”: Matters of high importance where a solution should be sought from the December 2018 timetable change, such as:

- Any items from the above list that prove incapable of delivery sooner
- Further train capacity increases
- Increasing weekday services to levels intended for May 2018
- Through services as per intended May 2018 specification (such as Calder Valley – Manchester Airport and York – Blackpool)
- Restructure timetable on Calder Valley
- Amend Sunday Airedale / Wharfedale timetable structure
- Recast services at Slaithwaite & Marsden to restore an all-day, daily local service
- Amend evening and Sunday timetables so that connections do not “just miss” at key connection nodes
- “Usable” service intervals on Dearne Valley (York-Pontefract-Sheffield)
- Early and late trains as per franchise specification
- 2tph at Low Moor all day, daily

(iii) “Medium priority”: Matters of high importance which will necessitate further development work with a view to their implementation in subsequent timetable changes but within the life of the two franchises:

- Various poor connections in proposed timetables;
- Early and late trains where franchise specification falls short of expectations, especially inconsistencies as between routes;
- Extra Sunday stops at Kirkstall Forge and Apperley Bridge;
- Additional Sunday services especially where only 0.5tph was specified, or no service at all;
- Focus on journey times as many are being slowed-down;
- Regular services to Goole and on Dearne Valley;
- Greater consistency: regular interval ‘clockface’ train times; and
- Additional service(s) to fill peak gaps on low-frequency lines.

(iv) “Low priority”: This is only relative, as matters which are of no importance to West Yorkshire Combined Authority have not been included; the category relates to improvements that would be of value and may, for example, be implemented as a by-product of other interventions. It also includes a small number of items that may technically not comply with provisions in the franchise agreements, but do not give rise to significant negative impacts for Leeds City Region travellers.

2.15 It should be emphasised that there is no guarantee that all of the above will be capable of being delivered either within the timescales suggested above (which can be considered “best-case” targets) or at all. The intention is to illustrate how WYCA’s strategic rail planning work might be effectively prioritised, and to seek endorsement from the Committee to this approach.

Rail Service Performance - Rail Periods 10-13 (10th December – 31st March)

2.16 Northern: Public Performance Measure (PPM)

The public performance measure (PPM) shows the percentage of trains which arrive at their terminating station within 5 minutes (short distance/regional services) or 10 minutes (for long distance services). It combines figures for punctuality and reliability into a single performance measure.

2.17 In Period 13 Northern’s overall PPM was 87.5% whereas in the same period last year the PPM was 92.7%. In all of the above periods the PPM this year was lower than the same time in the previous year. Northern’s annual PPM target is 92.80% which was not reached in any of the last four periods. The performance in the West and North Yorkshire area was higher than Northern overall, however except in Period 11 the performance was down on the previous year.

2.18 There were 5 lines of route that scored above 90% in all of the last four periods. There were 2 lines of route that scored above 92% in all of the last four periods. The highest scoring route was Leeds-Bradford Forster Square at 98.57% in Period 11. Other high performing routes include Knottingley-Wakefield, Leeds-Harrogate-Knaresborough, Goole-Knottingley -Leeds and Leeds-Ilkley.

2.19 The poorest performing routes over the four periods were the Leeds – Blackpool North, Manchester Victoria-Hebden Bridge-Leeds and Leeds-York. The lowest recorded performance was on the Blackpool North – Leeds/York at 75.06% in Period 10.

2.20 *Northern: Short Forming (Periods 10-13)*

Short forming is when a train is run with less capacity than specified in the train plan. In Period 13 Northern’s level of short formations was 3.4% against a target of 0%, last year’s figure was 1.9%. Generally short forming is worse this year than last. Issues impacting on Northern have been wheel flats during leaf fall season, severe winter weather and train units being out of service for refurbishment.

2.21 *Transpennine Express (TPE): Public Performance Measure (PPM)*

In Period 13 Transpennine Express had a PPM of 84% whereas in the same period last year the PPM was 91.4%. Performance was down in all the above periods against the same period last year. TPE's annual PPM target is 90.90% which was not reached this year in Periods 10-13.

2.22 *Transpennine Express (TPE): Short Forming (Periods 10-13)*

In Period 13 TPE's level of short formations was 0.51%.

2.23 *Other Train Operating Companies (TOCs): Public Performance Measure (PPM)*

Over the last four periods Cross Country, East Midlands, Grand Central and Virgin East Coast all had lower PPMs than in the same period the previous year. The PPMs for these TOCs in Period 13 were - Cross Country 86.8%, East Midlands 92.0%, Grand Central 76.6% and Virgin East Coast 75.3%.

2.24 High-level analysis undertaken by WYCA officers looking at weekday train performance between Monday 5th March and Friday 27th April 2018, found the following (the data presented covers weekdays only into Leeds, ignoring the two Northern strike days and includes all train operators):

- 231 train services were cancelled between 7am and 7pm (1.32% of those scheduled to run) including 74 in the morning peak (1.61%);
- 3,719 services ran three or more minutes late (21.3% of all services) including 1,071 operating in the morning peak (23.3%); and
- On average 41 services a day in the morning peak ran three or more minutes late. This impacts 10,200 rail users and equates to 671 hours in lost time each day to those affected passengers.

West Yorkshire Combined Authority officers have already raised concerns at the overall levels of punctuality, reliability and short-forming with both Northern and Trans-Pennine Express, and also with the Rail North Partnership. It is proposed that West Yorkshire Combined Authority should continue to press for remedial action, including escalating the matter with the RNP.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

5.1 The work to secure better outcomes for Leeds City Region beyond the May 2018 timetable change will be carried out by existing WYCA officers.

6 External Consultees

- 6.1 The original May 2018 timetable proposals from the Northern and Trans-Pennine franchisees were the subject of a consultation exercise in 2017, which was considered by Transport Committee on 7 July 2017 and led to Combined Authority submitting its responses. The recommendations of this report are entirely consistent with those responses.

7 Recommendations

Members are asked to:

- (i) Note the summary of the May 2018 service changes and of recent operational performance trends;
- (ii) Endorse the proposed actions by WYCA officers to seek to address the issues identified with the May 2018 train services in accordance with the methodology set out in paragraphs 2.14 – 2.15 above; and
- (iii) Endorse the proposal to escalate concerns at the operating performance of the Arriva Rail North and Trans-Pennine Express franchises through the processes of the Rail North Partnership.

8 Background Documents

May 2018 Rail Timetables: Northern and Trans-Pennine Express: report to Transport Committee, 7 July 2017

9 Appendices

Appendix 1 – Selected examples of main categories of change

Appendix 2 – Route-by-route overview of May 2018 timetable change implications

May 2018 rail timetable: Selected examples of change categories

1. Examples (not intended to be exhaustive) of ***improvements to services which are being delivered in May 2018*** are:
 - Harrogate Line on Sundays: current hourly Horsforth – Leeds shuttle extended to run from/to Knaresborough, giving 2tph between there and Leeds.
 - More evening trains and earlier Sunday train on Leeds – Ilkley route
 - Kirkstall Forge service increased to 2tph (after strong pressure from West Yorkshire Combined Authority)
 - Extra trains Leeds – Carlisle/Lancaster
 - Later trains Leeds – Calder Valley
 - Better services at Mytholmroyd and Sowerby Bridge (daily)
 - Better spacing of services and additional trains on TP long-distance services
 - Slaithwaite gets hourly direct train to Leeds.
 - Most local stations Leeds – Huddersfield get hourly direct train to Manchester.
 - Better first and last trains Leeds – Huddersfield (and beyond).
 - Better Sunday services at Ravensthorpe and Deighton.
 - New hourly Leeds – Wakefield – Pontefract – Knottingley train
 - Extra PM-peak Leeds – Doncaster train.

2. The following ***December 2017 / May 2018 changes will not be delivered in May***; it is hoped that they will be delivered under the next timetable change, in December:
 - Increase from 2 to 4 trains per hour (“tph”) between Leeds and Harrogate.
 - Direct trains from Calder Valley to Warrington, Chester and Manchester Airport.
 - Earlier first and later last trains on several routes, especially on Saturday nights and Sunday mornings.
 - Extra trains Leeds – Skipton – Lancaster (this will be partially delivered)
 - Huddersfield – Wakefield – Castleford direct service.
 - Increase in Sunday trains Leeds to Doncaster / Sheffield from 0.5tph to hourly.
 - Minor increase on Sheffield – Pontefract – York from 2 trains per day to 3.
 - Extra semi-fast train York – Leeds (running through to Blackpool).
 - Hourly Sunday stopping trains Leeds to Selby (a few trains will be delivered).

3. Examples of **“Neutral” changes** include:
 - Most local trains on Leeds – Huddersfield – Manchester route switch NT to TP.
 - TP fast trains switch from Manchester Piccadilly to Victoria, and TP & NT local ones from Huddersfield switch from Victoria to Piccadilly.
 - Many changes in usual hourly “clockface” departure/arrival times.
 - Batley loses stop in NT Calder Valley service but gains TP stop.

4. **Routes seeing few changes** include:
 - Harrogate line (weekdays).
 - Leeds / Bradford FS / Skipton electric services, except for extra Kirkstall stops.
 - Penistone line (though extra last southbound train and full 1tph Sunday service).
 - Hallam line (Leeds – Wakefield Kirkgate – Barnsley – Sheffield – Nottingham).

5. The following are examples of **deteriorations as against today**:
 - Calder Valley: slower journeys, worse service spacing, inconsistent clockfaces, irregular cross-Leeds links, poor links between Upper Calder & Huddersfield).
 - Weekday York-Leeds-Calder-Preston-Blackpool cut back to Leeds – Preston only.
 - Slaithwaite & Marsden lose almost all stopping services making some local journeys difficult & reducing Manchester commuting offer.
 - Reduced peak services between Leeds & Woodlesford/Castleford/Glasshoughton.
 - Leeds – Doncaster / Sheffield trains not only remain only 0.5tph each but no longer run at regular 2-hourly intervals giving 1tph Leeds – Fitzwilliam: intervals irregular with gaps of almost 2 hours, also first and last trains worse than now on this line.
 - Bad connections at Shipley for many routes, including Ilkley / Skipton / Carlisle / Lancaster / Kirkstall Forge / Apperley Bridge.
 - York – Pontefract Baghill – Sheffield Dearne Valley remains only 2 trains per day but become even worse spaced rendering the service even less usable.
 - Missing PM-peak York – Leeds stopping train.
 - Fewer trains in AM and PM high peaks between all East Leeds stations and Leeds.
 - Huddersfield – Wakefield cut back to run only to/from Kirkgate, not Westgate.

May 2018 rail timetable changes: Route-by-route overview

Introduction, key and glossary

This note was prepared on the basis of information available to WYCA during the week ended 27 April 2018, drawn from information provided by Arriva Rail North (ARN) and Trans-Pennine Express (TPE), supplemented by various online sources. The information may not be entirely correct or comprehensive, and some conflicts or evident errors have been identified for clarification with the operators.

Where no comment is made on an aspect of the service (e.g. frequency, journey time, stopping pattern, first or last trains, clockface...) it can be assumed that it is at least approximately the same as now.

This note does **not** generally (one or two exceptions) deal with on-train capacity (i.e. numbers of seats / spaces to stand – train lengths). This is because WYCA has not yet received sufficient data (train plan) from the operators. As soon as it is provided, WYCA will be looking closely at this significant area of concern.

This summary does not list all apparent non-compliances with the franchise agreement nor shown whether issues identified amount to these.

tph	trains per hour
DMU	diesel multiple unit train
FA	franchise agreement
TSR	train service requirement (section of franchise agreement)
SX	does not run on Saturdays (i.e. Mondays to Fridays only)
clockface	what time around the hour trains normally operate
skip-stopping	halfway-house between a fast and an all-stations train, e.g. every hour one train from Huddersfield to Manchester stops at Marsden (but not Slaithwaite) and another stops at Slaithwaite (but not Marsden) – one cannot travel from Slaithwaite to Marsden direct
XX:29	clockface timetable with departure/arrival at 29 minutes past the hour
now/currently	December 2017 timetable
weekdays	Mondays to Saturdays, i.e. daily except Sundays
& v.v.	applies in both directions
☠	[before entry] markedly worse than 2017 (<u>also underlined</u>)
☹	[before entry] some concerns, including things no worse than 2017 but failing to deliver improvement where reason for failure not clear
☺	[before entry] no worse than 2017, but no improvement delivered (but apparently justified by DMU shortage); or improvement falling short of TSR
☺	[before entry] improvement over 2017, including committed TSR improvements which are delivered, and improvements not required under TSR (also in bold)

Note prepared by Michael Sasse, 27 April 2018

Harrogate Line (Leeds to Harrogate, Knaresborough and York)

Weekdays

- ☹️ Basic 2tph – increase to 4tph not delivered; standard clockface similar to now
- ☹️ Kept at 1tph evenings rather than 2tph – not clear why uplift not delivered

Sundays

- 😊 **Current hourly Leeds – Horsforth shuttle extended to run to/from Knaresborough**
- 😊 **This gives 2tph between Leeds and Knaresborough (currently 2tph between Leeds and Horsforth only), dropping to 1tph after 21:31 from Leeds**
- 😊 **Earlier first arrival (09:59) into Leeds from Harrogate – Weeton stations...**
- ☹️ ... but this is no earlier from Horsforth – Burley Park, where 09:59 is disappointing but compliant with TSR)
- ☹️ Last train from Leeds slightly earlier at 23:15 vice 23:23 now.

Wharfedale line (Leeds and Bradford Forster Square to Ilkley)

Weekdays

- ☹️ To/from Leeds: Standard daytime clockface and peak extras similar to now
- ☹️ To/from Bradford FS: clockface moves slightly *from* Bradford but similar to now *to* Bradford
- 😊 **Evening Leeds – Ilkley trains increase to 2tph until 21:33 (currently 1tph after 20:07)**
- ☹️ Evening clockface after 21:33 changes to XX:33 from current XX:07
- 😊 **Later last train at 23:33 (23:10 now)...**
- ⚠️ ... but this makes connections from evening London trains very poor
- ☹️ Almost all Kirkstall Forge stops disappear from Ilkley trains – but station gains 2tph in Leeds – Bradford services...
- ⚠️ ... but with poor connections at Shipley into trains to Ilkley)
- ⚠️ Poor connections at Shipley and Leeds in most hours for travel from Carlisle / Lancaster towards Ilkley, and at both Shipley and Guiseley for many Baildon journeys

Sundays

To/from Leeds:

- ☹️ Remains at only 1tph as now (no commitment to increase), with clockface departures from Leeds a few minutes later than now
- 😊 **First train Ilkley to Leeds over half an hour earlier than now**

To/from Bradford:

- ☹️ No significant changes (improvement to 1tph was delivered December 2017)
- ⚠️ Poor interaction of Airedale and Wharfedale services at Shipley means poor/no connections for many journeys between Ilkley route and Kirkstall Forge, Apperley Bridge, Skipton and Lancaster/Carlisle routes (particularly bad when travel via Leeds also not feasible), as well as to/from Baildon
- ☹️ Trains from Hallam / Pontefract direction coming into Leeds ‘just miss’ trains going to Ilkley, so adding nearly an hour onto journey times

Airedale line (Leeds and Bradford FS to Skipton, Carlisle and Lancaster, also Leeds to Bradford FS)

Weekdays

- ☹️ Leeds to Skipton (& v.v.) standard daytime clockface and peak extras similar to now
- 😊 **Last train Leeds to Skipton (23:20) now runs on Saturdays too (SX at present)**
- 😊 **Later last train Skipton to Leeds (22:47)**
- ☹️ Bradford FS to Skipton similar to now, minor changes Skipton to Bradford FS
- ☹️ Leeds – Bradford FS (& v.v.) similar to present, with earlier first train from Leeds but last still at 19:12 (19:30 from Bradford FS)
- 😊 **Kirkstall Forge now has 2tph until ca. 20:00, served by all Leeds – Bradford FS trains; connections via Shipley to/from Skipton mostly acceptable...**
- ☠️ ... but poor for Ilkley
- ☹️ Poor connections at Leeds from evening London trains into Skipton ones
- 😊 **Increases in services between Leeds and both Lancaster & Carlisle (also helps Leeds PM peak capacity)...**
- ☹️ ... though less than required for Lancaster...
- ☹️ ... and with some Morecambe links lost);
- ☠️ Poor connections at Shipley and Leeds in most hours from Carlisle / Lancaster towards Ilkley, and at both Shipley and Guiseley for many Baildon journeys

Sunday

- ☹️ Leeds – Skipton (& v.v.): Some changes to clockface with gaps in service and irregular intervals, though overall quantum similar to today
- ☹️ Bradford FS – Skipton (% v.v.): similar to now (improvement to 1tph was delivered December 2017)
- ☹️ No significant change to Leeds – Bradford FS service
- ☹️ No improvement to service levels (only 1tph) at Apperley and Kirkstall Forge
- ☠️ Poor interaction of Airedale and Wharfedale services at Shipley means poor/no connections for many journeys between Ilkley route and Kirkstall Forge, Apperley Bridge, Skipton and Lancaster/Carlisle routes (particularly bad when travel via Leeds also not feasible), as well as to/from Baildon
- Leeds – Carlisle (& v.v.):*
- 😊 **increase from 4 to 6 trains**
- ☹️ Some issues with intermediate stopping patterns
- ☹️ Poor connections from other routes into Carlisle trains at Leeds & Shipley
- Leeds – Lancaster:*
- 😊 **Increase from 4 to 5 trains**
- ☹️ Some direct links to Morecambe lost

Calder Valley (Leeds to Bradford Int, Hebden Bridge and Manchester / Preston, also via Dewsbury to Hebden Bridge and Manchester)

West Yorkshire Combined Authority proposes to push for a full recast of the Calder Valley timetable in December 2018

Weekdays

- ☹️ Still only 1tph at Low Moor, even in peaks (extra stops should be possible)
- ⚠️ Many journey times significantly slower, despite infrastructure investment
- ⚠️ Clockfaces vary greatly during day, confusing passengers and meaning some connecting journeys possible in some hours but not others
- ⚠️ York – Blackpool service cut back to Leeds – Preston only and not really semi-fast
- ☹️ Direct trains to Manchester Airport and Warrington / Chester not delivered
- ☹️ Semi-fast York – Leeds train not delivered
- ⚠️ Irregular links across Leeds between Halifax / Bradford Int and York
- ☹️ “Grand Central” peak extra starts back at Hebden Bridge and also runs in PM peak, providing badly-needed capacity – but with exceptionally slow timings
- ⚠️ Poor service intervals for many stations (i.e. bunching of trains)
- ⚠️ Connections between Upper Calder & Huddersfield via Brighouse/Halifax very poor
- ☹️ Extra stops at Mytholmroyd and Sowerby Bridge (though with poor intervals)
- 😊 **Leeds-Dewsbury-Calder-Manchester service runs later in evening but still not full day**
- 😊 **Significantly later last trains from Leeds to Hebden Bridge...**
- ☹️ ... but improvement less on Saturday...
- ☹️ ... and late SX train fails to serve Low Moor, Sowerby Bridge or Mytholmroyd
- ☹️ Unexpectedly, “proper” stopping Leeds – York service is retained (skip-stopping proposed)
- ⚠️ Leeds – Brighouse service intervals worse than now...
- 😊 **... but earlier first train Brighouse to Leeds**
- ⚠️ Last train Huddersfield – Brighouse – Halifax – Leeds earlier than now
- ☹️ Later last Saturday train from Manchester not delivered

Sunday

- ☹️ Additional hourly train Leeds-Bradford-Calder-Manchester not delivered: remains only 1tph
- 😊 **All trains now stop at Sowerby Bridge and Mytholmroyd, an improvement**
- ⚠️ “Wrong” train stops at Bramley in one direction: inconsistent & poor service intervals
- ☹️ Still no Sunday trains Leeds – Dewsbury – Calder – Manchester (as expected)
- ☹️ First trains to and last trains from Leeds mostly better but fall short of commitments
- ⚠️ Clockfaces vary greatly during day, confusing passengers and meaning some connecting journeys are possible in some hours but not others
- ☹️ Still only 1tph at Low Moor, even in peaks (extra stops should be possible)
- ⚠️ Many journey times significantly slower, despite infrastructure investment
- ☹️ No trains to Manchester Airport or Warrington / Chester
- ☹️ Semi-fast York – Leeds train not delivered
- ☹️ First trains into Manchester similar to now, not meeting commitments
- ⚠️ Difficult to travel from Low Moor to Manchester in either direction

Huddersfield Line (Leeds and Wakefield to Huddersfield and Manchester Victoria and Piccadilly)

TPE long-distance services:

☺ **Timings broadly as expected from original May 2018 proposals and bring many improvements in first and last trains, better clockface intervals, and frequencies e.g. 2tph to Newcastle, with Sundays brought to similar pattern to weekdays**

⊗ Severe concerns about capacity into and out of Leeds & Huddersfield

☹ Ongoing concerns about poor connections from TPE into Northern local trains especially in the evenings

Local services (both Northern and TPE):

Changes of train operator as expected, with TPE taking over many local services from ARN

☺ **Leeds – Huddersfield stoppers switch to TPE and run through to Manchester (so direct trains e.g. Batley – Manchester)...**

⊗ ...but severe capacity concerns (shortage of rolling stock)

☺ **Slaithwaite gets direct trains to Leeds** (Marsden does too, but on paper only, as they are overtaken by faster trains so it is faster to change at Huddersfield as today)

⊗ Serious concerns at changes to services through Slaithwaite and Marsden (move from local Northern Huddersfield – Manchester service to skip-stopping TPE trains) – loss of peak frequency and capacity, some journeys rendered impossible by rail:

- Top priority: (a) add stops “missing” at these 2 stations into the remaining Northern peak-only Huddersfield – Manchester trains, flexing TPE trains’ timings if needed to allow this; (b) maximise pressure on both operators to provide trains of adequate length
- By December 2018: recast timetable to restore a stopping service west of Huddersfield

Weekdays

⊗ TPE skip-stopping trains from Leeds serving Slaithwaite and Marsden are meant to be supplemented by Northern stopping services in the AM and PM peaks – but many of these do not stop at either or both of these stations. So overall commuting into Manchester from these WY stations is significantly worse (see above)

☹ Batley loses stops in Northern Leeds – Dewsbury – Calder – Manchester trains (extra stop in a TPE service to compensate)

☺ **Several better first trains into Leeds and last ones out of Leeds**

⊗ Ravensthorpe loses 1 of its 2 peak-hour services to Leeds

⊗ Huddersfield – Wakefield Westgate service cut back to run only to/from Wakefield Kirkgate (rather than being extended to Castleford), **and** stops running too early (worse Wakefield – Huddersfield than today)

Sunday

☺ **TPE have improved Ravensthorpe and Deighton services to 1tph from current 0.5tph**

☺ **Several better first trains into Leeds and last ones out of Leeds**

☹ As expected, no Sunday service at all Huddersfield - Wakefield

Penistone Line (Huddersfield to Barnsley and Sheffield)

Weekdays

☹ Generally as now, with slight changes to clockface

😊 **Later last southbound train**

😊 **Missing stops at Elsecar added**

Possible punctuality concerns arising from tight turnarounds in Sheffield

Sunday

☹ Generally as now, with slight changes to clockface

😊 **Departures “missing” from current pattern are inserted to make full 1tph**

☹ Last trains still too early (no franchise commitment)

☹ Inconsistent stopping patterns between Barnsley and Sheffield make for poor service at the SY local stations but also inconsistent arrival / departure clockface at Sheffield

Hallam Line (Leeds to Wakefield Kirkgate, Barnsley and Sheffield)

Leeds – Woodlesford – Castleford is shown here

Weekdays

- ☹️ Broadly similar to now; Sheffield semi-fast is extended to Lincoln but of limited real value to Leeds or Wakefield due to indirect route and slow journey time
- 😊 **Leeds – Wakefield Kirkgate benefits from the extra Pontefract train routed this way**
- ☹️ Reduced AM high-peak services into Leeds from Woodlesford and Castleford and returning in PM high-peak hour – capacity concern as well
- 😊 **Earlier first arrival in Leeds from local stations...**
- ☹️ ... but later first fast train
- ☹️ Last Saturday train Leeds to Woodlesford & Castleford *may* be too early (though no worse than now) [conflicting information from Northern]
- ☹️ Castleford-Normanton-Wakefield-Huddersfield service not delivered (see Huddersfield line)

Sunday

- ☹️ Similar clockface to now; as expected, stopping service remains only 0.5tph (hourly semi-fasts from Nottingham)
- ☹️ Bad cross-Leeds connections into other Northern services
- ☹️ First trains into Leeds, and last trains out, disappointing but no worse than now
- 😊 **Semi-fast trains between Sheffield & Leeds (both directions) continue slightly later into evening**
- ☹️ Irregular stopping patterns south of Barnsley on stopping services make for a confusing service including inconsistent arrival and departure times at Sheffield

Wakefield Line (Leeds to Sheffield via Moorthorpe and to Doncaster)

Weekdays

- ☹️ Northern Leeds to Sheffield & Doncaster broadly as now
- 😊 **Extra Leeds-Wakefield-Knottingley trains benefit this route (but no stop at Outwood)**
- ☹️ Some changes to timings of AM peak trains from local stations into Leeds but overall pattern and quantum are no worse
- ☹️ Some changes to PM peak times
- 😊 **Additional 17:57 Leeds - Doncaster**
- 😊 **Later last trains from Leeds...**
- ☹️ ... but not on Saturdays (when they are similar to now but well short of TSR)

Sunday

- ☹️ Failure to provide 1tph Leeds to Doncaster and Sheffield via Moorthorpe – but effect is worse than today because timetable has not been corrected so that the 2 services overlap sensibly between Leeds and Fitzwilliam. Result is haphazard mix of irregular services not on a 0.5tph clockface themselves, leading to wildly varying gaps between services at stations between Leeds and Fitzwilliam (from 10 minutes to 96 minutes).
- ☹️ First arrivals into Leeds from most stations are later than committed and in several cases worse than now
- ☹️ Last trains from Leeds much earlier than committed under TSR...
- ☹️ ... and in the case of Wakefield Westgate worse than now

Pontefract Line (Leeds to Knottingley and Goole via Wakefield and via Castleford)

Leeds – Woodlesford – Castleford is shown under Hallam Line

Weekdays

😊 **Generally better service through introduction of new 1tph Leeds – Wakefield – Pontefract – Knottingley service (so Pontefract Tanshelf, Streethouse & Featherstone gain direct Leeds trains)**

⚠ Effective reduction in PM peak service from Leeds to Woodlesford, Castleford and Glasshoughton from 2 trains to 1

😞 Last train to Glasshoughton on Saturday too early, as expected, & slightly worse than now

😞 Castleford-Normanton-Wakefield-Huddersfield service not delivered (see Huddersfield line)

😞 As expected, Goole remains “Parliamentary” (i.e. minimal service of limited usability)

Sunday

😊 **Generally better service through introduction of new Leeds – Wakefield – Pontefract – Knottingley service, albeit only at 0.5tph (roughly 1tph between Leeds and Knottingley as across two routes)**

😞 Existing Leeds – Castleford – Pontefract – Knottingley remains only 0.5tph

😞 Some stations (Streethouse, Featherstone, Pontefract Tanshelf and Glasshoughton) still only have 0.5tph

😞 Clockface changes for Leeds – Castleford – Knottingley service from Leeds (only)

😞 Bad cross-Leeds connections into other Northern services

😞 First trains into Leeds, and last trains out, disappointing but no worse than now

Dearne Valley line (Sheffield to York via Pontefract Baghill)

✘ Even worse than today: current poorly spaced 2 trains daily were on weekdays to become 3 (still poorly spaced and not allowing commuting), but this is not delivered, and the spacing of the 2 trains is actually worse in that they run 3 hours behind one another in both directions.

☹ Sundays remain a 2-train service of very limited practical use.

West Yorkshire Combined Authority policy (supported by outline appraisal evidence) is for a 1tph service

York & Selby lines (Leeds to York and Selby – and beyond)

TPE long-distance services:

- ☺ **Timings broadly as expected from original May 2018 proposals and bring many improvements in first and last trains, better clockface intervals, and frequencies e.g. 2tph to Newcastle, with Sundays brought to similar pattern to weekdays**
- ⊗ Severe concerns about capacity into and out of Leeds
- ☹ Ongoing concerns about poor connections from TPE into Northern local trains especially in the evenings

Local services (Northern and TPE where relevant):

Weekdays

- ☹ No Northern semi-fast York service as committed – remains 1tph stopping to each of York & Selby
- ⊗ Missing York – Leeds service in York's PM peak
- ⊗ Links from York to Bradford and Halifax are inconsistent and confusing
- ⊗ Fewer trains than now in AM peak to Leeds from Micklefield, East Garforth, and Garforth (Cross Gates OK) – likely to cause capacity problems at Micklefield and East Garforth in high peak in particular (Garforth not quite as bad)
- ⊗ Fewer trains than now in PM peak from Leeds to Cross Gates, Garforth and East Garforth (Micklefield fewer than committed but no worse than now)

Sunday

- ☹ York link through to Blackpool is retained in similar form to present...
- ☹ ... though on different clockface and with slower timings west of Leeds (and not all committed trains delivered)
- ☹ Selby service not delivered at 1tph as committed; only runs 8 times per day at haphazard irregular intervals – though this is not dissimilar to now
- ⊗ First arrival into Leeds from South Milford an hour later than now (Selby has TPE service)



Report to: Transport Committee

Date: 25 May 2018

Subject: **Leeds City Region HS2 Growth Strategy**

Director: Liz Hunter, Interim Director of Policy and Strategy

Author(s): Tom Gifford

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

1 Purpose of this report

1.1 To provide Transport Committee with an update on the LCR HS2 Growth Strategy priorities, following the recent stakeholder engagement.

2 Information

2.1 The Combined Authority continues to support High Speed 2 and the opportunity it brings to:

- 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 Leeds City Region HS2 Growth Strategy (the **LCR HS2 Growth Strategy**)¹ sets out our priorities for how we will maximise the investment opportunity arising from HS2 to rebalance the national economy. The LCR HS2 Growth Strategy sets out that the opportunity to create over 40,000 additional jobs and add c£54billion to the City Region economy by 2050.

2.3 Transport Committee last considered the details of the Leeds City Region HS2 Growth Strategy at the meeting in January 2018. This report provides an overview of the engagement and the forwards priorities for the LCR HS2 Growth Strategy.

Feedback received through the LCR HS2 Growth Strategy Engagement

2.4 Since the Transport Committee meeting in January 2018, the LCR HS2 Growth Strategy and the accompanying strategies on HS2 Connectivity and Skills and Supply have been published on the Combined Authority website¹. Stakeholder focused engagement has also taken place.

2.5 The engagement ran from Monday 15 January to Friday 2 March 2018, though a number of late submissions were accepted. The purpose of the engagement was to:

- Inform and update stakeholders around the development of the Leeds City Region HS2 Growth Strategy.
- Gather feedback regarding the Leeds City Region HS2 Growth Strategy and its related documents in order to influence the updated versions of the documents.

2.6 The engagement was mainly targeted towards stakeholders, though comments were welcomed from the general public. The engagement included:

- A bespoke webpage was hosted on the Combined Authority's website providing information on the strategies and the engagement, background documents and a link to the online survey

¹ <https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

- A series of bespoke emails/newsletters sent out to a wide ranging stakeholder database. Further promotion of the engagement series of press releases and use of social media channels.
- A link to the main webpage was hosted on the consultation and engagement webpage on the Metro site.
- An online survey was hosted on the Combined Authority website. Responses were also welcomed via email or letter

2.7 The full engagement report which sets out the conclusions of the engagement is available on the Combined Authority website².

2.8 Given the purpose of the engagement was to focus on dialogue with key stakeholders and so the volumes of feedback were anticipated to smaller than for scheme specific engagements/consultations. However, feedback received through the engagement was very supportive.

Forwards priorities around the LCR HS2 Growth Strategy

2.9 The section below summarises the next steps for each workstream of the LCR HS2 Growth Strategy:

i. Updating the documentation to reflect feedback received through the engagement

ii. Leeds Integrated Station Masterplan:

- Working with HS2 Ltd and their design partners ARUP Plus, to ensure that the design of the HS2 station meets the ambitions of the Integrated Station Masterplan design principles.
- Developing an overarching Strategic Outline Business Case for the Station to create a shared evidence base which will support delivery of the Masterplan.
- Work with Network Rail on early design work around the current station.
- Working with Leeds City Council, Network Rail and Leeds BID around implementing a series of short term improvements to the existing station environment.

iii. City Region Connectivity to support HS2:

- The next steps are focused on progressing with corridor plans and reaching an evidenced position in terms of alignments and modes. This work will also support the development of the Transforming Cities Funding submission. The following item on the Transport Committee agenda provides greater detail around the next steps around the connectivity component of the LCR HS2 Growth Strategy.

² <https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

- iv. **South Bank infrastructure:**
 - Following an initial approval of the Leeds City Region Housing Infrastructure Fund submission, the next steps are to continue to working with Central Government to develop the detailed Housing Infrastructure Fund bid for funding of South Bank infrastructure.
 - Working with Central Government partners and HS2 Ltd to ensure the City continues to be able to develop the resilience plans during the 10 year construction phase for HS2 and to minimise any blight impacts.

- v. **Preparing for the Hybrid Bill for the Eastern Arm of HS2 (Phase 2b)**
 - The Hybrid Bill for HS2 Phase 2b which includes both the Eastern arm from Birmingham to Sheffield/Leeds and the Western arm from Birmingham to Manchester will be published next year. The Bill will include a very substantial Environmental Impact Assessment ('EIA') which will set out the detailed implications as a result of the construction and operation of HS2. Preparations are now underway to put in place the local resources required in order to consider the EIA and to understand whether the Combined Authority (and/or Leeds City Council) will need to formally petition Government through the Select Committee process.

- vi. **Skills and Supply Chain**
 - Working with Central Government to establish funding opportunities to deliver this key component of the strategy.

 - Continue to work with stakeholders and businesses to enhance awareness and ownership of the forthcoming HS2 opportunities.

Funding delivery of the LCR HS2 Growth Strategy

- 2.10 The LCR HS2 Growth Strategy sets out the scale of the joint financial investment required up to 2021 and beyond to deliver our shared outcomes. In summary, up to 2021, the LCR HS2 Growth Strategy set out that Central Government support of £13.4m is required, with Leeds City Council and Combined Authority contributing the remaining £8.75m through aligning existing local funding sources. Certainty on the availability of central government funding is fundamental to enable the joint delivery of the full LCR HS2 Growth Strategy.

- 2.11 In particular, the local connectivity and skills workstreams of the LCR HS2 Growth Strategy need a longer term approach to funding. The proposal to Government was to explore setting up an "*LCR HS2 Growth Strategy Delivery Fund*" which would include a multi-year settlement established by Government as a means to enable delivery of the LCR HS2 Growth Strategy beyond 2021. Now that central Government is in receipt of all HS2 places' Growth Strategies, the Combined Authority also awaits the overarching strategy on how Government will respond to those areas where places have common asks.

- 2.12 Central Government have so far advised that delivery of the LCR HS2 Growth Strategy will need to be through local funding sources and through alignment with other existing central government funding sources, such as the Transforming Cities Fund and Housing Infrastructure Fund.
- 2.12 Discussions with the Government around the HS2 Growth Strategy continue. This has included feedback from the Department for Transport / Ministry of Housing, Communities and Local Government. The key points were highlighted in the March 2017 Transport Committee papers. The Combined Authority and Leeds City Council are currently awaiting direction from central Government on the broader LCR HS2 Growth Strategy funding approach to the majority of the 'asks' contained in the LCR HS2 Growth Strategy.
- 2.13 Further updates on the LCR HS2 Growth Strategy, as well as around LISM and HS2 will be brought back to future Transport Committee meetings.

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Central Government have advised that delivery of the LCR HS2 Growth Strategy will need to be through local funding sources and through alignment with other existing central government funding sources, such as the Transforming Cities Fund and Housing Infrastructure Fund.

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 District Partners and other stakeholders have provided significant input to the development of the Leeds City Region HS2 Growth Strategy.

7 Recommendations

- 7.1 That Transport Committee note the priorities and next steps for the LCR HS2 Growth Strategy.
- 7.2 That Transport Committee write to Secretaries of State for Transport / Communities and Local Government to seek reassurances around their commitment to development to funding the implementation of the Leeds City Region HS2 Growth Strategy.

8 Background Documents

January 2018 LCR HS2 Growth Strategy report to Transport Committee
<http://westyorkshire.moderngov.co.uk/documents/s5086/Item%208%20-%20HS2%20Growth%20Strategy.pdf>

March 2018 Leeds City Region Update Report to Transport Committee
<http://westyorkshire.moderngov.co.uk/documents/s6657/Item%2014%20-%20City%20Region%20Transport%20Update.pdf>

May 2018 Engagement feedback report
<https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

9 Appendices

None



Report to: Transport Committee

Date: 25 May 2018

Subject: **Leeds City Region HS2 Connectivity Strategy**

Director: Liz Hunter, Interim Director of Policy and Strategy

Author(s): Tom Gifford

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

1 Purpose of this report

- 1.1 To provide Transport Committee with an update on the LCR HS2 Connectivity Strategy following the engagement, and request Transport Committee support for the updated LCR HS2 Connectivity Strategy
- 1.2 To set out the forwards work plan in development of the Inclusive Growth Corridor Plans as the next stage in development.

2 Information

- 2.1 The previous agenda item provided an update on the LCR HS2 Growth Strategy, its workstreams and next steps. This agenda item provides the details around the next steps for the Connectivity Strategy.

Feedback on the Leeds City Region HS2 Connectivity Strategy

- 2.2 As set out in the previous agenda item, engagement on the LCR HS2 Connectivity Strategy took place earlier in 2018. Overall, feedback from received through the engagement on the LCR HS2 Connectivity Strategy was very supportive. The comments on the strategy are set out in the Engagement

Report which has been circulated to Transport Committee members and is available on the Combined Authority website¹

- 2.3 Based on the feedback received through the engagement, the following overarching changes have been made to the LCR HS2 Connectivity Strategy:
- Inclusion of a specific/explicit environmental objective within the strategy in Chapter 2;
 - Strand 1: Greater definition around the scope and opportunities to embrace future technologies;
 - Strand 2: Providing an updated narrative around how our existing rail priorities will require a coordinated approach to network capacity around Leeds; and
 - Including a new fourth Stand called “*Creating Stops/Stations as Gateways to the City Region*”. This focuses on the importance of developing integrated, multimodal interchanges which reflect the place and meet passenger expectations. Examples highlighted in the engagement feedback include York Central, Bradford Interchange, the Leeds Station Gateway including NPR, HS2 and TRU, as well as locations such as Huddersfield, Halifax and Wakefield.
- 2.4 The updated version of the LCR HS2 Connectivity Strategy has been circulated separately to Transport Committee members. Subject to comments received at the meeting, the updated documentation would then be published on the Combined Authority website.

Update on development of the Inclusive Growth Corridors

- 2.5 HS2 has provided the catalyst to develop a transformed approach to connectivity for the City Region. Through the HS2 Growth Strategy, the HS2 Connectivity Strategy identified and prioritises a series of corridors where there is the greatest economic opportunity for transformational connectivity. The corridors are illustrated in Appendix 1; the recent engagement demonstrated strong support for these corridors.
- 2.8 The next stage of work is to develop Inclusive Growth Corridor Plans for each of these priority corridors. Following funding approval for development of the corridor plans on 5 April 2018 by the Combined Authority, momentum around the development work has grown. Building on the Growth Deal, ‘Connecting Leeds (£173.5m proposals), and the West Yorkshire ‘plus’ Transport Fund, the corridor programmes aim to set the future pipeline of transformational projects which will deliver ambition for the region.
- 2.9 This work is a highly significant opportunity for the City Region and will consider opportunities around all modes, such as bus, rail, mass transit autonomous vehicles and active modes.
- 2.10 In developing the Inclusive Growth Corridor Plans, the development work will consider:

¹ <https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

- **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.
- **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.
- How to create the **sense of place along the corridors**, building on Transport for London’s ‘healthy streets²’ approach to help tackle air quality and provide an environment within which people want to be active.
- **Funding opportunities** including from Central Government, but also consider opportunities to utilise local funding streams such as through land value uplift.
- 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.

2.11 Development of each Inclusive Growth Corridor Plan is being undertaken through the following process:

- Establish through analysis of the economic evidence the detailed baseline position for each corridor
- Establish the Inclusive Growth vision, ambition and outcomes for each individual corridor.
- Long listing of potential connectivity options for each corridor
- Undertake an option shortlisting based on the objectives of the connectivity strategy and the bespoke challenges facing each corridor.
- Identify a shortlist of priority schemes and alignments for the corridor
- Continue a conversation with communities, businesses and stakeholders on the development of corridor plans to ensure it meets expectations and ambitions for the region.

2.12 It is proposed to hold a workshop with Transport Committee members to examine and consider the development of the corridors. This workshop will help shape the development of the work and enable further reports on the emerging conclusions of the corridor plans to be brought to Transport Committee for consideration.

² 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>

Towards a Leeds City Region Connectivity Strategy

- 2.13 Whilst HS2 has been the catalyst for developing a new Connectivity Strategy, the development of the City Region needs to look beyond the impact of HS2 and consider the wider transformative connectivity needs across the region. To enable this, a series of additional corridors have been identified through applying a complementary economic methodology to that applied for the HS2 Connectivity Strategy development work, which are highlighted in the Appendix 1. The economic methodology included looking at factors such as deprivation, levels of existing travel demand, current and future transport supply, and future growth opportunities.
- 2.14 Emerging development work is suggesting that the a number of additional corridors (which are not focused on connections to the HS2 hub at Leeds) should also be prioritised for the City Region. These emerging additional corridors are also illustrated out in Appendix 1 and will require development to develop the longer term pipeline of priority schemes.

3 Financial Implications

- 3.1 There are no direct financial implications from the report.
- 3.2 Funding approvals for the Inclusive Growth Corridor Plans were granted at the Combined Authority Assurance Process, with capital approval sought at the 5 April 2018 WYCA meeting.

4 Legal Implications

- 4.1 There are no legal implications directly arising from 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 partner 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 endorse the refreshed LCR HS2 Connectivity Strategy which takes account the messages received through the engagement
- 7.2 That Transport Committee note the progress on the Inclusive Growth Corridors Plans and hold a workshop to consider the details during 2018.

8 Background Documents

8.1 May 2018 Engagement feedback report
<https://www.westyorks-ca.gov.uk/transport/leeds-city-region-hs2-growth-strategy/>

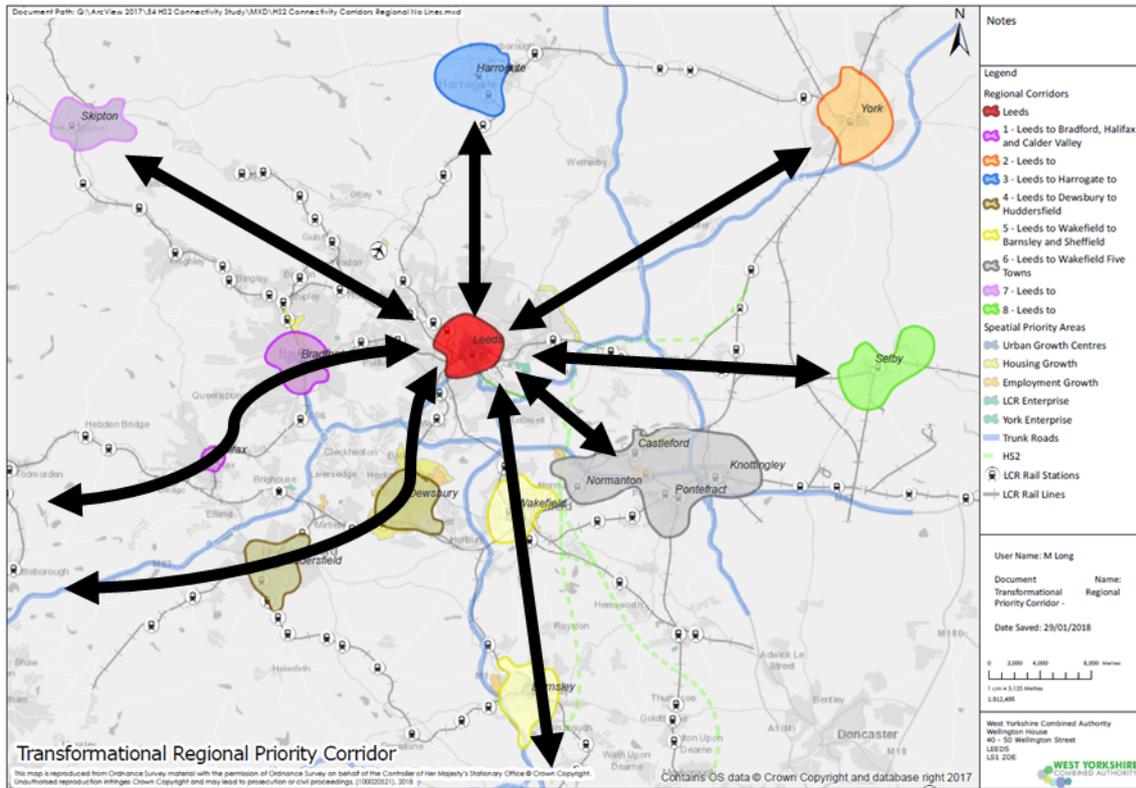
9 Appendices

Appendix 1: Corridor Update

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Appendix 1: Corridor Update

Regional Inclusive Growth Corridors



Dewsbury / Huddersfield to the HS2 Hub	Development work commenced with work being integrated with the Transpennine Route Upgrade proposals
Wakefield / Barnsley to the HS2 Hub	Development work to commence in summer 2018
The HS2 Hub - Bradford - Halifax and the Calder Valley	Development work to commence in summer 2018
Selby to the HS2 Hub	Development work to commence in summer 2018
York to Leeds	Development work to commence in summer 2018
Harrogate to the HS2 Hub	Development work to commence in summer 2018
Five Towns to the HS2 Hub	Development work to commence in summer 2018

	Corridor	Notes
Local Inclusive Growth Corridors		
	Leeds Bradford cross city connectivity	Development work commenced and emerging options to be considered at Transport Committee workshop
	Extending the Southbank opportunity to the south of Leeds.	Development work commenced
	Encouraging new development from Bradford City Centre to South Bradford / North Kirklees	Development work fully underway
	Accelerating inclusive growth in the East of Leeds towards St James' Hospital and the East Leeds extension	Development work commenced and emerging options to be considered at Transport Committee workshop
	Strengthening high value assets in the North West of Leeds, the University of Leeds, Kirkstall Forge and the Airport.	Development work to commence in Autumn 2018
	Stimulating development from the City Centre into North Bradford towards Shipley, Saltaire and the airport.	Development work to commence in summer 2018

Emerging / draft list of additional priority corridors

The following table summarises the emerging additional priority corridors which are not related to direct connections to the HS2 hub at Leeds (see paragraphs 2.13/2.14 of Item 8 report):

Additional Regional Corridors	Primary Drivers for Selection
1. Selby to York (<i>via Hull to York Line and A19</i>)	<ul style="list-style-type: none"> • High existing demand • Poor existing rail link with limited committed improvement • Connection to a National Gateway (York)
2. South West Kirklees (including Slaithwaite) to Brighouse (<i>via Huddersfield Line and M62</i>)	<ul style="list-style-type: none"> • High existing demand • Poor existing rail link with limited committed improvement • Moderate planned employment at destination
3. Huddersfield - Halifax (<i>via Huddersfield Line and A629</i>)	<ul style="list-style-type: none"> • Bi-directional importance of link • Poor existing rail link with limited committed improvement • Housing Growth
4. East Kirklees (including Denby Dale) to Wakefield (<i>via Huddersfield Line and A642 / M1</i>)	<ul style="list-style-type: none"> • Poor existing rail link with limited committed improvement • Planned employment growth • Connection to key city
5. York to Harrogate (<i>via Harrogate Line and A59</i>)	<ul style="list-style-type: none"> • Poor existing rail link with limited committed improvement • Planned housing growth • Connection from a national gateway (York)
Additional Local Corridors	Primary Drivers for Selection
6. North York to York	<ul style="list-style-type: none"> • Very high existing demand • Connection to National Gateway (York)
7. Five Towns to Wakefield	<ul style="list-style-type: none"> • High existing demand • Housing growth opportunities around Five Towns • Connection to Key City (Wakefield)
8. North Barnsley to Barnsley	<ul style="list-style-type: none"> • High existing demand • Identified housing growth opportunities • Identified employment growth opportunities
9. Halifax to Brighouse	<ul style="list-style-type: none"> • High existing demand • Identified housing growth opportunities • Identified employment growth opportunities
10. Huddersfield to Brighouse	<ul style="list-style-type: none"> • High existing demand • Identified housing growth opportunities • Identified employment growth opportunities
11. Dewsbury to Wakefield	<ul style="list-style-type: none"> • High existing demand • Identified housing growth opportunities • Connection to Key City (Wakefield)



Report to: Transport Committee

Date: 25 May 2018

Subject: **Air Quality Update**

Director: Liz Hunter, Interim Director of Policy and Strategy

Author(s): Alistair Ryder

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

1 Purpose of this report

- 1.1 To provide an update on matters relating to air quality in the region including a focus on transport and to highlight activities being delivered to reduce transport emissions.

2 Information

Background

- 2.1 Policy development and action is being taken at a national, regional and local level to address poor air quality. This paper provides a summary of recent key decisions, local activities to address air quality and supporting transport evidence that will potentially impact on air quality and related environmental, economic and societal challenges.
- 2.2 A summary of the key national and regional policy context for improvements in air quality can be found as Appendix 1 A to this document. These include the following;
- Industrial Strategy White Paper

- Leeds City Region Local Inclusive Industrial Strategy
- Transport Strategy 2040
- Bus Strategy 2040
- Leeds City Region Clean Energy Strategy

2.3 The West Yorkshire Low Emission Strategy was developed by Bradford Council and adopted in 2016-17 by all West Yorkshire partner councils and the West Yorkshire Combined Authority. It outlines measures to significantly improve air quality across the region and makes a series of recommendations for planning and new development, vehicle fleet renewal, behaviour change activities and the promotion of active travel to support transports contribution towards delivering cleaner, healthier environments.

2.4 The strategy does not contain specific air quality targets or have a detailed action plan but is used by authorities to develop their own local activities to reduce emissions through existing resources.

Context for Action on Air Quality

2.5 Five determiners are considered to have increased the recent national focus on air quality, clean energy and quality places;

- **Legal requirements** - The 2008 Climate Change Act requires the UK to reduce greenhouse gas emissions by 80% on 1990 levels by 2050. Additionally the European Union requires the UK to reduce dangerous nitrogen dioxide emissions in multiple urban areas to within legal limits by 2020.
- **Better understanding of health costs** – It is estimated that approximately 1,000 die prematurely each year in West Yorkshire due to poor air quality. It is also estimated that poor air quality costs the UK economy £20 billion in health care costs and loss in productivity through absenteeism.
- **Increased public awareness of emissions** - Increased public awareness especially through the Volkswagen ‘Dieselgate’ revelation has identified the disparity between actual and published vehicle emissions. In response the government has announced an end to the sale of conventional combustion engine vehicles by 2040.
- **Economic potential** - The UK economy could be significantly boosted by innovation and manufacturing in zero-emission technology and the drive for a clean energy and low carbon economy.
- **Creation of ‘healthy places’** – there has been growing recognition at the national and local level of the need to create quality places that attract economic investment and support healthy lives. Transport for London and Public Health England have led development on the concept of ‘Healthy Streets’ which aims to create more attractive, accessible and people friendly streets, enabling more walking, cycling and public transport use and to support healthier lifestyles.

- 2.6 The transport sector in particular has come under increased scrutiny for its environmental impact in recent times for two principal reasons;
- **Climate Change** - Since 1990 greenhouse gas emissions from the transport sector have reduced by only 2% compared with the energy sector which has reduced greenhouse gas emissions by 57% through significant investment in resource efficiency and renewable energy. The transport sector now represents the largest source of greenhouse gas emissions in the UK – 26% compared with energy (25%).
 - **Local air quality** – the threat of European Union infringement fines due to dangerous levels of nitrogen dioxide in many UK urban areas has increased the need to tackle local air quality. The West Yorkshire Low Emission Strategy identified that on the A58 near Halifax, road transport accounts for 83% nitrogen oxide emissions. Of the ‘local emission sources’, cars accounted for 37%, heavy goods vehicles (HGV) 21% and light goods vehicles 19%. Older diesel engines are primarily responsible for nitrogen oxide emissions.

High Court Announcement

- 2.7 On the 21 February the UK High Court delivered its verdict in the case brought by Client Earth against the Government’s ‘UK Plan for tackling roadside nitrogen dioxide concentrations’ revised and published in July 2017. The court found that sufficient action was being taken in twenty-eight authorities required to deliver action on local air quality to achieve legal limits of nitrogen dioxide emissions by the deadline of 2020, including Leeds City Council – one of five authorities required to deliver a clean air zone.
- 2.8 The court also ruled that thirty-three authorities must demonstrate whether any additional measures would help reduce nitrogen dioxide levels on certain road lengths to within legal limits in the ‘shortest time possible’. This includes all West Yorkshire local authorities with the exception of Leeds City Council. These authorities have received £50,000 to undertake localised feasibility studies to see if additional measures could reduce nitrogen dioxide emissions to within legal limits any sooner than forecast on the road lengths identified through the UK plan. The study work must be submitted to DEFRA by 31 July 2018.

Leeds Clean Air Zone Progress Update

- 2.9 Leeds City Council undertook a public consultation of a draft ‘Class B’ Clean Air Zone (CAZ) in January – March 2018 and independent consultants are currently assessing the results. Approximately 9,000 respondents provided comments to the consultation. Leeds City Council is expected to provide further details on the next steps in June 2018 when a revised CAZ will be presented to the Executive board with a second phase of public consultation to follow.
- 2.10 Leeds City Council has received £1.8 million in revenue funding from the DEFRA ‘early measures fund to tackle nitrogen dioxide’ – targeted at

supporting residents, businesses and taxi/private hire operators to move towards sustainable and low emission transport and travel options, including incentive measures to support public transport use.

- 2.11 The Combined Authority is aware of the challenges faced by different business and transport operators in the region as a result of the CAZ proposals, some of which are highlighted in this report. The Combined Authority is working in partnership with Leeds City Council to identify potential support mechanisms and where possible, apply for relevant funding to help reduce transport sector emissions.

Recent West Yorkshire Air Quality Activities

There are multiple activities being delivered across the region to target air quality improvement, including innovative trials of new technology to address key issues. The summary provided below is a snapshot of recent and most relevant activities.

- 2.12 **Kirklees** – a trial in partnership between the council and Dynniq demonstrated emissions savings using vehicle data to optimise traffic signals on the A62 in Huddersfield resulted in a 31% saving in nitrogen oxides compared with fixed signal timings. Data was used to calculate emissions of vehicles passing through the junction, ensuring larger and more polluting vehicles were able to pass through the junction without the stop start conditions that produce significant emissions. This success of a cost-effective approach to traffic control achieved by reducing stop start traffic conditions in air quality hotspots is now being shared with partner councils.
- 2.13 **Leeds** – a trial of zero emission transport refrigeration unit technology on HGVs delivering cold foods is underway. Conventional diesel refrigeration units are estimated to produce up to six times as much nitrogen oxides and up to 30 times as much particulate matter as a Euro VI HGV engine. This trial is hoped to demonstrate a cleaner alternative for the refrigerated vehicle industry. This is a partnership trial between Leeds City Council/DEFRA funded by the DEFRA air quality grant. Leeds City Council is also involved in a further trial named 'project ACCRA' which will assess the potential of hybrid vehicles to automatically switch to zero emission mode in areas of poor air quality.
- 2.14 **Wakefield** – the local authority has implemented changes to their taxi licensing standards, to ensure that all new licensed private hire and hackney carriages are Euro 6 diesel, Euro 5 petrol or Euro 4 petrol-hybrid at a minimum. There is a two year sunset period for the renewal of existing licenses before the standards come into effect. Through the adoption of the West Yorkshire Low Emission Strategy, all partner councils are signed up supporting taxi and private hire trades to move towards low emission vehicles and the consideration of policy incentives to promote the uptake of ultra-low emission taxis.
- 2.15 **West Yorkshire** – the Office for Low Emission Vehicles £1.98 million ultra-low emission taxi scheme grant being delivered by the Combined Authority will

contribute to the delivery of up to 88 rapid charge points across West Yorkshire. This is forecast to support the conversion of 500 private hire and hackney carriage vehicles to electric, supporting a targeted reduction in emissions. The project is currently in procurement phase with a delivery partner expected to be appointed in autumn 2018.

Recent Funding Announcements

- 2.16 **DEFRA Announcements** - The Department for Environment, Food and Rural Affairs (DEFRA) announced two successful funding awards for West Yorkshire partner councils through the annual air quality grant scheme.
- Kirklees Council on behalf of the four West Yorkshire local authorities of Bradford, Calderdale and Wakefield have received £106,000 for resourcing to deliver recommendations from the adopted West Yorkshire Low Emission Strategy.
 - Bradford Council will also receive £195,000 for an 'air quality feasibility study' to improve understanding on air quality in the city and opportunities to improve conditions. Delivery of the study is expected by 2020.
- 2.17 **Transforming Cities Fund** - In March 2018 the Department for Transport announced the £1.7 billion Transforming Cities Fund aimed at improving intra-regional connectivity to skills, employment and key services through public transport and active travel. An objective of the Fund is to reverse the decline in public transport patronage and provide safe cycle infrastructure that will increase existing low levels of cycling.
- 2.18 **Ultra-Low Emission Bus Scheme** - The Department for Transport has announced the £48 million Ultra-Low Emission Bus Scheme, a grant funding competition open to bus operators, combined authorities and local authorities.
- 2.19 The grant funding will provide up to 75% of the technology cost difference between a Euro VI diesel emission bus and its ultra-low emission equivalent – defined as one which achieves a 30% 'Well to Wheel' emission improvement compared with a Euro VI bus. Applicants can also receive up to 75% of associated charging/refuelling infrastructure.
- 2.20 The Combined Authority is considering opportunities to work with bus operators and partner councils on a submission to the scheme to support improvements in air quality from the bus sector and to improve the bus journey experience.

Travel trends and potential impacts for air quality / carbon emissions

- 2.21 The Urban Transport Group (UTG) has recently published a series of reports which detail city region transport trends that have potential implications for air quality. The key findings and local interpretation are provided in item 14 of the transport committee papers. This paper identifies some of the transport air quality challenges in light of the trend evidence.

- 2.22 Car dominance still prevails in the UK however there is evidence of less car dependency for trips into city region centres. The average vehicle age in the UK is 7.8 years, meaning there are still relatively few achieving the latest Euro 6 emission standard on UK roads. Government and local authorities have sought to incentivise car users towards zero emission equivalents through a range of fiscal and policy measures. In response there has been a significant increase in plug-in and pure electric vehicles with over 145,000 new car registrations by April 2018.
- 2.23 Overall, fewer trips are being made - especially for shopping, but there has been an increase in trips escorting to education, to entertainment and public activity. A reduction in shopping trips could be response for the rapid increase in online shopping and associated deliveries.
- 2.24 Van traffic has increased by 23% since 2006 and by 2040, vans will be forecast to account for 21% of mileage nationally compared to 14% in 2010. Vans currently account for 15% of road traffic but 30% of nitrogen oxides and 16% of carbon dioxide, with 96% of vehicles being diesel. This has implications for local air quality in the city region, especially in urban centres where a high proportion of deliveries are made daily.
- 2.25 Taxi and private hire use has increased significantly, with a 41% increase in the number of vehicles since 2007. There are now five private hire/ taxis per 1,000 in West Yorkshire. In relation to the vehicles and their utilisation, in 2015 the average taxi age in West Yorkshire was 6.8 years old and private hire 7.2 years old with few Euro 6 emission standard vehicles. The average daily mileage for taxis was 103 miles per day. Evidence by Professor James Tate (Institute for Transport Studies) has shown that a single Euro 6 diesel car emits the same nitrogen oxide emissions as 1,000 petrol-hybrid cars.

Transport Sector Challenges to a Zero Emission and Clean Energy Future

- 2.26 **Private Car Sector** - The car industry has seen significant increase in the number of low/zero emission vehicles available recently, and national policy changes have seen a reduction in diesel car sales – a 37% reduction between March 2017 and March 2018. The cost of a zero emission vehicle is still significantly higher than conventional engine equivalent which limits uptake. There is also a need for a greater provision of charging infrastructure to support users and reduce perceived barriers to electric vehicle usage.
- 2.27 The West Yorkshire Combined Authority is delivering a series of transport interventions that support inclusive growth and provide a range of transport choices, including investment in park and ride/park and rail sites, active and sustainable travel including the £60 million CityConnect programme and a focus on 'future mobility' to cater for travel needs.
- 2.28 **Bus Sector** – the Combined Authority has supported bus operators to improve vehicle emissions through successful applications to the Clean Bus Technology Fund in 2017, Low Emission Bus Scheme in 2016 and the Clean Vehicle and Clean Bus Technology Fund in 2014/15. The sector still requires

significant capital investment to support 'whole depot' zero-emission solutions due to significant vehicle and infrastructure costs currently associated with zero emission technology. There is also a limited choice of zero emission vehicles available, especially for double deck buses, however this is set to improve over the next five years.

- 2.29 **Heavy Goods Vehicle/Coach Sector** - Euro VI emission vehicles have been in existence since 2016, however a slower fleet renewal process than other transport sectors means the second hand market in the latest emission standard vehicles is not yet established. There are also few examples of ultra-low or zero emission vehicles, with major technical barriers yet to be overcome including the added weight of clean fuel technology. There is no accredited retrofit scheme to improve emissions on older vehicles. This sector faces significant financial challenges in upgrading fleets to the latest emissions standards in the short term.
- 2.30 **Light Goods Vehicles** – The UTG report identified the significant rise of light goods vehicles since 2006, partly due to the increase in online shopping and associated deliveries. The sector has a very limited range of appropriate ultra-low/zero emission vehicles, however there is evidence of investment e.g. Leeds City Council's purchase of 100 electric light goods vehicles purchased in 2017-18. This sector is yet to see any retrofit emission accreditation scheme for older vehicles.
- 2.31 **Taxi / Private Hire** – Both taxi and private hire trades will benefit from the increased pace of investment in ultra-low and zero emission cars however vehicle costs are still considered a significant barrier, despite lower operating costs. There are limited examples of bespoke electric wheelchair accessible taxis, but these are considered expensive and unlikely to see significant uptake in the city region in the short term.
- 2.32 The Combined Authority is delivering the £1.98 million Ultra Low Emission Taxi Scheme which will deliver up to 88 dedicated charge points for the taxi and private hire industry to support zero emission operations and reduce barriers to uptake.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 That Transport Committee endorses the activities being delivered to improve transport emissions and supports the need for further collaborative working by the combined authority and partner authorities.

8 Background Documents

8.1 Industrial Strategy White Paper

<https://www.gov.uk/government/publications/industrial-strategy-building-a-britain-fit-for-the-future>

8.2 Office for National Statistics

Final UK greenhouse gas emissions national statistics: 1990-2016

<https://www.gov.uk/government/statistics/final-uk-greenhouse-gas-emissions-national-statistics-1990-2016>

8.3 West Yorkshire Low Emission Strategy

<https://www.bradford.gov.uk/media/3590/west-yorkshire-low-emissions-strategy.pdf>

8.4 Urban Transport Group; White van cities: Questions, challenges and options on the growth of urban van traffic,

<http://www.urbantransportgroup.org/resources/types/reports/white-van-cities-questions-challenges-and-options-growth-urban-van-traffic>

8.5 Urban Transport Group: Number crunch: Transport trends in the city regions

<http://www.urbantransportgroup.org/resources/types/reports/number-crunch-transport-trends-city-regions>

9 Appendices

Appendix 1 – Strategic documents relating to air quality improvement

National and regional strategic documents relevant to air quality improvement

Industrial Strategy White Paper

- 1.1 Delivering a low carbon economy and cleaner environments is important to the UK economy and improving productivity. In November 2017 the Government published its Industrial Strategy white paper which set out five economic priorities for boosting productivity and earning power across the UK, with clean economic growth set as a key objective.
- 1.2 The Strategy's 'Infrastructure' priority includes £500 million of investment to support electric vehicle purchases and charging infrastructure, and the 'Place' priority includes the £1.7 billion Transforming Cities Fund for public transport and active travel improvements that will deliver cleaner environments.
- 1.3 The Industrial Strategy set out four 'grand challenges' for improving the UK economy through focused investment. Two of those – 'future mobility' and 'clean energy' will target investment in energy storage, vehicle to grid technology and low carbon heat networks and should improve quality of life and create clean environments.
- 1.4 The government published the 'UK plan for reducing roadside nitrogen dioxide concentrations' in July 2017 and is expected to publish a broader clean air strategy in summer 2018. It is hoped the strategy will cut across national policy areas including planning, economy, transport, health and environment and achieve multiple benefits.

Local Inclusive Industrial Strategy

- 1.5 In response to the national Industrial Strategy, the Combined Authority is developing a Local Inclusive Industrial Strategy which seeks to 'be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone.'
- 1.6 The emerging policy framework to deliver inclusive growth will ensure that cross-cutting policy making ensures agglomerated benefits especially in relation to the environmental resilience and improved quality of life.
- 1.7 The emerging investment priorities of 'inclusive growth corridors' and 'clean energy' will seek to tackle the region's grand challenges by improving living standards and reduce stubborn deprivation through boosting clean energy employment and investment and delivering healthier environments especially in residential urban areas where air quality is of greatest concern.

Other Regional Strategies and Policies

- 1.8 The Combined Authority has adopted the Transport and Bus Strategies which seek to significantly reduce transport emissions and help deliver a low carbon economy by supporting different transport sectors to adapt to zero-emission

and clean energy alternatives and delivering infrastructure to support healthy, active travel.

- 1.9 The adopted West Yorkshire Low Emission Strategy has also set out recommendations for local authorities to deliver reductions to emissions, principally dealing with the transport sector. The Combined Authority is delivering against many of the recommendations, including supporting the bus and taxi sectors to reduce transport emissions through targeted investment in the ultra-low emission taxi scheme and various government funding schemes to improve emissions from buses.

Leeds City Region Clean Energy Strategy

- 1.10 The Combined Authority is also developing a Leeds City Region Clean Energy Strategy in response to the national climate change targets and Industrial Strategy's grand challenges. The emerging strategy has an ambition of becoming a zero carbon energy economy underpinned by high quality green infrastructure by 2036.
- 1.11 Five priorities have been identified for the Clean Energy Strategy including new energy generation, resource and energy efficiency, smart grid systems and efficient and integrated transport. Through linking economic transport and environmental objectives, the strategy has the potential to boost local innovation in zero-emission/low carbon technology and to improve living standards by creating clean environments and quality places.



Report to: Transport Committee

Date: 25 May 2018

Subject: **Call for Evidence – Cycling and Walking Investment Strategy Safety Review**

Director: Liz Hunter, Interim Director of Policy & Strategy

Author(s): Ambrose White

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

1 Purpose of this report

- 1.1 To inform Transport Committee of a new consultation on cycling and walking safety issued by the Government, and to agree key themes to form the basis of the Combined Authority’s response to the consultation.

2 Information

- 2.1 In September 2017 the Department for Transport (DfT) announced a Cycle Safety Review. This review included a consultation on safety issues relating to cycling and walking in the form of a “call for evidence”, which was launched in March 2018.
- 2.2 The consultation takes the form of a consultation document (available here <https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>). The consultation reiterates the need for safer walking and cycling, the general approach to road safety and an overview of the current situation against a number of key themes. The online consultation process has been accompanied by a series of regional consultation events aimed at a wide range of stakeholders.

- 2.6 The deadline for responses to the call for evidence is 1 June 2018. It is proposed that a response is submitted by the Combined Authority and a detailed draft response is being developed in conjunction with partner councils. A draft consultation response will be shared with Transport Committee Members for comment, prior to submitting a response to Government by the deadline of 1 June.
- 2.7 It is proposed that the key themes of the Combined Authority's consultation response are:
- *Infrastructure and traffic signs*
 - To welcome the recognition of the importance of infrastructure in improving objective and perceived safety for walking and cycling, including the specific reference to our CityConnect programme in the consultation document as a good example of making cycling journeys safer as well as more attractive to new users. Our experience on the scheme is that safe, convenient and dedicated space that provides physical separation for cyclists from motor traffic on busy roads increases participation as well providing safer facilities.
 - The targeted funding that the Combined Authority secured through Cycle City Ambition Grant helped deliver new infrastructure that provides safe routes for cyclists and has helped ensure that investment in cycling is projected to exceed the commitments set out in our Cycle Prospectus. Although investment will continue in the short to medium term through the Local Growth Fund and other investment programmes, spend on cycling per head per year is forecast to reduce from the current peak, with no certainty of continued funding in the long term. Investment in new cycling infrastructure is helping to support increases in cycling numbers, but unless funding is available to enable our infrastructure delivery to keep pace with increased cycling this may result in increased numbers of people killed and seriously injured.
 - Delivery of new infrastructure must be accompanied by high quality maintenance regimes as the condition of carriageway, cycle tracks and footways can have a significant effect on vulnerable users. The success of West Yorkshire highways authorities in collaborative management of highways maintenance is recognised by the Government, but the amount of funding available through annual highways maintenance allocations is limited and insufficient to ensure that safe provision can be maintained for non-motorised users.
 - Design guidance - Welcome the proposal to update the current national guidance on cycle infrastructure, and suggest that this update incorporates experience gained in delivering new types of provision in recent years by UK cities.
 - *The law and rules of the road*
 - Government should undertake careful consideration of proposals made recently by campaigners and national bodies, examining feasibility of implementation and potential benefits, and publishing recommendations

in response. For example, British Cycling's "Turning the Corner" campaign launched in 2016 proposes changes to pedestrian and cyclist priority at side roads. This could be undertaken as part of a review of the Highway Code and other relevant guidance and legal instruments.

- *Training*

- The current training and testing regime for motorists and professional drivers is well established, but suggest that guidance on instruction, courses and testing continues to be reviewed and kept current as new types of facility are introduced – for example segregated cycle tracks, and footways and cycle tracks that continue across side roads
- The expanded Bikeability training programme is an important part in enabling users of all ages to start cycling safely. Although the confirmed £50 million funding available until 2020 is welcomed this may still not be sufficient to meet demand (and need) for the expanded programme, reducing the impact of our behaviour change programme as we will either not be able to deliver training that takes advantage of the wider range of modules available – or will only be able to deliver training to fewer people.

- *Educating road users*

- The Combined Authority accepts there will always be a level of risk associated with use of roads by all users, our investment in infrastructure aims to reduce the level of risk to all road users and our Transport Strategy sets out an aspiration for a "zero tolerance" approach to transport-related deaths.
- The Combined Authority suggests that the need remains to provide ongoing education for all road users beyond those that have committed traffic offences, especially those users whose actions can have the greatest consequence on themselves and others. For example the Operation Close Pass initiative developed in the West Midlands, which sees police officers deployed on the highway to provide education to drivers about safely overtaking cyclists in line with the Highway Code, is being tested in West Yorkshire. The Government should work with police forces around the UK to assess the potential for these types of operation to reduce risk to more vulnerable users through improved driver behaviour.

- *Vehicles and Equipment*

The Combined Authority recognise the potential benefits that new vehicle technologies could bring to improving accessibility and safety but as part of ongoing research into connected and autonomous vehicles we suggest that Government ensure that full consideration is given to the potential impacts on vulnerable road users, including those with disabilities.

- *Attitudes and public perceptions – to cycling in particular*

- The Combined Authority suggests that the most effective way for a better awareness and understanding of the needs and challenges for people on bikes is for there to be an increase in the number of people cycling

- The Combined Authority has set a more ambitious target to increase cycling that the national target included in the Government’s Cycling and Walking Investment Strategy, with an aim to increase cycling levels by 300% by 2027. However we recognise that cycling will remain a small proportion of overall travel in the short term, and we believe that in order to improve attitudes towards and understanding of the issues affecting cyclists, Government should lead on awareness and behaviour change action at the national level. The THINK! campaign achieves significant impact and exposure and could provide effective messaging which could change attitudes and perceptions – for example normalising cycling, emphasising responsibilities towards vulnerable users and that all roads users

2.8 It is proposed that following input from Transport Committee Members on the key themes of the draft response identified above, the final response is agreed between the Chair of the Transport Committee and the Managing Director.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

6.1 The key themes of the proposed Combined Authority consultation response have been developed with involvement from partner councils in West Yorkshire.

7 Recommendations

7.1 That Transport Committee notes the Government’s consultation on cycling and walking safety.

7.2 That subject to comments at this meeting, the Transport Committee agrees the recommended key themes identified in paragraph 2.7 as forming the basis of the Combined Authority’s response to the Government’s consultation.

8 Background Documents

Department for Transport consultation document: “Call for Evidence Cycling and Walking Investment Strategy: Safety Review”, March 2018

10 Appendices

None

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Report to: West Yorkshire Combined Authority / Transport Committee

Date: 25 May 2018

Subject: **Bus Strategy Performance Framework**

Director: Dave Pearson, Director, Transport Services

Author(s): Kate Gifford, Chris Leahy

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

1 Purpose of this report

- 1.1 The purpose of this report is to seek the Committee’s endorsement of a Performance Management Framework for the adopted Bus Strategy which expands on the bus monitoring set out in the Transport Strategy Performance Management Framework.

2 Information

- 2.1 The West Yorkshire Bus Strategy was adopted by the West Yorkshire Combined Authority in 2017. It sets the organisation’s agenda for improving bus services across the County from 2017 to 2027.
- 2.2 The Bus Strategy is a key document supporting the West Yorkshire Transport Strategy. Following the adoption of the West Yorkshire Transport Strategy Performance Management Framework, a supporting framework is required for the Bus Strategy.
- 2.3 This Performance Management Framework will draw upon the existing Transport Strategy Performance Management Framework, reflecting the

relationship between the documents. In addition, it will provide greater detail on the use and performance of West Yorkshire’s bus services.

3 Context

3.1 The mode share target for bus is a West Yorkshire wide increase in trips of 25%, which will form the key indicator for the Bus Strategy. The report on the Transport Strategy Performance Management Framework was approved by the Transport Committee in March.

3.2 Four of the six key indicators set out in this Framework relate to bus and will therefore be used to track the Bus Strategy:

Table 1 – Agreed and proposed indicators to be included in Bus Strategy Performance Management Framework

Topic	Key indicator	Supporting indicators	How data will be collected
One system – public transport	Patronage	Change in number of trips being made by bus (broken down by ticket types enabling analysis by age group)	- Data collated quarterly through Bus 18 partnership
One system – public transport	Satisfaction with local bus/rail services	<ul style="list-style-type: none"> - Bus punctuality - Park and ride punctuality - User satisfaction with public transport (bus) - Business satisfaction with public transport (bus)* 	<ul style="list-style-type: none"> - Data collated quarterly through Bus 18 partnership. - Historic real time data (WYCA) - Bus patronage - User satisfaction (WYCA tracker survey) and Transport Focus Bus Passenger Survey - Business satisfaction through LEP Business Survey.
Smart futures	Percentage of smartcard/m-ticket transactions	<ul style="list-style-type: none"> - Confidence in using the best value for money ticket - Number of stops with RTI screen - Overall satisfaction with public transport information 	<ul style="list-style-type: none"> - Collected via Transport Strategy - Overall number of stops with RTI screen - Bus patronage - User satisfaction (tracker survey)

Topic	Key indicator	Supporting indicators	How data will be collected
Access inequality (employment)	Access to employment from deprived areas (bus compared by car)*		TRACC analysis
Access to the bus network	Households within walking distance of a regular bus service		Accession data/analysis
Effectiveness of WYCA procurement of socially necessary bus services	Effectiveness Value for money Cost Effectiveness	% of total bus passengers carried on the supported network Subsidy per passenger trip Cost per Km operated	Data obtained through contract management
The Road Network	WY mode share for bus	WY mode share	NTS data

* Indicates proposed new indicator.

Data Mining

- 3.3 As almost all buses now have smart enabled ticket machines there is now a range of data sets available to analyse patronage trends. This data is key to understanding the factors which will influence performance against the ambitious targets for increases in bus use, it is intended that specific data analysis be undertaken of the existing data that the Combined Authority holds on patronage. A data sharing agreement will be developed with the bus operators through Bus 18 to allow more complete access to data on commercial services collected from ticket machines. This will allow more detailed data analysis to be undertaken to help build up more of an insight into passenger flows and customer groups (including concessionary passengers and young people).

Connecting Leeds surveys

- 3.4 As part of the Connecting Leeds investment programme, the Combined Authority already has plans to collect three different types of data to measure the impacts of the interventions being delivered.
- 3.5 Data will be collected in the next two months as a baseline and then a second and third set of data will be collected at future dates to measure the

impacts of the investment undertaken. There are two types of survey being undertaken:

- **On bus surveys** – collecting data on satisfaction with vehicles, bus stops, travel times and the waiting environment. The surveys will be undertaken on the five investment corridors and on two control corridors that are outside of the investment programme.
- **Gateway surveys** – gathering information on public satisfaction with the appearance, safety, ease of navigation and ease of access to public transport in areas of Leeds city centre. These surveys will be undertaken at the five gateway locations and a control location in the city centre.

3.6 Corridor analysis of ticket machine and smartcard data will also take place to understand the volumes and demographics of bus travel on the route in order to target activities to stimulate higher bus use to support the target to double patronage.

3.7 A set of Green Infrastructure Indicators have also been developed that will include monitoring of cycle levels, proportions of walking and cycling into the centre of Leeds and monitoring levels of nitrogen dioxide for each investment corridor.

Management of surveys

3.8 The surveys will be managed and results will be reviewed through the Bus 18 partnership with bus operators prior to reporting to this Committee.

4 Next steps

4.1 Transport Committee are asked to endorse development of a Bus Strategy Performance Management Framework and collection of data to be reported through the Bus 18 partnership.

4.2 The next steps in the development of this Framework are as follows:

- Develop shape of the framework;
- Secure a full set of commercial data through a data sharing agreement with operators
- Select indicators – through development of a long list then undertaking a scoring process of indicators against agreed criteria;
- Agree shape of the framework and the indicators it contains with Bus 18 and Transport Committee;
- Report on indicators through Bus 18; and

4.3 Baseline figures will be presented to the Transport Committee in Autumn 2018 with performance reported to the Committee annually together with an ongoing review and update of the indicators as required.

5 Financial Implications

5.1 This work will be undertaken by the Research and Intelligence team within WYCA. Based upon similar work, costs for developing the framework are likely to be around £20,000.

6 Legal Implications

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

7 Staffing Implications

7.1 Developing the framework will involve substantive internal resource from the Research and Intelligence team. There will also be a small ongoing cost to update the framework on an annual basis.

8 External Consultees

8.1 No external consultations have been undertaken.

9 Recommendations

9.1 That the Committee endorse the development of a Bus Strategy Performance Management Framework as set out in this report.

10 Background Documents

None.

11 Appendices

None.

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Report to: West Yorkshire Combined Authority / Transport Committee

Date: 25 May 2018

Subject: **Next Steps in Digital Payment for Travel**

Director: Dave Pearson, Director, Transport Services

Author(s): Kate Gifford, James Bennett

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

1 Purpose of this report

- 1.1 The purpose of this report is to set out the next steps in refreshing the Combined Authority’s policy on Digital Payment for Travel (also known as the Retail Strategy). The report also sets out how this refresh interacts with other work streams currently under development including the emerging West Yorkshire Digital Framework and the updated Information Strategy.

2 Information

Policy context

- 2.1 The Combined Authority adopted a West Yorkshire Transport Strategy and Bus Strategy in 2017. The Transport Strategy sets out the Combined Authority’s vision and policy aspirations for the whole of the transport system for the next 20 years. The Bus Strategy, as a daughter document, sets out the detailed approach to delivering a modern, integrated and innovative bus system. The strategies and their policies are supported by a set of ambitious targets to grow the amount of trips made by rail, bus, cycling and walking. Providing more and better transport options for individuals and businesses is a central theme of the Transport and Bus Strategies.

- 2.2 Both the strategies sit within the emerging policy framework of the Combined Authority, with the development of a Leeds City Region Industrial Strategy at its heart, targeted at placing the City Region on the front-foot with an ambitious policy platform that improves competitiveness and drives inclusive growth outcomes. A world class, 21st Century transport system is a vital requirement of a competitive, inclusive economy, where jobs are created, productivity is boosted and the benefits of economic success are shared fairly.
- 2.3 The Combined Authority is now developing the detail of how each policy within the Transport and Bus Strategies can be implemented. This paper sets out activities being undertaken under the Smart Futures theme of the Transport Strategy in respect of Retail Strategy and specifically enabling customers to make digital payments for travel. This paper also explains the interaction of proposals for digital payment systems with planned improvements to the provision of travel information through the Combined Authority's Passenger Information Strategy.
- 2.4 Delivering the Transport and Bus Strategy targets to grow bus trips in West Yorkshire by 25% by 2027, and Leeds City Council's own target of doubling bus patronage over the next ten years will require a step change in the passenger experience of travelling on bus. This step change will be assisted by the delivery of easier ticket purchase and better travel planning in advance of journeys; interactive tools to allow dynamic real time and disruption information to be provided to give passengers better confidence in bus reliability; and also the quality of information provision (both printed and online).
- 2.5 The Leeds target is supported by plans to improve bus infrastructure (and therefore journey times), bus vehicles and real time information provision funded through Leeds Public Transport Investment Programme (LPTIP). The speed and ease of purchasing tickets is also a key component of achieving this ambitious passenger growth target. The Bus Strategy also sets out the longer term objective of moving away from cash payment on the bus, which will help to improve journey time reliability by minimising boarding times. In order to achieve this, it is necessary to provide different purchase options that enable passengers to purchase tickets before boarding the bus, particularly where customers purchase weekly or monthly ticketing products.
- 2.6 The development of Mobility as a Service (MaaS) apps will help to provide access to a portfolio of mobility options and contribute to changes in the way in which many people plan, book and purchase tickets for travel. The Transport Committee meeting of 16th March considered the next steps for the Combined Authority in supporting the development of MaaS in West Yorkshire. In order to deliver a higher quality passenger experience, the Combined Authority are currently developing a Digital Payment for Travel Strategy, which will sit alongside an emerging Passenger Information Strategy and will help to deliver the elements of the Transport and Bus Strategy

outlined above. These Strategies are also key components of Mobility as a Service.

Trends and Progress to Date

- 2.7 Through its Smartcard and Information Programme, the Combined Authority has invested in the infrastructure which supports smart transactions. Over 1.25 million transactions are now made every week by customers using smart MCards and concessionary passes.
- 2.8 There are currently 1.3 million transactions using the multi- operator MCard generating £30 million of annual MCard sales. The MCard uses smartcard technology requiring the customer to obtain a card in advance of travel and to “top up” the card with ticket products such as weekly, monthly and annual season tickets. The MCard is popular amongst longer distance commuters and under 25s where a range of discounted products are available.
- 2.9 Bus operators are already taking significant steps to reduce on bus cash transactions through the introduction of contactless payment facilities. First and Transdev have already introduced contactless payment on buses and other operators expect to introduce contactless before the end of 2018. Operators are reporting a rapid take up of this option with up to 15% of customers switching from cash in the early months.
- 2.10 All operators now have ticket machines that, in addition to smartcards and contactless bank cards, accept QR/ barcode code tickets. All three major operators are now selling M tickets through their own branded mobile apps which generate a QR code which is read by the bus ticket machine. There is a commercial advantage to operators in developing a transactional relationship with customers through the app.
- 2.11 At present there is no mobile phone QR code ticket offer for the multi operator MCard products. An MCard android app was launched in late 2017 which enables customers to buy new tickets through their smartphone and transfer them onto their smartcard. This has proven popular with approaching 20,000 sales are made on the app each week, representing 5% of MCard retail sales. Google is developing an option for android smartphones to operate as a smartcard using the phones’ NFC capability. Apple has not enabled its NFC functionality to be used by third party apps. Only QR/ barcode ticketing can work across all mobile platforms.
- 2.12 Cash transactions on the bus are reducing as customers move to other payment systems. In summary West Yorkshire bus passengers currently have the following options:
1. To pay cash on the bus to purchase a single journey, daily or weekly ticket.

2. To use their contactless bank card to purchase to purchase a single journey daily or weekly ticket.
 3. To obtain an MCard smartcard and load weekly, monthly or annual tickets prior to travel – favoured by long distance commuters and under 25s.
 4. To buy operator only QR/ barcode M tickets through an operator mobile app - discounts for multi purchase favouring periodic travellers such as part time workers.
 5. If eligible, use their concessionary pass smart card.
- 2.13 Some MCard products are available for travel on bus and rail however the rail ticketing environment is governed by the rail industry which is undertaking its own review into ticket prices, products and payment methods.
- 2.14 The key learning points from recent changes are:
- The popularity of operator M Tickets and the MCard app would indicate a customer preference to pay for bus travel using a mobile device; and
 - Contactless bank card use has grown quickly since its introduction, particularly in areas with A B C1 demographics.
- 2.15 West Yorkshire Ticketing Company Ltd (WYTCL) is the Joint Venture Company which manages the MCard and is operated by the Combined Authority, bus and rail operators. WYTCL is actively looking to provide MCard products on a mobile app. Given the issue with Apple phones, a QR code arrangement is proposed. Subject to a satisfactory business case, the development costs to create an app would be met from the Smartcard and Information Programme.

Transport for the North - Integrated and Smart Ticketing programme

- 2.16 Transport for the North's Integrated and Smart Ticketing programme will create an account based ticketing environment from 2019 (with simpler day tickets progressing to offer weekly and multi-operator products). Customers will set up an account with a transport provider or ticketing scheme. They will use their contactless bank card to register each journey and they will pay the cheapest price for all of the journeys made in a day (the fair price promise). The TfN programme will create the back office processing required to monitor travel and collect revenue from the customer through direct debit.
- 2.17 It is predicted that London will become a cashless city by 2036¹. Most London buses do not allow for cash payment. Transport for London recently reported that half of all pay as you go transactions are now made by contactless

¹ <https://www.standard.co.uk/news/london/london-will-be-completely-cashless-within-20-years-a3275826.html>

payments² with the remainder of customers purchasing season ticket products accessed through their Oyster account.

- 2.18 The TfN programme is seeking to follow this lead, however fares are more complex in the deregulated bus environment. In London flat fares operate regardless of journey length enabling the setting of maximum cost for the customer per day. Outside London, fares differ between operators and generally relate to the distance travelled. This adds to the complexity of the TfN system both in its administrative terms and in presentation to the customer. The TfN system will initially charge customers on day by day basis extending to weekly when fully established. Demand will remain for monthly and annual season ticket products including those offered by MCard. Using a contactless bank card as a means of paying for travel is not available to those without bank accounts. Without a solution to this, the move to contactless payment would not support the Combined Authority's Inclusive Growth ambitions. TfN is seeking to develop a card based solution for those without bank accounts however details of this are not known at present.
- 2.19 Under 18s are a key group of bus users who will not have a contactless bank card. At present young people's products represents the highest volume of sales and growth in MCard products and it will be crucial to maintain this.

Travel Information

- 2.20 The Combined Authority provides a range of digital, face to face and paper based travel information services jointly funded by bus operators under its Metro branding. This provision is currently being reviewed to ensure it meets with current customer aspirations as part of a refresh of the formal Information Strategy required by the Transport Act. This review will be integrated with the Digital Payment for Travel strategy.
- 2.21 The CA's Tracker market research survey is undertaken annually to assess use and satisfaction with a range of services including Travel Information. The 2017 survey identified that 45% of respondents use of mobile phones to obtain information across all age groups compared to 20% in the previous year.
- 2.22 The market research nationally and locally indicates that customers want improvements in the provision of travel advice during times of disruption. The CA is working with Transport for the North to facilitate live travel advice updates on its digital feeds.

Mobility as a Service

- 2.23 As discussed in the March paper to Transport Committee on Mobility as a Service), Mobility as a Service (MaaS) apps will enable integration of different modes of travel (including car club, cycle hire, bus, rail etc) and also allow for

² <https://www.standard.co.uk/tech/contactless-payments-tube-rail-tfl-cashless-society-a3821681.html>

journey planning, purchase and payment of travel in one place. MaaS apps are starting to come to market and examples include the West Midlands Whim app.

- 2.24 MaaS apps generally involve a commercial partner who, in addition to providing the customer facing elements, would manage the payment and revenue distribution arrangements, taking a commission of sales.
- 2.25 The Combined Authority has been a partner in the development of the Trav.ly app in West Yorkshire which has the potential to develop into a MaaS offer. Whilst a pilot launch of Trav.ly is planned during the summer, its longer term future is uncertain following the end of its Innovate UK committed funding in August 2018.

Next steps

- 2.26 The refreshed Digital Payment for Travel strategy will be developed over the next six months. Steps in the development of the strategy are outlined below.
- Customer research – June/July 2018
 - Development of strategy and action plan – July 2018 onwards
 - Development of delivery plan – August 2018 onwards
 - Present updated strategy and delivery plan to Transport Committee – September 2018
 - Enter assurance process to gain approval for the work plan and to deliver the strategy – September to December 2018
- 2.27 As part of the strategy development, discussions will be held with the Trav.ly partners to explore the feasibility of using the app as the mobile platform for MCard products with potential for further development as a MaaS service.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 No external consultations have been undertaken.

7 Recommendations

- 7.1 That the Committee notes the current position with digital payment for travel.
- 7.2 That an updated strategy and delivery plan be presented to the Committee later in 2018.

8 Background Documents

None.

9 Appendices

None.

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Report to: Transport Committee

Date: 25 May 2018

Subject: Urban Transport Group research

Director: Liz Hunter, Interim Director of Policy and Strategy

Author(s): Steve Heckley

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

1 Purpose of this report

- 1.1 To provide a summary of recently published research by the Urban Transport Group in respect of transport challenges faced by UK city regions.

2 Information

Background

- 2.1 The Urban Transport Group (UTG) is the UK network of urban transport authorities consisting of Merseytravel, Nexus, South Yorkshire PTE, Transport for Greater Manchester, Transport for London, Transport for the West Midlands and the West Yorkshire Combined Authority, plus associate members.
- 2.2 UTG represents and supports the work of its members through:
- Providing thought leadership for the urban transport sector - by undertaking research and producing reports that investigate the transport challenges its members face;

- Making the case for the funding and powers its members need to plan and deliver transport networks to support inclusive, sustainable growth;
 - Providing professional networks for the take up of best practice through sharing experience and co-commissioning.
- 2.3 UTG's Business Plan for 2018/19, which sets out their research activities for this current financial year, was reported to the Transport Committee meeting of 16 March 2018.
- 2.4 This paper highlights the findings of two recently published reports identified in UTG's Business Plan of last year, 2017/18:
- Number Crunch: Transport trends in the City Regions;
 - White Van Cities: Questions, challenges and options on the growth of urban van traffic.

Number Crunch report

- 2.5 The Number Crunch report was published by UTG on 4 April 2018. The full report can be accessed from UTG's website at:
http://www.urbantransportgroup.org/system/files/general-docs/UTG_Number%20crunch%20transport%20trends%20in%20the%20city%20regions_digital.pdf
- 2.6 The report identifies some key travel and transport trends for the UK's largest city regions, reviewing data collected over the last 10 years from London and the six Metropolitan areas of Greater Manchester, Merseyside, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire.
- 2.7 UTG identify city regions as key to the UK economy, but warn that the scale, speed and nature by which city region economies and populations are changing presents challenges for transport networks in ensuring that growth can continue to be supported and maximised, and the benefits fairly spread. Some of the data sets used differ by time period and there have been changes in methodologies, but UTG are able to identify some key trends to illustrate the scale and nature of challenges facing city regions.
- 2.8 The key trends highlighted are:
- **City region economies are all growing – but differentially.** London has a stronger economy than the other city regions and within those city regions, core cities are performing better than their wider sub regions;
 - **City region populations are growing and are forecast to grow faster than the rest of England** - populations are predicted to grow by 19% across the city regions and by 12% in metropolitan areas by 2039, compared to 8% for England outside of the city regions;
 - **The population is aging** - most noticeably in the growth of the over 75's, with predicated growth of 80% from 1.3m to 2.4m for this age group in the city regions by 2039. UTG identify the shift to an older demographic for

urban populations as one of the least considered background factors in transport policy and planning;

- **People are travelling less overall, including for shopping, commuting and business** - this is a national trend that UTG suggest is also reflected in cities. There are also signs that transformative social and technological change is beginning to impact on travel patterns, evidenced by the growth in Private Hire Vehicle (PHV) numbers linked to new entrants to the market such as Uber. Nationally PHV numbers increased by 41% between 2007 and 2017, and Taxi numbers grew by 17%;
- **More trips per head continue to be made by car than by other modes** - but UTG suggest that nationally the trend for private car trips is in decline and the car is becoming less dominant in cities. Car use shows some interesting changes across age groups, with the take up of driving licences declining amongst the young but increasing among the old (particularly women). The National Travel Survey groups cars and vans together, but other data shows that van traffic has had the biggest growth, increasing by 23% since 2006;
- **Patronage by mode is changing** - the big loser has been the bus and the big winners have been trains and PHVs:
 - Bus patronage in metropolitan areas is in long-term decline, falling from 1.1 billion in 2009/10 to 937 billion in 2016/17, and the number of bus trips per head has also declined, suggesting it is only population increases stopping overall bus patronage from falling more steeply;
 - Rail use into city centres has significantly increased e.g. Leeds saw growth of 71% between 2006/07 and 2015/16, but growth has also happened away from core city stations e.g. Huddersfield saw rail use grow by 91% in the same period. Mass transit systems have also seen patronage grow rapidly with tram and light rail systems experiencing a 44% increase since 2007/08 following investment in new lines and better services;
- **Active travel shows low levels of cycling and declining walking trips at a national level** - but UTG find evidence of growth in cycle trips within city regions following investment in cycling. There is a long-term trend of declining walking trips, with walking making up 47% of all trips in England in 1975/76 and 26% by 2016;

2.9 UTG identify a continued, important role for coordinated and integrated transport planning in urban areas to address the consequences of differential growth and the decline in different modes, as well as the implications of transformative social and technological change. Investment in transport is flagged as vital to help sustain and support a more balanced realisation of the full potential of city region economies.

White Van Cities report

2.10 The White Van Cities report was published by UTG on 9 April 2018. The full report can be accessed from UTG's website at:

<http://www.urbantransportgroup.org/system/files/general-docs/White%20Van%20Cities.pdf> .

- 2.11 White Van Cities elaborates on the growth in van use identified in the Number Crunch report, setting out key trends and their potential causes, examines implications and highlights good practice from transport authorities on vans.
- 2.12 The Department of Transport (DfT) defines vans (or Light Goods Vehicles, LGVs) as goods vehicles below 3.5 tonnes in weight including their cargo. This includes small commercial vans and larger 'transit' and 'Luton' types. (Heavy Goods Vehicles or HGV's are vehicles over 3.5 tonnes).
- 2.13 Van use is the fastest growing sector of road traffic. There are 3.8 million vans registered in the UK representing 15% of all motor traffic. There has been greater recent growth in the use of larger vans, possibly related to their attraction over HGV's in being able to access urban/HGV restricted areas. Van mileage has increased across all road types. The DfT forecasts overall van mileage growth of 79% between 2010 and 2040.
- 2.14 Of all registered vans in 2016, 96% were diesel fuelled. Alternative fuelled, low emission vans are available but take up has been slow. 47% of vans are registered to a company and 51% are privately registered with 2% between owners. Journey purpose data is limited, but 2009 DfT data suggests:
 - 20% of mileage is related to carrying goods for collection or delivery - (although other more recent data suggests this percentage is increasing);
 - 50% of mileage is for carrying tools and equipment (e.g. plumbers).
- 2.15 The growth in van traffic is identified as being explained by
 - Rapid growth in e-commerce (- internet shopping and home deliveries);
 - The flexibility vans offer compared to HGVs, plus lighter regulations for vans compared to HGVs including less strict regulations on driver training, hours and roadworthiness for vans;
 - Changes to company car taxation and vehicle excise duty making vans a cheaper alternative and incentivising people to switch from cars;
 - Rises in the number of self-employed people.
- 2.16 UTG acknowledge the growth in van trips as having made an important contribution to economic success in supporting employment and assisting the logistics sector, but identify that van use presents challenges for cities and urban areas through its impacts on a number of key policy areas.
- 2.17 The report highlights key themes relating to the negative impacts of van use:
 - **Air Quality:** Van traffic contributes 30% of nitrogen dioxide (NO_x) emissions from road transport and significant percentages of airborne particulates (PM_{2.5} and PM₁₀);

- **Carbon emissions:** Van traffic contributes 16% of carbon dioxide (CO₂) emissions from road transport;
- **Congestion:** Cabinet Office research found that 50% of urban traffic increases experienced in the ten years up to 2008 were due to van traffic;
- **Urban realm:** Cities are seeking to improve urban realm and prioritise space for people over traffic but challenges exist around accommodating van access, drop-off and pick-up points, and noise, air pollution and intrusion impacts could become more acute in this context;
- **Safety:** Vans have a lower rate of accidents per mile than other road vehicles but there are issues related to illegal operation and the unsafe loading of vans.

2.18 The report identifies local authority best practice case studies in respect of mitigating the negative impacts of van use, including; Incentive schemes for businesses; Use and specification of Clean Air/Ultra Low Emission Zones; Traffic management access restrictions; Freight consolidation centres; and Inter-modal transfer including innovative, sustainable solutions for 'last-mile' city centre deliveries.

Implications of the two reports for the Combined Authority

- 2.19 The two UTG reports have potential implications for a range of transport and wider urban public policy goals including social inclusion, environment and carbon reduction, health and air quality and productivity and congestion relief.
- 2.20 The Number Crunch report uses national data-sets and as such provides an informative high level summary of transport trends at a national and aggregate level across the city regions. (It was not UTG's purpose to compare or explain different trends or nuances in individual cities/regions).
- 2.21 The Number Crunch report broadly corroborates evidence collected for the West Yorkshire Transport Strategy 2040, which is as expected as both UTG's report and the Combined Authority's work to develop indicators and targets for the Transport Strategy share some data-sets such as the DfT's National Travel Survey (NTS).
- 2.22 The decline in bus use nationally and across the city regions mirrors the West Yorkshire trend, although the average number of bus trips made by West Yorkshire residents is higher than the national average. The trend nevertheless highlights the ambition and challenge of the target adopted in the West Yorkshire Bus Strategy to grow bus trips in West Yorkshire by 25% by 2027, and Leeds City Council's own target to double bus patronage over the next 10 years, and the scale of investment required to reverse the decline.
- 2.23 UTG's description of the trend with cycling is consistent with West Yorkshire's experience, with generally low numbers of cycle trips with year on year fluctuations, but encouraging evidence behind the national and city region averages shows that where investment has been made in cycling infrastructure there has been increases in cycle trips. This is reflected in the

CityConnect programme's delivery of the Leeds-Bradford cycle superhighway. Since its July 2016 opening, the superhighway has recorded over half a million cycle trips, with an average of 3,000 users each month. Early monitoring results shows an increase in uptake in cycling across the route.

- 2.24 UTG's identified trend of a decline in walking trips is not fully supported by NTS data for West Yorkshire. There has also been long term decline in West Yorkshire but a broadly steady position of walked trips since 2011. The NTS methodology for recording walking trips was modified for 2016 and is anticipated to be modified again, but walking trips are difficult to measure and are not best represented by a single source of data. Understanding will be helped by reference to a wider set of national and local data to identify trends and opportunities for increasing the role of walking.
- 2.25 Of particular interest are the trends that UTG highlight in an overall decline in people making trips and a decline in the number of trips made per person by private car. UTG link the overall decrease in demand for travel to increasing trends for home-working and internet shopping. UTG link the reduction in the number of trips made by private car to car use becoming more difficult and more expensive in cities, at the same time that quality alternatives are made available. This interpretation is supported by a national trend of increasing rail use, and of tram and light rail systems in the city regions where they exist, for trips into centres. West Yorkshire has seen significant growth in rail trips but it does not have the benefit of other fixed systems.
- 2.26 The UTG identified trends of declining overall numbers of trips, and trips by private car look at first hand to differ from West Yorkshire experience. The average number of trips per person by all modes in West Yorkshire is above the national average and has remained fairly stable over a number of years with an increase of just 1% between 2004 and 2016. Over the same period the average trip rate in England decreased by 7%. The recent West Yorkshire trend for car trips was of steady growth from 2006 to 2011, interrupted by a dip in numbers from 2012 to 2015 which has been assumed to relate to the recession of the late 2000's and its continuing effects, before a sharp increase in car trips in 2016 to above pre-recession levels. It may be that the dip in car trips is less a consequence of the recession and more reflective of broader societal shifts and technological changes. Analysing further years data will help to understand if the 2016 data was part of a longer term upwards trend or a 'blip', and to better understand the relationships between car use and economic performance.
- 2.27 The Transport Committee meeting of 16 March 2018 endorsed a set of indicators (then adopted by the Combined Authority at its 10 May 2018 meeting) to assess performance in delivering the Transport Strategy including ambitious targets to grow the numbers of trips made by bus, train, cycling and walking and to reduce car trips. UTG's Number Crunch report will be updated on an annual basis which will assist in benchmarking West Yorkshire performance as reflected in Transport Strategy indicators and targets, against national and city/regional trends.

- 2.28 UTG's White Van Cities provides insight to an emerging, significant area of transport use, and suggests that targeted interventions addressing the role of LGV's could form a key theme of Transport Strategy delivery. The report's case study examples could have practical application in West Yorkshire to address traffic congestion and the requirements for action to reduce carbon emissions and improve air quality that are detailed in the separate Item 9 Air Quality update report to this meeting. There may be opportunities to use new technologies and data to better manage the transporting of goods and make better use of vehicles, road space and the public realm, that could be aligned with the Combined Authority's work to develop Mobility as a Service (Maas) offers for individuals identified in the Item 12 report to this meeting.
- 2.29 UTG acknowledge that data on van usage is limited and the need to gain a better understanding of how and why van traffic is growing to better inform policy makers to develop responses. UTG identify some key research questions that they propose to investigate. The Combined Authority will also need to develop its understanding of the local make-up and operations of the White Van fleet in West Yorkshire.
- 2.30 The findings of the two UTG reports emphasise the need for a programme of monitoring, evaluation and research within West Yorkshire to understand travel and transport trends and inform policy making. The Combined Authority has previously agreed funding allocations for the monitoring and evaluation of transport interventions and research projects from Local Transport Plan Integrated Transport block (ITB) funding. Current funding allocations expire at 31 March 2019. Work has now commenced to develop the detail of the capital programme for the three year period from April 2019 to March 2022. Reports on the development of that programme will be made to future meetings of the Transport Committee.
- 2.31 A key area highlighted in the Number Crunch report that might be a focus for research by both UTG and the Combined Authority is the differing trends in respect of younger and older people's attitudes to motoring. A better understanding of the reasons behind the trends for different age groups could inform the development of targeted interventions to improve connectivity, whether infrastructure provision or public transport retail strategy and products and/or the MaaS platforms identified in the Item 12 report to this meeting.
- 2.32 The UTG reports also raise interesting questions about understandings of travel demand and the ability to accurately project longer term futures. These questions form a central theme of a report titled 'All Change? The future of travel demand and the implications for policy and planning' published in May 2018 by the independent research group 'The Commission on Travel Demand', and produced with the input of the Institute for Transport Studies at the University of Leeds. This report suggests that the nature of the 'transport problem' is changing and highlights some of the same unexpected trends in travel and transport highlighted in the UTG reports, which the Commission argues challenge some of the tools used and assumptions embedded in growth forecasts which underpin transport investment decision making. A

report on The Commission on Travel Demand findings will be brought to a future meeting of the Transport Committee.

- 3.33 The trends and issues raised by these particular pieces of research suggest an opportunity to engage politicians early in the process of interpreting research data and determining uses and next steps in policy making.

3 Financial Implications

- 3.1 None as a result of this report

4 Legal Implications

- 4.1 None as a result of this report

5 Staffing Implications

- 5.1 None as a result of this report

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 That the Transport Committee notes the content of the Urban Transport Group's reports on Transport trends in the City Regions and White Van Cities.

8 Background Documents

Urban Transport Group report: Number Crunch: Transport trends in the City Regions (2018). Accessed at:
http://www.urbantransportgroup.org/system/files/general-docs/UTG_Number%20crunch%20transport%20trends%20in%20the%20city%20regions_digital.pdf

Urban Transport Group report: White Van Cities: Questions, challenges and options on the growth of urban van traffic (2018). Accessed at:
<http://www.urbantransportgroup.org/system/files/general-docs/White%20Van%20Cities.pdf>

The Commission on Travel Demand report: 'All Change? The future of travel demand and the implications for policy and planning'. Accessed at:
http://www.demand.ac.uk/wp-content/uploads/2018/04/FutureTravel_report_final.pdf

10 Appendices

None



Report to: Transport Committee

Date: 25 May 2018

Subject: **City Region Transport Update**

Director: Dave Pearson, Director, Transport Services

Author(s): Dave Pearson/Michael Sasse/Lynne Triggs/Neil Moore/Kate Gifford/Neale Wallace/Ambrose White

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

1 Purpose of this report

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

2 Information

Bus 18 Progress:

2.1 Recent progress has been made on Bus18 initiatives as follows:

- Young People - Engagement with young people has taken place at the Youth Voice Summit and through focus groups with the Youth Council transport campaign group, to shape to the proposed “go anywhere day ticket”. The young people preferred a personal product, that ‘belongs’ to them. The new £2.60 MyDay will be introduced in early July.
- A workshop bringing together Bus18 Steering Group and young people from across West Yorkshire will take place on 21 June. Young people will have the opportunity to provide feedback on Bus 18’s recent initiatives and work with the group on an on-going basis.
- Positive feedback has also been received from young people and drivers regarding the implementation of concessionary fares when wearing school uniform.

- Network Stability - A service disruption protocol has been agreed and formalised between the Combined Authority and bus operators, following the cross-operator ticket acceptance actioned during the recent weather disruption. The protocol outlines the types of events which might trigger ticket acceptance (e.g. severe weather, road traffic accidents) and how the arrangements are communicated.
- Punctuality and Reliability - bus operators and the Combined Authority have agreed a punctuality monitoring scheme effective from January 2018 which will involve periodic reporting of performance against targets – the first quarter report is included within the Transport Committee paper entitled Bus Strategy Performance Framework.

Metroline Telephone Service Hours

- 2.2 In recent years, the Combined Authority has extended the range of its Metroline travel enquiry service and increased its online information presence through the www.metro.com website. In addition to taking telephone calls, the Metroline team provide social media and webchat services. As a result the wider range of services available, telephone call volumes in the evening have reduced. Consultation has commenced on a proposition to amend the opening hours of Metroline from its existing hours of Monday – Sunday 0700 – 2200 to Monday to Saturday 0700-2000 and Sunday and Bank Holidays 0800-2000.

Bus Services Act Regulations

- 2.3 New regulations made under the Bus Services Act have come into force that give the Combined Authority earlier sight of commercial service changes planned by bus companies. This change will enable earlier intervention by the Combined Authority in the event of a service withdrawal. However operators can now register the final version of the service change at shorter notice which has an impact on, in particular, providing information to customers. The Combined Authority is currently considering the implications of this change (which was brought in at short notice) and will report on this at a future meeting.

Bus Station Toilet Charging

- 2.4 The public toilets in both Bradford Interchange and Huddersfield Bus station are being renovated as part of the Combined Authority's planned maintenance programme. Works at Huddersfield have already started, Bradford will be completed later in the year. It is planned to refurbish the toilets to a high standard using the relatively new Castleford Bus Station design as a template. Introducing toilet charging at Leeds and Castleford bus stations has had a significant impact of reducing anti-social behaviour and vandalism in both locations, creating a more pleasant environment. Once the refurbishment is complete, it is planned to introduce toilet charging at Bradford and Huddersfield with the objective of significantly reducing anti-social behaviour and vandalism.

WYCA Funded Bus Services In Bradford District

- 2.5 Following a tender process, contracts have been awarded for socially necessary bus services operating under contract with the Combined Authority in the Bradford and Keighley areas with revised services operating from May 20 2018. In Bradford Yorkshire Tiger, based in Idle, were largely successful. In Keighley, the Keighley Bus Company were successful and will be operating the services with brand new Euro VI low emission buses. A very small number of journeys have been withdrawn due to very low passenger use but additional journeys have been provided to the Euroway Industrial Estate to meet shift finish times. Full details will be presented to the Bus Services Working Group,

Leeds CyclePoint

- 2.6 Following notification through the Cycle Rail Forum for the North, on 12 April the Combined Authority received confirmation from Network Rail that the Evans-staffed facility would close on Sunday 15 April. Since that date, the cycle parking provision remains operational for existing pass holders using the automatic doors, but no new passes are being issued for day or season ticket use. Signage has been put in place to indicate the location of alternative parking for cyclists without an existing pass. Network Rail has confirmed that Evans' decision to close the unit is related to the unit's commercial viability.
- 2.7 Network Rail also confirmed that it is making arrangements to keep the facility secure, and that it is actively seeking a new tenant to take over the facility. The Combined Authority will work with Network Rail to find a solution to this unsatisfactory situation which will enable the full cycle storage and servicing provision to be maintained.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 No external consultations have been undertaken.

7 Recommendations

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

8 Background Documents

None

9 Appendices

None



Report to: Transport Committee

Date: 25 May 2018

Subject: **Changes To Home To School Transport Provision**

Director: Dave Pearson, Director, Transport Services

Author(s): Dave Pearson/ Neale Wallace

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

1 Purpose of this report

- 1.1 The approve amendments to the policy guidelines applied to the provision of home to school transport for pupils who are not entitled to home to school transport under the Education Acts.
- 1.2 To approve a programme to dispose of MyBus vehicles approaching the end of their operational life.

2 Information

- 2.1 The Combined Authority arranges home to school transport on behalf of the local authorities in West Yorkshire. Provision for students entitled to free transport through the Education Acts is funded by the respective local Council, provision for other students is funded by the Combined Authority using its Transport Act powers. To maximise the opportunity for efficiencies, organising both is carried out the Combined Authority.
- 2.2 It is opportune to review the basis upon which the Combined Authority provides transport for those students who aren't statutorily entitled to reflect changes to demand and budget availability.

Revision Of Policy Guidelines

2.3 Policy guidelines for School Transport were adopted by the Transport Committee in 2014 and are included as Appendix 1. These have been reviewed with input from officers of the respective Council's Education Transport teams. The changes are aimed at ensuring the provision is targeted at those students for whom no alternative means of getting to school is available. It is therefore proposed to adopt the revised policy guidelines set out in Appendix 2 which amend the 2014 set as follows;

- New requests for services – the CA will not provide a service for pupils not attending one of their three nearest schools within a six mile radius
- Appraisal of existing services – it is proposed to reduce the threshold for cost effectiveness to £2 per passenger trip. Typically a school bus carrying 40+ students will meet this criteria. Where possible services carrying less than this number will be consolidated into other services.
- Appraisal of existing services- a more rigorous application of the “test of reasonableness” will apply to existing services and in particular services will not support students who could use alternative regular public transport or are within 1.5 miles (30 minutes' walk) of school.
- Appraisal of existing services- no account will be taken of post 16 students as they generally have greater flexibility in terms of their school day and have the confidence/ability to use the public transport. Bespoke school services will not, therefore, be routinely provided for this age group.
- Appraisal of existing services – subject to consultation with the respective local authority, the CA will withdraw any service provided for pupils not attending one of their three nearest schools within a six mile radius.

2.4 Where the application of the revised guidelines results in the withdrawal of service for a significant number of pupils, an Equality Impact Assessment will take place to assess any impact on groups protected under the Equality Act. Due consideration will also be given to issues which might affect students ability to travel including economic hardship, issues with walking routes and availability of regular bus services (both in terms of capacity and frequency).

2.5 It is also proposed that the Combined Authority charges a management fee for making arrangements on behalf of directly funded schools. Also that the Combined Authority will not meet any additional costs where schools do not conform to the published district calendar, or make arrangements for or fund 'one off' changes to the school day.

Disposal of MyBus Vehicles

2.6 In 2003, the former Passenger Transport Authority secured a grant from the Department for Transport to purchase 165 purpose built school buses. These vehicles supported an uplift in the quality of school bus operation under the branding “MyBus” to create an “American style” provision of dedicated school

buses. This approach has raised the standard of school bus services however, local authority policies have changed in subsequent years with fewer students eligible for free travel. As a result the MyBus vehicles have been largely deployed to supplement the existing provision with many secondary schools now served by a mix of MyBus and standard single and double deck vehicles.

- 2.7 Approximately 20% of all secondary age students carried on school buses procured by the Combined Authority travel on MyBus vehicles. The remaining 80% travel on standard single and double deck buses. MyBus vehicles are also used to serve primary school pupils where service delivery and safeguarding requirements are more stringent to reflect the greater level of vulnerability of young children.
- 2.8 The MyBus vehicles are now approaching the end of their operational life and it is necessary to consider their replacement. Whilst the vehicles remain safe and roadworthy, they are becoming increasingly unreliable with spare parts difficult to source as the UK distributor went into liquidation.
- 2.9 Replacement of 165 vehicles on a like for like basis would require a capital investment of around £25 million. To obtain a financial return on this investment would require annual savings in operating costs of £1.6m over the 15 year life of the buses; this is not attainable in current conditions.
- 2.10 At the time the vehicles were purchased, school buses were largely operated with fully depreciated non accessible vehicles and it was considered necessary to introduce a new form of school bus. MyBus vehicles were purpose built for schools operation with high capacity seating, seatbelts and CCTV (although the latter facility is now obsolete). The buses meet Euro VI standards following the fitment of selective catalytic technology in 2014 and 2015, funded by the DfT. They are not however suitable for regular service bus operation or longer distance travel. Consultation with secondary age students would suggest that they prefer to travel on the same buses as the adult population. It is advised that the rationale for investment in purpose built school buses is not the same as existed in 2002.
- 2.11 With the exception of seat belts, modern service buses provide a similar or better level of passenger comfort and safety than the MyBus vehicles. It is therefore proposed that the Combined Authority does not replace the purpose built school buses and arranges to transport secondary age pupils in modern single or double deck vehicles. In order to ensure the air quality benefits of the current fleet are maintained and the grant obligations to DfT are observed; the replacement vehicles will be required to meet Euro VI emission standards.
- 2.12 Where MyBus services operate to primary schools, it is appropriate to maintain the current higher standards of service delivery and safeguarding including passenger assistants and seat belts.
- 2.13 It is therefore proposed to withdraw and dispose of the current MyBus vehicles over the next three years as current contracts expire. To ensure that the

Combined Authority maximises revenue from their sale, the vehicles will be disposed through auction. The withdrawal will be in three phases as follows

Contract Expiry Date	Number of buses
31 August 2018	54
31 August 2019	39
31 August 2020	72

- 2.14 There are opportunities to consolidate routes to secondary schools where two MyBus single decker routes are combined into one route using a double deck vehicle. Providing there is no significant impact on the journey time for pupils, this will enable a cost saving which will assist with meeting the reduced budget available for bus service support.

3 Inclusive Growth Implications

- 3.1 The application of the revised policy guidelines will seek to minimise any potential negative impact on access to education and attendance levels.

4 Financial Implications

- 4.1 The phased withdrawal of My Bus vehicles and the amendments to policy guidelines are expected to reduce costs in line with the reduced budget for bus service provision.

5 Legal Implications

- 5.1 The amendment to the policy guidelines will apply to the discretionary aspects of school transport provided by the CA under its Transport Act powers. The CA will continue to provide services to students eligible for transport under the Education Acts under the direction of the relevant Council.
- 5.2 The proposed changes to the policy guidelines have been assessed using the Combined Authority's Equality Impact Assessment Screening Tool. This identified that the impact of the policy changes will vary on a service by service basis depending upon the mix of students affected and the alternatives available to them. Equality Impact Assessments will therefore be undertaken on a case by case basis where a service is proposed for withdrawal or where a significant number of students will no longer have access to bus travel to school. In the event that an Assessment identifies a material impact, mitigating actions will be considered.
- 5.3 The proposed disposal of vehicles will be carried out within the rules which apply to the disposal of assets.

6 Staffing Implications

- 6.1 There are no staffing implications arising directly from this report

7 External Consultees

- 7.1 These proposals have been developed with input from District Council officers responsible for Education Transport.
- 7.2 Liaison will take place with affected schools to ensure they are aware and can inform changes to provision.
- 7.3 Communication of the revised arrangements to parents/ carers and students will take place ahead of the start of the academic year.

8 Recommendations

- 8.1 That the revised policy guidelines for the provision of school transport set out in Appendix 2 be adopted.
- 8.2 That the Combined Authority progresses a phased disposal of MyBus vehicles as set out in this report.

9 Background Documents

10 Appendices

Appendix 1 - Policy Guidelines for Bus Services to Schools – September 2014
Appendix 2 - Policy Guidelines for Bus Services to Schools – September 2018
as proposed

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Policy Guidelines for Bus Services to Schools – September 2014

Requests for New Services to Schools

West Yorkshire Combined Authority will consider the following in appraising requests to West Yorkshire Combined Authority to fund new services to schools for students not entitled to transport by statute.

- **A new service will not be provided to a secondary school if students can reasonably be expected to make the journey by walking or using regular public transport.**
- **A test of “reasonableness”** will be applied to the journey
 - Walking distance 1.5 miles by a safe walking route
 - Bus Journey 1hr 15 minutes in total, including interchange
 - Maximum of 1 interchange using a safe interchange point
 - Home and bus stop are within 600m (10 min walk)
 - Pupil arrives no earlier than 30 minutes before registration
 - Pupil departs no later than 20 minutes after school finish
 - Bus Journey does not begin before 0700
- West Yorkshire Combined Authority will not fund a new service where the statutory responsibility to provide transport lies with the LEA of another body. West Yorkshire Combined Authority will however assist in organising such services on behalf of the statutory body.
- West Yorkshire Combined Authority will not fund a new service arising due to a reorganisation of school sites or opening times. West Yorkshire Combined Authority will however assist in organising such services where funding is available from the LEA, school, parents or another body.

Guidelines for Appraisal of Existing School Services Funded by West Yorkshire Combined Authority

Where West Yorkshire Combined Authority is funding a school service carrying 75% or more students who are not entitled to transport by statute, the service will be appraised under the following tests:-

- **Students currently using the service cannot reasonably be expected to make the journey by walking or using regular public transport** - the above test of reasonableness will be applied.
- **There are enough students using the service to justify its continued provision** - alternative arrangements will be made where buses are usually operating at less than 25% occupancy during winter and spring terms.
- **The service is cost effective** - lower cost alternatives will be explored when the cost per mile exceeds £3.

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Policy Guidelines for Bus Services to Schools – September 2018 as Proposed

Requests for New Services to Schools

West Yorkshire Combined Authority (Combined Authority) will consider the following in appraising requests to the Combined Authority to fund new services to schools for students not entitled to transport by statute.

- **A new service will not be provided to a secondary school if students can reasonably be expected to make the journey by walking or using regular public transport.**
- **A test of “reasonableness”** will be applied to the journey
 - Walking distance 1.5 miles by a safe walking route
 - Bus Journey 1hr 15 minutes in total, including interchange
 - Maximum of 1 interchange using a safe interchange point
 - Home and bus stop are within 600m (10 min walk)
 - Pupil arrives no earlier than 30 minutes before registration
 - Pupil departs no later than 20 minutes after school finish
 - Bus Journey does not begin before 0700
- West Yorkshire Combined Authority will not normally provide a service for students attending a school further than their three nearest schools within a six mile radius.
- West Yorkshire Combined Authority will not fund a new service where the statutory responsibility to provide transport lies with the local Council or another body. West Yorkshire Combined Authority will however assist in organising such services on behalf of the statutory body.
- West Yorkshire Combined Authority will not fund a new service arising due to a reorganisation of school sites or opening times. West Yorkshire Combined Authority will however assist in organising such services where funding is available from the local Council, school, parents or another body.

Guidelines for Appraisal of Existing School Services Funded by WYCA

Where West Yorkshire Combined Authority is funding a school service carrying 75% or more students who are not entitled to transport by statute, the service will be appraised under the following tests:-

- **Students currently using the service cannot reasonably be expected to make the journey by walking or using regular public transport** - the above test of reasonableness will be applied.
- **Services linking students attending a school further than their three nearest schools within a six mile radius**- will not be provided. Advice of the Local Authority Education Transport Team will be taken prior to withdrawal to take into account any mitigating circumstances.

- **There are enough students using the service to justify its continued provision** - alternative arrangements will be made where buses are usually operating at less than 25% occupancy during winter and spring terms. No account will be taken in this regard of students above Year 11.
- **The service is cost effective** - lower cost alternatives will be explored when the cost per mile exceeds £2.
- **The withdrawal of any service will be subject to an Equality Impact Assessment**



Report to: Transport Committee

Date: 25 May 2018

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Mary Innes

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

1 Purpose

- 1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee recommendations from its meetings of 21 March 2018 and 18 April 2018.

2 Information

- 2.2 Following the West Yorkshire and York Investment Committee (the Investment Committee) meeting in January 2018, the Chair of the Transport Committee requested that any transport related investment recommendations be reported to the Transport Committee.
- 2.3 The recommendations for the projects that were made by Investment Committee meeting in March 2018, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 5 April 2018 or delegated for approval to the Combined Authority's Managing Director.

2.4 The recommendations for the projects that were made by Investment Committee meeting in April 2018, will be presented for decision at the Combined Authority meeting on Thursday 10 May 2018 or delegated for approval to the Combined Authority's Managing Director.

2.5 The following projects were presented at the Investment Committee meeting on 21 March 2018. Further information for each project can be found in **Appendix 1**. Link to the March Investment Committee papers here where summaries of the business case for each scheme outlined here may also be found at:

<http://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=156&MId=541&Ver=4>

2.5.1 **Rail Park and Ride Programme - Garforth rail station car park project**

The project aims to deliver improvements and additional capacity to Garforth rail station car park as part of the first phase of the Combined Authority's Rail Park and Ride programme.

2.5.2 **North east Calderdale Transformational Programme study**

2.5.3 The scheme will enhance north south connectivity between Calderdale and neighbouring districts such as the A629 in Halifax town centre and A641 scheme between Brighouse and Bradford/Huddersfield.

2.5.4 **Inclusive Growth Corridors and the Transformational Programme**

This is a programme to develop inclusive growth through joining up local and regional plans for transport and wider growth activity by undertaking initial feasibility works on identified corridors/schemes. The programme provides a unique opportunity to undertake early development work to shape the future transformational pipeline of schemes which meet the aspirations of the region beyond existing planned programmes and projects.

LEP Loan 319 CITU bridge

2.5.5 The project aims to construct a bridge across the River Aire in the South Bank area of Leeds in order to provide increased connectivity for pedestrians and cyclists.

The West Yorkshire Urban Traffic Management Control (UTMC)

2.5.6 The West Yorkshire Urban Traffic Management Control (UTMC) project aims to reduce the effects of congestion and the resulting costs to the local economy.

Bradford to Shipley Corridor Improvement Programme (Change request)

2.5.7 The project aims to reduce congestion on priority highway corridors and junctions along the A6177/A647. The Change Request is to:

- Revise the timescales for decision point 3 (outline business case) submission until March 2019, from 2015/16. It is anticipated that this project can allow for phased delivery with work starting as soon as 2019/2020. A full business case will be presented for each phase of works scheduled.
- Approve funding of £0.45 million for the acquisition of the former Branch Pub (in advance of Transport Fund Land Acquisition funding), and to fund demolition of the pub.
- Approve additional development funding of £0.806 million to progress the scheme to decision point 3 (outline business case).

A629 phase 1b (Change request)

2.5.8 The project aims to make improvements to the Calder and Hebble junction, which is a significant congestion point in Calderdale. The Change request is to:

- Revise the timescales for full business case (decision point 4) submission until March 2019.
- Approve additional development funding of £4.545 million to allow for a design and build procurement route to be undertaken. This additional funding will allow for early detailed design to take place; enable early on site construction works to take place, reducing overall programme cost and risk and provide available funding to secure land acquisition to take place to deliver phase 1b works.

York Central Access (Change request)

2.5.9 The project aims to deliver a new western access road into the York Central development site. The Change Request is to progress the western access (off Water End Bridge) to the York Central Development site and, if required, an addendum to the existing funding agreement between City of York Council and the Combined Authority is signed to reflect the relocation of the highway access to the west of the site.

Hard Ings Road Improvement, Keighley (Change request)

2.5.10 The project will deliver extensive highway improvements scheme along the A650 Hard Ings Road, Keighley, in order to improve traffic flows and reduce traffic congestion on the A650 and in Keighley town centre. Air quality and safety will also be improved and new cycling and pedestrian facilities will be provided to try and encourage the use of sustainable modes for local journeys. The Change Request is relates to the reprofiling of milestones and costs following work undertaken by Bradford Council with regards to land assembly which has been more extensive than expected. Bradford Council has reprofiled the next stages of development and planned construction of the scheme. At this stage, construction is due to complete as originally planned, in 2020. Additional development funding has been requested to enable Bradford

Council to develop a full business case (Activity 4) for the scheme. Work to date on the full business case is indicating that the total outturn costs for the scheme may increase. This will be confirmed upon completion of development work and when the full business case comes forward at decision point 4.

- 2.6 The following projects were presented at the Investment Committee meeting in April 2018. Further information for each project can be found in **Appendix 2**. Link to the April Investment Committee papers here where summaries of the business case for each scheme outlined here may also be found at:

<http://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CIId=156&MIId=542&Ver=4>

Clean Bus Technology Fund

- 2.6.1 The project aims to fit emission control technology onto older, more polluting buses across West Yorkshire to significantly improve emissions.

A629 Halifax Road improvement, Phase 5

- 2.6.2 As part of the overarching A629 Halifax to Huddersfield corridor improvements to relieve congestion, reduce journey times and improve pedestrian and cycling accessibility. This element of the scheme will deliver traffic capacity improvements at several locations.

3 Financial implications

- 3.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee.

4 Legal implications

- 4.1 The payment of funding to any recipient will be subject to a funding agreement being in place between Combined Authority and the organisation in question.

5 Staffing implications

- 5.1 A combination of Combined Authority and District partner project, programme and portfolio management resources are identified and costed for within the schemes in this report.

6 External consultees

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

7 Recommendations

- 7.1 None information only

8 Background Documents

8.1 None

9 Appendices

Appendix 1 - Further information on transport related projects that were presented at the West Yorkshire and York Investment Committee on 21 March 2018.

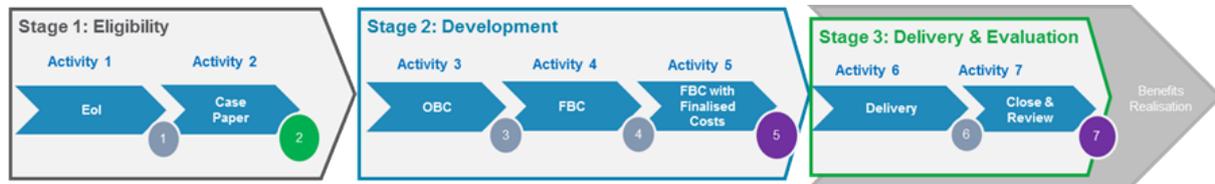
Appendix 2 - Further information on transport related projects that were presented at the West Yorkshire and York Investment Committee on 18 April 2018.

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Appendix 1

Detailed information on transport related schemes considered by March 2018 Investment Committee.

Programmes and Projects for Consideration



1 Projects in Stage 1: Eligibility

1.1 Rail Park and Ride Programme – Garforth Rail station car park project (decision point 2 case paper)

Background

The Garforth Rail Station Car Park project forms part of Phase 1 of the Rail Park and Ride Programme being delivered as part of the Transport Fund. The scheme will deliver improvements and additional capacity at the existing rail station car park to improve access to the main urban centres and increase parking capacity within West Yorkshire, supporting sustainable employment growth in the centres and commuting by rail. There is an increasing demand forecast to provide extra car parking spaces at this rail station.

The project will deliver against Priority 4 of the Strategic Economic Plan, Infrastructure for Growth along with delivering against the West Yorkshire Transport Strategy and Rail Plan 7 through improving travel options for car users and integrating and enhancing the public transport network in the form of new park and ride facilities helping to increase rail patronage and improve customer satisfaction.

The project is being managed by the Combined Authority in partnership with Network Rail and Arriva Rail North as land owner and station operator. Initial designs have been developed and it is expected that the project will deliver the following; increases in car park capacity for both standard and blue badge users, environmental and energy efficiency measures, reduced on street parking and increased security and safety for customers.

Outputs and benefits

The project will contribute to the overall objectives of the Transport Fund, to increase employment and productivity growth, improve employment accessibility and be carbon neutral. It is expected that project will deliver the following outputs:

- An estimated 97 additional car park spaces (standard & blue badge), a 35% increase in capacity.

- Increase the number of blue badge spaces from 5 to 17; achieving Department for Transport (DfT) requirements.
- Environmental and energy efficiency measures (low energy lighting, drainage and future proofing for Electric Vehicle Charging).
- Reduce on-street parking on adjacent streets.
- Improve security and safety through CCTV, improved layout and vehicle access arrangements.
- An assessment of the current provision for cyclists and pedestrians with a view to providing enhanced facilities.

The project will contribute to the overall expected benefits of the Rail Park and Ride Programme which include an incremental GVA of £11.4 million and employment benefits of 154 jobs created county wide through improved access to employment and extended free parking. The benefit to cost ratio of the Garforth Rail Station Car Park project has been assessed at 4.8:1, providing high value for money.

Costs

The total cost to deliver the project is £825,000 to be funded through the Transport Fund.

The project has £0.014 million approved to date to deliver the initial feasibility and design and a further £0.045 million is sought to develop the project to full business case with finalised costs.

Timescales

- The project is well advanced and it is expected that the full business case with finalised costs will be completed by September 2018.
- Construction will commence December 2018.
- Construction to complete May 2019.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority

Decision Point 3 (outline business case)	Not applicable
Decision Point 4 (full business case)	Not applicable
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Decision

Tolerances

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

- That the total project cost remains within 10% of the costs identified within this report.
- That the project delivery timescale remains within three months of the timescales identified within this report.
- That the benefits to cost ratio of the project remain at or above 2:1.

Project responsibilities

Senior Responsible Officer: Melanie Corcoran, Director of Delivery, Combined Authority Officer

Project Manager: Sara Brook, Project Manager, Combined Authority Officer
Combined Authority’s case officer: Fiona Limb

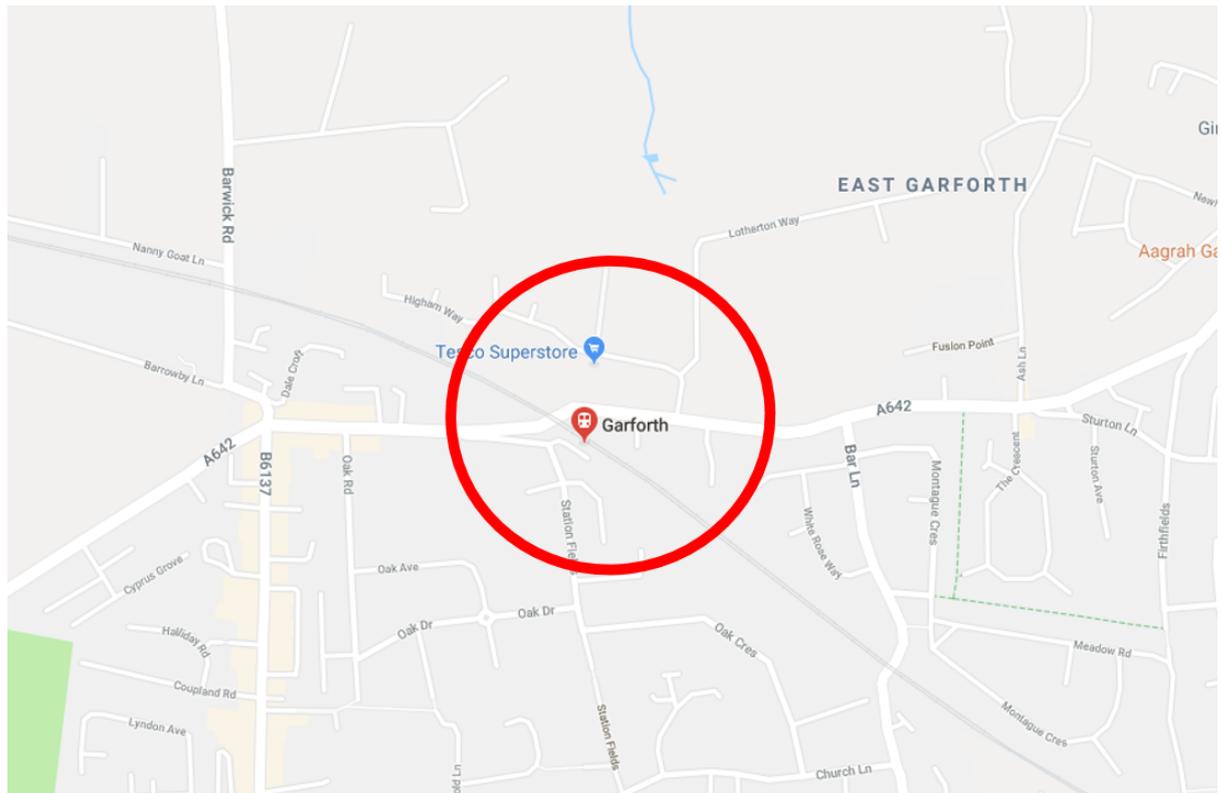
Recommendations

That Investment Committee recommends to the Combined Authority that:

- The Garforth Rail station car park project proceeds through decision point 2 and work commences on activity 5 (full business case with finalised costs).
- That an indicative approval to the total project value of £0.825 million is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).
- That development costs of £0.045 million are approved in order to progress the scheme to Decision Point 5 (full business case with finalised costs), taking the total project approval to £0.059 million.
- That the Combined Authority enter into a funding agreement (Section 56) with Arriva Rail North for expenditure of up to £0.045 million from the Transport Fund.

- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at Decision Point 5 (full business case with finalised costs) through a delegation to the Combined Authority’s Managing Director following a recommendation by the Combined Authority’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report

Garforth Rail indicative location map:



1.2 North East Calderdale Transformational Programme Study (Decision Point 2 Case Paper)

Background

This is a programme to transform connectivity in and around North East Calderdale, enable businesses and people to access work opportunities, make the area more attractive for inward investment in housing and employment, and minimise the carbon and air pollution impacts of transport. The programme area comprises the north east section of Calderdale extending from the A629 in Halifax town centre in the west to the A641 on the eastern edge of Calderdale.

The Combined Authority’s funding will be used to develop a Strategic Case for investment in North East Calderdale and to define a holistic programme of transformational multi-modal interventions to realise the objectives set out in

that Strategic Case. This will build on the emerging strategic case for interventions in North East Calderdale and have a key interface with the South East Calderdale programme and the wider Transport Fund funded schemes in the Borough.

This transformational scheme will take a broader approach than the currently planned and funded schemes in place, considering the entire North East Calderdale area and exploring how all modes can contribute to enhancing connectivity. The scheme will not only facilitate additional growth in the area, beyond the period of the current Local Plan, but it will enhance an important strategic route in the Leeds City Region and the North of England.

The total funding sought at this point is £0.4 million in order to develop the scheme through pre-feasibility and gain Decision Point 2 (case paper) approval.

Outputs and benefits

This initial piece of work will set out the Strategic Case for interventions in North East Calderdale, building on the emerging Strategic Case described in this EOI. It will then define a package of multimodal interventions that will deliver these strategic objectives. Finally, it will explore funding mechanisms for delivering these interventions, including public sector and private sector funding.

The outputs include:

- Provide evidence base to demonstrate how current connectivity constraints act as a barrier to growth in North East Calderdale and in neighbouring parts of Calderdale and other districts.
- Set objectives for transport interventions in North East Calderdale; scope out Long List of multi-modal transport interventions that might address these connectivity constraints.
- Recommend a set of preferred interventions to solve these connectivity constraints at a pre-feasibility level of detail.
- Explain the benefits of these interventions, including the employment and housing growth they could unlock, and establish whether there is a strategic case for them.
- Set out a possible timeframe for developing and delivering these interventions and calculate the costs of delivery at a high level.

Costs

- Initial development costs are £0.4 million to include Calderdale staffing, consultancies, risk management, contingency, and the Combined Authority project management. The full amount will be funded by the Combined Authority.

- It is envisaged that the further development and subsequent delivery of the identified programme interventions will be funded by a future funding package, yet to be agreed with government, following the completion of the Transport Fund.

Timescales

- Pre-feasibility works to commence following approval of expression of interest and case paper at the Combined Authority: April 2018
- Work commissioned on behalf of Calderdale Council: June 2018
- Strategic Case and Package of Preferred Interventions including exploring funding opportunities: May 2019

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority

Tolerances

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

- That the total project cost remains within 5% of the costs identified within this report.
- That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer: Steven Lee, Head of Highways and Transportation, Calderdale Council
 Project Manager: Laura Greenan, Project Manager, Combined Authority Officer
 Combined Authority's case officer: Charlotte Churnside

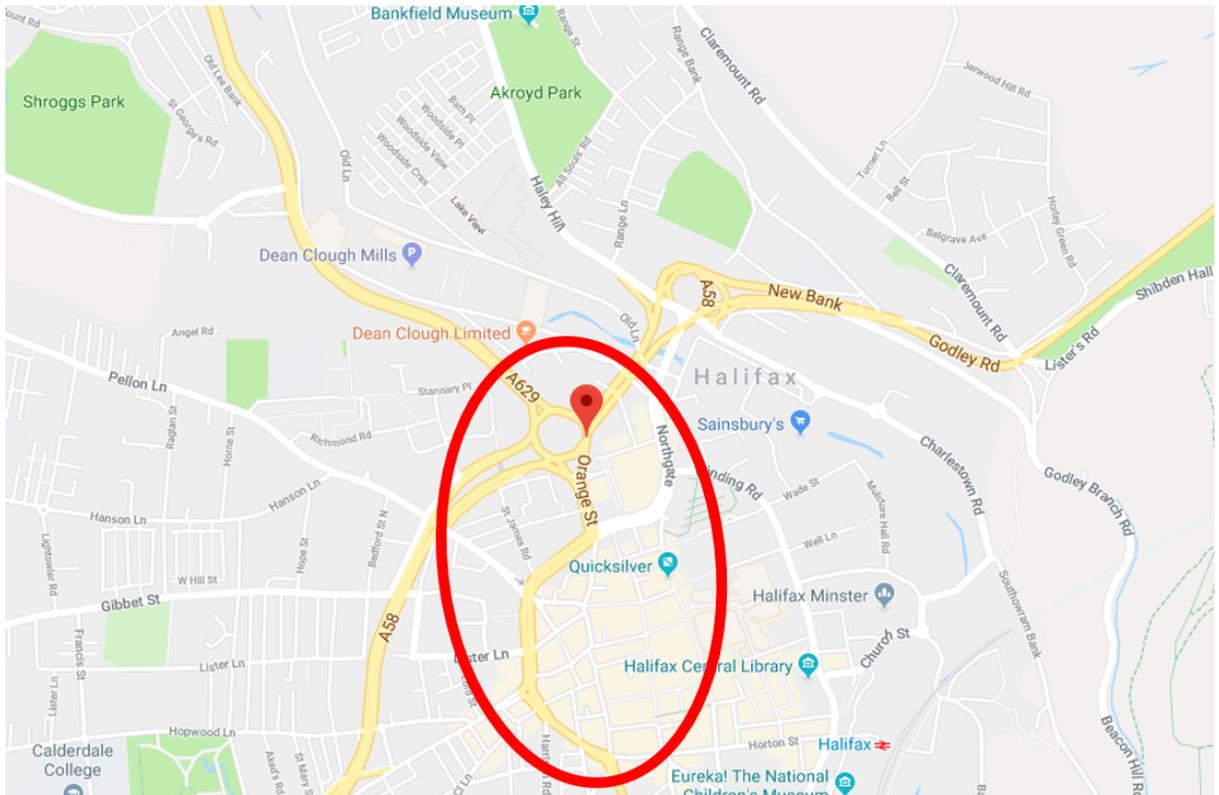
Recommendations

That Investment Committee recommends to the Combined Authority:

- That the North East Calderdale Transformational Programme Study proceeds through Decision Point 2 (case paper) and work commences on the Strategic Case for the Programme.
- That full approval is given for the total study costs of £0.4 million.
- That the Combined Authority enter into a funding agreement with Calderdale Council for expenditure of up to £0.4 million to be funded from the Transport Fund.
- Any change requests relating to the study are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

North East Calderdale Transformational Programme indicative location maps:

Halifax town centre A629



A641 from Huddersfield to Bradford via Brighouse:



1.3 Inclusive Growth Corridors and the Transformational Fund (Decision Point 2 Case Paper)

Background

The Growth Deal approved Transport Fund programme includes £12.5 million allocated to the development (not construction) of transformational projects through the Transformational Fund. This fund provides a unique opportunity to undertake early development work to shape the future transformational pipeline of schemes which meet the aspirations of the region beyond our existing planned programmes and projects.

Following consideration at the meeting on 3 January 2018 by Investment Committee, on 1 February 2018 the Combined Authority endorsed funding of £7 million to be allocated from the Transport Fund Transformational Fund for the development of the Inclusive Growth Corridor Plans.

The Combined Authority had considered the details of the LCR HS2 Connectivity Strategy at its meeting on 14 December 2017. The December report set out that the LCR HS2 Connectivity Strategy will 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 strategy has three emerging strands and stakeholder led public engagement is currently on-going. The strands can be summarised as follows:

- 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.

The £7 million of indicative funding allocated through the Transport Fund Transformational Fund would be used to support development of the Inclusive Growth Corridor Plans and includes undertaking initial feasibility work for the transformational schemes identified through these Corridor Plans. This work will be central to defining the future strategic pipeline of schemes across the City Region and links into the emerging Local Inclusive Industrial Strategy. In identifying the pipeline, the work will take into account the recent call projects as well as look across the range of policy areas including housing and employment, flooding and social policy as well as the transformational connectivity required to support each of these.

The Inclusive Growth Corridor Plans Work has been set into three phases:

- **Phase 1:** Work required to enable completion of the Corridor Plans and Connectivity Strategy.
- **Phase 2:** Work to complete a transformational Transport Modelling Tool for the Leeds City Region.
- **Phase 3:** Work to complete the development of additional corridors as well as undertaking technical feasibility and outline design work.

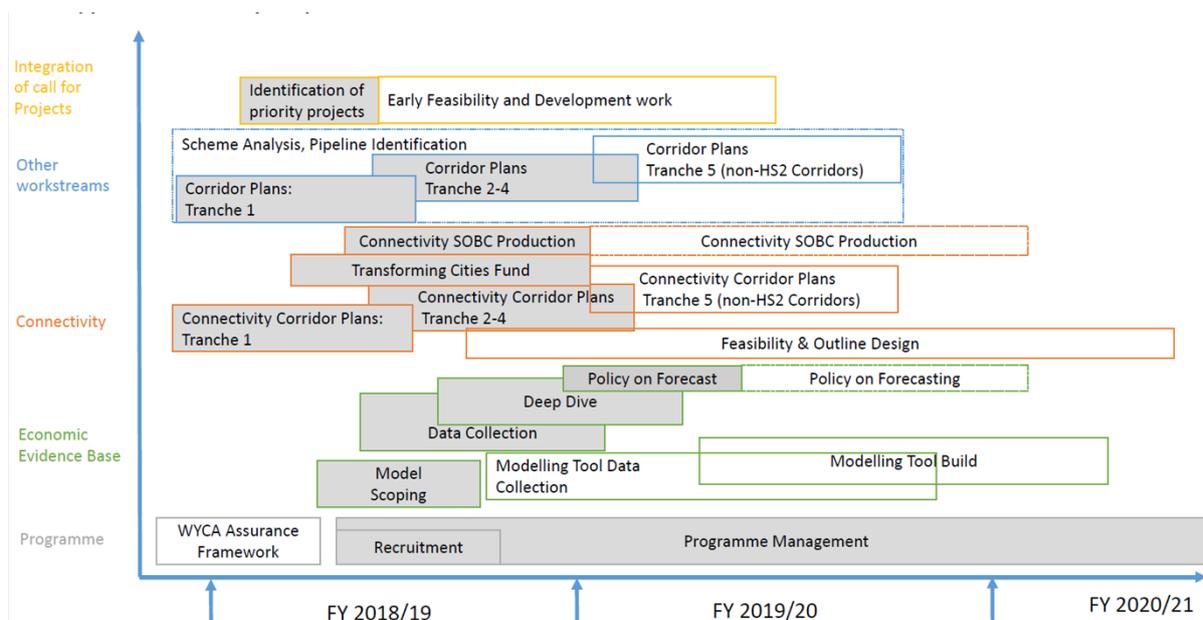
Phase 1 has currently been reviewed through the Combined Authority assurance framework as a case paper and is seeking approval for £2.395 million.

Outputs and benefits

Phase 1 undertakes the work required to enable completion of the Corridor Plans and Connectivity Strategy. The outputs from this phase are:

- Integration of Call for projects and Identification of priority projects. Development of the Corridor Plans: Tranche 1-4.
- Detailed Economic Evidence Data collection.
- Development of the Strategic Outline Business Case for the Connectivity elements of the programme.
- Preparation and submission of the Transforming Cities Fund bid to Department for Transport (DfT).
- Development of the Connectivity Corridor Plans: Tranche 1-4.

The following shows the interdependencies between the workstreams. The workstreams highlighted are the Phase 1 works:



Costs

A total of £7 million of the Transport Fund funding has been allocated to deliver phases 1-3 subject to approval through the Combined Authority's assurance process.

The proposed spend for Phase 1, a total of £2.395 million is highlighted in the table below.

Workstream	Budget	Phase 1 Outputs Delivered
Programme Management	£300,000	<ul style="list-style-type: none"> Detailed economic evidence data collection for priority corridors Deep dive research around transport constraints for communities along the corridors Assessment of business case modelling tools required to assess the priority interventions Integration of 'call for projects' within the corridor plans Completing the LCR Connectivity Strategy including development of the corridor plans Pipeline of transformational connectivity projects which meet local requirements on the priority corridors. Informing the spatial component of the Local Inclusive Industrial Strategies Initial feasibility development work for the connectivity components of the programme Inputting into the Transforming Cities Fund feasibility work <p>The work will be delivered by the Combined Authority's Policy & Strategy Officers working in conjunction with partner councils, and where required this will be supplemented by external expertise to meet technical and capacity requirements.</p>
Economic Evidence Base	£700,000	
Transformational Connectivity & Future Technology	£845,000	
Major Future Housing & Regeneration	£200,000	
Environment / Clean Energy	£50,000	
Place & Community Engagement and Communications	£300,000	
Total	£2,395,000	

Timescales

Phase 1

Start April 2018.

Whilst many of the outputs from Phase 1 will be completed by April 2019, some of the Programme Management tasks will continue to April 2021.

Phase 2 & 3

These phases will be brought forward for approvals as the detailed scope and methodology has been developed in the coming months.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 2 (case paper)	Recommendation – Investment Committee Approval – the Combined Authority

Tolerances

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

- That the total Phase 1 project cost remains within 5% of the costs identified within this report.
- That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer: Liz Hunter, Interim Director Policy & Strategy, Combined Authority Officer

Project Manager: Tom Gifford, Policy Manager – Future Connectivity, Policy, Strategy and Comms – Economic and Transport Policy, Combined Authority Officer

Combined Authority's Case Officer: Martin Fox

Recommendations

That Investment Committee recommends to the Combined Authority:

- That the Inclusive Growth Corridors and the Transformational Fund Phase 1 proceeds through Decision Point 2 (case paper) and work commences on the completion of the Corridor Plans and Connectivity Strategy.
- That indicative approval to the total programme value of £7 million is given and full approval of £2.395 million for Phase 1 is approved.
- Any change requests relating to Phase 1 are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

2. Projects in Stage 2: Development

2.1 LEP Loan 319 (decision point 3 outline business case)

Background

This is a new GPF loan from an existing borrower for the construction of a bridge where a modular housing manufacturing facility has been constructed and house building is underway.

Outputs and benefits

The project will provide infrastructure and connectivity to enhance the regeneration of the South Bank area of Leeds.

It will connect the northern half of the new development and the Richmond Hill area of Leeds to the Trans-Pennine Trail for cycling and walking facilities on the South Bank including colleges and the Royal Armouries.

Public realm will be created to make it an attractive active travel choice along a blue green corridor.

House sales will be accelerated at the development.

Costs

The total cost of the scheme is £1.5 million.

Scheme costs will be funded through a £1 million Combined Authority loan (to be repaid with interest in 5 years or less) and an anchor contribution.

Timescales

Loan required for April/May to enable installation of bridge by October 2018.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 3 (outline business case)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Decision

Tolerances

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

- That the total project cost remains within the costs identified within this report.
- That the project delivery timescale remains within 6 months of the timescales identified within this report.
- There is a low level of risk of non-repayment of the loan and if this occurs it would need further approvals from Investment Committee.

Project responsibilities

Senior Responsible Officer: Kate Thompson, Head of Implementation, Combined Authority Officer

Project Manager: Chris Brunold, Project Manager, Combined Authority Officer

Combined Authority’s case officer: Chris Moses

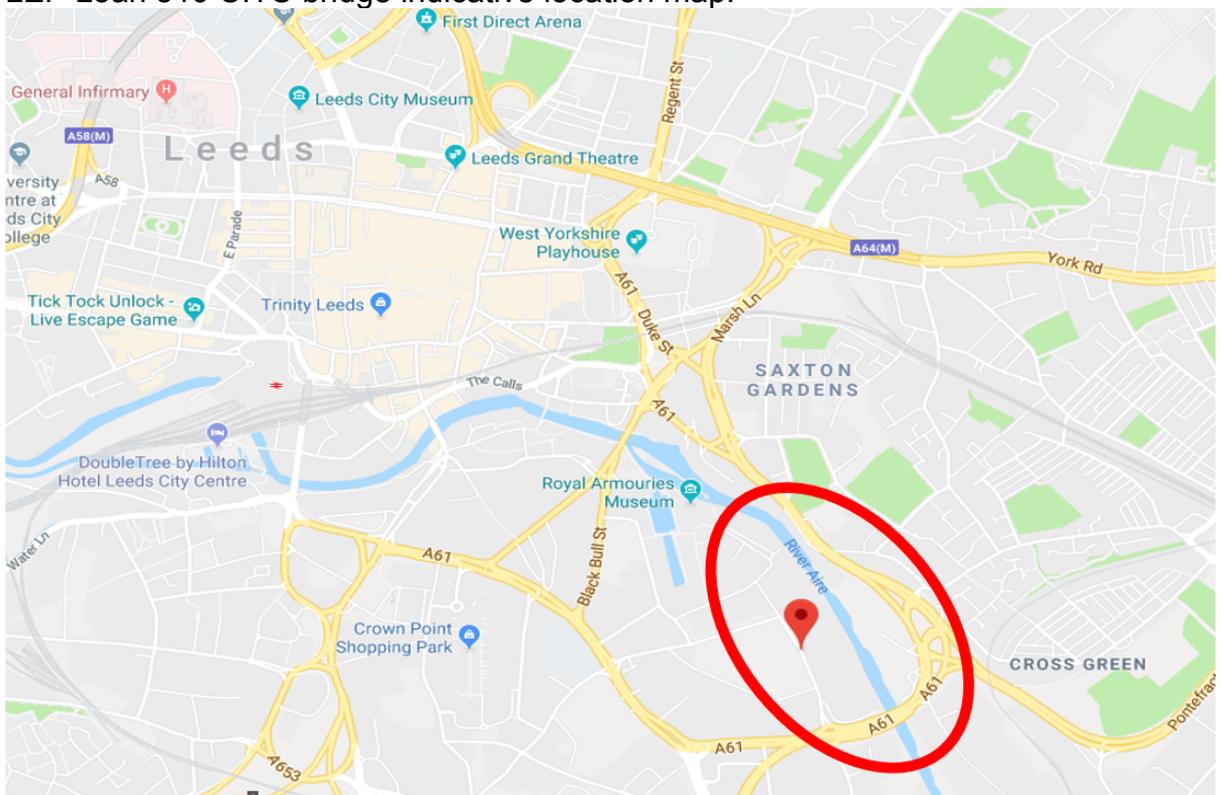
Recommendations

That Investment Committee recommends to the Combined Authority:

- That the project proceeds through Decision Point 3 and work commences on Activity 5 (full business case with finalised costs).

- That an indicative approval to the total project value of £1.5 million, and the Combined Authority contribution of a £1 million (to be funded from the Growing Places Fund) with full approval to spend being granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at Decision Point 5 (full business case with finalised costs) through a delegation to the Combined Authority’s Managing Director following a recommendation by the Combined Authority’s Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

LEP Loan 310 CITU bridge indicative location map:



2.2 West Yorkshire Integrated Urban Traffic Management Control (UTMC) (decision point 3 outline business case)

Background

The West Yorkshire Urban Traffic Management Control (UTMC) project aims to reduce the effects of congestion and the resulting costs to the local economy. It is comprised of three distinct elements:

- Element A (On-street Improvements to Urban Traffic Control (UTC) Equipment): Improvements to signal facilities at key junctions on the West Yorkshire Key Route Network (KRN)

- Element B (Cloud Based Combined UTC/UTMC System): The joining of all of the districts UTC and UTMC systems into one central, comprehensive system located in the “cloud” including a common database; and
- Element C (A new Combined West Yorkshire UTMC Service): Reorganisation of the 4 existing district UTC services into a combined West Yorkshire service.

This new combined service will provide improved day-to-day management and coordination across the entire West Yorkshire network through an integrated team based at the West Yorkshire Joint Services building in Morley. Leeds City Council will be the Accountable body for the new service which will still maintain a local focus, but will also improve strategic partnership working with Highways England, bus operators, and emergency services.

The new combined West Yorkshire UTMC service will provide a more efficient and seamless management of the West Yorkshire highway network, reducing congestion and journey times across all districts and making the West Yorkshire Key Route Network (KRN) more efficient and reliable for all road users.

The project is also an enabler to other schemes within the Transport Fund, highways efficiency programme, and National Productivity Investment Fund (NPIF) to ensure they fully meet their benefits realisation in unlocking growth.

Outputs and benefits

The forecasted benefits of this scheme are:

- Consistent UTMC service across West Yorkshire.
- Better management of congestion to unlock capacity on West Yorkshire Key Route Network.
- Improved journey time reliability for highway travel and communications to the travelling public.
- A more resilient network able to better manage unplanned events.
- Air quality improvements.
- Increase in employment and the promotion of economic growth by the completion of transport schemes across West Yorkshire regardless of boundaries.

In terms of contribution to headline SEP indicators, the scheme is forecast to indirectly unlock 28 new jobs by 2031, and indirectly deliver an increase in total economic output of £2.8 million in annual GVA.

The three elements of the scheme have been appraised at a programme level and at an individual element level to demonstrate the BCR and VfM. The programme (including Elements A, B and C) has a Medium VfM proposition with a BCR of 1.78.

Element A accounts for approximately 90% of the total monetised benefits reported for the programme. At an individual element level, Element A has a high VfM with a BCR of 3.0.

At outline business case stage, monetised benefits for Element B are constrained to 2% of the medical and ambulance and police costs attributed to accidents in West Yorkshire on the KRN; while no monetised benefits are reported for Element C.

At full business case stage, there will be opportunity to monetise financial cost savings attributed to Element C. Much of this will be driven by the fact that fewer staff will be required in total to undertake day-to-day duties relating to the operation and management of the network. Whilst no overall reduction is proposed, the combined UTMC service will enable staff to be re-deployed from revenue related services to more fee earning work (e.g. transport fund scheme development). There will also be savings relating to reducing duplication of systems and software licences. Monetising these savings is anticipated to provide an uplift in the overall programme BCR and VfM.

The value for money assessment for the programme overall is therefore considered conservative with a number of additional benefits that have not been quantified.

Costs

The forecast total scheme cost is £7.490 million, which will be fully funded by the Transport Fund. This will be confirmed at Decision Point 5 (full business case with finalised costs).

The scheme has £0.280 million approved for development costs. The scheme promoter has now requested an additional £0.170 million to develop the scheme to Decision Point 5 (full business case with finalised costs), taking the total development costs to £0.450 million.

Timescales

The current scheme programme forecasts that Decision Point 5 (full business case with finalised costs) will be approved in July 2018, and scheme completion is currently forecast for April 2021.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or

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

Assurance pathway	Approval route
Decision Point 3 (outline business case)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 4 (full business case)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Decision
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Decision

Tolerances

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

- That the total project cost remains within 10% of the costs identified within this report.
- That the project delivery timescale remains within 6 months of the timescales identified within this report.

Responsibilities

Senior Responsible Officer: Richard Hadfield, Kirklees Council
 Project Manager: David Caborn, Kirklees Council
 Combined Authority’s Case Officer: Rachel Jones with WSP

Recommendations

That Investment Committee recommends to the Combined Authority:

- That the UTMC project proceeds through Decision Point 3 (outline business case) and work commences on Activity 4 (full business case).
- That the project includes the re-organisation of the 4 existing district UTC services into a combined West Yorkshire UTC service.
- This new combined service will be based at the West Yorkshire Joint Services building in Morley, with Leeds City Council being the accountable body for the new service.
- An indicative approval to the total project value of £7.49 million is given from the West Yorkshire Transport Fund, with full approval to spend being

granted once the scheme has progressed through the assurance process to Decision Point 5 (full business case with finalised costs).

- Development costs of £0.170 million from the Transport Fund are approved in order to progress the scheme to Decision Point 4 (full business case), taking the total project approval to £0.450 million.
- The Combined Authority enters into an addendum to the existing funding agreement with Kirklees Council for expenditure of up to £0.450 million from the Transport Fund.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report to include approval at Decision Point 4 and Decision Point 5 to be delegated to the Combined Authority's Managing Director. This will be subject to the scheme remaining within the tolerances outlined in this report.

2.3 Bradford to Shipley Corridor (Activity 3 Outline Business Case) Change Request

Background

The Bradford to Shipley Corridor Improvement project consists of a number of proposals which together provide improved and more reliable journey times along two key corridors of the Bradford District. High volumes of often congested traffic creates severance in the town centre, forming a barrier between the railway station, employment, housing, shops, leisure facilities and the Leeds-Liverpool canal which locally links Shipley to the nearby World Heritage site at Saltaire to the west and Esholt to the east.

Transport interventions along the Shipley to Bradford Corridor will contribute to the main Transport Fund strategic objectives of increasing employment and overall economic growth (GVA). The project aims include; improving the A650 as a public transport corridor and promote Canal Road as the main strategic route for traffic, provide strategic connections between Bradford City Centre and communities in Airedale, and promote better interchange between all modes of transport.

Outputs and benefits

In 2010/2011, Bradford's SATURN model was used to predict journey time savings for general traffic and buses. The results of that modelling showed 20% journey saving times. Further benefits will be presented within the outline business case at Decision Point 3 as the scheme is further developed.

The project has been reported as red rated on the Growth Deal dashboard as the outline business case was originally due to be considered in September 2017 with confirmation of journey savings being confirmed by a new SATURN model. Unfortunately, the initial procurement of Bradford's new Strategic Transport Model was not successful due to there being a wide variation in tender returns and proposed model elements. This failure in procurement led to a significant delay to the project as assessment (and justification) of

proposals could not be progressed. By way of mitigation to this situation, the Combined Authority have agreed to the outline business case submission being supported by a modification of the existing (not refreshed) SATURN model. New traffic count data for this scheme has therefore been procured and work to update the existing model allocated to AECOM. Consequently, the delays on this scheme in the past due to lack of strategic transport model and resources have now been addressed.

Details of the Change Request

There are three aspects to the change request;

- Revise the timescales for Decision Point 3 (outline business case) submission until March 2019, from 2015/16. It is anticipated that this project can allow for phased delivery with work starting as soon as 2019/2020. A full business case will be presented for each phase of works scheduled.
- Approve funding of £0.45 million for the acquisition of the former Branch Pub (in advance of Transport Fund Land Acquisition funding), and to fund demolition of the pub.
- Approve additional development funding of £0.806 million to progress the scheme to Decision Point 3 (outline business case).

Costs

A total of £47.9 million has been allocated from the Transport Fund for this project.

The change request asks for additional funds of £1.257 million taking the current total approval to £1.597 million. This expenditure does not increase the total project costs, just incurs spend at an earlier date than forecast.

Timescales

The scheme is forecast to be delivered in full by 2024. (TBC).

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 3 (change request)	Recommendation – Investment Committee Approval – the Combined Authority

Decision Point 3 (outline business case)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 4 (full business case)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval

Tolerances

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

- That the total scheme costs remain within the £47.9 million allocation in the Transport Fund.
- The Decision Point 3 (outline business case) submission must come forward for approval by March 2019.

Project responsibilities

Senior Responsible Officer: Julian Jackson, Assistant Director (Planning, Transportation & Highways), Bradford Council

Project Manager: Richard Gelder, Highways Services Manager, Bradford Council

Combined Authority’s Case Officer: Heather Briggs

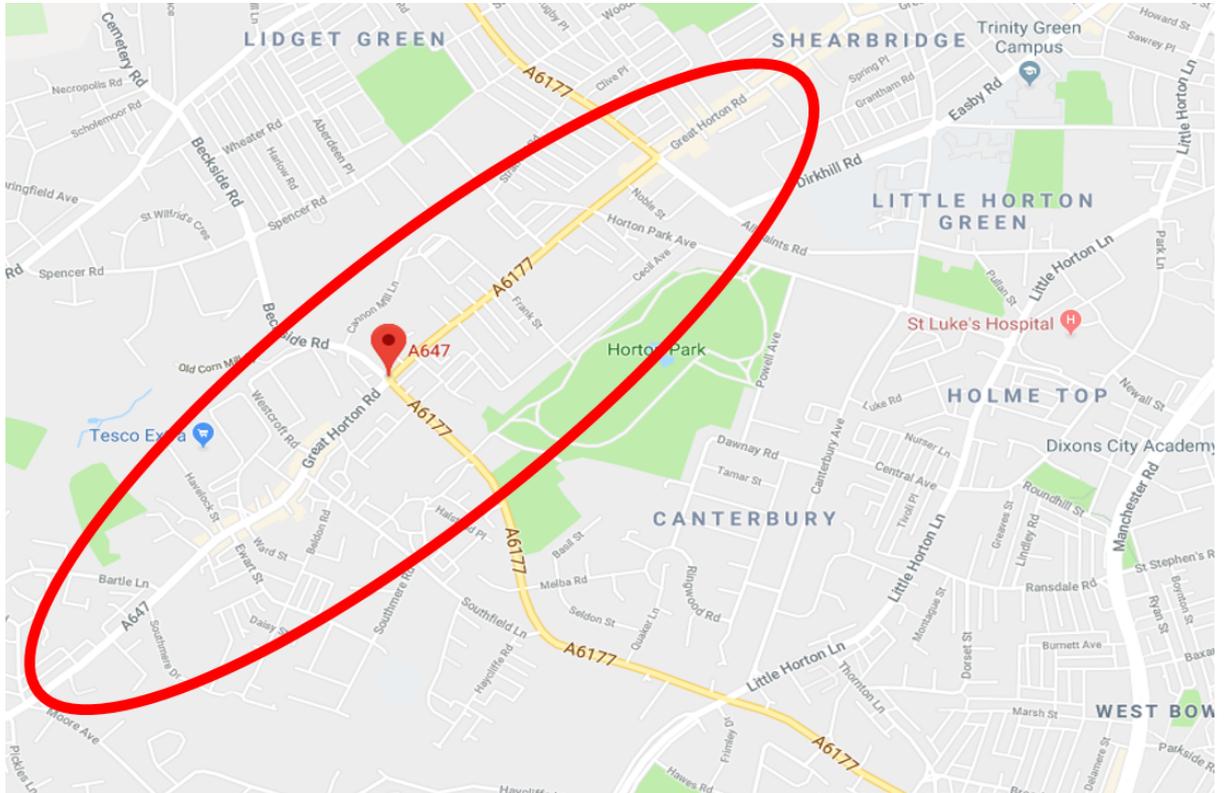
Recommendations

That Investment Committee recommends that the Combined Authority’s Managing Director approves:

- That the change request to the Bradford to Shipley Corridor project to increase the timescale for Decision Point 3 (outline business case) submission from 2015/16 to March 2019.
- That the change request to the Bradford to Shipley Corridor project to increase the development costs from £0.341million to £1.597 million (additional £1.257 million) to be funded from the Transport Fund.
- An addendum to the existing funding agreement between the Combined Authority and Bradford for the additional expenditure of up to £1.257 million from the Transport Fund, taking the total funding agreement value up to £1.597 million.

- Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Bradford to Shipley Corridor indicative location map:



2.4 A629 1b (activity 3 outline business case) Change Request

Background

The A629 Halifax to Huddersfield corridor improvement represents the largest individual scheme within the Transport Fund Delivery programme at £120.6 million and will enable Calderdale as the primary beneficiary to fulfil its 'growth ambition' and contribute strongly to the strategic pillar of the Leeds City Region Strategic Economic Plan (SEP).

Calderdale are leading the delivery of four of the five A629 phases. Phase 1b is fundamental to unlocking constrained investment opportunities in Halifax (Phase 2) and the wider Borough. It also supports the 'Calderdale Local Plan' aspiration to deliver around 13,000 new homes in the South Calderdale area together with over 60,000m² of employment floor space.

Phase 1b concentrates upon the Calder and Hebble junction, an interchange which is widely acknowledged as Calderdale's most significant congestion pinch point. The severe congestion significantly and negatively impacts the ability of employees to reach their place of employment, individuals to access learning and business operations including transferring goods to the regional and national markets.

This interchange is the convergence point of the A629 / A6026 Wakefield Road and the B6112 Stainland Road in an unusual triangular layout across a steep gradient, a signal junction, mini roundabout and priority give way. Over 40,000 vehicles per day with 4500 per hour in the peak periods contribute to extensive congestion on each arm, highlighted by the A629 northbound queue reaching 1 mile in length, taking up to 17 minutes.

Calderdale's Pennine topography channels principal vehicular flows in to the valley bottoms with few alternatives to bypass these. If seeking to access Halifax from junction 24 of the M62 the only alternative to the A629 is via a single track road at Exley (which is prohibited to through traffic but regularly abused), or through West Vale district centre which is a notorious pinch point in itself. As a result, a higher concentration of HGV's use the corridor and higher private car usage is seen due to poor public transport options. Bus services do not use the Elland bypass due to the queueing described above, instead routing through West Vale, resulting in an 8 mile Huddersfield to Halifax route, with a scheduled journey time of 43 minutes (frequently much longer).

The scheme introduces a new highway link road from the A629 on the Elland by pass prior to the current signal controlled junction. This comprises a bridge over a canal leading to a new roundabout on Stainland Road. The A629 is widened to deliver a continuous dual carriageway in both directions from Ainley Top to Halifax Town Centre and introduces 4 new signal interchanges at Jubilee Rd, Wakefield Rd, Elland Wood Bottom and Stainland Rd. A new bus lane is provided along Stainland Road.

These interventions, alongside those of Phase 4 will encourage the introduction of an express bus service, alongside improved air quality, new green infrastructure, new pedestrian and cycle infrastructure. It is anticipated that the high number of vehicles 'rat-running' through dense residential areas will be reduced due to significantly improved journey times on the principal network. An improvement in the current poor accident record is also expected.

Outputs and benefits

The headline BCR varies between 1:6 and 1:9. UDM forecasts show 345 direct jobs and an annual GVA of £27.6million. Considerable modelling and engineering refinement has been undertaken to date to achieve the optimum solution to meet the scheme objectives, which can now progress into full business case.

The convergence of the dual carriageway 400m prior to the signal controlled junction means there is insufficient capacity for current volumes of traffic. Technically operating at 33% over practical reserve capacity, which is forecast, to reach 118% over by the modelled future growth year of 2031, it is clear intervention is needed. The proposed scheme will achieve a reduction in travel time of 17% in the modelled future year (2031) despite an 18% increase in traffic volume using this section of the network. The signal saturation data at opening day shows operation at 27% below saturation level, rising to 7%

below in 2031. This demonstrates the project offers adequate reserve capacity.

Details of the change request

There are 2 key reasons for this change request.

- Revise the timescales for full business case (Decision Point 4) submission until March 2019.
- Approve additional development funding of £4.545 million to allow for a Design and Build procurement route to be undertaken. This additional funding will allow for;
 - Early detailed design to take place.
 - Enable early on site construction works to take place, reducing overall programme cost and risk and
 - Provide available funding to secure land acquisition to take place to deliver the Phase 1b works.

Costs

A total of £18.906 million has been allocated from the Transport Fund for this project.

The scheme seeks approval for £4.545 million of additional development costs. The project was allocated £1,125,394 million at outline business case bringing total development costs to £5,670,394 million.

This expenditure does not increase the total project costs, just incurs spend at an earlier date than forecast.

Timescales

The scheme is forecast to be delivered in full by September 2020 under the Design and Build route.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 3 (change request)	Recommendation – Investment Committee Approval – the Combined Authority

Decision Point 4 (full business case)	Recommendation – Programme Appraisal Team - Investment Committee Approval – the Combined Authority
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval

Tolerances

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

- The programme has slipped and a new tolerance will need to be set in terms of any further slippage. It has been recommended that if this is less than 6 months that this can be approved by the Managing Director and will not require further approvals from the Combined Authority / Transport Committee. If the programme is to slip by more than 6 months then this will require further approvals from the Combined Authority and Transport Committee.
- That the total scheme costs remain within £18.906 million allocation in the Transport Fund.

Project responsibilities

Senior Responsible Officer: Mark Thompson, Director of Regeneration and Strategy, Calderdale Council

Project Manager: Richard Binks, Project Manager, Calderdale Council

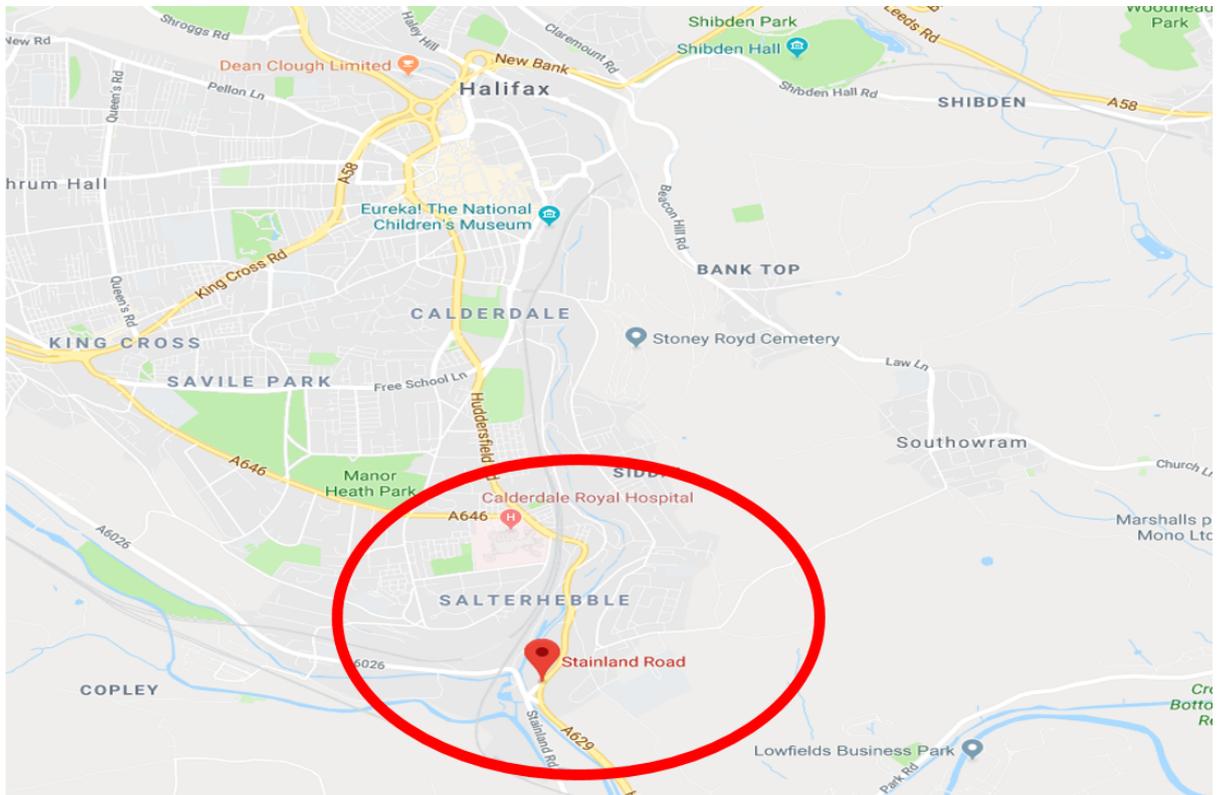
Combined Authority’s Case Officer: Paul Coy

Recommendations

That Investment Committee recommends to the Combined Authority’s Managing Director:

- The change request to A629 phase 1b to allow for additional funding to develop the full business case and progress to Activity 4 full business case and Activity 5 full business case with finalised costs on the revised programme as identified.
- That the additional development costs of £4.545 million are approved in order to continue progressing the scheme to Decision Point 4 (full business case), and that the Combined Authority issue an addendum to the existing funding agreement with Calderdale MBC for this additional expenditure.

A629 phase 1b indicative location maps:



2.5 York Central Access (Activity 4 Full Business Case) Change Request

Background

The York Central Access scheme aims to deliver a new access road into the York Central development site.

As part of the scheme development, preliminary work on the scheme had established a feasible access route immediately to the south of Holgate Works into the York Central site. The southern access option (which was technically feasible) had attracted significant public opposition. In considering delivery risk the York Central Partnership recognised that securing planning consent for the new access road and bridge would be key. Accordingly they committed to undertake public consultation on all feasible and viable options.

In considering the results the partnership also factored technical advice from the master planning team. The Access options report considered all factors including the results of community consultation and concluded that a western access off Water End Bridge should become the preferred access option to be developed for delivery by the partnership. This was endorsed by City of York Council Executive on 16 November 2017. This is a change of scope to which there are no further financial contributions required from the Combined Authority and the outputs will still remain the same.

Outputs and benefits

- Create highway access that will unlock the site for commercial and residential development.
- Improve journey times for cyclists, bus users and taxis travelling from the South Western quadrant of the city.
- Create access from the site to York Station.
- Create a new public square.

Costs

There is no identified impact on either the approved scheme value of £37 million or the existing development funding approval of £2.1million. These costs will be finalised as the scheme progresses to Decision Point 5 (full business case with finalised costs).

Timescales

Decision Point 5 approval (full business case with finalised costs) is forecast for June 2018.

The completion of the scheme is forecast for March 2021.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 4 (full business case)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval

Tolerances

In order for the scheme to follow the assurance pathway and approval route that are proposed in this report, it should remain within the following

tolerances. If these tolerances are exceeded the scheme needs to return to Investment Committee and/or the Combined Authority for further consideration:

- That the total project cost remains within 10% of the costs identified within this report.
- That the project delivery timescale remains within 6 months of the timescales identified within this report.

Project responsibilities

Senior Responsible Officer: Neil Ferris, Corporate Director of Economy and Place, City of York Council

Project Manager: David Warburton, Commercial Project Manager, Regeneration and Asset Management, City of York Council

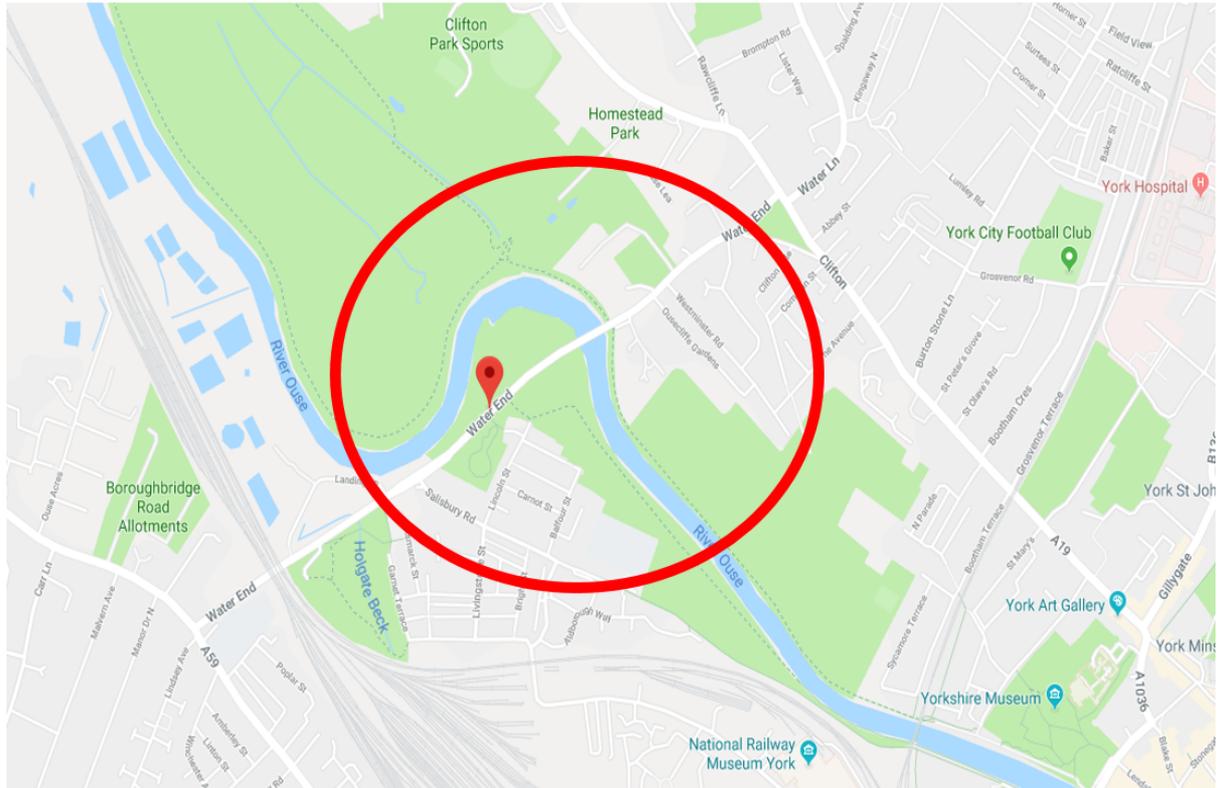
Combined Authority's Case Officer: Paul Coy

Recommendations

That Investment Committee recommends that the Combined Authority's Managing Director approves:

- The change request to the York Central Access project to progress the western access (off Water End Bridge) to the York Central Development site as outlined in this report.
- That (if required) an addendum to the existing funding agreement between City of York Council and the Combined Authority is signed to reflect the relocation of the highway access to the west of the site.

York Central Access indicative location map:



2.6 Hard Ings Road Improvement, Keighley (Activity 4 Full Business Case) Change Request

Background

This project will deliver extensive highway improvements scheme along the A650 Hard Ings Road, Keighley, in order to improve traffic flows and reduce traffic congestion on the A650 and in Keighley town centre. Air quality and safety will also be improved and new cycling and pedestrian facilities will be provided to try and encourage the use of sustainable modes for local journeys.

The A650 Hard Ings Road is a strategically important route which links Bradford to Keighley and extending onwards to Skipton via the A629 and the Pendle area of Lancashire via the A6088. The A650 is mostly dual carriageway upgraded, in the 1980's, as part of the Department for Transport's trunk road improvements except for a short section, Hard Ings Road, which runs between Bradford Road and the A629 in Keighley. The single carriageway section is a key pinch point causing congestion not only on the main A650 but also impacts Keighley Town Centre as drivers re-route avoiding this length of road.

The A650 Hard Ings Road carries a significant volume of traffic. It is a key commuter route carrying traffic from Keighley, Skipton and East Lancashire along Airedale to and from Leeds and Bradford. Evidence shows that at present, the lack of capacity on Hard Ings Road results in considerable congestion at peak times with traffic queuing on beyond both Bradford Road

and Beechcliffe roundabouts. The average queue length on the A629 approach to Beechcliffe Roundabout at peak times is around a kilometer. Speed records show that the average traffic speed along Hard Ings Road is 14mph during the AM and PM peak periods in the westbound direction, and 11mph in the AM peak and 14mph in the PM peak, in the eastbound direction. In addition to significant peak time congestion, the junction can also suffer from considerable delays at other times, in particular on a Saturday with local traffic trying to access the Keighley Retail Park which can only be accessed from Hard Ings Road. Saturday lunchtime traffic levels on Hard Ings Road approach those experienced in the commuting peaks during the week.

The scheme is designed to improve traffic flows and reduce traffic congestion on the A650 and in Keighley Town Centre. Air quality and safety will also be improved and the local environment will be enhanced through the use of high quality materials in the design of the Scheme. New cycling and pedestrian facilities (a shared use footway and Toucan crossing) will also be provided to encourage the use of sustainable modes of transport for local journeys.

Details of the change request

Since the outline business case was approved for this scheme in 2015, there has been significant work undertaken by Bradford Council with regards to land assembly. This has been more extensive than expected, which has impacted on key milestones and costs. Therefore Bradford Council has reprofiled the next stages of development and planned construction of the scheme. At this stage, construction is due to complete as originally planned, in 2020.

Additional development funding has been requested to enable Bradford Council to develop a full business case (Activity4) for the scheme. Work to date on the full business case is indicating that the total outturn costs for the scheme may increase. This will be confirmed upon completion of development work and when the full business case comes forward at Decision Point 4.

Outputs and benefits

- Reduced congestion on Hard Ings Road.
- Increased safety provision for pedestrians and cyclists.
- Improved air quality for local residents.
- Improving access between Pendle, Craven and Bradford.

Costs

The indicative allocation from the Transport Fund for this scheme is £10.3 million. Due to the increased likely utility works, and costs associated with land acquisition, the total scheme outturn costs are anticipated to increase, currently estimated at £9.9 million. This will be confirmed when a full business case comes forward at Decision Point 4.

Bradford Council has £0.764 million development costs approved to enable them to develop a full business case for the scheme, and bring it forward at Decision Point 4. However, due to increased costs associated with land acquisition, and additional survey work, an additional £0.378 million is now required to enable Bradford Council to develop a full business case.

Timescales

Decision Point 5 (full business case with finalised costs) is forecast in December 2018. This is extended from the original forecast of May 2018. Decision Point 6 (construction completion) is scheduled for January 2020. This is in line with original forecast of 2020.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 4 (full business case)	Recommendation – Investment Committee Approval – the Combined Authority
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Approval

Tolerances

This scheme was approved at outline business case a considerable amount of time ago, before tolerances were set for individual schemes. Therefore, it is recommended that tolerances are set for the scheme, when a full business case comes forward at Decision Point 4.

Project responsibilities

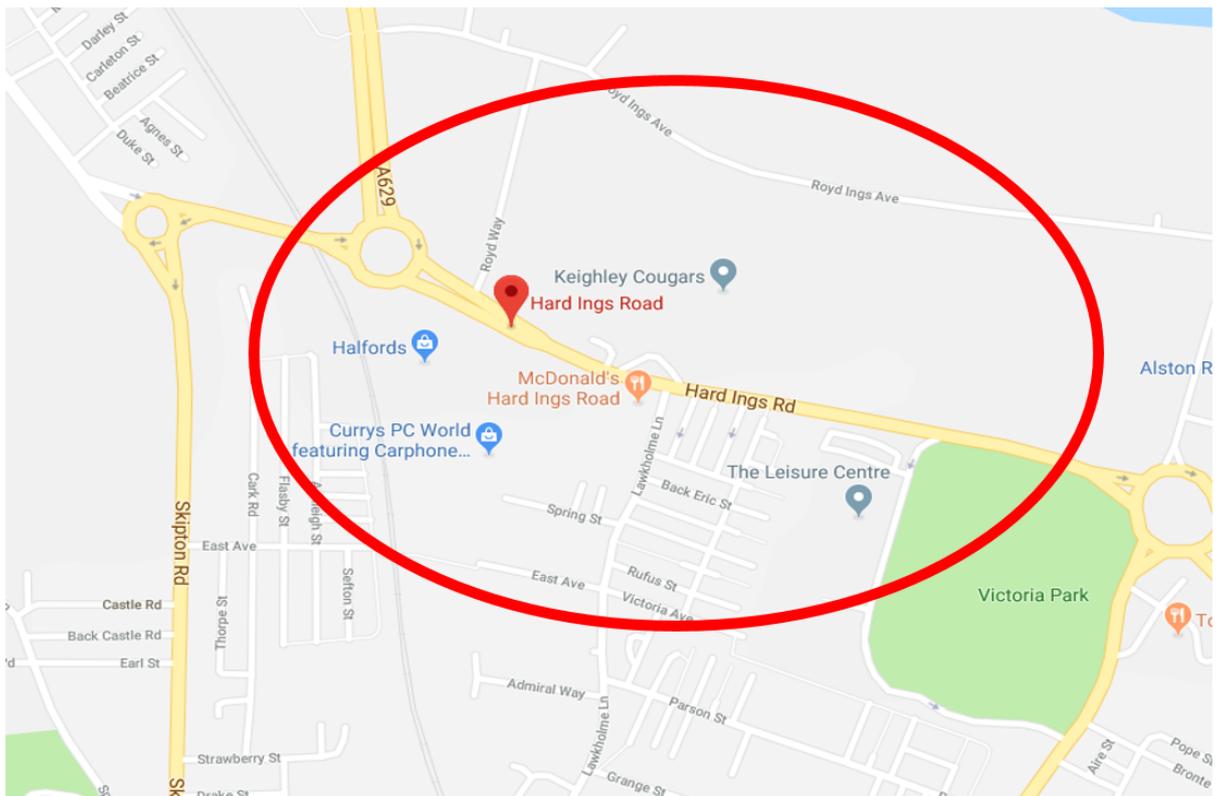
Senior Responsible Officer: Julian Jackson, Assistant Director (Planning, Transportation & Highways), Bradford Council
 Project Manager: Richard Gelder, Highways Services Manager, Bradford Council
 Combined Authority’s case officer: Rachel Jones

Recommendations

That Investment Committee recommends that the Combined Authority's Managing Director approves:

- That the forecast date for Decision Point 4 (full business case) approval is extended from May 2018 to December 2018.
- That additional development costs of £0.378 million are approved, to be funded by the Transport Fund. This will take the total approved development costs to £1.142 million.
- That the Combined Authority enters into an addendum for £0.378 million to the existing funding agreement with Bradford Council for total development cost expenditure of up to £1.142 million to be funded from the Transport Fund. Future approvals are made in accordance with the approval pathway and approval route outlined in this report. This will be subject to the scheme remaining within the tolerances outlined in this report.

Hard Ings Road, Keighley indicative location map:

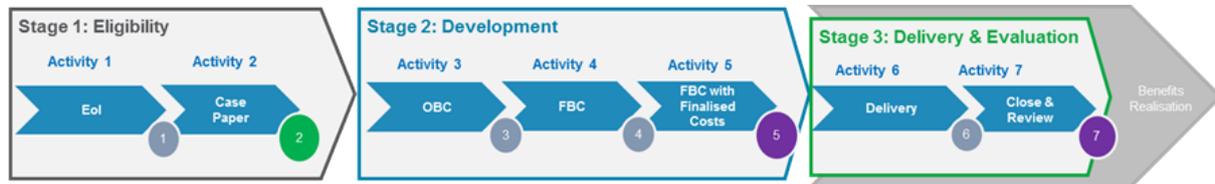


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Appendix 2

Detailed information on transport related schemes considered by April 2018 Investment Committee.

Programmes and Projects for Consideration



Projects in stage 1: eligibility

1. Department for Environment, Food and Rural Affairs (DEFRA) - Clean Bus Technology Fund (CBTF) (decision point 2 - case paper)

Background

The project will provide £4.756 million including capital grant funding from the DEFRA Clean Bus Technology Fund (CBTF) to bus operators through an open grant competition to retrofit accredited emission control technology on to 231 older, more polluting buses across West Yorkshire to significantly improve their tailpipe emissions; match funding from operators will ensure value for money and will cover project development and delivery costs. The Combined Authority will manage the grant process for the whole of the West Yorkshire grant award including Leeds City Council's separate DEFRA grant award of £1.371 million (£2.842 million DEFRA grant award for the Combined Authority and estimated £543,000 match funding from operators taking the total scheme costs to £4.756 million).

Outputs and benefits

The scheme has a clear strategic fit to the Leeds City Region Strategic Economic Plan and West Yorkshire Transport Strategy. The project will deliver against Strategic Priority 3 – Clean Energy and Environmental Resilience through improving the clean energy performance of part of West Yorkshire's bus fleet. It will also deliver against the policies of the Combined Authority adopted West Yorkshire Bus Strategy and West Yorkshire Low Emission Strategy to significantly reduce bus emissions. It is expected the project will deliver the following outputs:

- Approximately a quarter of Euro V (or older) public service buses fitted with accredited emission control technology across West Yorkshire through a grant allocation criteria to allocate across the region.
- Real time emission monitoring equipment fitted on all converted buses.
- Quarterly reporting to DEFRA of deliverables and outcomes.

- The project is forecast to remove 31 tonnes of nitrogen oxides from existing bus fleets per year – equating to 3.12 tonnes of nitrogen dioxide.
- The project is also forecast to deliver £3.9 million in reduced environmental and health damage costs over a five year period.

The project has a very high benefit cost ratio of 6 at this stage.

Risks

The key risks, and mitigating actions, for this project are:

- Delivery capacity and timeframes which will be managed through project and resource planning and prioritisation.
- Accredited technology suppliers may be overwhelmed with Clean Bus Technology Fund orders nationally which could have an impact on delivery timescales; this will be managed by aiming to ensure the grant allocation process is in good time to allow the market to respond.

Costs

The Combined Authority and Leeds City Council (LCC) have been awarded £4.21 million from the government's Clean Bus Technology Fund to deliver the scheme. With operator match funding the total scheme investment is £4.756 million. These project costs are made up of £2.842 million DEFRA grant to the Combined Authority; £1.371 million DEFRA grant to LCC and estimated £543,000 match funding from operators to be finally determined following the grant allocation process.

£120,000 of costs on project development, legal advice and delivery is required from the Combined Authority which will be reimbursed by the operator match funding. An initial tranche of funding will be received from DEFRA in March 2018 and may be used for the development costs with the match funding received from operators then being allocated to this account when in place.

Timescales

Timescales are challenging with full project delivery, including grant delivery and spend commitment, required by March 2019. The aim is for decision point 5 (full business case with finalised costs) to take place by July 2018 and decision point 6 (delivery) to take place by March 2019.

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the decision points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each

decision point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director delegated decision

Tolerances

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

- That the grant project cost does not exceed the grant funding awarded.
- That the project delivery timescale remains within three months of the timescales identified within this report.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Neale Wallace, Combined Authority officer
- Project Manager: Michael Ramsey, Combined Authority officer
- Combined Authority case officer: Mary Innes

Appraisal summary

There is a clear case for the need to accelerate investment in newer buses and emission abatement technology to reduce emissions which are key priorities for Leeds City Region. However, the timeframes to spend the grant from DEFRA and the resources/inputs required for expedient delivery mean there are current concerns in relation to deliverability at this stage for which appropriate mitigations are in place.

Recommendations

That Investment Committee recommends to the Combined Authority that:

- The Clean Bus Technology Fund (CBTF) project proceeds through decision point 2 and work commences on activity 5 full business case with costs alongside preparation and commencement of the grant allocation process.

- An indicative approval to the total project value of £4.756 million (this includes the Combined Authority, LCC grant awards and operator match funding) is given from the DEFRA Clean Bus Technology Fund awarded to the Combined Authority and Leeds City Council (LCC) with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 5 (full business case with finalised costs).
- Combined Authority project development and delivery costs of £120,000 of the DEFRA grant are approved in order to progress the scheme to decision point 5 full business case, before being reimbursed from the scheme's private sector match funding.
- The Combined Authority enters into an agreement with Leeds City Council (LCC) for the Combined Authority to receive and manage on LCC's behalf their CBTF funding award (£1.371 million) from the CBTF fund for the whole of West Yorkshire.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 5 through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

Projects in stage 2: development

2. A629 Halifax Road improvement, phase 5 (decision point 3 - outline business case)

Background

This project forms part of the overarching A629 Halifax to Huddersfield corridor improvements, comprising multi modal improvements forecast to create 1,740 jobs by 2026, congestion relief, reduction in journey times for general traffic, and improvements in pedestrian and cycling accessibility.

The A629 scheme has been split into five separate phases, with phases 1, 2 and 5 being prioritised for early delivery. Kirklees council has responsibility for delivering phase 5 as a separate project. Phase 5 seeks to improve accessibility between Huddersfield and Halifax, and to the M62. It relates to the section of the A629 between the Ainley Top roundabout and Huddersfield. The scheme includes accessibility improvements for all road users, aims to reduce congestion and delay, and supports job creation and housing growth in the local area.

The preferred option, identified in the outline business case, includes capacity improvements from the Cavalry Arms junction to Ainley Top, with improvements at the Blacker Road junction, as outlined below. The outline

business case requests funding for land acquisition to be released to allow land assembly to commence at full business case stage.

Outputs and benefits

The scheme will deliver traffic capacity improvements at several locations as described below:

- Blacker road / Edgerton Grove road / New North road / Edgerton road Junction (Blacker road Junction) – road widening northbound and westbound.
- East Street / Birkby Road / Halifax Road Junction (Cavalry Arms Junction) - Re-align east-west approach lanes.
- Cavalry Arms to Birchcliffe Hill road – Endeavour to remove parking from both sides of road to enable free-flow of traffic and enable footways to be used safely. Cars currently park on both sides of the road, blocking footways and preventing the free-flow of traffic.
- Yew Tree road to Ainley Top - Extend southern approach lanes and create a new left slip onto the roundabout.

More broadly the scheme will:

- Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout, for all road users in both directions by 2022, and to support the delivery of the Lindley Moor West and East Enterprise Zones.
- Support job retention and growth in the wider area with the creation of 189 indirect jobs by 2030. (The West Yorkshire Urban Dynamic Model model shows up to 465 indirect jobs created).
- Support housing growth in the Lindley area and west Huddersfield generally (1,230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
- Improve air quality for local residents by contributing to a reduction of nitrogen oxide levels
- Contribute to an improved Gross Value Added across West Yorkshire. Urban Dynamic Model runs show a Gross Value Added increase of £29 million by 2030.

An initial benefit cost ratio for the project on monetarised journey times has been assessed as very high of 7.41; this will be reviewed at full business case stage.

Risks

The key risks for the scheme are:

- Land acquisitions – The need for compulsory purchase orders (CPOs) is identified as a key risk in delivery. Engagement with land owners has already commenced and the Council is taking a twin track approach to land acquisitions and will seek a resolution to use CPO powers.
- Planning permission/consents – Securing Listed Building Consent for the taking down and rebuilding of a listed curtilage wall in the conservation area has been identified as a key risk. Early engagement with the council's planning and conservation team and the landowner has taken place.
- Tree felling – Felling mature trees, some of which are covered by TPOs (Tree Preservation Orders) in the conservation area is also identified as a key risk. Whilst the removal of these trees will fall under permitted development, and therefore do not require planning consent for their removal, it is acknowledged that removal of the trees will be a sensitive issue. To mitigate the impact the Council is proposing to replace trees, where possible, within affected land boundaries, together with tree planting in other areas of the locality to offset the loss. The public will be asked for ideas about where the Council could undertake offset tree planting during the public engagement stage (proposed for June 2018). A topographical survey has been undertaken to identify tree locations and sizes for a key area of land required for the scheme and further tree surveys are to be undertaken to cover all trees affected.

Costs

The total cost to deliver phase 5 is £12.09 million, to be funded through the West Yorkshire plus Transport Fund.

It is noted that at decision point 2 the total scheme cost to deliver phase five was identified as £10 million, meaning that a further £2.09 million is requested as original estimated costs have since been refined largely to account for additional land assembly work.

Phase five currently has £305,000 approved. A further £4.113 million is now sought to develop the project to full business case (to include: development funding and land assembly funding of £2.171 million). This will take the total development costs approval to £4.418 million.

The total cost to deliver the A629 Phases 1-5 is £120.6 million.

Timescales

The timescales for the scheme are as follows:

- Full business case (decision point 4) approved by July 2019.
- Full business case with final costs (decision point 5) approved by January 2020.

- Construction commences February 2020.
- Construction complete August 2021 (decision point 6).

Assurance pathway and approval route

The table below outlines the proposed assurance process and corresponding approval route for this scheme. The assurance pathway sets out the Decision Points which the scheme must progress through and will reflect the scale and complexity of the scheme. The approval route indicates which committees or officers will make both a recommendation and approval of the scheme at each Decision Point. A delegated decision can only be made by the Managing Director if this has received prior approval from the Combined Authority.

Assurance pathway	Approval route
Decision point 3 (outline business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision point 4 (full business case)	Recommendation – Investment Committee Approval – Combined Authority
Decision Point 5 (full business case with finalised costs)	Recommendation – Programme Appraisal Team Approval – the Combined Authority’s Managing Director Delegated Decision

Tolerances

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

- That the total project cost remains within 10% of costs identified within this report.
- That the project delivery timescale remains within three months of timescales identified within this report.

Project responsibilities

The project responsibilities are:

- Senior Responsible Officer: Simon Taylor, Kirklees Council
- Project Manager: Steven Hanley, Kirklees Council
- Combined Authority’s case officer: Clare Zara Davies

Appraisal summary

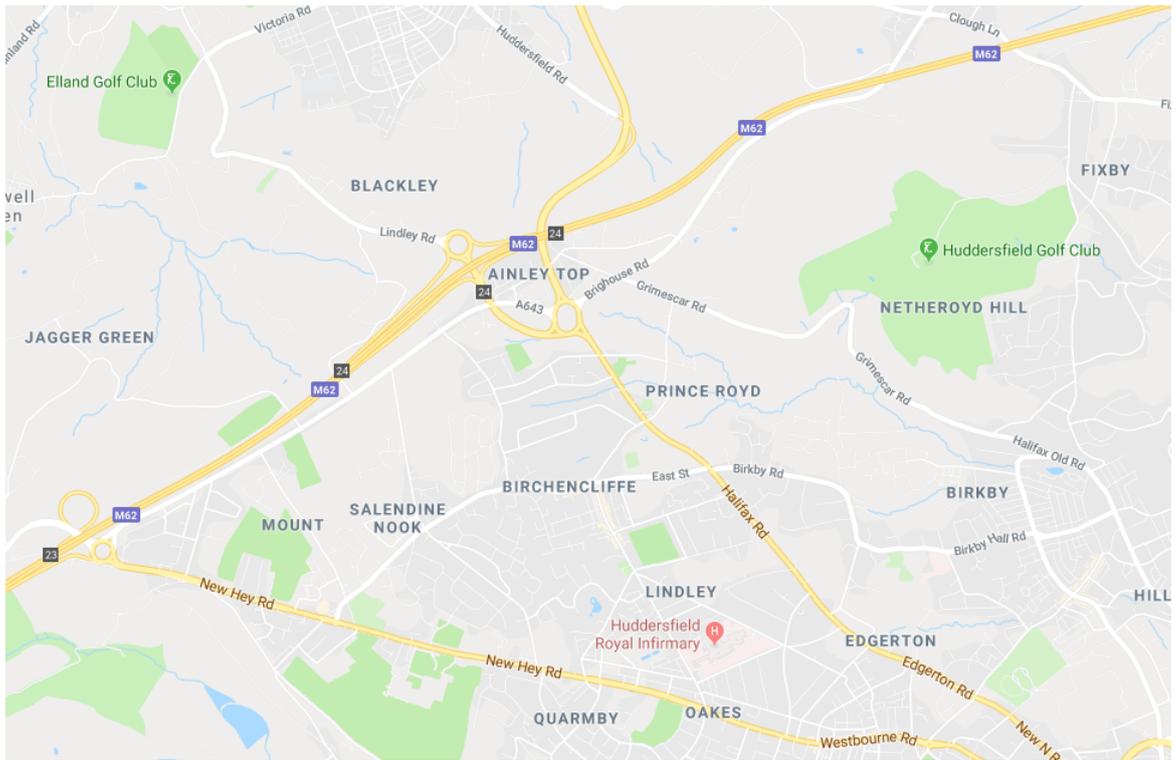
The scheme has a strong strategic fit and overall the outline business case presented provides sufficient evidence and justification that the WYTF A629 Halifax Road phase 5 scheme should proceed to full business case.

Recommendations

That Investment Committee recommends to the Combined Authority:

- The WYTF (Transport Fund) A629 Halifax Road Phase 5 project proceeds through decision point 3 and work commences on activity 4 (full business case).
- That an indicative approval to the total project value of £12.09 million is given from the Transport Fund with full approval to spend being granted once the scheme has progressed through the assurance process to decision point 4 (full business case).
- That development costs of £4.113 million are approved in order to progress the scheme to decision point 4 (full business case), taking the total project approval to £4.418 million and that an addendum to the funding agreement with Kirklees council for the additional £4.113 million is entered into.
- Future approvals are made in accordance with the approval pathway and approval route outlined in this report including at decision point 4 (full business case) through Investment Committee and Combined Authority and at decision point 5 (full business case with finalised costs) through a delegation to the Combined Authority's Managing Director following a recommendation by the Combined Authority's Programme Appraisal Team. This will be subject to the scheme remaining within the tolerances outlined in this report.

A629 Halifax Road improvement, phase 5 location map



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Report to: Transport Committee

Date: 25 May 2018

Subject: **Transport Capital Programme Update**

Director: Melanie Corcoran, Director of Delivery

Author(s): Lynn Cooper

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

1 Purpose of this report

- 1.1 To provide an update on the expenditure and progress of the West Yorkshire Combined Authority transport related capital programme in 2017/18.

2 Information

Background

- 2.1 At its meeting on 1 February 2018 the West Yorkshire Combined Authority agreed a revised forecast capital budget for 2017/18 and a future years budget to 2020/21. A significant element of this budget relates to expenditure on transport capital. Table 1 below provides details of each of the Combined Authority's transport capital programmes included forecast outturn agreed at the Combined Authority meeting on 1 February 2018, outturn figures were revised in quarter 3 and 4, expenditure achieved against the revised figures represents 88.8% of forecast.

Table 1

Capital Funding Programme	Forecast Outturn 2017/18	Expenditure 2017/18	%
West Yorkshire plus Transport Fund	£37,458,371	£40,862,871	109.1%
Leeds Public Transport Investment Fund (LPTIP)	£2,000,000	£3,378,202	168.9%
Local Transport Plan Integrated Transport Block and National Productivity Investment Fund (NPIF)	£20,025,000	£14,905,315	74.4%
Highways Maintenance Block / Incentive Fund	£28,402,000	£28,795,000	101.4%
Pothole Action Fund	£3,857,000	£1,875,000	48.6%
DFT Cycle City Ambition Grant (CCAG)	£10,547,000	£3,452,245	32.7%
WY Cycling and Walking Fund	£1,019,000	£835,979	82.0%
Ultra Low Emission Vehicles	£180,000	£25,000	13.9%
Total	£103,488,371	£94,129,611	91.0%

West Yorkshire plus Transport Fund (the Transport Fund)

- 2.2 The attached Transport Fund dashboard (**Appendix 1**) lists all projects agreed as part of this programme in the original submission to Government. The majority of these projects are currently in development although four have now been completed (Wakefield Eastern Relief Road, Aire Valley Park and Ride, Rail Parking Package South Elmsall and Fitzwilliam) and four others are currently in delivery (A629 Phase 1a, Wakefield City Centre Package Phase 1, Rail Parking Package Hebden Bridge, York Northern Outer Ring Road). The Transport Fund achieved its target spend for 2017/18 through an ongoing drive to accelerate delivery which included the provision of additional staff resources to support this.

Leeds Public Transport Investment Fund (LPTIP)

- 2.3 The LPTIP programme achieved spend higher than forecast but it is at an early stage and despite progress being good, most of the schemes have just commenced development, major items of expenditure will not come through until the programme is further into delivery.
- 2.4 Progress in the past 12 months includes establishment of programme board and employment of supporting staff both at Leeds City Council and the Combined Authority. Funding for individual projects totalling £15.3 million has been approved through the assurance process. In order to support this package boards have been established and initial development budgets agreed. In particular good progress has been made on the Realtime project with screens on order and contracts for installation being procured. Activity on new rail stations includes the appointment of the design team, who have submitted the strategic outline business case to the Department for Transport (DfT) for comment and approval.

Local Transport Capital

- 2.5 The Local Transport Capital Programme in 2017/18 includes five funding streams: Highways Maintenance Block, Highways Incentive Fund, Pothole

Fund, Local Transport Plan Integrated Transport Block and National Productivity Investment Fund. Progress on these programmes is as follows:

- **Highways Maintenance Block / Incentive Fund and Pothole Action Fund** are paid to the West Yorkshire Combined Authority and then shared between the West Yorkshire partner councils based on the DfT formula. Any underspend in a financial year is carried forward into the following financial year.

Monitoring of these programmes is undertaken to review of expenditure against allocation. Expenditure is monitored quarterly and reported to a meeting of the Chief Highways Officers, action would only be required if significant underspend occurred. At year end each partner council is required certify expenditure for the year, the Combined Authority then confirms this total spend on the three programmes to the DfT.

- **Local Transport Plan Integrated Transport Block (LTP) and National Productivity Investment Fund (NPIF)** are delivered through the Local Transport Plan Implementation Plan 3 which is the first of the five year implementation plans (2017/18 until 2021/22) that are proposed to deliver the West Yorkshire Transport Strategy 2040. A detailed programme has been identified for two years with indicative allocations for the remaining three. This includes allocated funding to individual projects and programmes.

The 2017/18 financial year is the first year of the five year Implementation Plan, the attached dashboard (**Appendix 2**) provides a breakdown of the initial allocation for 2017/18 and 2018/19 as well as the expenditure by each partner council and on each Combined Authority project (as agreed by the Transport Committee at its meeting on 24 February 2017). Expenditure of 36% has been achieved against the two year allocation. This represents good progress as many projects are currently at development stage with the majority of spend forecast for 2018/19.

Other Funding

2.7 Progress on the remaining transport programmes is as follows:

- **DfT Cycle City Ambition Fund**
This programme underspent against expected outturn for various reasons. In particular a number of new projects were in development but there was concern that the funding available was insufficient to fund all identified projects. Additional action was required in order to refine the programme. Delays were then incurred in scheme design, procurement processes and finalising of grant agreements. There was also a delay to spend on the Leeds City Centre project due to the liquidation of Carillion (the appointed contractor); Leeds have now re-mobilised with a new contractor and the project has now recommenced on site.

- **WY Cycling and Walking Fund**
Progress on this programme has been slower than expected due to procurement and legal issues which meant that some of the projects commenced later on the ground than anticipated. In August 2017 a six month extension was agreed to the programme to allow for successful delivery of the outputs. In January 2018, a further £640,000 was offered which involved further extension to allow completion of spend. Therefore whilst there is an underspend in 2017/18 the programme is expected to be fully complete by January 2019 in accordance with the revised timetable.
- **Ultra Low Emission Vehicles**
In 2017/18 priority was given to resourcing of other Combined Authority programmes therefore activity commenced later than expected. Activity will catch up in 2018/19 as will spend and is forecasted as such.

3 Financial Implications

3.1 Financial implications are included in the body of the report.

4 Legal Implications

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

5 Staffing Implications

5.1 There are no staffing implications directly arising from this report

6 External Consultees

6.1 No external consultations have been undertaken

7 Recommendations

7.1 That Transport Committee notes the progress made in implementing the Combined Authority transport related capital programme in 2017/18.

8 Background Documents

8.1 None

9 Appendices

Appendix 1 – West Yorkshire plus Transport Fund Dashboard
Appendix 2 – Local Transport Plan Dashboard

West Yorkshire Transport Fund pipeline

2017/18	£34,334,918	2017/18	£40,789,343
Target		Outturn	

Outturn 2017/18: as at April 2018												
Project name	Project responsibility	Category	Approved	Previous years spend			In-year spend and RAG rating (2017/18)	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer			Prior Years	2015/16	2016/17			Outturn	2018/19	2019/20	
Transport Delivery Cost												
Priority 4b (WTTF) WYCA Delivery Costs	Melanie Corcoran	Development		0	1,654,577	1,652,280	-116,624	GREEN	1,377,675	1,530,717	1,900,000	7,998,625
Transport projects Complete												
Wakefield Eastern Relief Road	Neil Rogers	Development	37,593,000	0	0	0	0	Complete	0	0	0	0
		Delivery	0	0	15,284,765	14,435,236	5,538,684	Complete	13,000	0	0	35,271,685
Rail Parking Package - South Elmsall	Melanie Corcoran	Development	670,000	0	0	120,000	0	Complete	0	0	0	120,000
		Delivery	0	0	0	0	484,604	Complete	5,000	0	0	489,604
Aire Valley, Leeds Integrated Transport Package - Phase 1: Aire Valley P&R	Gary Bartlett	Development	9,597,000	0	277,672	245,500	310,000	Complete	0	0	0	833,172
		Delivery	0	0	0	5,459,649	2,314,213	Complete	190,000	0	0	7,963,862
Transport projects at Stage 3 that are in delivery in 2017/18												
A629 Phase 1a: Jubilee Road to Free School Lane & monitoring	Mark Thompson	Development	8,354,954	302,000	160,000	1,442,043	731,872	GREEN	0	0	0	2,635,915
		Delivery	0	0	0	0	3,791,380	GREEN	1,655,348	0	0	5,446,728
Leeds ELOR and North Leeds Outer Ring Road	Gary Bartlett	Development	25,865,000	0	929,199	1,554,106	2,095,867	RED	1,000,000	1,000,000	750,000	7,329,172
		Delivery	0	0	0	0	7,370,817	RED	11,198,734	25,131,500	31,431,500	75,132,551
Wakefield City Centre Package Phase 1 Kirkgate	Neil Rodgers	Development	5,556,000	0	72,878	76,972	26,000	RED	0	0	0	175,850
		Delivery	0	0	0	0	3,720,336	RED	1,732,691	0	0	5,453,027
Rail Parking Programme - Fitzwilliam	Neil Rodgers	Development	687,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	445,073	GREEN	0	0	0	445,073
Rail Parking Package - Hebden Bridge	Melanie Corcoran	Development	0	0	0	0	0	AMBER	0	0	0	0
		Delivery	0	0	0	0	14,000	AMBER	631,000	0	0	645,000
Leeds Station Gateway - New station Street	Liz Hunter	Development	166,037	0	0	0	103,144	RED	18,222	0	0	121,366
		Delivery	0	0	0	0	0	RED	1,875,630	0	0	1,875,630
Transport projects at Stage 2 that will commence 2018/19												
UTMC (formerly HNEP)	Richard Hadfield (Kirklees)	Development	450,000	0	0	29,011	149,048	AMBER	70,000	0	0	248,059
		Delivery	0	0	0	0	0	AMBER	400,000	200,000	0	600,000
Rail Parking Package - Mytholmroyd	Melanie Corcoran	Development	0	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0	GREEN	1,040,000	2,600,000	0	3,640,000
Rail Parking Package - Shipley	Melanie Corcoran	Development	0	0	0	0	0	RED	0	0	0	0
		Delivery	0	0	0	0	0	RED	0	2,500,000	0	2,500,000
Rail Parking Package - Steeton and Silsden	Melanie Corcoran	Development	0	0	0	0	0	RED	0	0	0	0
		Delivery	0	0	0	0	0	RED	0	2,500,000	0	2,500,000
Rail Parking Package - Mirfield (A)	Melanie Corcoran	Development	0	0	0	0	0	AMBER	0	0	0	0
		Delivery	0	0	0	0	0	AMBER	298,863	0	10,000	308,863
Rail Parking Package - Normanton	Melanie Corcoran	Development	0	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0	GREEN	340,000	1,000,000	0	1,340,000
Rail Parking Package - Garforth	Melanie Corcoran	Development	45,000	0	0	0	0	GREEN	45,000	0	0	45,000
		Delivery	0	0	0	0	0	GREEN	395,000	430,000	0	825,000
LCR Inclusive Growth Corridor Plans	Liz Hunter	Development	2,395,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0	GREEN	0	0	0	0
NE Calderdale Transformational Programme Study	Steven Lee	Development	400,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0	GREEN	0	0	0	0
A650 Hard Ings Road - Phase 1: Hard Ings Road Only	Julian Jackson	Development	1,142,000	140,000	137,628	301,133	1,005,841	AMBER	125,706	0	0	1,710,308
		Delivery	0	0	0	0	0	AMBER	2,178,303	5,059,069	10,000	7,247,372
A629 Phase 1b: Elland Wood Bottom to Jubilee Road	Mark Thomson	Development	5,670,394	0	169,994	198,719	611,800	RED	1,111,079	0	0	2,091,592
		Delivery	0	0	0	0	0	RED	8,552,565	5,340,349	0	13,892,914
A629 Phase 2: Phase 2a, 2b and 2c	Mark Thomson	Development	3,016,000	340,000	44,591	280,192	1,232,314	AMBER	1,105,865	0	0	3,002,962
		Delivery	0	0	0	0	0	AMBER	1,195,448	0	0	1,195,448
A653 Leeds to Dewsbury Corridor (M2D2L)	Simon Taylor	Development	210,000	80,000	59,261	0	30,614	AMBER	36,000	0	0	205,875
		Delivery	0	0	0	0	0	AMBER	0	0	0	0
A65-LBIA Link Road	Gary Bartlett	Development	810,000	210,000	8,688	266,812	365,849	AMBER	41,349	0	0	892,698
		Delivery	0	0	0	0	0	AMBER	0	0	0	0
Castleford Station Gateway	Kate Thompson	Development	338,000	0	0	20,329	20,597	GREEN	266,083	0	0	307,009
		Delivery	0	0	0	0	0	GREEN	1,485,000	1,485,000	730,000	3,700,000
Glasshoughton Southern Link Road	Neil Rodgers	Development	723,000	0	80,000	0	441,104	GREEN	121,545	0	0	642,649
		Delivery	0	0	0	0	0	GREEN	280,000	3,192,000	2,824,114	6,296,114

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West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,789,343
Target		Outturn	

Project name	Project responsibility		Previous years spend				In-year spend and RAG rating (2017/18)	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer	Category	Approved	Prior Years	2015/16	2016/17			Outturn	2018/19	2019/20	
Castleford Growth Corridor Scheme	Neil Rodgers	Development	200,000	0	67,000	73,917	18,203	AMBER	59,083	0	0	218,203
		Delivery	0	0	0	0	0		850,000	2,000,000	8,990,000	11,840,000
CIP - Phase 1 - Leeds Fink Hill	Gary Bartlett	Development	115,000	0	0	0	105,529	GREEN	9,471	0	0	115,000
		Delivery	0	0	0	0	0		100,000	734,985	0	0
CIP - Phase 1 - Leeds Dawsons Corner	Gary Bartlett	Development	1,008,000	0	0	0	243,698	AMBER	764,302	0	0	1,008,000
		Delivery	0	0	0	0	0		910,000	6,205,000	5,876,000	12,991,000
CIP - Phase 1 - Kirklees Holmfirth Town Centre	Simon Taylor	Development	250,000	0	0	0	99,358	GREEN	125,000	0	0	224,358
		Delivery	0	0	0	0	0		200,000	500,000	3,800,000	4,500,000
CIP - Phase 1 - Kirklees A62 Smart Corridor	Simon Taylor	Development	250,000	0	0	0	131,464	GREEN	120,408	0	0	251,872
		Delivery	0	0	0	0	0		100,000	6,750,000	0	0
CIP - Phase 1 - Bradford A6177 ORR/Thornton Road	Julian Jackson	Development	225,000	0	0	0	101,915	GREEN	123,085	0	0	225,000
		Delivery	0	0	0	0	0		0	6,847,000	1,225,000	0
CIP - Phase 1 - Bradford A6177 ORR/Toller Lane	Julian Jackson	Development	180,000	0	0	0	82,643	AMBER	0	0	0	82,643
		Delivery	0	0	0	0	0		650,000	1,850,000	410,000	0
CIP - Phase 1 - Bradford A6177 ORR/Great Horton Road	Julian Jackson	Development	0	0	0	0	67,904	GREEN	116,980	0	0	184,884
		Delivery	0	0	0	0	0		0	1,585,000	320,000	0
CIP - Phase 1 - Wakefield A650 Newton Bar	Neil Rodgers	Development	75,000	0	0	0	39,259	GREEN	35,741	0	0	75,000
		Delivery	0	0	0	0	0		45,000	2,474,680	1,508,680	0
CIP - Phase 1 - Wakefield Owl Lane	Neil Rodgers	Development	75,000	0	0	0	5,516	GREEN	69,484	0	0	75,000
		Delivery	0	0	0	0	0		0	1,920,557	430,000	0
Rail Park and Ride (Phase 1) Programme	Melanie Corcoran	Development	1,161,306	58,908	108,336	409,181	395,796	AMBER	0	0	0	972,221
		Delivery	0	0	0	0	0		160,000	0	0	0
York Central Access	Neil Ferris	Development	2,100,000	0	0	0	413,137	RED	1,070,000	0	0	1,483,137
		Delivery	0	0	0	0	0		931,462	15,692,000	17,016,812	0
York Northern Outer Ring Road	Neil Ferris	Development	2,448,000	0	0	0	824,892	AMBER	840,489	463,047	214,557	2,342,985
		Delivery	0	0	0	0	0		4,738,071	8,980,311	12,410,788	0
York Northern Outer Ring Road - Phase 1	Neil Ferris	Development	3,600,000	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	3,000,000		565,000	35,000	0	0
Transport projects at Stage 2 that will commence post 2018/19												
Rail Parking Package - Knottingley	Melanie Corcoran	Development	474,259	0	0	0	0	RED	0	0	0	0
		Delivery	0	0	0	0	0		0	0	0	0
Bradford Interchange Station Gateway - Phase 1	Julian Jackson	Development	180,000	0	25,000	20,838	137,674	AMBER	16,605	0	0	200,117
		Delivery	0	0	0	0	0		0	0	0	0
Bradford Interchange Station Gateway - Phase 2	Julian Jackson	Development	512,000	0	0	0	0	GREEN	360,210	145,511	0	505,721
		Delivery	0	0	0	0	0		0	0	0	0
Bradford FS Station Gateway	Julian Jackson	Development	3,885,314	0	20,000	116,717	123,041	RED	1,107,145	1,364,907	0	2,731,810
		Delivery	0	0	0	0	0		0	0	6,000,000	0
A650 Tong Street	Julian Jackson	Development	185,000	50,000	0	21,038	83,777	AMBER	10,816	0	0	165,631
		Delivery	0	0	0	0	0		0	0	3,324,211	0
SE Bradford Access Rd	Julian Jackson	Development	91,000	0	0	0	56,041	GREEN	42,177	0	0	98,218
		Delivery	0	0	0	0	0		0	0	0	0
Bradford to Shipley Corridor	Julian Jackson	Development	1,597,000	0	30,000	5,011	524,541	RED	897,000	140,948	0	1,597,500
		Delivery	0	0	0	0	0		0	665,000	4,996,000	0
Harrogate Road / New Line	Julian Jackson	Development	1,300,000	0	146,399	268,239	1,213,153	RED	0	0	0	1,627,791
		Delivery	0	0	0	0	0		0	1,871,790	1,732,740	0
Halifax Station Gateway	Mark Thomson	Development	315,000	5,000	156,738	44,171	63,055	GREEN	0	0	0	268,964
		Delivery	0	0	0	0	0		0	0	0	0
A641 Bradford - Huddersfield Corridor	Mark Thomson	Development	730,000	0	0	60,829	68,572	AMBER	0	0	0	129,401
		Delivery	0	0	0	0	0		0	0	0	0
A629 Phase 4: Ainley Top	Mark Thomson	Development	645,000	0	0	51,736	62,724	AMBER	388,839	0	0	503,299
		Delivery	0	0	0	0	0		0	0	0	0
Huddersfield Station Gateway	Simon Taylor	Development	79,886	0	27,615	22,385	2,630	AMBER	0	0	0	52,630
		Delivery	0	0	0	0	0		0	0	0	0
M62 Junction 24a	Simon Taylor	Development	70,000	0	0	12,976	31,370	AMBER	15,500	0	0	59,846
		Delivery	0	0	0	0	0		0	0	0	0

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West Yorkshire Transport Fund pipeline

2017/18	£34,334,918	2017/18	£40,789,343
Target		Outturn	

Outturn 2017/18: as at April 2018

Project name	Project responsibility	Category	Approved	Previous years spend			In-year spend and RAG rating (2017/18)	RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer			Prior Years	2015/16	2016/17	Outturn		2018/19	2019/20	2020/21	
A629 Phase 5 - Ainley Top into Huddersfield	Simon Taylor	Development	302,000	0	52,000	48,000	250,762	GREEN	0	0	0	350,762
		Delivery	0	0	0	0	0		0	0	0	0
A62 and A644 Corridors incorporating Cooper bridge	Simon Taylor	Development	750,000	375,000	110,000	15,000	516,735	AMBER	0	0	0	1,016,735
		Delivery	0	0	0	0	0		0	0	0	0
Leeds Station Gateway - Yorkshire Hub	Liz Hunter	Development	400,000	0	0	54,468	117,582	GREEN	203,860	0	0	375,910
		Delivery	0	0	0	0	0		0	0	0	0
Thorpe Park Station	Liz Hunter	Development	500,000	0	0	3,382	184,675	GREEN	156,998	0	0	345,055
		Delivery	0	0	0	0	0		0	0	10,000,000	10,000,000
A6110 Leeds Outer Ring Rd	Gary Bartlett	Development	268,000	0	0	0	4,271	AMBER	99,000	0	0	103,271
		Delivery	0	0	0	0	0		0	0	0	0
Leeds City Centre Network and Interchange Package	Gary Bartlett	Development	3,455,000	319,000	31,337	278,000	468,289	AMBER	643,000	1,709,711	309,252	3,758,589
		Delivery	0	0	0	0	0		0	0	5,340,672	5,340,672
Wakefield City Centre Package Phase 2 Ings Road	Neil Rodgers	Development	270,000	0	0	0	30,379	GREEN	239,621	0	0	270,000
		Delivery	0	0	0	0	0		0	1,540,000	1,477,593	3,017,593
CIP - Phase 1 - Leeds Dyneley Arms	Gary Bartlett	Development	402,000	0	0	0	127,438	GREEN	277,000	0	0	404,438
		Delivery	0	0	0	0	0		388,600	1,109,400	6,000,000	7,498,000
CIP - Phase 1 - Kirklees Huddersfield Southern Gateways	Simon Taylor	Development	300,000	0	0	0	167,206	GREEN	116,441	0	0	283,647
		Delivery	0	0	0	0	0		0	0	0	0
CIP - Phase 1 - Calderdale A58/A672 Corridor	Mark Thompson	Development	235,000	0	0	0	72,193	AMBER	94,190	0	0	166,383
		Delivery	0	0	0	0	0		0	0	0	0
CIP - Phase 1 - Calderdale A646/A6033 Corridor	Mark Thompson	Development	195,000	0	0	0	9,210	AMBER	80,744	0	0	89,954
		Delivery	0	0	0	0	0		0	0	0	0
Rail Park and Ride (Phase 2) Programme	Melanie Corcoran	Development	138,000	0	0	137,997	0	AMBER	0	0	0	137,997
		Delivery	0	0	0	0	0		0	0	0	0
Rail Park & Ride (Phase 2) - Apperley Bridge	Melanie Corcoran	Development	113,100	0	0	0	0	AMBER	113,000	0	0	113,000
		Delivery	0	0	0	0	0		110,000	350,000	650,000	1,110,000
Rail Park & Ride (Phase 2) - Guiseley	Melanie Corcoran	Development	143,000	0	0	0	0	AMBER	143,000	0	0	143,000
		Delivery	0	0	0	0	0		143,000	3,000,000	4,000,000	7,143,000
Rail Park & Ride (Phase 2) - Moorthorpe	Melanie Corcoran	Development	110,500	0	0	0	0	AMBER	110,500	0	0	110,500
		Delivery	0	0	0	0	0		610,000	500,000	0	1,110,000
Rail Park & Ride (Phase 2) - Outwood	Melanie Corcoran	Development	110,500	0	0	0	0	GREEN	0	0	0	0
		Delivery	0	0	0	0	0		110,500	0	0	110,500
Rail Parking Package - Mirfield (A)	Melanie Corcoran	Development	0	0	0	0	0	AMBER	0	0	0	0
		Delivery	0	0	0	0	0		0	0	0	0
Calder Valley Line Elland Station	Mark Thompson	Development	834,748	0	0	0	163,438	AMBER	411,794	0	0	575,232
		Delivery	0	0	0	0	0		0	0	0	0
Corridor Improvement Programme (formerly HEBP)	Melanie Corcoran	Development	408,000	0	0	0	8,200	GREEN	100,000	100,000	158,000	366,200
		Delivery	0	0	0	0	0		0	0	0	0
Transformational -South Featherstone Link Rd - Feasibility Study	Neil Rodgers	Development	284,000	0	0	0	72,468	GREEN	211,532	0	0	284,000
		Delivery	0	0	0	0	0		0	0	0	0
Transformational - Kirklees - North Kirklees Orbital Route - Feasibility Study	Simon Taylor	Development	248,000	0	0	0	9,588	GREEN	222,500	0	0	232,088
		Delivery	0	0	0	0	0		0	0	0	0
Transformational -York Northern Outer Ring Road Dualling- Feasibility Study	Neil Ferris	Development	295,000	0	0	0	10,000	GREEN	285,000	0	0	295,000
		Delivery	0	0	0	0	0		0	0	0	0
Transport projects at Stage 1 pre mandate												
Aire Valley, Leeds Integrated Transport Package – Phase 2: Highway Access		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Aire Valley, Leeds Integrated Transport Package – Phase 3: Motorway Junction Improvements		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Corridor Improvement Programme Phase 2		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Corridor Improvement Programme Phase 3		Development	-	-	-	-	0					0
		Delivery	0	0	0	0	0					0
Calder Valley Line Enhancements		Development	-	-	61,905	-	0					61,905

West Yorkshire Transport Fund pipeline

Outturn 2017/18: as at April 2018

2017/18	£34,334,918	2017/18	£40,789,343
Target		Outturn	

Project name	Project responsibility	Category	Previous years spend				In-year spend and RAG rating (2017/18)		RAG rating	Future forecast spend			TOTAL spend (actual + forecast)
	Senior Responsible Officer		Approved	Prior Years	2015/16	2016/17	Outturn	2018/19		2019/20	2020/21		
		Delivery	0	0	0	0	0					0	
Calder Valley Line Bradford-Leeds Journey Time improvements		Development	834,748	-	-	-						0	
		Delivery		0	0	0	0					0	
Clifton Moor Park and Ride		Development	-	-	-	-						0	
		Delivery	0	0	0	0	0					0	
Development inc Management Costs			135,961,746	1,879,908	4,371,557	7,890,243	14,110,236		14,999,039	6,454,841	3,331,809	53,043,150	
Delivery			-	-	15,284,765	19,894,885	26,679,107		44,078,215	114,048,641	130,514,110	350,499,723	
Total Transport			135,961,746	1,879,908	19,656,322	27,785,129	40,789,343		59,077,254	120,503,482	133,845,919	403,542,873	

APPENDIX 2 LOCAL TRANSPORT CAPITAL DASHBOARD: LTP IT BLOCK + NPIF & LTP HM BLOCK

Figures accurate up to: Mar 2018

2017/18 DISTRICT LTP SPEND 17/18	£6,806,000	% LTP SPEND OF 17/19 ALLOCATION	44%
2017/18 WYCA LTP SPEND 17/18	£3,282,096	% LTP SPEND OF 17/19 ALLOCATION	18%

WYCA 18/19 OUTTURN FORECAST	£16,020,889	WYCA 20/21 TOTAL OUTTURN FORECAST	£20,269,291
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Project name	Project Manager	2017/19							Future forecast spend			Identified risk	TOTAL spend (actual + forecast)
		Total 17/19 IP3 allocation (LTP + match)	Total 17/19 IP3 allocation (LTP only)	Total spend 17/18	LTP spend 17/18 (spend less 3rd party and NPIF)	NPIF spend 17/18	% Total spend 17/18 as a % of total IP3 allocation	% LTP spend 17/18 as a % LTP only IP3 allocation	2018/19	2019/20	2020/21		
DISTRICT IT BLOCK + NPIF:													
Bradford		4,557,000	3,721,000	2,554,000	1,718,000	836,000	56%	46%	2,003,000	-	-	-	4,557,000
Calderdale		2,429,000	1,911,000	1,456,000	938,000	518,000	60%	49%	973,000	-	-	-	2,429,000
Kirklees		3,758,000	2,922,000	2,012,000	1,276,000	736,000	54%	44%	1,747,000	-	-	-	3,759,000
Leeds		5,747,000	4,553,000	3,433,000	2,239,000	1,194,000	60%	49%	2,314,000	-	-	-	5,747,000
Wakefield		2,839,000	2,242,000	1,094,000	635,000	459,000	39%	28%	1,745,000	-	-	-	2,839,000
DISTRICT Sub Total		19,330,000	15,349,000	10,549,000	6,806,000	3,743,000	55%	44%	8,782,000	-	-	-	19,331,000
WYCA IT BLOCK + NPIF:													
CYCLING AND WALKING													
CCAG	Fiona Limb	7,100,000	7,100,000	-	-	-	0%	0%	6,331,197	-	312,000	-	6,643,197
Strategic Cycle Development	Ambrose White	186,000	100,000	-	-	-	0%	0%	186,000	-	-	-	186,000
Sub Total		7,286,000	7,200,000	-	-	-	0%	0%	6,517,197	-	312,000	-	6,829,197
ONE SYSTEM PUBLIC TRANSPORT													
Rail Strategy	James Nutter	300,000	300,000	-	-	-	0%	0%	250,000	-	-	-	250,000
Bus Strategy	Helen Ellerton	438,000	438,000	1,650	1,650	-	0%	0%	436,350	-	-	-	438,000
Access bus refurbishment	Fiona Whitehead	895,000	473,000	348,070	-	-	39%	0%	546,930	-	-	-	895,000
Rail contingency	Kate Thompson	400,000	400,000	-	-	-	0%	0%	400,000	-	-	-	400,000
Bus hotspots	Asif Abed	930,793	330,793	45,148	0	45,148	5%	0%	890,946	-	-	100,906	936,094
Morley Public Transport Hub	Steve Butcher	150,000	150,000	93,185	93,185	-	62%	62%	56,815	-	-	-	150,000
South Elmsall c/forward	Steve Butcher	18,000	18,000	14,046	14,046	-	78%	78%	5,000	-	-	-	19,046
Bradford Northern Powerhouse Rail c/forward	Rebecca Cheung	70,000	70,000	53,529	53,529	-	76%	76%	10,000	-	-	-	63,529
CP6 Demand and Capacity Study c/forward	Michael Sasse	61,000	50,000	60,778	49,778	-	100%	100%	-	-	-	-	60,778
Sub Total		3,262,793	2,229,793	616,406	212,187	45,148	19%	10%	2,596,041	-	-	100,906	3,212,447
SMART FUTURES													
Smartcard	James Bennet	2,254,000	2,154,000	959,083	859,083	-	43%	40%	1,205,000	-	-	-	2,164,083
Bus real time evolution	Peter Radcliffe	847,000	519,000	227,020	227,020	-	27%	44%	610,504	-	-	9,476	837,524
Sub Total		3,101,000	2,673,000	1,186,104	1,086,104	-	38%	41%	1,815,504	-	-	9,476	3,001,608
ASSET MANAGEMENT													
Health & safety works at bus stations	Dave Dufton	500,000	500,000	-	-	-	0%	0%	500,000	-	-	-	500,000
Bus Shelter invest to save	Dave Dufton	700,000	700,000	-	-	-	0%	0%	700,000	-	-	-	700,000
Bus shelter real time display renewal	Peter Ratcliffe	2,000,000	2,000,000	720,761	720,761	-	36%	36%	1,279,239	-	-	-	2,000,000
Bus Station CCTV	Mark Auger	1,045,000	500,000	560,000	15,000	545,000	54%	3%	505,000	-	-	-	1,065,000
Bus shelter refurbishment	Nick Fairchild	300,000	300,000	322,059	322,059	-	107%	107%	-	-	-	-	322,059
ICT strategy infrastructure	David Gill	59,000	59,000	891	891	-	2%	2%	57,299	-	-	-	58,190
ICT strategy desktop replacement	David Gill	148,000	148,000	25,871	25,871	-	17%	17%	121,382	-	-	-	147,253
ICT strategy improved telephony	David Gill	350,000	350,000	160,190	160,190	-	46%	46%	161,303	-	-	28,000	321,493
ICT strategy desktop virtualisation	David Gill	58,000	58,000	1,354	1,354	-	2%	2%	56,646	-	-	-	58,000
Sub Total		5,160,000	4,615,000	1,791,126	1,246,126	545,000	35%	27%	3,380,869	-	-	28,000	5,171,995
CROSS CUTTING THEME													
ULEV	Asif Abed	3,180,000	1,200,000	34,044	9,044	-	1%	1%	1,570,000	-	-	-	1,604,044
Sub Total		3,180,000	1,200,000	34,044	9,044	-	1%	1%	1,570,000	-	-	-	1,604,044
PROGRAMME WIDE ACTIVITIES													
Monitoring, evaluation and bid development	Steve Heckley	150,000	150,000	8,722	8,722	-	6%	6%	141,278	150,000	150,000	-	450,000
Sub Total		150,000	150,000	8,722	8,722	-	6%	6%	141,278	150,000	150,000	-	450,000
IP2 programme	various			719,913	719,913								
WYCA Sub Total		22,139,793	18,067,793	4,356,315	3,282,096	590,148	20%	18%	16,020,889	150,000	462,000	138,382	20,269,291
TOTAL		41,469,793	33,416,793	14,905,315	10,088,096	4,333,148	36%	30%	24,802,889	150,000	462,000	138,382	39,600,291

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Report to: Transport Committee

Date: 25 May 2018

Subject: **Transforming Cities Fund**

Director: Liz Hunter, Interim Director of Policy and Strategy

Author(s): Tom Gifford

Is this a key decision?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	Paragraph 3

1 Purpose of this report

- 1.1 To provide an update on the development of the Transforming Cities Fund and to note the conclusions from the first member working group ahead of the stage 1 submission deadline of 8 June 2018.

2 Information

Background

- 2.1 The Combined Authority considered an overview of the Transforming Cities Fund (the 'Fund') at the meeting on 14 December 2017. A further report outlining the Department for Transport (DfT) guidance on the Fund was presented at the Combined Authority meeting of 5 April 2018.
- 2.2 The Transforming Cities Fund was announced in the Budget of November 2017 as 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 government has made £840 million capital funding available for competitive bidding by non-mayoral combined authorities over the four year period to 2021-22.

2.3 The DfT guidance on the Fund outlines that bids will go through a two stage application process, with initial submissions needed by 8 June 2018. This first stage is a light touch submission which should not have regard to specific schemes. In the second stage of the process, successful city regions will work with DfT to develop scheme specific proposals.

2.4 Key points around Transforming Cities Fund include:

- £840 million of funding is available for bidding and the funding is solely capital;
- As with all other non-mayoral city regions (including South Yorkshire and the North East), the West Yorkshire Combined Authority would be anticipated to submit a competitive bid on behalf of the region;
- Bids will be competitively assessed against each other with funding awarded to the proposals which demonstrate the greatest improvements to productivity and offer the best value for money;
- The competition to access the £840 million will take a two stage application process:
 - Initial submissions need to be made to DfT by 8 June 2018. This first stage will be a light touch submission, to identify 'selected' city regions and as such, the Department will not have regard to specific schemes included in the first stage submissions;
 - In the second stage, the Department will work with up to 10 successful non mayoral city regions to develop scheme specific proposals. It is anticipated that the second stage detailed bids would be developed throughout the second half of 2018.

Working Groups

2.5 To support the development of this significant bid, at the 5 April Combined Authority meeting, it was agreed that a 'Task and Finish' working group for portfolio / lead members be set up to shape the submission.

2.6 Since this time the 'task and finish' member working group took place on 18 May 2018. A summary of the key points highlighted at the meeting has been circulated to all attendees and Transport Committee members¹.

2.7 In addition, a series of working groups are taking place with officers from partner authorities from across the Leeds City Region to enable them to input into the development of the bid. Dialogue is also continuing with the Leeds City Region Local Enterprise Partnership as well as with private sector partners including bus operators.

2.8 As a competitive bidding process, the details around the Leeds City Region submission are contained in private appendices 1 and 2. There is an

¹ There was insufficient time to include the notes with publication of this paper.

opportunity to discuss this these appendices at the end of the committee meeting.

3 Financial Implications

- 3.1 The guidance sets out that whilst there is no set cap on the size of packages to be agreed, allocations to Mayoral Combined Authorities were in the range of £59-£250m. For the purposes of the first stage submission a financial allocation does not need to be defined. This would be developed through the second stage submission.

4 Legal Implications

- 4.1 As this is a competitive bidding process, the details of the submission are confidential until the submission is deposited on 8 June 2018 at which point the bid submission will be published on the Combined Authority website. This is a requirement set out in the guidance.
- 4.2 The information contained in Appendix 1 is exempt under Paragraph 3 of Part 1 to schedule 12A of the local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future decision making.

5 Staffing Implications

- 5.1 The bid has been overseen by the Combined Authority Policy and Strategy Team, with input from partner authorities.

6 External Consultees

- 6.1 Partner authority officers from across the Leeds City Region, as well as the private sector organisations have been involved in the development of the bid. A member working group took place around the Fund on 18 May 2018.

7 Recommendations

- 7.1 That Transport Committee consider the LCR Transforming Cities Fund submission and delegate final drafting of the Stage 1 submission to the Managing Director in consultation with the Chair of Transport Committee.

8 Background Documents

5 April 2018 Report to WYCA on Transforming Cities Fund.

<http://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=133&MId=474&Ver=4>

Transforming Cities Fund Guidance Document:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/689407/transforming-cities-fund-call-for-proposals.pdf

10 Appendices

Appendix 1 –Leeds City Region Transforming Cities Fund Bid Overview
Presentation from the Member Working Group on 18 May 2018 (PRIVATE)

Appendix 2 – Meeting notes from the Member Working Group on 18 May 2018
(PRIVATE) *This will be circulated to committee members ahead of the meeting*

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