

CALDERDALE DISTRICT CONSULTATION SUB- COMMITTEE

**MEETING TO BE HELD AT 5.00 PM ON TUESDAY, 10 APRIL 2018
IN MAIN HALL, THE KINGS CENTRE, HALIFAX**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
Transport Committee members only.
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE
PRESS AND PUBLIC**
- 4. MINUTES OF THE LAST MEETING HELD ON 9 JANUARY 2018**
(Pages 1 - 4)
- 5. LOW EMISSIONS AND AIR QUALITY STRATEGY**
- 6. TRACKER SURVEY**
Presentation.
- 7. OPERATOR UPDATES**
- 8. INFORMATION REPORT**
(Pages 5 - 16)
- 9. OPEN FORUM - QUESTIONS AND SUGGESTIONS**
- 10. PROVISIONAL DATE OF THE NEXT MEETING - OCTOBER
2018, DATE TO BE CONFIRMED**

Signed:



**Director of Transport Services
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY 9 JANUARY 2018
IN THE MAIN HALL, THE KINGS CENTRE, HALIFAX**

Present:

Councillor Daniel Sutherland (Chair)	Transport Committee
Councillor Peter Caffrey	Transport Committee
Reid Anderson	Public Representative
Meg Gillett	Public Representative
Myra James	Public Representative
Zaheer Khalil	Public Representative
Peter Melling	Public Representative
John Myddelton	Public Representative
John Sheppard	Public Representative
Kate Smyth	Public Representative
John Whiteley	Public Representative
Geoff Wood	Public Representative

In attendance:

Mark Fenwick	Arriva Yorkshire
Stuart Fillingham	First Group
Oliver Howarth	First Group
Mike Holland	Yorkshire Tiger
Robert Mason	Yorkshire Tiger
Khaled Berroum	West Yorkshire Combined Authority
Diane Groom	West Yorkshire Combined Authority

7. Apologies for Absence

Apologies for absence were received from Graham Meiklejohn, Jonathan Woodhouse and Pete Myers.

Matters Arising

Resolved: That John Sheppard be confirmed as deputy chair.

8. Encouraging Young People To Use Buses

The subcommittee was shown a presentation outlining the findings from a consultation conducted to encourage more young people to use buses.

The following were identified by the subcommittee as particular concerns reducing bus use amongst young people:

- Inconsistencies and confusion about pricing; sometimes the same price is charged for different stops
- They are not sure how to order tickets or engage with drivers
- Timetables are too difficult to decipher and lack vital information such as how long a journey will take
- Younger people are less willing to wait in the cold and rain when it is easier to call a parent
- They are afraid and unsure of what to do if a bus doesn't come – especially if it is the last bus

The following were suggested by the subcommittee to encourage more young people to use buses:

- Customer interaction training for drivers to deal with younger people
- Bus operators engage with primary schools and introduce buses to children
- Target parents in any campaigns and promotions
- Develop an evidence base to determine why young people don't use buses in different postcodes and regions, to better target responses based on social class, culture, geography etc
- Combat cultural association of cars with freedom, to align more with London's attitude to public transport

Resolved: That the presentation and the subcommittee's feedback be noted.

9. Operator Updates

Operators reported no major changes to services, except for the implementation of contactless card technology on First buses.

Resolved: That the operator updates be noted.

10. Minutes From The Meeting Held On 10 October 2017

An information error and three minor spelling errors were noted.

Resolved: That the minutes of the last meeting be approved, pending the following corrections:

- on p3: '36 stations as part of phase 1 would be completed by the end of 2017' – in place of 'Phase 1 stations [...] are due to be completed by the end of 2017'.
- on p4: '...the town centre would benefit from a sympathetic...' – in place of 'synthetic'.
- on p4: 'Meg Gilet' – be replaced by 'Meg Gilett'
- on p4: 'Geoff Woods' – be replaced by 'Geoff Wood'.

11. Information Report

An information report was presented updating the sub-committee on matters relating to the Calderdale district and followed by questions and a discussion covering the following:

- The Combined Authority is working with operators to explore discounted ticket options to support young people
- That the air quality stickers on the side of buses signify that particular bus's emission quality, not the entire operator.
- There are no plans to adopt electric buses more widely at the current time due to infrastructure and cost considerations.
- Bus usage has reduced overall nationally, including in London, but has increased in West Yorkshire (for Arriva and First).
- All bus drivers must undergo compulsory in-house disability training.
- There are plans to run more commercial services between hospitals as the current minibuses are not wheelchair accessible.

Public representatives suggested:

- That no bus be able to charge more than £2 for a single fare after 7pm, as is the policy established by the Mayor of Greater Manchester.
- Introducing two different timetables at stops and stations, as they do in Manchester: one listing the buses and the times and the other displaying the bus's route.
- Colour coding bus stop information to match bus routes.
- That the report regarding accessible transport links to the hospital be distributed to the subcommittee and its contents considered further.

An objection was raised about the decision to exclude the Todmorden – Hebden Bridge section of the cycle path from the current scheme, whilst retaining the Hebden Bridge - Luddendenfoot section. Dissatisfaction was also expressed about this decision being taken by 'unelected officers' instead of being referred back to elected members. It was noted that the Leader of Calderdale Council was in discussion with the Combined Authority's Managing Director about the cycle path plans.

Resolved: That the information report be noted.

12. Open Forum

No questions were raised during the open forum.



Report to: Calderdale District Consultation Sub-Committee

Date: 10 April 2018

Subject: Information Report

Author(s): Dave Pearson, Director of Transport Services

1 Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Calderdale District.

2 Information

Transport for the North (TfN)

- 2.1 TfN is the pan-Northern Partnership Board of civic and business leaders working to develop the case for transformational investment in transport in the North. In April 2018 TfN will become the first Sub-National Transport Body in England tasked with making recommendations on transport investment on behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport.
- 2.2 TfN published a draft Strategic Transport Plan (STP) on 16 January 2018. The STP is TfN's flagship policy document setting out its plans for investment in strategic transport in the 30 year period up to 2050 to help drive economic growth. TfN's focus is on facilitating journeys with pan-northern significance for the movement of people and goods e.g. longer distance, inter-city movements. Parts of local networks that give access to national and international gateways such as ports and airports are also considered. Solutions are envisaged to cover building new transport infrastructure as well as getting the best, most consistent performance out of existing infrastructure.
- 2.3 The key components of STP strategy are investment in:
- Rail (including delivery of Northern Powerhouse Rail and a Long Term Rail Strategy);
 - Road (proposed investment in a new Major Road Network for the North), and;

- Integrated and Smart Travel (to support seamless public transport journeys across the North with multi-modal contactless payments system and consistent, integrated travel information).
- 2.4 The STP provides a high level statement of strategy around these key components and introduces TfN's approach to the identification of Strategic Development Corridors which will be used to identify investment priorities. There are seven corridors in total. The Central and Southern Pennines corridors have the greatest geographic significance to West Yorkshire.
- 2.5 TfN have launched a public and stakeholder consultation to run for 13 weeks to 17 April 2018. The STP and details of the consultation are available from TfN's website at: <https://transportforthenorth.com/stp/>
- 2.6 TfN has supported the consultation with five launch events and 33 engagement events across the North, open to the public and stakeholders, with four held in West Yorkshire (in Halifax, Bradford, Leeds and Huddersfield).
- 2.7 The Combined Authority is responding to the consultation on behalf of all the West Yorkshire District Councils, with the response developed with the input of the Transport Committee and Combined Authority and West Yorkshire Districts.
- 2.8 TfN will finalise their STP following the consultation exercise, for publication in September 2018.

Transforming Cities Fund

- 2.9 The Transforming Cities Fund is a £1.7 billion fund which aims to support intra-city transport, target projects to drive productivity by improving connectivity, reducing congestion and utilising new mobility services and technology. The Transforming Cities Fund aims to improve productivity and spread prosperity through investment in new local transport infrastructure and sustainable transport in some of the largest English city regions.
- 2.10 The fund includes £840 million available for competitive bidding over the four year period to 2021-22. The remaining funding has been devolved to Mayoral Combined Authorities. The £840 million of funding is entirely capital and the guidance invites bids from non-mayoral city regions. A submission will be made by the Combined Authority to the Transforming Cities Fund by the first stage deadline of 8 June 2018.

Clean Air Zone

- 2.11 The Department for Environment, Farming and Rural Affairs (DEFRA) published the 'UK plan for tackling roadside nitrogen dioxide concentrations' in July 2017. The plan requires five local authorities in England, including Leeds City Council (LCC), to deliver measures to reduce Nitrogen Dioxide

(NO₂) emission levels to within European legal limits on key road sections in the shortest possible time and by 2020 at the latest.

- 2.12 LCC has been developing its proposals to improve emissions, including the potential introduction of a Clean Air Zone (CAZ). A CAZ requires that different vehicle types must meet minimum emission standards to enter a CAZ without financial penalty. Different 'classes' of CAZ dictate the types of vehicles impacted.
- 2.13 In January 2018 LCC launched a public consultation on its proposal for a 'Class B' CAZ which requires that Heavy Goods Vehicle, Buses, Coaches, Taxis and Private Hire vehicle entering the CAZ would be subject to minimum vehicle emission standards – Euro 6 for diesel and Euro 4 for petrol. Older and higher polluting vehicles would be subject to a daily or weekly charge for entering the CAZ. The geographic boundary of the proposed CAZ is within the Leeds Outer Ring Road. The consultation also sought views on the types of vehicles and services to be excluded from financial penalty.
- 2.14 The public consultation lasted from 2 January to 2 March 2018 and received 9,000 responses from individuals and businesses. The responses are currently being analysed and will be used to assist LCC in developing a final package of measures. A second round of public consultation is expected in summer 2018 on the final set of proposals.
- 2.15 On 21 February 2018 the UK High Court delivered its verdict on the latest challenge to the DEFRA NO₂ Plan, brought by Client Earth. The outcome of the ruling is that the four remaining West Yorkshire local authorities not originally required to take action (due to achieving NO₂ compliance by 2021) must now undertake a Feasibility Study to determine whether additional measures are required to reduce NO₂ levels in the shortest possible timeframe. This work is due to be completed by districts in the summer of 2018.
- 2.16 The West Yorkshire Combined Authority is supporting local authorities to deliver air quality improvements and reduce transport emissions across all transport sectors as part of our strategic priorities for developing quality places and cleaner environments.

Clean Bus Technology Fund

- 2.17 On 13 February 2018 the Department for Environment, Farming and Rural Affairs (DEFRA) announced that the West Yorkshire Combined Authority and Leeds City Council have been successful with their applications to the £40 million Clean Bus Technology Fund. West Yorkshire bus operators will be provided with £4.2 million in capital grant funding to ensure 231 older, more polluting buses achieve a Euro VI emission standard (or better) from the fitment of emission control technology. This represents approximately one quarter of the West Yorkshire bus fleet.

- 2.18 It is anticipated the project will remove over 52 tonnes of Nitrogen Dioxide emissions from the bus fleet and achieve £23.9 million in environmental and health benefits over a five year period. This will deliver air quality improvements across West Yorkshire and help bus operators achieve compliance with the proposed Class B Clean Air Zone emission standards for Leeds.

Access Bus Refurbishment

- 2.19 Following the installation of clean engine technology 26 AccessBuses last year, further refurbishment of AccessBus vehicles will be completed by July 2018. Improvements will include replacement of cctv systems, digital destination blinds and new livery.

Bus 18

- 2.20 The Combined Authority's Bus 18 initiative involves close working with bus companies to improve the experience for bus passengers, including better coordination in times of travel disruption. This closer cooperation enabled bus operators to accept each other's tickets during the days of heavy snowfall, helping people to get home safely. This is the latest in a number of initiatives aimed at providing customers with the customer service they would expect from the retail and hospitality sectors.

Service Disruption During Bad Weather

- 2.21 The heavy snow in early March resulted in very challenging conditions for the transport network across West Yorkshire. At these times, the Combined Authority's wymetro.com website is most people's first port of call for travel advice. At 7am on Thursday 1 March, 12,000 people were checking the web site for advice on their morning commute; this is six times the usual number. The 'Metro Travel News' social media channels were also very busy on these days providing up to the minute advice collated from transport operators and agencies.

Real Time Information

- 2.22 The real time screen upgrade project includes:
- Replacing the current small units with clearer 4-line LED screens, improving the visibility and accessibility of the displays.
 - Fitting all units with the 'REACT talking sign' system which uses Bluetooth or a fob system to activate audio announcements of the real time information displayed in the screen.
- 2.23 The new displays are currently under test and will be rolled out from April 2018 onwards.

New Design Bus Stop Information Displays

- 2.24 Approximately 800 new style bus stop information displays were installed at stops on the following routes in Februarys:
- 33 - Leeds-Guiseley-Otley, (First – Leeds, Bradford)
 - 36 - Leeds-Harewood (only), (Harrogate Bus Company - Leeds)
 - 72 - Leeds-Bradford, (First – Leeds, Bradford)
 - 117 - Leeds-Ossett-Wakefield, (Arriva - Leeds, Kirklees, Wakefield)
 - 203 - Leeds-Dewsbury-Huddersfield, (Arriva - Leeds, Kirklees, Calderdale)
 - 508 - Leeds-Halifax, (First – Leeds, Bradford, Calderdale)
- 2.25 The new designs have been informed by best practice and were developed with input from DCSC members, stakeholders and customers during 2017. The designs incorporate operator branding to help customers identify services more easily, a schematic route map showing key stops and times showing top to bottom with a focus on frequency of service where appropriate.
- 2.26 The new design will be rolled out across all stops from the next planned service change in May.

MCard

- 2.27 Almost 10,000 people in West Yorkshire have downloaded the MCard app that enables them to buy and load travel tickets anytime, anywhere straight from any Android smartphone. The MCard app is being downloaded by 45 new customers every day from Google Play store. Launched in August 2017, the free android app enables customers to buy and load daily, weekly and monthly bus and rail tickets for travel throughout West Yorkshire.
- 2.28 Over 16,000 young people's tickets, which can be used on all West Yorkshire bus operators' services are being purchased every month with the app.

Tour de Yorkshire

- 2.29 The Tour De Yorkshire will travel through West Yorkshire on Friday 4th May and Sunday 6th May 2018.
- 2.30 On Friday 4th May the Women's Elite Race will start at 10.30 am and the Men's Elite Race will start at 12.15pm, taking cyclists from Barnsley to Ilkley Cow and Calf Rocks. For most of the route the cyclists will pass through each area under a rolling road closure, apart from the start at Barnsley and at the end in Ilkley.
- 2.31 The races will pass through or close to the following areas – South Elmsall, Pontefract, Castleford, Kippax, Garforth, Scholes, Thorner, Pool In Wharfedale and Otley.
- 2.32 A temporary terminus will be created in Ilkley near The Grove due to the all-day closure of Brook Street, Station Road (next to Ilkley Bus Station) and Cowpasture Road. This will result in Ilkley Bus Station being closed all day – rail station access for pedestrians will not be affected, but the area is expected to be very busy. For services including the X84 which operate

through Ilkley to/from Skipton and Leeds, temporary stopping arrangements are being planned on the A65 so that through services can be maintained.

- 2.33 On Sunday 6th May the race starts at Halifax Piece Hall and finishes in Leeds City Centre at Victoria Square on The Headrow, where the Tour De France started in 2014.
- 2.34 Halifax Town Centre will be closed from 6am to 3pm, and this will affect all town centre bus stops. For the rest of the route the cyclists will pass through each area under a rolling road closure, apart from at Halifax Main Street and Goose Eye which will be closed for longer periods to manage crowd movements.
- 2.35 Closer to Leeds the A647 Stanningley Road between Cockshott Lane and Ledgard Way will be subjected to a longer road closure due to the race timings.
- 2.36 The race passes through or close to the following areas – King Cross, Mytholmroyd, Hebden Bridge, Oxenhope, Haworth, Oakworth, The Yorkshire Dales, Otley, Pool In Wharfedale and Kirkstall.
- 2.37 Leeds City Centre around The Headrow will be closed all day for preparation of the finish and for dismantling temporary structures at the end of the race. A bus disruption plan is being finalised for both days and will be available during April.

Transport Focus Bus Survey Results

- 2.38 Transport Focus is the national transport user watchdog conducting market research on passenger views and attitudes. The organisations' annual national Bus Passenger Survey is carried out each autumn, and is a useful measure of how bus passengers view their local services.
- 2.39 In autumn 2018, Transport Focus interviewed over 1,500 people in West Yorkshire. 83% of respondents were satisfied with the overall service they receive; an increase of 1% over the previous year, but still below the national average of 88%. There were small increases in satisfaction with punctuality (71%) and value for money (62%), however these remain the major issues for passengers in West Yorkshire.

East Coast Mainline

- 2.40 The East Coast Main Line (ECML) is one of two high-capacity north-south trunk routes that run between Scotland and London. The InterCity East Coast franchise provides long-distance inter-city services from London King's Cross on the ECML.
- 2.41 The current InterCity East Coast franchise was awarded to Stagecoach and Virgin in November 2014, and commenced on 1 March 2015. It was intended

to run to 31 March 2023 (eight years), with the option for a one-year extension to 31 March 2024 at DfT's discretion.

- 2.42 The franchise included commitments to introduce new, direct weekday services from Dewsbury and Huddersfield to London, and a significant increase in direct services between Leeds, York, Shipley, Bradford Forster Square, Horsforth, Harrogate and the capital.
- 2.43 In November, the Department for Transport announced that Stagecoach and Virgin would withdraw from running the service three years early, in 2020, after running into difficulties. The Secretary of State for Transport made a further statement to Parliament on 5 February 2018 updating the position on rail franchising. This statement made clear the current franchisee had "overbid" for the franchise, and that the scale of losses to the operator would mean that the franchise will be terminated in 'a short number of months'. The statement further clarified that an interim management arrangement will be put in place comprising either a zero-profit management contract with the current incumbent or taking the franchise back 'in-house' under the DfT's statutory 'operator of last resort' powers, as happened following the collapse of the National Express East Coast operator.
- 2.44 In February, the Combined Authority wrote to the Transport Secretary seeking assurances that the service commitments, due for delivery in the May 2019 timetable change, are honoured, despite the franchise's expected termination.
- 2.45 As part of its Long-Term Planning Process, Network Rail is currently consulting on its proposed ECML Route Study. The Combined Authority has prepared a response to the consultation which stresses the need for immediate and future investment to provide the capacity and network capability the City Region requires to achieve modal shift for passengers and freight.
- 2.46 The Combined Authority has also agreed contributions of £10,000 for the next two years to support the Consortium of East Coast Main Line Authorities. The Consortium works on behalf of its 41 members to secure investment, improve the passenger experience, improve capacity and reliability and shorten journey times on the East Coast Main Line.

May Rail Timetable Change

- 2.47 On 20 May 2018 significant changes are due to take place to rail services, including on many Arriva Rail North (ARN, i.e. Northern) routes and on the main Trans-Pennine Express (TPE) Liverpool – Manchester – Leeds – Hull / Scarborough / Newcastle / Middlesbrough lines. These were scheduled to include the major changes originally scheduled for December 2017, which bring in a number of improvements for Leeds City Region services.
- 2.48 Service improvements scheduled to be delivered in May 2018 include:
- Kirkstall Forge service increased from hourly to half hourly

- Leeds – Harrogate: increase from 2 trains per hour to 4 trains per hour (daytimes)
 - Calder Valley: through trains to Manchester Airport and Chester
 - Huddersfield: Trans-Pennine Express (TPE) fast trains to move to more regular timetable, and TPE to take over most stopping services
 - Extra weekday hourly train Knottingley – Pontefract – Wakefield – Leeds
 - Extra Sunday trains on several routes
 - Various improvements to first and last services
- 2.49 However, further delays to Network Rail works (especially electrifying the Manchester – Preston line, which would free up diesel trains) have compounded an already severe shortage of diesel trains. This means that many of the May 2018 service improvements may not now happen until later – possibly not until the December 2018 timetable change.
- 2.50 At the time of writing this report, work is ongoing to finalise the May 2018 timetables. A verbal update will be given at the meeting.

New and Refurbished Trains

- 2.51 Northern have introduced 65 newly refurbished trains on their network. Refurbished trains have a new interior including new floor coverings, repainted carriages and new seating; they are fully accessible and have free Wi-Fi. New LED lighting has also been fitted, and refurbished toilets include improved baby changing facilities.
- 2.52 Northern will take delivery of additional new trains, 55 Class 195 and 43 Class 331 trains between late 2018 and 2020. They will be a mix of two and three car diesel multiple units and three and four car electric multiple units. The new units will have free WIFI, power sockets and digital information screens.
- 2.53 TransPennine Express (TPE) have introduced refurbished trains to their network with half of the class 185 trains in their fleet now refurbished and operating on the network. The upgrades include new seats throughout, leather seats in first class, standard plug and USB sockets at every pair of seats in standard and first class, as well as bigger tables to allow more space for laptops and other devices. Free high speed Wi-Fi will also be available.
- 2.54 TPE are shortly to commence with phase two of the refurbishment of the class 185s, which includes a new fixed catering area. This will avoid the need for a catering trolley to be moved on and off the trains and making availability more consistent.
- 2.55 Between 2018 and 2020, TPE will introduce three new train fleets, comprising 13 five carriage diesel trains, 12 five carriage electric trains, and 19 five carriage bio-mode trains. The first of the diesel trains will enter service this autumn on the routes between Scarborough and Liverpool and between Middlesbrough and Manchester Airport; this will enable existing class 185 trains to be increased from three to six carriages incrementally on other routes.

Rail Station Car Park Expansions

- 2.56 Work has started on a £32m programme of car park extensions at a number of rail stations throughout West Yorkshire, using land owned by Network Rail or local authorities. Increased car parking capacity will enhance accessibility to the rail network and support sustainable employment growth in the main urban centres. The car parks will provide: additional standard and blue badge parking bays, CCTV, lighting and drainage.
- 2.57 Rail Station car parks included in the programme are as follows:
- South Elmsall – completed, with 50 additional spaces taking the total number of spaces to over 100
 - Fitzwilliam – completed with more than 100 new, free car park and ride spaces available
 - Mirfield Site A (adjacent to the existing car park) - construction work due to commence April/May 2018
- 2.58 Work should start on the following station car parks within the next 12 to 18 months, subject to approvals:
- Hebden Bridge
 - Normanton
 - Mirfield (Site B)
 - Mytholmroyd
 - Shipley
 - Steeton & Silsden
- 2.59 The following station car parks are at initial feasibility stage:
- Apperley Bridge
 - Ben Rhydding
 - Guiseley
 - Morley
 - Moorthorpe
 - Outwood

A629

- 2.60 Works are currently under way to widen the carriageway of the A629, close to Calderdale Royal Hospital. This has resulted in the removal of the bus shelter adjacent to the rail bridge and removal of the large bus shelter outside the hospital. Temporary stops have been provided in the interim period until new positions for the shelters have been constructed. Replacement bus shelters are due to be installed during May 2018 when the road widening scheme at this junction is substantially completed.
- 2.61 Once the road widening has been completed in this section of highway the scheme moves further along Salterhebble nearer to the West Vale junction, where part of the scheme includes construction of a new bridge to allow the carriageway to be widened at this point.

Hotspot Scheme

- 2.62 The bus hotspot 2017-19 programme seeks to address known congestion hotspots and improve punctuality and reliability.
- 2.63 In Calderdale, significant network delays on the section of road between the junction of the A646/Midgely Road and A646/Caldene Ave has been identified as a hotspot. This is as a result of the location of the bus stops in Mytholmroyd where buses wait for timetable correction. This congestion hotspot also causes pollution and road safety concerns as other vehicles overtake.
- 2.64 The proposal to address the issue will see removal of an existing bus layby (eastbound), delivery of a new bus layby (eastbound), and a new bespoke shelter (westbound). The scheme design and associated costs are currently being worked up, with anticipation for a final agreed proposal to be put forward in April 2018. The works are to be delivered by March 2019.

CityConnect

- 2.65 Work continues to refine and enhance the designs for the Rochdale Canal (between Hebden Bridge and Todmorden) with partners Canal and Rivers Trust and Calderdale Council. Alternative funding sources for this scheme are being progressed and a verbal update will be given at the meeting.
- 2.66 CityConnect launched a second round of Community Grants in March. The grants of up to £10,000 are available to organisations who can encourage their local communities to walk or cycle to access work or training. The closing date for bids is 15 April 2018, further details can be found on the website: <https://cyclecityconnect.co.uk/grants>
- 2.67 In the first round of grants 12 organisations across West Yorkshire were awarded funding and those projects are now being delivered.
- 2.68 The CityConnect Bike Friendly Schools initiative has recently completed its first year of delivery, with over 2,000 school children receiving cycle training through 13 'Bike Friendly' schools.
- 2.69 The Cycle for Health initiative has also started its second year of delivery. These cycle training sessions are aimed at helping people who have had physical or mental health illnesses to become more active, helping them to increase their confidence and aid in their recovery. The 12 week courses are run across West Yorkshire, through direct referrals from the health service.

3 Recommendations

- 3.1 That the information report be noted.

4 Background Documents

None.

5 Appendices

None.

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