

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 11 JANUARY 2019
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES**
 - (a) MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 21 SEPTEMBER 2018**
(Pages 1 - 10)
 - (b) MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 9 NOVEMBER 2018**
(Pages 11 - 22)
- For Decision**
- 5. BUS ALLIANCE**
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- 6. DIGITAL PAYMENT FOR TRAVEL STRATEGY**
(Pages 55 - 88)
- 7. RAIL: SERVICE PERFORMANCE AND TIMETABLE CHANGES IN 2019**
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- 8. LOCAL CYCLING & WALKING INFRASTRUCTURE PLANS**
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9. BUS SERVICE MATTERS REFERRED FROM DISTRICT CONSULTATION SUB-COMMITTEES

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10. GOVERNANCE ARRANGEMENTS

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For Information

11. LEEDS CITY REGION TRANSPORT UPDATE

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12. SUMMARY OF TRANSPORT SCHEMES

(Pages 159 - 162)

13. HS2 CONSULTATION

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14. LEEDS CITY REGION INFRASTRUCTURE MAP

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15. DRAFT MINUTES OF THE DISTRICT CONSULTATION SUB-COMMITTEES HELD ON:

(a) LEEDS - 22 OCTOBER 2018

(Pages 221 - 226)

(b) KIRKLEES - 24 OCTOBER 2018

(Pages 227 - 232)

(c) BRADFORD - 29 OCTOBER 2018

(Pages 233 - 240)

(d) CALDERDALE - 30 OCTOBER 2018

(Pages 241 - 244)

(e) WAKEFIELD - 1 NOVEMBER 2018

(Pages 245 - 250)

Signed:



**Managing Director
West Yorkshire Combined Authority**

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**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 21 SEPTEMBER 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

| | |
|---------------------------------------------------|----------------------|
| Councillor Kim Groves (Chair) | Leeds City Council |
| Councillor Eric Firth (Deputy Chair) | Kirklees Council |
| Councillor Martyn Bolt (Leader of the Opposition) | Kirklees Council |
| Councillor Kayleigh Brooks | Leeds City Council |
| Councillor Neil Buckley | Leeds City Council |
| Councillor Peter Caffrey | Calderdale Council |
| Councillor David Dagger | Wakefield Council |
| Councillor Peter Dew | City of York Council |
| Councillor Michael Ellis | Bradford Council |
| Councillor Ian Greenwood | Bradford Council |
| Councillor Manisha Kaushik | Kirklees |
| Councillor Michael Lyons OBE | Leeds City Council |
| Councillor Taj Salam | Bradford Council |
| Councillor Daniel Sutherland | Calderdale Council |
| Councillor Kevin Swift | Wakefield Council |

In attendance:

| | |
|-------------------|-----------------------------------|
| Graham Meiklejohn | Transpennine Express (minute 24) |
| Melanie Corcoran | West Yorkshire Combined Authority |
| Helen Ellerton | West Yorkshire Combined Authority |
| Diane Groom | West Yorkshire Combined Authority |
| James Nutter | West Yorkshire Combined Authority |
| Alistair Ryder | West Yorkshire Combined Authority |
| Kate Thompson | West Yorkshire Combined Authority |
| Janette Woodcock | West Yorkshire Combined Authority |

20. Apologies for absence

Apologies for absence were received from Councillors Peter Box, James Lewis, and Alex Ross Shaw and Ian Cherry.

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

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 2 to Agenda item 12 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 exception outweighs the public interest in disclosing the information.

22. Declarations of disclosable pecuniary interests

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

23. Minutes of the meeting of the Transport Committee held on 6 July 2018

Agenda Item 6 (Governance Arrangements)

Councillor Bolt raised an issue regarding the accuracy of the minute relating to the report on Governance Arrangements advising that the recommendations were incomplete and did not accurately reflect the decisions made at the meeting on 6 July, as presented in the report.

Furthermore, in relation to a query raised concerning the frequency of the District Consultation Sub-Committee (DCSC) meetings in the 2018/19 municipal year, Councillor Bolt asked that the additional recommendation which had been proposed allowing DCSC chairs the discretion to call additional meetings, as required, be recorded in the minutes.

Resolved:

- (i) That the minute relating to Agenda Item 6 (Governance Arrangements), be amended to accurately reflect the recommendations in the report which had been approved at the meeting on 6 July 2018.
- (ii) That the recommendation made giving each District Consultation Committee Chair the discretion to call additional meetings if required be recorded in the minutes of the meeting.
- (iii) That the minutes of the Transport Committee held on 6 July 2018, amended as detailed above, be approved as a true record and signed by the Chair.

24. Chair's Comments

The Chair, Councillor Kim Groves, opened the meeting and advised that following a request from the Committee, David Hoggarth (Strategic Rail Director, Transport for the North) had supplied a written response to issues on which he had promised further information following his presentation at the meeting on 6 July 2018 and this had been circulated to Members.

25. Rail Performance Update

The Transport Committee considered a report highlighting rail performance issues encountered since the new timetable had been introduced in May 2018, the actions being taken to mitigate them and the risks and scope for improvements to ongoing performance.

Members criticised the lack of responsiveness by the rail operators and agreed that although improvements had been made to services affected by the summer's timetable problems, services in the region were still extremely unreliable with frequent partial or full cancellations, poor punctuality and trains being short formed and unable to cope with capacity.

The Committee were given an update on the current performance of Northern and Transpennine Express (TPE) services and the steps being taken to address the continuing problems.

Councillor Lyons commented that the strengthening of trains was crucial to ensure that trains were not full to capacity leaving passengers behind. He asked whether there were sufficient drivers and guards in place to operate services and fulfil the current timetable and asked that Northern and Transpennine Express provide a written summary of their staffing levels.

Graham Meiklejohn (Regional Development Manager, TPE) was present at the meeting and was invited to the table to provide an update on the latest position with TPE performance. Mr Meiklejohn advised that TPE was on target to introduce new, higher capacity trains towards the end of the year and that they had sufficient driver provision for the new trains. Mr Meiklejohn was thanked for the information.

Cllr Bolt asked for an update detailing the specific effects of the timetable changes on services in the region.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the rail performance issues as a consequence of the introduction of the May 2018 timetable, as set out in the report, be noted.
- (iii) That the recommendation to urge the respective train operators and the Rail North Partnership to stabilise local train services as soon as possible and to ensure delivery of the service enhancements specified in the rail franchise be endorsed.
- (iv) That an update detailing the specific effects of the timetable changes on services in the region be provided to the Committee.

26. Transpennine Route Upgrade: Ambition for West Yorkshire

The Transport Committee considered a report providing an update on the Trans-Pennine Route Upgrade (TRU) rail project and which:

- (a) summarised the emerging findings of work to examine desirable service outcomes;
- (b) set out the types of choice the region was likely to be able to make should TRU proceed as envisaged by Transport for the North (TfN); and
- (c) sought Transport Committee's approval of the West Yorkshire Combined Authority's proposed position on the specification of TRU.

Members were provided with a detailed update on progress with the Transpennine Route Upgrade (TRU), a project to renew and upgrade the railway between York/Selby and Manchester via Leeds and Huddersfield. The Combined Authority and Transport for the North (TfN) had identified and agreed that work should be undertaken to examine desirable service outcomes for West Yorkshire; this piece of work explored the nature of the population and employment patterns on the TRU corridor as it passed through West Yorkshire, travel to work patterns, station catchments and future developments likely to influence travel patterns, along with demand forecasting of potentially successful service patterns. The findings of that work-stream had resulted in a technical note being produced (the Ambition document) which was appended to the submitted report. The technical note had been shared in draft form with TfN and the Department for Transport (DfT) and had been used to inform discussion at the TfN Partnership Board attended by Cllr Judith Blake on the 13 September. TfN's position would be communicated to the Department for Transport with a view to influencing the decision of the Secretary of State in terms of what, if any, variant of TRU should be taken forward. A decision was expected in January/February 2019.

Members discussed the technical note in detail and provided the following comments:

- that more ambition is needed;
- there is a need to ensure that the TP upgrade delivers on capacity;
- the detail around movement of freight was insufficient;
- rail movement should be incorporated into Local Plans;
- a map showing significant areas of population would have been helpful;
- the document should highlight points of growth - students at colleges and Huddersfield University;
- concerns re Penistone line;
- impact on the upper Calder Valley, Brighouse, Huddersfield;
- the electric railway charter will have an impact on the Calder Valley line;
- concerns that full electrification will cause major disruption;
- lack of connections to other rail services - no service from Wakefield to Manchester;
- rail capacity issues (ie Wakefield Westgate to Huddersfield);
- Bradford/Calderdale/Wakefield missing from list at 1.3, page 29;
- stakeholders should have been consulted;
- consideration be given to the merger of Mirfield & Ravensthorpe stations.

Cllr McBride spoke about his concerns for the Kirklees district and commented that Kirklees Members had not been consulted during formulation of the

technical document and asked that discussions take place as a matter of urgency before the views of the Committee were passed to TfN.

On the issue of freight, Councillor Groves advised members that she had recently met with the Freight Council who had offered to come along and talk to the Transport Committee. Members agreed that this would be helpful and suggested that the Road Haulage Association also be invited to attend a future meeting.

Resolved:

- (i) That the update provided on the Trans-Pennine Route Upgrade be noted.
- (ii) That the Ambition document as set out in Appendix 1 of the report be revisited and brought back to a future meeting.
- (iii) That support for the TfN Strategic Development Option be endorsed, subject to verifying that it is capable of supporting the preferred service outcomes and that the Chair of the Transport Committee write to the DfT and TfN setting out this position.
- (iv) That discussions be held with Kirklees Council on the content of the technical document in advance of the views of the Committee being communicated to Transport for the North.
- (v) That the Freight Council and Road Haulage Association be invited to attend a future meeting of the Committee.

27. Responses to formal rail consultations: Cross Country franchise and Periodic review

The Transport Committee considered a report providing information on the following formal rail consultations.

Cross Country consultation

Members were provided with an update on the Department for Transport's (DfT) public consultation on the design of the next Cross Country rail franchise. The DfT had asked for views and ideas on how to improve services on the Cross Country network in advance of tendering for the new franchise expected to be published in early 2019. Members had been given the opportunity to provide feedback by correspondence on 22 August and the final Combined Authority response was submitted to DfT on 30 August. A copy of the consultation response was appended to the submitted report for information.

Members were informed that the DfT had cancelled the Cross Country rail franchise competition but the Committee was asked to endorse the response in readiness for a future re-start of the proposals.

Members commented that the quality of trains and capacity on the Cross

Country route was extremely poor and a 2 year delay was wholly unacceptable.

Office of Rail Regulation (ORR) consultation

Members were provided with an update on the Office of Rail Regulation (ORR) public consultation on the regulatory framework for Network Rail in the period 2109 to 2024 (known as Periodic Review 2018). Members had been given the opportunity to provide feedback by correspondence on 22 August and the final Combined Authority response was submitted by the closing date of 31 August. A copy of the consultation response was appended to the submitted report for information.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the Combined Authority's response to the Cross Country rail franchise public consultation, as submitted to DfT, be endorsed.
- (iii) That the Combined Authority's response to the Periodic Review 2018, as submitted to the office of Road and Rail, be endorsed.

28. Consultation reply to DfT Bus Services Act 2017

The Transport Committee considered a report providing information on the Department for Transport's (DfT) consultations on the 'Bus Services Act 2017: accessible information and open data'.

Accessible Information Consultation Response

It was reported that the DfT were seeking views on ways to improve information for bus passengers through the Bus Services Act 2017 and Accessible Information Regulations. They want to introduce regulations requiring bus operators to provide audible and visible information on local bus services to help passengers identify the route and direction of services, each upcoming stop and points at which diversions start and end.

Open Data Consultation Response

The Committee were informed that the DfT were seeking views on ways to improve information for bus passengers and proposed to make regulations requiring the provision of digital Open Data by all operators of local bus services across England to make it easier for bus passengers to plan their journeys through access to routes and timetable data, fares and tickets data and Real Time Information.

The detailed consultation responses were appended to the report and had been submitted by the closing date of 16 September 2018.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the submission of the consultation responses be endorsed.

29. City Connect Cycle City Ambition Programme (CCAG) Phase 1

The Transport Committee was provided with an update on the progress of the City Connect programme including the contractual dispute between Leeds City Council and the delivery contractor for the Leeds-Bradford Cycle Superhighway project.

Members were provided with an update on progress with the CityConnect Programme which was majority funded through the Department for Transport Cycle City Ambition Grant (CCAG) and LTP Integrated Transport Block (plus other DfT Grant funding) and was being delivered in two phases. The first phase of works to deliver the Leeds-Bradford and Leeds-Seacroft cycle superhighways, 20mph zones, an upgrade to the Leeds-Liverpool Canal Towpath and additional cycle parking had been completed in 2016. An update on progress with projects in phase 2 was provided as detailed in paragraph 2.4 of the report.

Leeds - Bradford Cycle Superhighway

It was reported that following post-completion of the phase 1 works on the entire route of the Leeds - Bradford Cycle Superhighway, a stage three Road Safety Audit had identified a series of minor enhancement works which were required. There was also ongoing risk associated with the finalisation of the account between Leeds City Council and the contractor of the phase 1 works and a level of contingency funding had been held in the event that further costs were realised.

The Committee's approval was sought to enter into a funding agreement with Leeds City Council for up to £0.300 million to enable enhancement works to be carried out on the Leeds cycle superhighway together with the remaining project contingency funding outlined in the confidential appendix to the report. Approval was also sought to enter into a funding agreement with Bradford Council for up to £0.150 million to enable enhancement works to be carried out on the Bradford cycle superhighway.

Members expressed the view that there was a need for a more overreaching strategy with an extended network of quality cycle paths and availability of e-bikes. Councillor Groves suggested it may be useful to have a cycling working group with the emphasis on safe cycling.

Resolved:

- (i) That the contents of the update on the progress of the City Connect programme report be noted.
- (ii) That approval be given to entering into a funding agreement with Leeds

City Council for up to £0.300 million, together with the remaining contingency funding.

- (iii) That approval be given to entering into a funding agreement with Bradford Council for up to £0.150 million.
- (iv) That further discussions be held with Leeds City Council and Bradford Council once the outcome of the dispute resolution process is known.

30. City Region Transport Update

The Committee was provided with updates on the following issues as set out in paragraphs 2.1 to 2.48 of the submitted report:

- DEFRA Clean Air Strategy – Consultation Response
- Clean Bus Technology Fund
- Taxi Electric Vehicle Charging scheme
- Local Cycling and Walking Infrastructure Plans
- LNER service withdrawals
- Rail Delivery Group Easier Fares Consultation
- Annual Rail Fares Increase
- Joseph Rowntree Foundation Report
- Bus 18 Update
- Upgrade Works in Bus Stations
- Future of Mobility – Call for Evidence
- West Yorkshire Integrated Transport Block programme 2019 – 2022
- Transforming Cities Fund
- Leeds Integrated Station Master Plan
- HS2 Hybrid Bill
- Transport Committee September Workshop

The report provided the Committee with a detailed update on each of the above issues.

On the Clean Air Strategy consultation, members expressed concern that Leeds had been the only authority to have been consulted.

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

31. Summary of Transport Schemes

The Transport Committee considered a report which provided information on the transport related West Yorkshire and York Investment Committee (the Investment Committee) recommendations arising out of its meeting on 4 July 2018.

It was reported that the recommendations for projects that were made by the Investment Committee on 4 July, had been approved at the West Yorkshire Combined Authority meeting on 2 August 2018 or delegated for approval to the Combined Authority's Managing Director.

Resolved: That the contents of the report be noted.

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**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 9 NOVEMBER 2018 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

| | |
|---------------------------------------------------|--------------------------|
| Councillor Kim Groves (Chair) | Leeds City Council |
| Councillor Eric Firth (Deputy Chair) | Kirklees Council |
| Councillor Martyn Bolt (Leader of the Opposition) | Kirklees Council |
| Councillor Peter Box CBE | Wakefield Council |
| Councillor Kayleigh Brooks | Leeds City Council |
| Councillor Neil Buckley | Leeds City Council |
| Councillor Peter Caffrey | Calderdale Council |
| Councillor David Dagger | Wakefield Council |
| Councillor Peter Dew | City of York Council |
| Councillor Michael Ellis | Bradford Council |
| Councillor Manisha Kaushik | Kirklees Council |
| Councillor Hassan Khan | Bradford Council |
| Councillor Michael Lyons OBE | Leeds City Council |
| Councillor Daniel Sutherland | Calderdale Council |
| Councillor Kevin Swift | Wakefield Council |
| Ian Cherry | Nexus Vehicle Management |

In attendance:

| | |
|---------------------------|--------------------------------------------------------|
| Councillor Barry Collins | Calderdale Council |
| Councillor Richard Lewis | Leeds City Council |
| Councillor Peter McBride | Kirklees Council |
| Councillor Alex Ross-Shaw | Bradford Council |
| Richard Crisp | CRESR, Sheffield Hallam University (minute 37 only) |
| Ed Ferrari | CRESR, Sheffield Hallam University (minute 37 only) |
| Dave Pearson | West Yorkshire Combined Authority |
| Alan Reiss | West Yorkshire Combined Authority |
| Tom Gifford | West Yorkshire Combined Authority |
| Noel Collings | West Yorkshire Combined Authority |
| Alistair Ryder | West Yorkshire Combined Authority |
| Ruth Chaplin | West Yorkshire Combined Authority |

32. Chair's Comments

The Committee observed a two minute silence in an act of remembrance marking 100 years since the end of World War One.

The Chair welcomed Alan Reiss, Director of Policy, Strategy and Communications who had recently joined the Combined Authority.

33. Apologies for absence

Apologies for absence were received from Councillor Taj Salam.

34. Declarations of disclosable pecuniary interests

Councillor Ellis declared an other interest as he is a member of the Regional Flood and Coastal Committee and Airedale Drainage Commission.

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

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

36. Minutes of the meeting of the Transport Committee held on 21 September 2018.

Further to minute 27, Responses to formal rail consultations: Cross Country consultation, Councillor Swift asked that the final sentence be amended to include that the delay in rectifying the capacity issues was due to insufficient rolling stock on the Cross Country route and this should be addressed at the earliest opportunity.

Further to minute 29, City Connect Cycle Ambition Programme (CCAG) Phase 1, Councillor Buckley expressed concern that this item had been considered before the outcome of the adjudication was known. As he wished to provide some further information he had received in respect of the adjudication, the press and public were excluded from the meeting during this discussion as it related to the appendix to the report previously considered which had been exempt under paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972.

Resolved: That the minutes of the Transport Committee held on 21 September 2018 be deferred until the next meeting and clarification on additional information provided in respect of minute 29 be sought from officers.

37. West Yorkshire Combined Authority Response to Joseph Rowntree Foundation Report

The Transport Committee considered a report and was given a presentation on the Joseph Rowntree Foundation (JRF) report, 'Tackling Transport-Related Barriers to Employment in Low Income Neighbourhoods'.

The meeting was attended by Richard Crisp and Ed Ferrari from the Centre for Regional Economic and Social Research (CRESR) at Sheffield Hallam

University. They presented the findings of the report which considered transport to be a key barrier to employment for many residents living in low-income neighbourhoods.

Members welcomed the report and supported its recommendations and conclusions, particularly the need to implement bus franchising or partnership models, the development of longer term spatial planning frameworks and tools and the inclusion of housing and planning policy.

Comment was made that there were no impact maps included for Seacroft or Dewsbury Moor and, whilst the focus of the report was on public transport, it was considered that cycling initiatives such as the cycle superhighway, City Connect and Streetbikes should be recognised as helping to overcome transport barriers. It was noted that other areas of work were being carried out to help address some of the challenges highlighted in the Joseph Rowntree report. This included ways of improving transport links in order to get people to work and it was suggested that businesses be encouraged to locate to areas outside city centres. A review of the West Yorkshire bus network was being undertaken to highlight areas where networks no longer connect to employment areas and also the possibility of working with bus operators to facilitate trials of demand responsive services.

The Committee thanked Richard Crisp and Ed Ferrari for their report, presentation and discussion.

Resolved: That a letter be sent to the Department for Transport suggesting national initiatives to address the issues raised in the report.

38. Future of Bus 18

The Transport Committee considered a report which provided an update on Bus 18 and the proposed next steps for moving towards a formal alliance with bus operators.

It was noted that the Combined Authority and local authorities are committed to increasing bus patronage and need to work closely with bus companies to address issues with bus service availability, affordability and social economic needs. The report summarised a proposal to move towards a non-statutory alliance (a voluntary partnership) with bus operators with a view to migrating to a statutory partnership model as it matures. Whilst supporting the proposal, some Members advocated a move towards franchising but it was acknowledged that only metro mayoral regions (and Cornwall, because of its devolution deal) had the power to adopt a franchising model.

Members discussed the proposal including the heads of terms and delivery plan which would set out what customers can expect by 2021. This would tie closely to the timescales set for the investment programmes and matches the Combined Authority's budget plan and programme to transform its interventions in the bus services.

A further report would be brought to the next meeting.

Resolved: That the heads of terms and delivery plan of an alliance between the Combined Authority and bus operators be developed and a report brought to the next meeting of the Transport Committee for adoption.

39. Planning for Growth: The Leeds City Region Connectivity Strategy

The Transport Committee considered a report on Planning for Growth: The Leeds City Region Connectivity Strategy which:

- Provided an update on the ongoing development of the Inclusive Growth Corridor Programme which will help shape the future connectivity pipeline across all modes of transport serving the Leeds City Region.
- Sought endorsement for the commencement of a conversation with the public and stakeholders around the new 21st century connectivity and services technologies required to address the economic and transport challenges facing West Yorkshire, to complement future strategic infrastructure including HS2 and Northern Powerhouse Rail (NPR).
- Sought approval for establishing a member working group to oversee the development of the emerging City Region Transit Network.

The report set out and developed the first tranche of Inclusive Growth Corridors as identified in the HS2 Connectivity Strategy and how transforming connectivity will help to deliver Inclusive Growth.

Members noted the current investment in transport across West Yorkshire and York and the significant improvements already being made through the Connecting Leeds programme and the West Yorkshire plus Transport Fund across walking, cycling, bus and rail.

The Committee discussed the importance of Leeds City Region's future connectivity needs including the possible requirement for a mass transit system. Whilst no commitment was being made at this stage to develop a mass transit system and more work would need to be undertaken around demand and a business case analysis, it was proposed to open a conversation on solutions to future capacity requirements and delivering inclusive growth. It was reported that, subject to any feedback, the proposed City Region Transit Network has the potential to form a key priority for delivery in the timeframe up to HS2 opening in 2033.

Members welcomed the proposals for consultation with the public and stakeholders. However they were concerned that the maps provided in respect of the initial proposals for the three new services did not refer to Calderdale and parts of Kirklees. They stressed that the new transport routes must be evidence based and provide benefits to the whole region.

It was proposed that a member working group be established to oversee the significant development work which is required on the City Region Transit Network. The draft terms of reference for the group were attached at Appendix 6 and it was agreed that all members of the Transport Committee and each district's portfolio holder would be able to attend the meetings.

Resolved:

- (i) That the ongoing development of the Inclusive Growth Corridor Programme which will help to shape the future connectivity pipeline for the Leeds City Region be noted.
- (ii) That the Transport Committee endorse commencing a conversation with the public and stakeholders around the new 21st century connectivity services and technologies required to address the economic and transport challenges facing West Yorkshire, to complement future strategic infrastructure including HS2 and Northern Powerhouse Rail (NPR).
- (iii) That a member working group be established to oversee the development of the emerging City Region Transit Network.

40. Transforming Cities Fund

The Transport Committee considered a report on the Transforming Cities Fund (TCF) which:

- Provided an update on Transforming Cities Fund.
- Sought endorsement to the continuation of the Transforming Cities Fund member working group sessions to oversee the development of the Transforming Cities Fund stage 2 submission.

It was reported that the Transforming Cities Fund had been updated in the recent Budget announcement and the government had now made a total of £1.28 billion available and extended the period to 2022-23. The key points arising from the announcement were outlined in the submitted report which had included confirmation that West Yorkshire had been successful in reaching stage two of the application process.

The Combined Authority's bid on behalf of the Leeds City Region for stage 1 had focussed around 3 themes and detailed proposals now need to be developed for the stage 2 submission in collaboration with Leeds City Region stakeholders, officers and members. A 'task and finish' working group had been set up to shape the stage 1 submission and it was proposed to continue with this approach for the development of stage 2 but to widen the representation to include North Yorkshire authorities.

Resolved:

- (i) That the progression of the Leeds City Region Transforming Cities Fund bid to the stage 2 co-development phase be noted.
- (ii) That the Transport Committee endorse regular member working group sessions to be set up to support the development of the Leeds City Region stage 2 Transforming Cities Fund bid.

41. Rail Performance and Future Service Planning Update

The Transport Committee considered a report on rail performance and future service planning which:

- Provided an update on the performance of local rail services following discussion at the previous meeting.
- Advised Members of progress with the reviews into rail performance and governance following the issues emerging in May 2018.
- Advised Members of arrangements proposed to improve engagement between the Combined Authority and the rail industry.
- Provided an update on the service planning for the forthcoming timetable changes.
- Sought agreement to actions to highlight the Combined Authority's ongoing concerns at service delivery issues in the region and to seek urgent interventions to address them.

Members reiterated concerns previously raised that services were still failing to operate at an acceptable level and that the rail operators were not fulfilling their franchise obligations.

The report provided an update on the service planning for the forthcoming timetable changes and Members were extremely concerned that the rail industry, led by Network Rail, had made the decision that the December 2018 timetable will have only very limited service changes designed to improve punctuality and reliability. The Chair advised the meeting that she had met with Northern to discuss the priorities for short-term service intervention and had stressed that the Combined Authority want Northern to remain open to altering in May 2019 any changes made in December 2018, such as those on the Leeds – York corridor which the Combined Authority opposes. Comment was made that any improvements would be minimal and would not address the ongoing problems and that many committed service enhancements which should have been introduced in December 2017 would now face an even longer delay. Members were also concerned about the lack of consultation on the latest timetable announcements from Northern. Information was still awaited from Transpennine Express and a letter will be sent to Transport for the North and the Department for Transport on the urgent need to rectify the issues.

In respect of rail reviews, Members welcomed the involvement of Roger Marsh, Chair of the Leeds City Region Enterprise Partnership and the NP11 Board in the major review of the UK rail industry launched by the Secretary of State.

It was reported that Councillor Judith Blake, as the Combined Authority's representative, had agreed to raise the Combined Authority's serious concerns at the Transport for the North Rail North Committee and she had assured Members that the voice of the City Region would be strongly and firmly heard at both the TfN Rail North Committee and nationally.

It was proposed to establish a joint forum to enable the Combined Authority

Members, train operators, Network Rail, Transport for the North and other key bodies to discuss plans and issues affecting local rail services and the terms of reference were attached at Appendix 2.

A further report would be brought to the next meeting.

Resolved:

- (i) That the update on the current rail service performance be noted and that Councillor Judith Blake, as the Combined Authority's representative on the Transport for the North Rail North Committee, raises through that Committee the Authority's concerns about the impact of prolonged rail disruption, and urge further action to restore rail performance to the level required by the respective franchises.
- (ii) That the establishment of a West Yorkshire Combined Authority Rail Forum, as outlined in the submitted report, be endorsed.
- (iii) That the Combined Authority's input into the Blake Johnson Review be noted.
- (iv) That the Chair of the Combined Authority writes to Arriva Rail North highlighting concerns that the December 2018 rail timetable will not address pressing service delivery issues on critical routes in West Yorkshire, and seeking action to address these as a priority.
- (v) That the Transport Committee notes the risk associated with delivery of the 2019 timetable commitments as a consequence of network capacity constraints, and the work to be undertaken to understand this and the possible compromises which may be required. Further information will be presented at the January 2019 meeting.

42. NPR Update

The Transport Committee considered a report which provided an update on the progress being made on the development of the Northern Powerhouse Rail (NPR) programme.

Members noted the background to NPR and the Combined Authority's priorities for Transport for the North and endorsed the key issues for West Yorkshire in the development of the Strategic Outline Business Case for NPR.

It was noted that working closely with City of Bradford Council, the Combined Authority had commissioned further work in respect of the economic and strategic case for NPR to serve Bradford and the main conclusions were outlined in the submitted report.

Resolved:

- (i) That the key priorities for NPR outlined in paragraph 1.11 of the submitted report be endorsed and that these priorities are pressed for through the Combined Authority's representatives on TfN's Partnership

Board.

- (ii) That the conclusions of recent studies relating to NPR serving Bradford be noted and their use in making the case for a city centre station in Bradford, as outlined in paragraphs 1.12 – 1.14 of the submitted report be endorsed.

43. Transport for the North Integrated and Smart Travel Programme Update

The Transport Committee considered a progress report on Transport for the North Integrated and Smart Travel Programme which sought endorsement for the signing of the Memorandum of Understanding which was required to enable progress of the Phase 2 Full Business Case.

Members noted the current position of the Programme and the proposals for Phase 2 which were detailed in the submitted report.

The Department for Transport (DfT) have requested that TfN attached a signed Memorandum of Understanding (MoU), to the Full Business Case. It was noted that signing the MoU does not commit the Combined Authority to provide specific funding and no costs will be incurred as a result of signing the MoU. It would however enable the Combined Authority to be involved in the development of Phase 2 initiatives and use them to trial the new information tools for one year prior to committing to any funding of their ongoing operation. A copy of the Memorandum of Understanding will be circulated to Members.

Resolved:

- (i) That the progress of the Transport for the North's Integrated and Smart Travel Programme be noted.
- (ii) That the Transport Committee noted the Combined Authority entering into a Memorandum of Understanding with Transport for the North to trial the new information tools and a copy of the Memorandum of Understanding be circulated to Members.

44. Air Quality Update

The Transport Committee considered a report which provided an update on air quality issues and related activities taking place across the region.

Information and updates were provided on the following:

- DEFRA direction for improvement in Bradford Nitrogen Dioxide levels
- Clean Bus Technology Fund delivery
- WYLES Delivery Resourcing
- ULEV Taxi Scheme
- Transport Research Innovation Fund – Cycling Emission Exposure Project

Members discussed progress towards the West Yorkshire Low Emission

Strategy (WYLES) and the need to reduce emissions from the transport sector to contribute to the overall strategy to improve air quality. The Committee requested greater clarity on progress being made towards a target set for 2020. It was reported that Kirklees Council have received funding through the DEFRA Air Quality grant to provide a dedicated resource to deliver the recommendations of the WYLES. The post holder will be based part-time within the Combined Authority and will report progress on delivery of the strategy to the Committee on a quarterly basis, including current monitoring results.

It was reported that Kirklees Council had recently considered 'moss tree' technology which can be used to filter out pollutants to help improve air quality and further information would be sought on this initiative.

The Committee was advised that multiple publically owned car park sites for installation of taxi charge points for the Ultra-Low Emission Taxi Scheme (ULEV) have been nominated by partner councils and installation was due to commence in Spring 2019.

It was suggested that as both the Transport Committee and West Yorkshire & York Investment Committee consider air quality initiatives it may be beneficial for a joint meeting to be held to discuss all opportunities for intervention.

Resolved: That the report be noted.

45. Energy Strategy and Delivery Plan

The Transport Committee considered a report on the Energy Strategy and Delivery Plan (ESDP).

It was noted that the ESDP would contribute to achieving the key challenges of the Local Inclusive Industrial Strategy and was made up of the following four work packages:

- Energy state of the Leeds City Region
- Technology Options Appraisal
- Energy Opportunity Areas
- Delivery Plan

A summary of each package was set out in the submitted report.

In respect of the science based targets, it was noted that further work would be undertaken to help the Leeds City Region Local Enterprise Partnership and Combined Authority consider adopting a regional target.

Resolved: That the report be noted.

46. Green and Blue Infrastructure Strategy and Delivery Plan

The Transport Committee considered a report on the development of the Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan.

It was reported that the strategy was a named delivery plan of the Strategic Economic Plan (SEP) and is aligned with current thinking on the emerging Local Inclusive Industrial Strategy and policy framework for the City Region. This had been split into two elements, the strategy and the delivery plan.

Members welcomed the strategy and it was noted that approval would be sought at the next meetings of the LEP Board and Combined Authority.

Resolved: That the report and draft Green and Blue Infrastructure Strategy and Delivery Plan be noted.

47. Local Transport Plan Approvals

The Transport Committee considered a report on Local Transport Plan approvals.

Members discussed a proposal for the progression of, and funding for the Bus Shelter Advertising Panel Lighting Conversion project. This was a West Yorkshire Combined Authority supported Local Transport Fund funded project and details of the scheme were outlined in the submitted report and a summary of the business case was attached at Appendix 2.

Resolved:

- (i) That the Bus Shelter Advertising Panel Lighting Conversion project proceeds through decision point 5, and moves to activity 6, Delivery.
- (ii) That the total project value of £282,726 is approved from the Local Transport Plan (LTP) (Implementation Plan 3, 2017-2022).
- (iii) That future approvals are made in accordance with the approval pathway and approval route outlined in the submitted report, subject to the scheme remaining within the tolerances presented.

48. Budget Planning

The Transport Committee considered a report on issues to be considered in the business planning process and revenue budget planning for 2019/20.

The initial budget proposal for 2019/20 was being prepared assuming the continuation of the £1 million pa reduction in the Transport Levy. The Budget Working Group is exploring where further savings can be made additional to the levy reduction plan and would require a reduction on the services which are overseen by the Transport Committee.

The Combined Authority will set the 2019/20 budget at its meeting on 14 February 2019.

Resolved: That the approach to setting the 2019/20 revenue budget and medium term financial strategy as set out in the submitted report be endorsed.

49. Leeds City Region Transport Update

The Transport Committee considered a report which provided an update on the following issues as set out in paragraphs 2.1 to 2.65 of the submitted report:

- House of Commons Transport Select Committee Inquiries
- Future Mobility Call for Evidence
- Calder Valley Line Upgrade
- Platform extensions programme
- Local cycling and walking infrastructure plans
- Walking and cycling issues
- Connecting Leeds update
- Highways England Designated Funds programme
- EU Interreg funding bid
- Statement of Common Ground
- Leeds City Region Planning Review
- Transport for the North
- HS2

The report provided the Committee with a detailed update on each of the above issues.

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

50. Summary of Transport Schemes

The Transport Committee considered a report which provided information on the transport related West Yorkshire and York Investment Committee (the Investment Committee) recommendations arising out of its meeting held on 5 September 2018.

The following projects had been considered at the meeting:

- Calderdale multi-modal transport model
- Corridor Improvement Programme – Phase 1 – A62 Smart Corridor, Kirklees
- Glasshoughton southern link road, Wakefield
- Leeds New Station Street improvements
- Rail Park & Ride Programme – Phase 1 – Hebden Bridge
- Door to door transport digital hub, Leeds

The recommendations for the above projects had been approved at the West Yorkshire Combined Authority meeting on 11 October 2018 or delegated for approval to the Combined Authority's Managing Director.

Resolved: That the report be noted.

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Report to: Transport Committee

Date: 11 January 2019

Subject: **Bus Alliance**

Director: Dave Pearson, Director of Transport Services

Author(s): Helen Ellerton

| | |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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 an update on the proposals for the West Yorkshire Bus Alliance and to seek endorsement of the proposed commitments that will be deliverable as part of the Alliance. These are summarised in Appendix 1.
- 1.2 To set out the next steps in developing the Alliance to a formal agreement incorporating key performance indicators and a delivery plan.
- 1.3 Bus operators have been invited to attend the Committee and to outline how the Alliance will support their plans for developing the region's bus service.

2. Information

Proposal for an Alliance

- 2.1 Transport Committee on the 9 November 2018 endorsed that Bus 18 should move towards a non-statutory alliance (technically known as a Voluntary Partnership) with a view to migrating to a statutory partnership model as it matures.

2.2 The Bus Services Act 2017, which provides for Advanced Quality Partnership, Enhanced Partnerships and Franchising; are all relatively new, untested, provisions. It is proposed that in the short term focus is placed on making tangible improvements for the customer rather than entering into lengthy negotiations and legal process that are needed to establish a statutory arrangement.

Summary of the Alliance Commitments

2.3 Following the last meeting of the Committee, work has progressed in developing the governance arrangements and key commitments which will form the basis of the Alliance.

2.4 The Alliance governance will be led by the Chair and Vice Chair of the Transport Committee with strong participation from bus operators. Transport Focus will represent passenger interests and there will be close liaison with local authority highway teams.

2.5 Ten work streams have been developed jointly by the Combined Authority, West Yorkshire districts and bus operators. The work streams contain a set of commitments and the anticipated outcomes for the customer.

2.6 The table below provides a summary of the themes, work streams and commitments. Appendix 1 provides more detail on each work stream including the proposed commitments, anticipated outcomes, customer experience and a summary of the delivery plan.

| Theme | Work Stream | Commitments |
|------------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Customers at the Heart | Network Legibility | Single clearly identifiable brand |
| | Ticketing and Retail | Account based ticketing |
| | Ticketing and Affordability | Simple fares structure and fare offers for young people |
| | Travel Information | Live journey planning information, real time and disruption collaboration |
| | Customer Service | Consistent customer service offer, improved on board bus customer facilities |
| | Communication and Engagement | Promotional engagement to encourage behavioural change |
| Keeping Buses Moving | Highway Infrastructure | Highway Improvement Programme to reduce journey times, congestion relief programme, improved bus waiting infrastructure, development of a Transport Coordination Centre |
| | Service Provision | Extended operating hours, Review of the bus network structure, improved network security, better emergency planning, major highway events planning and resilience |

| | | |
|---------------------------|----------------------------|--------------------------------------------------------------------|
| A Sustainable Bus Network | Clean Bus Technology | Delivery of a clean bus technology programme |
| | Economy of the Bus Network | Better data availability, review of the economy of the bus network |

Voluntary Partnership Agreement –Proposed Approach

- 2.7 If the Committee is minded to endorse the commitments presented in this report, the next step will be to develop a set of targets, key performance indicators and a delivery plan to achieve the commitments. It is proposed that these will be developed and recommended for approval by Transport Committee in March 2019.
- 2.8 Following this, the package of commitments, indicators and plans will be supported by a formal Voluntary Partnership Agreement to be signed by June 2019.

Proposed Approach To A Performance Plan and Indicators

- 2.9 The Alliance will seek to increase patronage and customer satisfaction across all bus services in West Yorkshire. It is proposed that there is an overarching Voluntary Partnership Agreement that is supported by three schedules as follows:
1. **Urban Centres** – to focus on the core town and city centres.
 2. **Investment Corridors** – to focus on locations where significant investment in the highway infrastructure that provides benefits to the bus is due to be delivered. For example, delivery of the West Yorkshire Transport Fund, Connecting Leeds and Transforming Cities Funds.
 3. **Remaining Urban and Rural Areas** – to focus on locations outside the core urban centres and corridors that are due to receive funding to improve the highway infrastructure.
- 2.10 Each schedule will contain Key Performance Indicators for the following themes:
1. Punctuality and Reliability
 2. Customer Information
 3. Ticketing
 4. Air Quality
- 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. A Voluntary Partnership Agreement will be developed to support the Alliance.

5. Staffing Implications

- 5.1 Resource will be required to set up and manage the Alliance. The funding for this will be covered in existing budgets.

6. External Consultees

- 6.1 No external consultations have been undertaken.

7. Recommendations

- 7.1 That the Committee endorse the commitments proposed for the West Yorkshire Bus Alliance as set out in this report.
- 7.2 That a further report be presented to the Committee in March 2019 detailing the targets, key performance indicators and delivery plan together with the outline terms of a Voluntary Partnership agreement
- 7.2 That, to ensure momentum is maintained from a transition from Bus18 into the West Yorkshire Bus Alliance, progress against delivery of the commitments and adoption of the governance arrangements progresses ahead of finalising the formal Voluntary Partnership agreement.

8. Background Documents

None.

9. Appendices

Appendix 1 – Bus Alliance Commitments

The logo for West Yorkshire Combined Authority is a large, stylized 'W' shape composed of three overlapping curved segments in shades of teal. The top-left segment is the lightest shade, the middle segment is a medium shade, and the bottom-right segment is the darkest shade. The text 'West Yorkshire' is written in a large, bold, dark teal font, with 'Combined Authority' in a smaller, lighter teal font below it.

**West
Yorkshire**
Combined
Authority

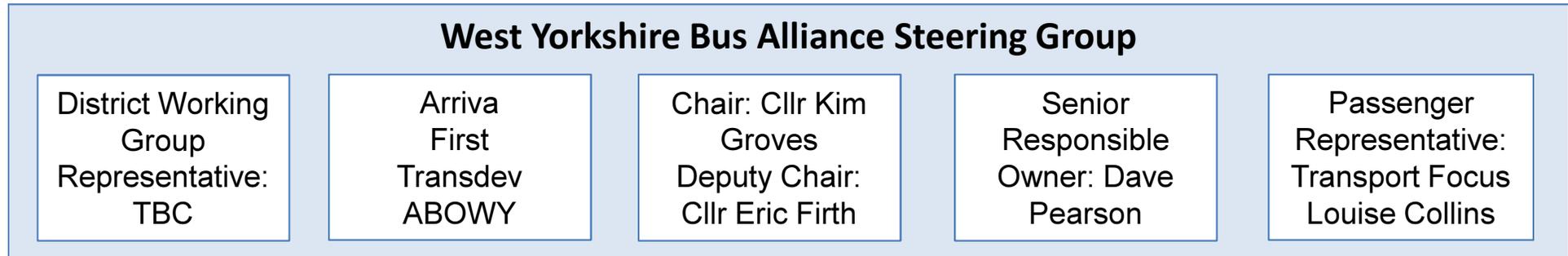
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West Yorkshire Bus Alliance -Commitments

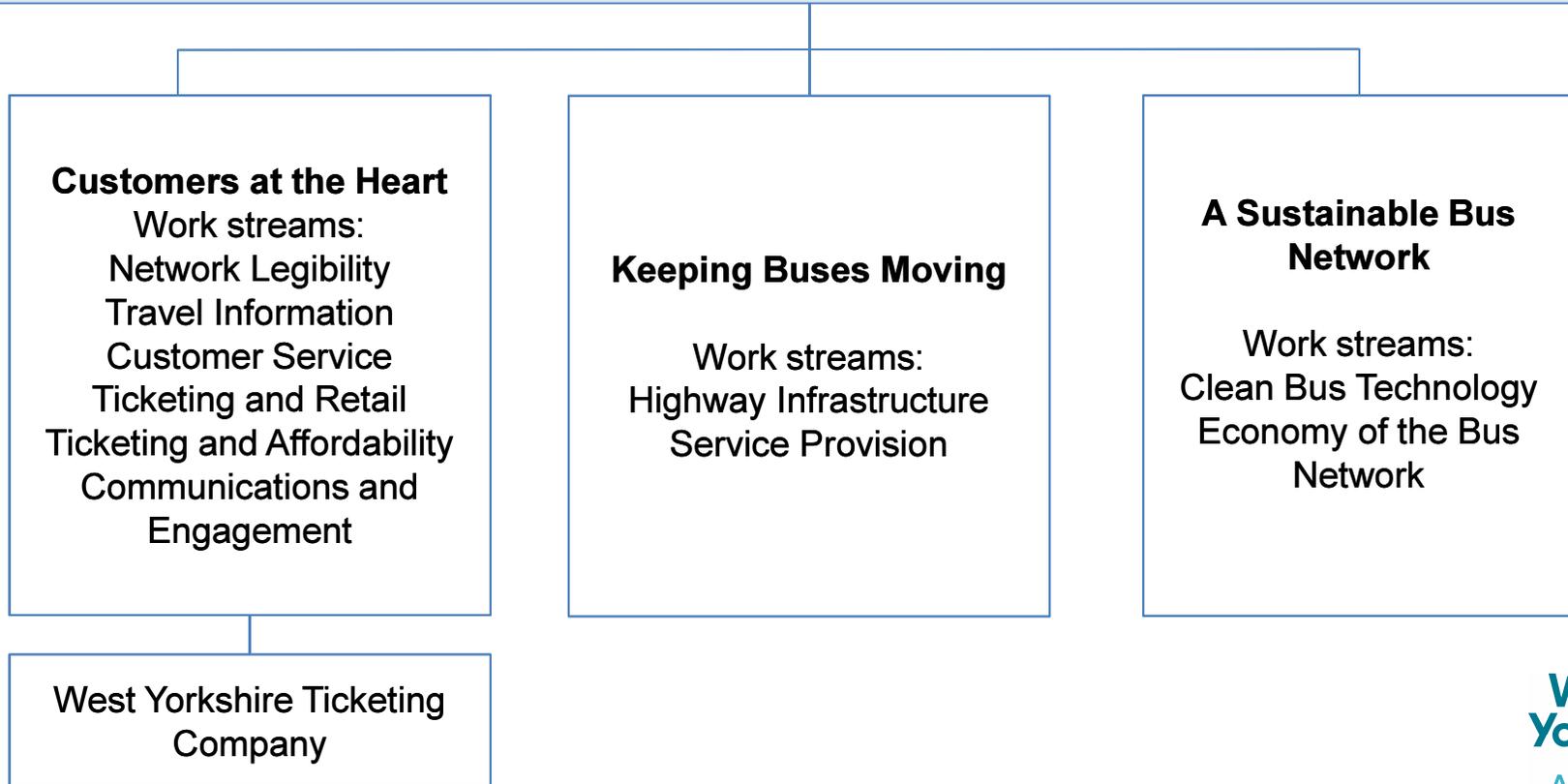
West Yorkshire Bus Alliance Themes

| Theme | Work Stream |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Customers at the Heart | Network Legibility Ticketing and Retail Ticketing and Affordability Travel Information Customer Service Communication and Engagement |
| Keeping Buses Moving | Highway Infrastructure Service Provision |
| A Sustainable Bus Network | Clean Bus Technology Economy of the Bus Network |

Governance Structure



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The Commitments Theme 1: Customers at the Heart

Commitment: Network Legibility

Brand

- **Where are we now?** Customers have told us that the network is unclear to those unfamiliar with the area.
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 2 - To provide modern, coherent and integrated bus services
Policy 4 - To provide easily accessible and reliable travel information
Policy 5 - To present the bus system as a single network
- **Commitment:** To develop a brand for the bus network that is clear and legible to the customer and is operator agnostic. To ensure there are no network issues, such as duplicate bus numbers
- **Outcome:** Coordinated shelters, flags, bus stops and buses. Clear network map and coordinated information provision
- **Customer Experience:** A clear and legible bus network that is easy to use by the customer
- **Summary of the Delivery Plan:** Development of a brand and purchase of associated collateral for implementation across the bus network

Commitment: Travel Information

Live travel and Journey planning information

- **Where are we now?** A range of journey planning information is available but varying levels of live travel information
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** ensure accurate data compilation and provision of open data to feed national journey planners along with including fares information
- **Outcome:** Customer is able to easily access travel planning information and cost from industry leading sites
- **Customer Experience:** Customers can access travel information and cost from their preferred journey planning sources
- **Summary of the Delivery Plan:** to develop with operators

Commitment: Travel Information

Disruption Collaboration

- **Where are we now?** A protocol is in place which can be actioned to enable customers to complete journeys where there is unplanned disruption to the transport network
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** to work together to offer constantly updated live travel information via a range of outputs and media
- **Outcome:** to enable the customer to make informed choices based on up to the minute information
- **Customer Experience:** Customers can easily and always access up to the minute/live status information
- **Summary of the Delivery Plan:** Delivery of a tool via external partners, TfN, to facilitate provision of disruption information. Plan to be developed with bus operators regarding the use of this tool.

Commitment: Travel Information

Real Time Information

- **Where are we now?** While relied on by many passengers, real time provision across West Yorkshire has some issues, which can undermine accuracy on some journeys

- **Where do we want to be?**

West Yorkshire Bus Strategy

Policy 1 - To provide consistent and excellent customer services across the bus system

Policy 4 - To provide easily accessible and reliable travel information

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- **Commitment:** Enhance and improve the accuracy of real time data. Develop the capability to register cancellations in the system before a bus leaves and en-route.
- **Outcome:** Improved information that reflects the live network and efficiencies in the processing/validating of real time information
- **Customer Experience:** Improved customer satisfaction and confidence with real time information
- **Summary of the Delivery Plan:** The Combined Authority and operators to establish an action plan to address the issues causing the 'phantom bus' scenario and improve the quality of data supplied.

Commitment: Customer Service

Consistent Customer Service Offer

- **Where are we now?** Customer service standards vary across operators and locations
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
- **Commitment:** To provide customers with consistent, joined-up high standards of service designed jointly with them to meet their needs and to ensure all customer facing staff are trained to deal with vulnerable passengers as a priority.
- **Outcome:** a customer-centric approach delivering consistently high levels of service across all customer touchpoints
- **Customer Experience:** first-rate service that is constantly improving and evolving
- **Summary of the Delivery Plan:** use the West Yorkshire Combined Authority's Customer Service Excellence approved standards as basis to agree with operators a set of guidelines based on co-creation of services and an agreed set of customer satisfaction measures, training and engagement.

Commitment: Customer Service

On Board Customer Facilities

- **Where are we now?** 30% of vehicles have on-board passenger facilities including information, charging points and free Wi-Fi.
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 4 - To provide easily accessible and reliable travel information
Policy 7 - To provide an inclusive and accessible bus system
- **Commitment:** To continually ensure that the latest technology is available on bus services. For example, provide enhanced on-board passenger facilities including information, charging points and free Wi-Fi. Vehicle investment will enable audio visual information to be delivered to passengers during the bus journey. To be proactive with funding opportunities. To provide clear reporting of on-board bus safety
- **Outcome:** To ensure that the customers using the core bus network can benefit from the latest on-board passenger facilities
- **Customer Experience:** The customer can expect the core network to provide, free Wi-Fi, audio visual information systems and charging facilities. Significant enhancements for those visually impaired and those unfamiliar with their journeys.
- **Summary of the Delivery Plan:** Delivery plan to ensure these facilities are available by 2021

Commitment: Ticketing and Affordability

Simple Fare Structure

- **Where are we now?** Customer feedback tells us ticketing information and the fare structure is too complicated and not integrated
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 3 - To provide integrated, simple and affordable bus fares for all
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** A simple, clear and affordable fares structure and ticketing offer across the bus network. Ensure there are clear and affordable options for all by providing clear communications on the fare options available.
- **Outcome:** Shared ticketing agreement across all operators and all fares and ticketing information available via the Open Data Portal
- **Customer Experience:** All customers will have access to the best value fare for their journey
- **Summary of the Delivery Plan:** to develop a communications plan for ticketing options and developing a simple fares structure

Commitment: Ticketing and Affordability

Fare offers for Young People

- **Where are we now?** While the Combined Authority already provides half-fare bus travel for all under 19s in West Yorkshire, young people tell us they find it difficult to understand the current fare structure and range of ticketing options plus there is a lack of marketing and promotion of ticket types and best value fares
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 3 - To provide integrated, simple and affordable bus fares for all
Policy 4 - To provide easily accessible and reliable travel information
Policy 7 - To provide an inclusive and accessible bus system
- **Commitment:** A simple, clear and affordable fares structure and ticketing offer across the bus network for Under 19s and Under 25s. A ticketing system which offers and promotes affordable travel options for young people, is inclusive, easy to understand and to use.
- **Outcome:** Clear promotion, application and low cost travel for young people
- **Customer Experience:** easy to access, use and purchase
- **Summary of the Delivery Plan:** Work with operators to provide low cost travel for young people.

Commitment: Ticketing and Retail

Account based Ticketing

- **Where are we now?** Delivery of ticketing is all pre pay meaning the most cost effective ticket is not always purchased. Purchasing tickets on board buses can also lead to delays
- **Where do we want to be?**
West Yorkshire Bus Strategy
 - Policy 3 - To provide integrated, simple and affordable bus fares for all
 - Policy 7 - To provide an inclusive and accessible bus system
- **Commitment:** A ticketing system which promotes and facilitates purchase prior to travel in addition to contactless payments if on-board ticket purchase is required. Developing an approach that is inclusive to all and available across all devices.
- **Outcome:** Clear promotion and discount for pre-purchased products and a solution for those on low incomes or without bank accounts to enjoy the benefits of pre-purchased and seasonal tickets.
- **Customer Experience:** Easier customer focussed payment methods, discounted travel and quicker journeys due to the reductions in boarding times.
- **Summary of the Delivery Plan:** Work with the West Yorkshire Ticketing Company Ltd. and operators on the joint promotion and development of pre-purchase options available to customers.

Commitment: Communications and Engagement

- **Where are we now?** Customers would like the opportunity to offer feedback about their travel experience
- **Where do we want to be?**
West Yorkshire Bus Strategy
- **Policy 1** – To provide consistent and excellent customer service across the bus system
- **Commitment:** To maintain frequent communications to customers providing information about initiatives, changes to bus services and ticketing. To work together to undertake interactive sessions with organisations, such as youth groups to obtain development opportunities and hold discussions about how the bus offer could be improved.
- **Outcome:** Multiple interactive sessions, activities and publications delivered through various media that inform customers about initiatives, changes to bus services and ticketing.
- **Customer Experience:** Opportunity to provide feedback and input into the bus offer, as well as production of marketing materials that is clear and simple to understand
- **Summary of the Delivery Plan:** Work with operators and partner councils to undertake joint communications and engagement activities e.g. conferences, workshops, press releases, other media

The Commitments Theme 2: Keeping Buses Moving

Commitment: Highway Infrastructure

Highway Improvement Programme

- **Where are we now?** Severe traffic congestion contributes to poor punctuality and reliability across the network
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** A highway efficiency programme aimed at improving reliability and punctuality. Where such works enable a reduction in operating resources and the outcomes reinvested to benefit the customer
- **Outcome:** Programme of highway works delivered across West Yorkshire
- **Customer Experience:** Reduced journey times. Significantly enhanced service reliability. Opportunities for improved service frequencies and network accessibility
- **Summary of the Delivery Plan:** To work with the Bus Infrastructure Package of Connecting Leeds, West Yorkshire Transport Fund schemes and Transforming Cities to maximise opportunities for bus infrastructure.

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Commitment: Highway Infrastructure

Congestion Relief

- **Where are we now?** Increased travel demand along with rising car ownership is resulting in severe congestion levels across the network
- **Where do we want to be? West Yorkshire Bus Strategy**
Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** to develop proposals to tackle congestion hotspots across the network that cause delay to buses and to adapt bus operations to maximise opportunities to provide a reliable service.
- **Outcome:** to improve local bus operations by removing pinch points and increasing frequency where services have been reduced to match operational conditions
- **Customer Experience:** improved bus reliability and punctuality
- **Summary of the Delivery Plan:** operators to work with districts to provide a prioritised list of locations where congestion causes delay to the buses. Operators to develop proposals to ensure a dynamic plan is in place to make sure services are adapted to the operating environment

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Commitment: Highway Infrastructure

Transport Coordination Centre

- **Where are we now?** Response to unplanned and planned events is currently taken in isolation, which can lead to conflicting messages being given to the customer. Operationally this can be time consuming and costly
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** to work together and integrate practices, intelligence and information by embedding bus operational management within the transport coordination group.
- **Outcome:** To be more flexible to the operational environment reducing the impact of incidents on customers
- **Customer Experience:** to have a coordinated response that optimises the transport options
- **Summary of the Delivery Plan:** to bring together and coordinate with all transport operations and develop proposals for how the Transport Coordination Centre will work

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Commitment: Highway Infrastructure

Bus Waiting Infrastructure

- **Where are we now?** Varied quality bus waiting infrastructure in some locations
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** To ensure all bus waiting infrastructure puts customer needs at the forefront and is in attractive waiting environments.
- **Outcome:** High quality waiting environments, information and bus stop infrastructure along the core route network
- **Customer Experience:** High quality and safe waiting environments for passengers on the core route network
- **Summary of the Delivery Plan:** To provide high quality environments on the core network and in district centres

Commitment: Service Provision

Operating Hours

- **Where are we now?** The majority of services have a reduced frequency post 6pm limiting evening travel options.
- **Where do we want to be?**
West Yorkshire Bus Strategy
 - Policy 1 – To provide consistent and excellent customer services across the bus system
 - Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** to provide stable services and deliver high frequency services from 07.00 – 20.00 Mon – Friday on the core network.
- **Outcome:** To increase the number of buses operating from 6pm to 8pm.
- **Customer Experience:** To make the core network more usable by extending its operation into the early evening with limited timetable changes.
- **Summary of the Delivery Plan:** To develop a plan for extending operating hours on the core network

Commitment: Service Provision

Bus Network Structure

- **Where are we now?** Local bus network serves key areas of population and employment but there is potential to improve this offer. New ways to deliver bus services are becoming available and provide opportunity to expand the West Yorkshire bus offer
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** To ensure the bus network provides connectivity where it is needed most by participating in a comprehensive review of the bus network to identify how it can adapt to meet changing markets and demands. To provide the capacity on the network where demand is high, especially in peak periods. To make funding decisions that ensure public funding is deployed in the most effective way to support mobility and demonstrate value for money
- **Outcome:** To develop a proposed future bus network that provides connectivity from areas of population and future population to areas of employment and training, maximising the extent of the commercial network and ensuring the bus network is value for money
- **Customer Experience:** Local centres to be served by an integrated network of scheduled and demand responsive bus services and community transport, with frequent and reliable onward access to the city centre and other key locations.
- **Summary of the Delivery Plan:** A delivery plan to be informed by the bus network review and the Combined Authority tender renewal process. The plan will set out the requirements for the network, cost for delivery and action plan for implementation.

Commitment: Service Provision

Emergency Planning, Major Highway Events and Resilience

- **Where are we now?** Combined Authority Network Management team plan for major highways events, planned road closures and emergency road closures
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** To develop the capability to manage public transport operations better during planned events, unplanned events and provide resilience
- **Outcome:** To build greater resilience to unexpected events by increased coordination of actions across teams to improve the immediate response to an event and recovery process.
- **Customer Experience:** Customers will be able to make confident, better-informed decisions on their travel choices during unexpected events and be provided with timely updates-on the changing operational environment
- **Summary of the Delivery Plan:** The aim is to facilitate the development of a 24 hour control room where unexpected incidents and planned event and closure diversion routes can be managed in a live, changing environment. This requires resource and input from all agencies, including bus operators, to keep an operational presence and a coordinated response to incidents.

Commitment: Service Provision

Network Security

- **Where are we now?** We have formed a Safer Travel partnership with West Yorkshire Police to provide six PCSOs and a Safer Travel Police Officer to tackle anti-social behaviour at bus stations and the bus network to provide reassurance to bus users and transport staff. We have also formed a partnership with local emergency planning teams to provide a safe and secure emergency evacuation plan of all our bus stations.
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
- **Commitment:** To strengthen the Safer Travel Partnership and ensure that our bus stations and bus network remain safe and protected from breaches of public order.
- **Outcome:** To further assure customers of operators and Combined Authority's commitment to safety and security.
- **Customer Experience:** A reinforced, clear vision of safety provisions at all our facilities and on board buses
- **Summary of the Delivery Plan:** Development of a strategy with operators and other stakeholders to ensure the volume and severity of anti-social behaviour on the transport network remains low, improve intelligence on anti-social behaviour to inform other agencies involved in crime reduction, improve links between agencies and organisations involved in reducing anti-social behaviour, and help prevent terrorist incidents in the transport network

The Commitments

Theme 3: A Sustainable Bus Network

Commitment: Clean Bus technology

- **Where are we now?** 14.6% of vehicles are Euro VI or better
- **Where do we want to be?**
West Yorkshire Transport Strategy
Policy 6 - To provide a modern bus system which contributes to improved air quality
- **Commitment:** To ensure continuous improvement with air quality by investing in vehicles to ensure a minimum Euro VI or alternative fuel fleet of buses operate in West Yorkshire alongside the Combined Authority's development of infrastructure schemes designed to reduce emissions. The bus industry will commit to reducing the NOx for West Yorkshire when compared with the private car. To be proactive with funding opportunities, pilot the use of alternative low/ zero carbon fuels and share learning across the region.
- **Outcome:** Bus Fleet profile for West Yorkshire that is Clean Air Zone compliant and is a minimum of Euro VI elsewhere. To have 70% as Euro VI or better by 2021 and 100% by 2026
- **Customer Experience:** A tangible improvement in the air quality across the bus network
- **Summary of the Delivery Plan:** To develop a roadmap toward a carbon free bus service and to deliver a fleet replacement, refurbishment and deployment programme

Commitment: Data Availability

- **Where are we now?** Mixed data offer across public sector and private operators
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 4 - To provide easily accessible and reliable travel information
- **Commitment:** to understand and review the financial modelling of bus services in West Yorkshire and investigate alternative ways of organising the bus network, including flexible, on-demand services. To provide the opportunity to test the impact of changes through delivery and maximise the opportunity to obtain additional resource
- **Outcome:** To have a consistent approach to providing data on a regular basis to the Combined Authority to make sure informed decisions about the bus network are made.
- **Customer Experience:** Access to all fares and ticketing information for all bus services so that the customer can make an informed journey decision. Transparency about how the bus service is being provided and thus ability to make informed decisions about journey mode.
- **Summary of the Delivery Plan:** A Memorandum of Understanding on the use of data and market intelligence alongside the development of the DfT Open Data Portal

Commitment: Economy of the Bus Network

- **Where are we now?** Funding is provided by both the private and public sector.
- **Where do we want to be?**
West Yorkshire Bus Strategy
Policy 1 - To provide consistent and excellent customer services across the bus system
Policy 2 - To provide modern, coherent and integrated bus services
- **Commitment:** to understand and review the financial modelling of the bus network in West Yorkshire. To provide the opportunity to test the impact of changes through delivery and maximise the opportunity to obtain additional resource to deliver the best bus network with the funding available
- **Outcome:** to ensure value for money is achieved by both the private and public sectors.
- **Customer Experience:** a bus network that maximises the opportunities to ensure the customer received value for money
- **Summary of the Delivery Plan:** to undertake a financial review and test scenarios

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Report to: Transport Committee

Date: 11 January 2019

Subject: **Digital Payment for Travel Strategy**

Director: Dave Pearson, Director, Transport Services

Author(s): James Bennett, Kate 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 Transport Committee considered the key issues affecting payment for travel on 25th May 2018 and approved the development of a strategy. This report presents a draft strategy (Appendix 1) and seeks the Committee’s endorsement of the key objectives and next steps

2 Policy context

- 2.1 The way in which people travel is changing. Over the past five years there has been a change in the bus travel trends which has included growth in the journeys made by young people, set against an overall decline in levels of bus patronage and a 96% increase in rail travel over the period 2004/5 – 2014/15. How people wish to pay for travel is changing too. The West Yorkshire Tracker survey has shown that more people than ever before own a smartphone and use it to access internet content – in West Yorkshire all respondents to the survey aged 16-44 had access to a mobile phone and about 95% had internet access via a mobile phone.
- 2.2 This Digital Payment for Travel strategy replaces the previous Retail Strategy (2014-2019) and sits alongside the West Yorkshire Bus Information Strategy

2018-2023. These strategies will help to deliver the key objectives of the West Yorkshire Transport Strategy 2040, particularly the target of a 25% increase in bus patronage across West Yorkshire; our emerging Inclusive Industrial Strategy; and the Leeds City Region Enterprise Partnership’s Strategic Economic Plan.

3 What have we achieved over the past five years?

3.1 A number of projects have been delivered as part of the previous Retail Strategy (2014-19) that have considerably improved the ease of ticket purchase and assisted in the move towards digital payment (particularly the use of smartcards and apps).

Table 1 – Retail Strategy projects delivered 2014-18

| Project/improvement | Details |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The Smart Transactions Project</p> <ul style="list-style-type: none"> - All multi modal MCard ticket products are now on smartcard technology - Customers can buy or renew MCards online and at a wide range of retail outlets. | <p>Delivery of smart ticketing network, including;</p> <ul style="list-style-type: none"> -A new retail network (700 Payzone shops, bus and rail station ticket machines, job centre plus terminals and the Android sales app -New products (for example, Daysaver, Park and ride tickets) - A back office capable of processing the smart taps at rail gates and on bus to help provide the data to reimburse the operators for MCard and the ENCTS (English National Concessionary Scheme) |
| <p>The CHASE card management system</p> <ul style="list-style-type: none"> - Customers can order smartcards and eligibility passes online | <p>Delivery of a new online card management system, including;</p> <ul style="list-style-type: none"> -Under 16, 18-18 and 19- 25 card applications -Seniors and Blind & disabled card applications -The transferable pink card -Annual cards including corporate cards -Marketing |
| <p>Traveller Information</p> <ul style="list-style-type: none"> - Real time information is available on mobile devices and every bus stop in West Yorkshire - Electronic information services at bus stations | <p>Delivery of enhanced customer information, including;</p> <ul style="list-style-type: none"> -QR and nfc tags at all 14,500 bus stops -Infopoints in bus stations -Multi-stop displays which show groups of bus stops -Open data including links with the Open Data Institute |
| <p>Web Project</p> <ul style="list-style-type: none"> - The wymetro.com website is the “go to” source of live travel | <p>Enhanced websites and hosting arrangements, including;</p> <ul style="list-style-type: none"> -A mobile/ tablet friendly website |

| Project/improvement | Details |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| information and has the capacity to deliver in times of high demand such as snow days. | -New “cloud” hosting -More robust at scalable in periods of increased demand |

3.2 The Retail Strategy set out a number of KPIs including the base year position in 2013/14 - Table 2 summarises progress against these KPIs.

Table 2 - Retail Strategy targets and actual performance

| Targets/ KPI's | 2013/14 position | 2018/19 target | 2018 actual ¹ |
|---------------------------------------------------------|-------------------------|-------------------------------------------|----------------------------------|
| Number of product transactions (bus) | 1,433,800 | 1,901,500 (+30%) | 1,379,235 |
| % of face to face compared with self-serve transactions | 0% self-serve | 28% self-serve (+28%) | 38% self-serve (exceeded target) |
| Number of pass applications | 149,000 | 152,000 (+ 2%) | 90,520 |
| On bus versus off bus transactions | 38% on bus, 62% off bus | 12% on bus (- 32 %), 88% off bus (+ 42 %) | 92% (exceeded target) |
| Number of users | 0.582m | +3% | 0.616m |

4 Key objectives for the Digital Payment for Travel strategy

4.1 The key purpose of the Digital Payment for Travel strategy is to help achieve the patronage targets outlined within the West Yorkshire Transport Strategy and inclusive growth aspirations outlined in the Strategic Economic Plan. In order to achieve these targets the Strategy has four key objectives:

- *Objective 1 – Purchase – making it easy to buy travel;*
- *Objective 2 – Ensuring that the product range fits customer needs and lifestyles;*
- *Objective 3 – Journey – enabling seamless pre purchase; and*
- *Objective 4 – Customer Insight – gaining a better understanding of how customers are travelling and where to focus future product developments.*

Objective 1 - Purchase – making it easy to buy travel

4.2 This will be achieved through providing a variety of channels, some new and some existing, for ticket purchase including online, through provision of an app, through websites and in person at Payzone and ticket vending machines.

¹ April to November 2018

- 4.3 A Mobility as a Service (MaaS) offer which enables customers to purchase from a range of transport modes through an app or web portal. A MaaS offer would have three components:
- Offering access to a range of modes through one payment
 - Account based offering where it is possible to pay at the end of the day or purchase 'bundles' / monthly subscriptions of travel of different modes; and
 - MaaS is usually delivered through mobile technology and immediate fulfilment (this could be using barcode ticketing or the read-write function currently offered through the MCard app);
- 4.4 This objective will also help to improve journey times through encouraging passengers to purchase tickets before travelling.
- 4.5 Key performance indicators will be developed that help measure progress towards this objective. These will include the numbers of MCard journeys made, numbers of bus journeys made by under 19s and changes in MCard bus ticket sales for 19-25 year old products.

Objective 2 - Products – ensuring that the product range fit customer needs and lifestyles.

- 4.6 The Strategy considers the ticket requirements of different customer groups through the generation of robust intelligence via easy, seamless access to ticket/smartcard data supported by insights from primary public transport customer research and the types of tickets that best suit each group, for example, more can be done to develop and promote ticketing products which suit young people, and part time workers.
- 4.7 The strategy will promote inclusive growth by ensuring that a range of tickets are available to users who do not have access to a smart phone or contactless card (or have one but do not wish to use it for paying for travel) is central to achieving our inclusive growth aspirations. Some people's finances don't suit cashless methods so there is a need to ensure that suitable payment methods exist for all user groups. This strategy is not proposing a cashless system of payment but one which promotes and stimulates digital payment. Consideration will be given to the range of ticketing products and retail network available for ticket purchase that are supported by the Combined Authority.
- 4.8 Young people are a key growth market for bus travel - recent improvements have been made to encouraging more young people to travel through the promotion of the MyDay ticket but there is still more work to be done. It will be crucial to work closely with commercial operators in the development of these products. There is also a key role for West Yorkshire Ticketing Company (who own and manage MCard) in this regard. Key considerations for this group will be: to make it easier to purchase tickets; to keep products affordable; and to make products flexible.

- 4.9 Ensuring that the fares available are easy to understand and helping customers to choose the best value ticket are also important. For some groups it may be appropriate to raise awareness/ promote, and where relevant develop the range of ticketing products (for example for group travel and part time workers) and make them available across all digital channels to ensure that it is easy for customers to understand which ticket is the most appropriate to purchase for their journey.
- 4.10 Key performance indicators will be developed that help measure progress towards this objective. These will include the number of product transactions, numbers of bus journeys made by under 19s and changes in MCard bus ticket sales for 19-25 year old products.

Objective 3 - Journey – enabling seamless pre purchase

- 4.11 This will include encouraging passengers to purchase tickets before travel and also encouraging use of barcode and MCard ticketing which have the potential to help improve journey times and reliability. The development of a (MaaS) app will also help make it easier for users to plan their journey then seamlessly book and pay for their journey in one place.
- 4.12 Whilst interactions with drivers on buses will remain important, in future these interactions will be much shorter as many passengers will no longer require confirmation of the fare payable if they have purchased a ticket before boarding.
- 4.13 Likewise, whilst there will be a shift to customers “self-serving”, selecting and buying tickets themselves via automated means such as the app, a physical network of shops such as travel centres will remain important to provide a backup should digital networks fail. Travel centres will be remodelled and repurposed to reflect this change in use.
- 4.14 We will continue to work with Transport for the North in the development of their Integrated and Smart Ticketing (IST) work stream. Areas of work include moving paper operator season tickets to smartcards, providing improved bus operator fares and disruption data, and a back office and “fair price” promise for contactless payments across initially, bus followed by rail in an end of day single payment. Where there are areas which the TfN proposals do not adequately address in terms of providing an inclusive range of tickets, the Combined Authority will work with WYTCL and operators to ensure that ticketing products are developed to address these gaps.
- 4.15 Key performance indicators will be developed that help measure progress towards this objective. These will include the proportion of cashless transactions, the proportions of on and off bus transactions and the numbers of MCard journeys.

Objective 4 – Customer Insight and Data Provision – accessible data for business analysts and customers

- 4.16 The Strategy considers the ticket requirements of different customer groups through the generation of robust intelligence via easy, seamless access to ticket/smartcard data supported by insights from primary public transport customer research and the types of tickets that best suit each group.
- 4.17 This objective supports the other three objectives by:
- Collating intelligence from all available data sources, including operational data and primary public transport customer research, to better understand customers purchase, product and journey choices.
 - Considering how we can optimise information made available to customers to allow them to make informed purchase, product and journey choices.
- 4.18 There are several actions outlined within the Strategy that will help contribute to the achievement of the overall Strategy objectives. These actions will be aligned with the updated Open Data Policy and Transport for the North's IST work stream.

5 Projects and next steps

- 5.1 This Strategy has been developed to reflect a changing environment. It proposes a list of projects to be delivered in the coming 3-5 years together with a series of immediate next steps to be delivered in 2019/20. Requests for capital funding for such projects would be submitted in a separate capital request report.
- 5.2 The immediate next steps for 2019/20 are as follows:
- Complete online pass/smartcard offer (CHASE);
 - Expand range of ticketing products for under 25s;
 - Expand sales of MCards onto mobile apps;
 - Recording of QR code taps in back office;
 - Investigate digital payment options for people who currently rely on cash;
 - Develop tools to derive better intelligence from data; and
 - Transformation project at Travel Centres.
- 5.3 The above will be incorporated into the funding and work programme of the Combined Authority, transport operators and Transport for the North.
- 5.4 Payment technologies are changing in a fast moving environment and it will be necessary to keep this Strategy under continued development. An updated version of the Strategy will be presented to Transport Committee together with an updated work programme and finalised set of KPIs.

6 Financial Implications

- 6.1 There are no financial implications directly arising from this report.
- 6.2 Much of the delivery of the Strategy will be undertaken by the transport sector, however the combined Authority may need to fund specific enabling projects.

7 Legal Implications

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

8 Staffing Implications

- 8.1 There are no staffing implications directly arising from this report. A delivery plan will be developed for the projects identified as part of the Strategy and this will be presented to a future Transport Committee meeting for approval.

9 External Consultees

- 9.1 Consultation has been undertaken with external stakeholders (including WYTCL members and Operators) to help shape the objectives and projects included in this Strategy.

10 Recommendations

- 10.1 That the Committee supports the key objectives within the Digital Payment for Travel Strategy as summarised in Section 4 of this report.
- 10.2 That the Committee endorses the next steps set out in Section 5 of this review and that the Strategy be kept under continued development with an updated Strategy to be presented to the Committee in late 2019/20.

11 Background Documents

None.

12 Appendices

Appendix 1 – Digital Payment for Travel Strategy.

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Digital Payment for Travel Strategy

December 2018

Draft strategy

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Digital Payment for Travel Strategy

1. Introduction to West Yorkshire Combined Authority

West Yorkshire Combined Authority covers the 10 districts of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York – an area known collectively as Leeds City Region.

We work in partnership with local councils and businesses to ensure that everyone in our region benefits from a strong, successful economy and a modern, accessible transport network.

By championing the region's interests nationally and internationally we secure investment to deliver better transport and housing, help businesses to grow and create jobs.

We focus on:

- Inclusive growth – ensuring that economic growth leads to opportunities for all who live and work in our region to prosper;
- Productivity – helping businesses to grow;
- 21st Century transport – creating modern, efficient transport infrastructure; and
- Devolution – securing funding and powers to help us do even more.

We work closely with the private sector through the Leeds City Region Enterprise Partnership (LEP) to ensure that our work meets the needs of employers in the region. We also operate the Metro network of bus stations, travel centres and public transport information in West Yorkshire.

The Combined Authority (CA) works closely with the West Yorkshire Ticketing Company Ltd (WYTCL) to develop the MCard multi operator ticketing offer in West Yorkshire. WYTCL is a Joint Venture Company owned by the bus and rail operators of West Yorkshire and the Combined Authority. WYTCL establishes the ticket products, price, promotion, retail activity and the distribution of sales revenue as prescribed in the Joint Venture Agreement between its members (including the Combined Authority). WYTCL have developed the MCard strategy and plan 2019- 2021 which sets out the key strategic objectives and projects to deliver the objectives. Key objectives include:

- Increase patronage
- Be smart- convert remaining paper tickets to smart tickets
- Stimulate off bus pre-payment with an enhanced retail network and flexible payment options

Our Digital Payment for Travel Strategy has been developed to integrate with the WYTCL/ MCard strategy proposals outlined above whilst ensuring that the Combined Authority also provides a strategic direction of travel for all travel tickets, payments and operators for all public transport trips to deliver patronage growth.

Many local bus and rail services are operated on a commercial basis by private companies/ operators. MCard is the partnership which brings together those operators and provides multi-operator tickets which makes it easier to travel seamlessly across different

companies services on one ticket. Through Transport for the North's Integrated and Smart Ticketing (IST) project, Northern are in the process of converting season ticket products to ITSO smart.

Many services are operated by private companies who also offer their own range of tickets and the Combined Authority has less of an influence over these tickets and services. However, the Combined Authority does seek to work in partnership with operators, particularly on many joint projects and initiatives to improve the transport network. Hence, the Combined Authority sets its own strategy and objectives, in consultation with operators, however it cannot for example set fares or run services.

2. Local context and scope of this strategy

The way in which people travel is changing. Over the past five years there has been a change in the bus travel trends which has included growth in the journeys made by young people, set against an overall decline in levels of bus patronage and a 96% increase in rail travel over the period 2004/5 – 2014/15¹. How people wish to pay for travel is changing too. The West Yorkshire Tracker survey has shown that more people than ever before own a smartphone and use it to access internet content – in West Yorkshire all respondents to the survey aged 16-44 had access to a mobile phone and about 95% had internet access via a mobile phone².

This Digital Payment for Travel strategy replaces the previous Retail Strategy (2014-2019) and sits alongside the West Yorkshire Bus Information Strategy 2018-2023. These strategies will help to deliver the key objectives of the West Yorkshire Transport Strategy 2040, particularly the target of a 25% increase in bus patronage across West Yorkshire; our emerging Inclusive Industrial Strategy; and the Leeds City Region Enterprise Partnership's Strategic Economic Plan.

The key objectives of the Digital Payment for Travel Strategy are as follows:

- **Purchase** – making it easy to buy travel;
- **Products** – ensuring the product range available fit customer needs and lifestyles; and
- **Journey** – enabling seamless pre purchase of travel.
- **Customer insight** – gaining a better understanding of how customers are travelling and where to focus future product developments.

These objectives are discussed in further detail in section 5.

The scope of this strategy is to support WYTCL in developing a wider ticketing product range that meets the objectives set out above.

3. Regional context

West Yorkshire already has what is considered to be the most advanced smart ticketing system in the UK outside London in the MCard³. The future development of the MCard as

¹ West Yorkshire Transport Strategy 2040

² West Yorkshire Tracker Survey

³ Busreinvented.com

outlined in the strategy currently being developed by WYTCL and in this document sits alongside the plans for Integrated and Smart Ticketing (IST) being developed by Transport for the North (TfN).

TfN is the organisation that is responsible for developing the strategy, direction and delivery of transformed transport systems throughout the North of England. Locally and regionally, our strategies are aligned. Regionally, Transport for the North (TfN) will deliver the ability for customers to benefit from:

- The introduction of smart and integrated travel to customers by working with train companies and the Department for Transport to issue smartcard products (Tranche 1);
- The continued delivery of smart and integrated travel benefits, including enhanced real time customer information such as disruption messaging, open data sources and sharing knowledge with operators and transport authorities to identify new opportunities for collaboration (Tranche 2); and
- The implementation of a 'back office' which will enable customers to use contactless bank cards to travel on multiple modes of transport across the north. It will collate and read customer data to facilitate the capping of multi-modal, multi-operator journeys. This will ensure that customers pay the fair price for their travel on public transport (Tranche 3).

The Digital Payment for Travel Strategy has been developed to integrate with the TfN proposals outlined above and will ensure that the Combined Authority support the West Yorkshire Ticketing Company (WYTCL)⁴ in developing ticketing solutions to cater for groups for whom the TfN proposals will not provide a suitable ticketing offer. The Combined Authority will aim to support the creation of transport open data through TfN's fares and disruptions initiatives which will assist third parties such as Mobility as a Service (MaaS) suppliers to develop. The CA will aim to support the creation of a fair price promise and back office for contactless payments as way to achieve the objectives of the strategy to increase patronage by reducing the barriers of entry to travel for occasional/ non users and making the payment experience more attractive.

The roles of the other partners involved in the delivery of this Strategy are as follows:

- The Bus Alliance is the group of West Yorkshire bus operators (many of whom also sit on the WYTCL Board). The role of this group is to help deliver the objectives of the West Yorkshire Bus Strategy.
- Yorcard is the joint venture company co-owned by the Combined Authority and South Yorkshire PTE established to manage the technical infrastructure to support smart ticketing.
- The Combined Authority is currently developing a bid to the Transforming Cities Fund (TCF) which includes the development of a MaaS offer. If this bid is successful, there will be a governance structure established to deliver the projects within the bid.

Please see Section 5 below and Appendix B for further information of TfN's expected deliverables.

4. Trends that are influencing public transport usage

The ways in which people travel have changed over the past five years. There are several key trends that influence the direction of travel for digital payment and the development of this strategy.

- Mobile phone ownership continues to grow amongst all age groups together with usage of phones for accessing internet content and apps;
- Bus operators are offering alternatives to cash payment;
- Move to self-serve: more tickets being purchased through kiosks and apps;
- People are travelling less for some journey purposes (particularly leisure related travel);
- Bus travel has declined in West Yorkshire over the past eight years⁵;
- Park and Ride smart carnets have been a major element in attracting and retaining customers; and
- Changing working patterns are driving the need for ticketing product innovations.

These trends are discussed in further detail in Appendix A.

5. Key objectives for the Digital Payment for Travel Strategy

The key purpose of the Digital Payment for Travel strategy is to help achieve the patronage targets outlined within the West Yorkshire Transport Strategy and inclusive growth aspirations outlined in the Strategic Economic Plan. In order to achieve these targets the Strategy has three key objectives:

- *Objective 1 – Purchase – making it easy to buy travel;*
- *Objective 2 – Ensuring that the product range fits customer needs and lifestyles; and*
- *Objective 3 – Journey – enabling seamless pre purchase.*
- *Objective 4 – Customer Insight – gaining a better understanding of how customers are travelling and where to focus future product developments.*

Each of these objectives is discussed in detail in the following section.

Objective 1 - Purchase – making it easy to buy travel

This strategy proposes solutions be developed by WYTCL to help ensure that it becomes easier to buy travel over the next five years. This will be achieved through providing a variety of channels, some new and some existing, for ticket purchase including online, through provision of an app, websites and in person at Payzone and ticket vending machines.

Whilst new automated and self-serve channels form an important part of this future plan, the face to face purchase network remains important, particularly for users who do not have access to a mobile phone or wish to purchase travel using cash. It will also provide an option should the self-serve technological solutions fail. The travel centres may change their physical layout and way they do business in the future. Table 1 summarises the key roles of the different retail options currently available.

⁵ DfT Public Service Vehicle Survey – data from 2009/10 to 2016/17

Table 1 – Key role of the different retail outlets currently available

| Retail channel | Key role |
|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Travel centres – in bus stations | Helps ensure inclusivity as accepts cash payments, provides an option for those less confident with self-serve. Provides a useful backup if self-serve channels fail. Opportunity to transform Travel Centre model/review cost sharing arrangements with operators. |
| Payzone – in local shops | Helps ensure inclusivity as accepts cash payments, good for those less confident with self-serve. Provides a useful backup if self-serve channels fail. Open longer hours than travel centres, less ticket knowledge/ advice as travel centres |
| Ticket machines – at bus stations and rail interchanges | Provides an option for those who wish to self-serve. Open whenever the bus station or rail station is accessible. |
| MCard App – currently only allows smartcard top up on android phones | Provides an option for those who wish to self-serve, 24/7 so always available. |

Increasingly customers are choosing to pay for travel digitally and have access to their travel ticket instantly. The Combined Authority has an aspiration to be able to provide a more integrated travel planning, booking and payment service through an app – this can be described as a ‘Mobility as a Service’ (MaaS) offer.

It is also proposed to expand the customer travel offer beyond public transport to include car or bike hire, taxi and other demand responsive modes. This requires coordination of all these modes into a MaaS offer - this would have three components:

- Offering access to a range of modes through one payment.
- Account based offering where it is possible to pay at the end of the day or purchase ‘bundles’/ monthly subscriptions of travel of different modes;
- MaaS is usually delivered through mobile technology and immediate fulfilment (this could be using barcode ticketing or the read-write function currently offered through the MCard app);

This objective will also help to improve journey times through encouraging passengers to purchase before travelling.

Technology options

There are many technology platforms which could have a place in West Yorkshire’s ticketing and payments network. However, each channel has its own operational and maintenance costs and overheads so development of a new platform needs to consider the benefits and costs. We are, however, open to developing MCard beyond a

predominantly smartcard based system and use other ticketing platforms to increase customer satisfaction and usage. This is similar to Oyster in London which has developed beyond the smartcard and now uses for example contactless debit and credit cards. The range of digital payment technologies available is summarised in Table 2.

Table 2: Payment Technologies

| Technology platform | Key role/advantages/strengths |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ITSO ⁶ smartcards | Invested in the equipment for over 5 years – good for providing concessionary travel and high value season ticket products where a photo is required. In the future ITSO is looking at future developments to include ITSO on smart phones, as well as smartcards |
| Mobile phone - NFC | Mobile phones can act as a smartcard – currently only android phones are able to do this. ITSO are exploring but it has an uncertain commercial case. |
| Mobile phone - barcode | Operators have developed this payment technology and are reporting strong growth – it is good for day/week tickets and instant fulfilment where no photo is required. Lower capital investment costs are generally required to develop this platform |
| Contactless ENV card payment | Cash alternative but limited and more recent roll out – good for infrequent users |
| Cashless account based | Transport for the North is developing a “post pay”, end of day, single payment with a “fair price promise”. West Yorkshire can benefit from TFN’s investment, suitable for infrequent travellers. Pre-paid, off bus options will be better for regular travellers unless accompanied with flat fares or “tap on tap off” functionality. |
| Cash | Will remain available as a payment option for those who prefer it, or do not have a contactless debit/ credit card. Whilst the strategy does promote a shift to other payment technologies to speed boarding, journey times and reliability, it does not advocate the withdrawal of the facility to pay cash. |

Key performance indicators will be developed that help measure progress towards this objective. These will include the numbers of MCard journeys made, numbers of bus

⁶ Integrated Transport Smartcard Organisation

journeys made by under 19s and changes in MCard bus ticket sales for 19-25 year old products.

Objective 2 - Products – fits customer needs and lifestyles

The Strategy considers the ticket requirements of different customer groups through the generation of robust intelligence via easy, seamless access to ticket/smartcard data supported by insights from primary public transport customer research and the types of tickets that best suit each group, for example, more can be done to develop and promote ticketing products which suit young people, and part time workers.

The strategy will promote inclusive growth by ensuring that a range of tickets are available to users who do not have access to a smart phone or contactless card (or have one but do not wish to use it for paying for travel) is central to achieving our inclusive growth aspirations. Some people’s finances don’t suit cashless methods so there is a need to ensure that suitable payment methods exist for all user groups. This strategy **is not** proposing a cashless system of payment but one which promotes and stimulates digital payment. Consideration will be given to the range of ticketing products and retail network available for ticket purchase that are supported by the Combined Authority.

Young people are a key growth market for bus travel - recent improvements have been made to encouraging more young people to travel through the promotion of the MyDay ticket but there is still more work to be done. It will be crucial to work closely with commercial operators in the development of these products. There is also a key role for West Yorkshire Ticketing Company (who own and manage MCard) in this regard. Key considerations for this group will be: to make it easier to purchase tickets; to keep products affordable; and to make products flexible.

Ensuring that the fares available are easy to understand and helping customers to choose the best value ticket are also important. For some groups it may be appropriate to raise awareness/ promote, and where relevant develop the range of ticketing products (for example for group travel and part time workers) and make them available across all digital channels to ensure that it is easy for customers to understand which ticket is the most appropriate to purchase for their journey. Table 3 summarises the payment and ticketing products recommended for different customer groups.

Table 3 – Customer types, payment and ticketing products and recommended approaches

| Type of customer | What they need | Ticket products which suit | Payment methods which suit | Recommended approach |
|-------------------------|------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Young Person - under 18 | Happy with self-serve and Smartphone based solutions | Day, week, month and termly on smart | Parents buy and transfer ticket – unlikely to have own bank account | Add tickets e.g. MyDay to smart. Develop ways for parents to pay and send tickets |
| Young Person 19- 25 | Happy with self-serve and Smartphone | Day, week and month on smart | Parents buy and transfer ticket – may have own | Add tickets e.g. MyDay to smart. Develop ways for |

| Type of customer | What they need | Ticket products which suit | Payment methods which suit | Recommended approach |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | based solutions | | bank account but may not have a contactless bank card. | parents to pay and send tickets |
| Regular Commuter (5 days a week) | Busy, need more 24/7 solutions and confident as repeat purchase | Season tickets | Self-serve, credit/ debit card and through organisations. Look to develop post pay i.e. pay once at the end of the day | Develop more smart ways to pay e.g. QR app/ responsive websites, expand direct debit options, expanded reach of the Travel Plan Network and TFN's contactless solution |
| Periodic commuter (3 or 4 days a week) | Busy, need more 24/7 solutions and confident as repeat purchase | Day tickets via mobile app or carnet type solution allowing purchase of tickets in blocks of 10/20 and validation on the day of use | Self-serve, credit/ debit card. Look to develop post pay i.e. pay once at the end of the day | Develop more smart ways to pay e.g. QR app/ responsive websites, expand direct debit options, expanded reach of the Travel Plan Network and TFN's contactless solution |
| Impulse/ occasional traveller | Will not be as familiar with options so needs instant solutions where little knowledge needed | Improved awareness of, and develop where relevant, tickets for part time travellers | Debit/ credit card, may not have a smartcard. Look to develop post pay i.e. pay once at the end of the day | Improved awareness/ develop tickets for part time workers on self-serve e.g. online platforms/ TFN's contactless solution |
| Families/ groups | May not be as familiar with options and needs tickets that offer value for money | Improved smart tickets for families/ groups | Debit/ credit card, may not have a smartcard. A mobile/ online solution e.g. QR/ bar code ticket. | Current group offers not available online e.g. family dayover. Make all group tickets available via online/ mobile e.g. QR/ bar code tickets |
| Senior/ blind and disabled concessionary holders | Some will self-serve to obtain the pass if simple to use, | Easy ways to apply for the smartcard. | Not required except for lost/ replacement cards. | Easy to use website to apply for smartcards. Refurbish travel |

| Type of customer | What they need | Ticket products which suit | Payment methods which suit | Recommended approach |
|------------------------------|-------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | and need a back-up/ face to face system in case technologies fail | | | centres so can better deal with those who need face to face service |
| People without bank accounts | Options for cash ticket purchase and pre pay cards | Full range of tickets to be available | Cash, off bus purchase using cash and pre pay cards with similar features as contactless bank cards | Ensure payment by cash still possible, and develop a pre paid card solution to ensure the same ticket benefits are available to those using regular contactless bank cards |

Key performance indicators will be developed that help measure progress towards this objective. These will include the number of product transactions, numbers of bus journeys made by under 19s and changes in MCard bus ticket sales for 19-25 year old products.

Objective 3 - Journey – enabling seamless pre purchase

This will include encouraging passengers to purchase tickets before travel and also encouraging use of barcode and MCard ticketing which have the potential to help improve journey times and reliability. The development of a (MaaS) app will also help make it easier for users to plan their journey then seamlessly book and pay for their journey in one place.

Whilst interactions with drivers on buses will remain important, in future these interactions will be much shorter as many passengers will no longer require confirmation of the fare payable if they have purchased a ticket before boarding.

Likewise, whilst there will be a shift to customers “self-serving”, selecting and buying tickets themselves via automated means such as the app, a physical network of shops such as travel centres will remain important to provide a backup should digital networks fail. Travel centres will be remodelled and repurposed to reflect this change in use.

We will continue to work with Transport for the North in the development of their Integrated and Smart Ticketing (IST) work stream. Areas of work include moving paper operator season tickets to smartcards, providing improved bus operator fares and disruption data, and a back office and “fair price” promise for contactless payments across initially, bus followed by rail in an end of day single payment. Where there are areas which the TfN proposals do not adequately address in terms of providing an inclusive range of tickets, the Combined Authority will work with WYTCL and operators to ensure that ticketing products are developed to address these gaps.

Key performance indicators will be developed that help measure progress towards this objective. These will include the proportion of cashless transactions, the proportions of on and off bus transactions and the numbers of MCard journeys.

Objective 4 – Customer Insight and Data Provision – accessible data for business analysts and customers

The Strategy considers the ticket requirements of different customer groups through the generation of robust intelligence via easy, seamless access to ticket/smartcard data supported by insights from primary public transport customer research and the types of tickets that best suit each group.

This objective supports the other three objectives by:

- Collating intelligence from all available data sources, including operational data and primary public transport customer research, to better understand customers purchase, product and journey choices.
- Considering how we can optimise information made available to customers to allow them to make informed purchase, product and journey choices.

Customer Insight

Insight into customer behaviours can be improved by:

- Access to data to better understand customer behaviour. For example, wider access to operators Electronic Ticket Machine (ETM) data, will lead to better understanding of ticket type demand, use and travel patterns across West Yorkshire. This will lead to the optimization of the range of ticket types, supporting Objective 2.
- When acquiring or designing new MaaS systems (technology platforms or Apps) the importance of robust, high-quality, structured and easily accessible data is considered. This data can be used to better understand customers travel behaviour, supporting Objective 1.
- Continued investment in primary public transport customer research (e.g. TRACKER survey) will help us best understand the ticket requirements and method of purchasing tickets of different customer groups, supporting Objectives 1 and 2.
- Considering the electronic capture of sale and use of new tickets we can better understand more about who and how the products are used, supporting Objective 2.

Data Provision

Releasing reliable, high quality information will help customers better understand their travel. To do this:

- Develop an updated Open Data Policy with a plan to prioritising new or optimising existing datasets available to customers, supporting Objectives 2 and 3.
- Continue to work with TfN to develop the IST work stream so that so that the Open Data released to will raise customers awareness of the range of ticket options and

prices before travelling so they can choose the best value ticket, supporting Objective 2 and 3.

There are several actions outlined within the Strategy that will help contribute to the achievement of the overall Strategy objectives. These actions will be aligned with the updated Open Data Policy and TfN’s IST work stream.

6. What have we achieved over the last five years?

A number of projects have been delivered as part of the previous Retail Strategy (2014-19) that have considerably improved the ease of ticket purchase and assisted in the move towards digital payment (particularly the use of smartcards and apps). Table 4 summarises these developments.

Table 4 – Retail Strategy projects delivered 2014-18

| Project/improvement | Details |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The Smart Transactions Project</p> <ul style="list-style-type: none"> - All multi modal MCard ticket products are now on smartcard technology - Customers can buy or renew MCards online and at a wide range of retail outlets. | <p>Delivery of smart ticketing network, including;</p> <ul style="list-style-type: none"> -A new retail network (700 Payzone shops, bus and rail station ticket machines, job centre plus terminals and the Android sales app -New products (for example, Daysaver, Park and ride tickets) - A back office capable of processing the smart taps at rail gates and on bus to help provide the data to reimburse the operators for MCard and the ENCTS (English National Concessionary Scheme) |
| <p>The CHASE card management system</p> <ul style="list-style-type: none"> - Customers can order smartcards and eligibility passes online | <p>Delivery of a new online card management system, including;</p> <ul style="list-style-type: none"> -Under 16, 18-18 and 19- 25 card applications -Seniors and Blind & disabled card applications -The transferable pink card -Annual cards including corporate cards -Marketing |
| <p>Traveller Information</p> <ul style="list-style-type: none"> - Real time information is available on mobile devices and every bus stop in West Yorkshire - Electronic information services at bus stations | <p>Delivery of enhanced customer information, including;</p> <ul style="list-style-type: none"> -QR and nfc tags at all 14,500 bus stops -Infopoints in bus stations -Multi-stop displays which show groups of bus stops -Open data including links with the Open Data Institute |
| <p>Web Project</p> <ul style="list-style-type: none"> - The wymetro.com website is the “go to” source of live travel information and has the capacity to deliver in times of high demand such as snow days. | <p>Enhanced websites and hosting arrangements, including;</p> <ul style="list-style-type: none"> -A mobile/ tablet friendly website -New “cloud” hosting -More robust at scalable in periods of increased demand |

The above projects have been matched with investment in technology systems by bus operators most of whom can now accept contactless EMV payment.

7. How have we performed alongside Key Performance Indicators (KPIs) set in the previous strategy?

The Retail Strategy set out the a number of KPI's including the base year position in 2013/14 and target year of 2018/19. Table 5 summarises progress towards these targets. The Combined Authority has set a position where all multi modal ticket products need to be cost neutral – this is reflected in the KPIs reported in Table 5.

Table 5 - Retail Strategy targets and actual performance

| Targets/ KPI's | 2013/14 position | 2018/19 target | 2018 actual⁷ |
|---------------------------------------------------------|-------------------------|-------------------------------------------|----------------------------------|
| Number of product transactions (bus) | 1,433,800 | 1,901,500 (+30%) | 1,379,235 |
| % of face to face compared with self-serve transactions | 0% self-serve | 28% self-serve (+28%) | 38% self-serve (exceeded target) |
| Number of pass applications | 149,000 | 152,000 (+ 2%) | 90,520 |
| On bus versus off bus transactions | 38% on bus, 62% off bus | 12% on bus (- 32 %), 88% off bus (+ 42 %) | 92% (exceeded target) |
| Number of users | 0.582m | +3% | 0.616m |

The developments have therefore been successful in meeting and exceeding the Targets and KPI's as set out in the original Retail Strategy.

The projects have been successful in enabling;

- A transition from paper based Metrocards to smart MCards;
- Transition to a new card application and retail network which has enabled a shift by customers to self-serve;
- A well-used system which has issued 700,000 MCards with 200,000 different customers making 1.3 million weekly smart transactions;
- Capturing smart data from customer taps has enabled improved datasets and intelligence for planning and reimbursement of the MCard revenues to operators; and
- Better information for route planning (pre journey) and real time journey information (at stop and in trip).

8. Where do we want to be?

In order to deliver the objectives of this strategy, table 6 identifies a number of actions that will be required over the next three years. These actions are reflected in the delivery plan that sits alongside this strategy (see Section 9). The actions may incur additional resource

⁷ April to November 2018

costs (in staff time and financial costs) that would need to be budgeted for example from any future project costs.

Table 6 – Strategy objectives and gap analysis

| Objective | Gap analysis | Actions to address | Who does what |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| Purchase – making it easier to buy travel | Face to face- extensive Self-serve- sales app android only and requires customer to already have a smartcard. | Develop other web based sales to cater for Apple customers and customers without smartcards | WYTCL / operators agree approach, CA/ operators deliver |
| Products – ensuring that the product range is available to meet customer needs and lifestyles | Extensive range of products available for regular travellers but less so for occasional/ part time, Young People, and groups/ families. Barcode app – no multi operator offer (MCard) | Continued use of intelligence from primary research including TRACKER survey ⁸ ; Develop smart tickets for: <ul style="list-style-type: none"> • Part time travellers • Families/ groups • Young people | WYTCL / operators agree approach, CA/ operators deliver |
| Journey – enabling seamless pre purchase of travel | Trav.ly, a first generation MaaS app launched in Summer 2018 offering journey planning, bus real time, car club locations and purchase of Daysaver and Park and Ride mobile phone flash pass tickets | Upgrade flash pass tickets to QR/ ticket machine readable formats, and develop a second generation MaaS app with enhanced functionality. | WYTCL / operators agree approach, Combined Authority to develop potentially with commercial partner |
| Data and analysis – better understanding how customers are travelling and where to focus future product developments | Make use of greater potential for analysis of data associated with existing products. | The continued use of intelligence from primary research e.g. TRACKER to better understand customer’s perceptions, demands and therefore gaps in the services that are offered. We should also reference that there is greater potential for analysis of the data associated with the products. This can include card registrations | WYCA to provide analysis, Operators to provide data as required. |

⁸ Also includes data from card registrations (demographics) and card use (tap-on transactions). The combination of these will help us to provide a more complete picture of product uptake/use and help us to better meet customer demand.

| Objective | Gap analysis | Actions to address | Who does what |
|-----------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| | | (demographics) with card use (tap-on transactions). A combination of these will help us provide a more complete picture of product uptake/use and help us better meet customer demand. | |

Table 7 details the KPI's that have been measured for several years now, updated with new targets for the next three years, the duration of the new Digital Payment Strategy.

Table 7: New Digital Payment Strategy targets 2018-21

| Targets/ KPI's | Baseline (2018) | 2021 target | Why measure? |
|--------------------------------------------------------------|------------------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Number of product transactions (bus sales) | 1,379,235 | ↑ | To help track usage of the systems and changes in ticket purchase (e.g. switching from a weekly to daily's or vice-versa). Using product/transaction data to generate intelligence to better understand customer behaviour to enable a better understanding of gaps. |
| % of face to face v self-serve transactions at Metro outlets | 38% self-serve | ↑ | To help show the shift to self-serve |
| Percentage of card applications completed online | Data being obtained | ↑ | To help track usage of the systems and potential usage- a key aim of the Transport Plan |
| Percentage of off bus transactions | Data being obtained from Operators | ↑ | To help demonstrate the potential to speed up journey times and reliability |
| Proportion of cashless transactions | Data being obtained from Operators | ↑ | To help demonstrate the potential to speed up journey times and reliability |
| Reduce proportion of pink MCards in active use | Data being obtained | ↓ | Move towards digital payment and use of apps to replace pink MCards |
| Number of MCard journeys (rail and bus) | 17,748,988 | 25% increase | To help contribute to the 25% increase in bus patronage target as set in the West Yorkshire Transport Strategy by 2040 |
| Increase the number of bus journeys made by under 19s | 3,911,368 | 5% increase by 2019/20 | To help contribute to the 25% increase in bus patronage target as set in the West |

| Targets/ KPI's | Baseline (2018) | 2021 target | Why measure? |
|----------------------------------------------------------------------------|------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------|
| | | | Yorkshire Transport Strategy by 2040 |
| Increase MCard bus sales – focus on 19 - 25 products (by volume and value) | 38,616 / £1,187,650 | 5% increase by 2019/20 | To help contribute to the 25% increase in bus patronage target as set in the West Yorkshire Transport Strategy by 2040 |

9. How will we get there? Identification of potential projects

There are several future projects that have been identified as a result of workshops held with internal and external stakeholders (including West Yorkshire Ticketing Company and transport operators). Projects such as these will be developed, and submitted through the CA's Assurance Process and delivered to help us get to where we want to be. Previously the smartcard system required relatively large capital investments as the solution was infrastructure heavy, with back offices and a retail estate including ticket vending machines. That investment is now made and the required future development can utilise existing kit whilst future developments are for example smartphone based which is relatively cheap to develop. Additionally, there are a number of different options for paying for the development and on-going running costs of the new initiatives. It might be for the Combined Authority to pay for and undertake the development work, then to seek MCard/ WYTCL to pay for the ongoing costs. Or MCard/ the WYTCL could pay for and/ or develop these projects, along with paying for the ongoing costs. Or for the Combined Authority to work in partnership with the commercial sector, for example for the development of MaaS apps.

The below potential projects have been guided by the objectives of this strategy. Table 8 outlines the types of projects identified and the timescales over which these could be delivered. Note these are examples of types of projects that will be investigated and could be submitted via the Assurance process to deliver the objectives set out in the document. Further details of these potential projects will be included in the final version of this Strategy.

The following table includes example potential projects that could be developed to deliver this Strategy.

Table 8 – Draft Delivery Plan for Digital Payment Projects

| Objective | Example potential projects | Facilitated by | Delivered by |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------------------|
| <i>Purchase</i> | MaaS App | Combined Authority | Combined Authority/ third party supplier |
| | Direct Debit option | Combined Authority | Combined Authority/ |
| | Review a possible expanded reach of the Travel Plan Network including offering discounted travel and pre-purchase of products. Including reviewing role of CA as an independent broker of all tickets. Review corporate offer to pass on savings to employees. Review tax implications of pre-paid accounts | Combined Authority | Combined Authority |
| | Smartphone App/ web sales and QR tickets | WYTCL/Combined Authority /operators develop | Combined Authority |
| | Gift tickets so can buy and pass on | WYTCL/Combined Authority /operators develop | Combined Authority/ supplier |
| | Develop purchase options for people without bank accounts | Yorcard/ Transport for the North | Yorcard/ supplier |
| | Enable action listing so that iphone users can pick up their products on bus | WYTCL/Combined Authority | WYTCL/Combined Authority |
| | Travel centre refurbishment | Combined Authority | Combined Authority/ supplier |
| | Review eligibility rules and amend systems/ processes as required. Simplify and add application process into an App | WYTCL/ Combined Authority /operators develop | Combined Authority/operators/ supplier |
| <i>Products</i> | Improved awareness or, move group travel tickets to smart | WYTCL/operators develop | Combined Authority /operators/ supplier |
| | Improved awareness of, and develop where relevant, tickets for part time workers | WYTCL/operators develop | Combined Authority /operators/ supplier |
| | Improved customer awareness of, and make the full range of young person's/ apprentice tickets available on smart. | WYTCL/Combined Authority /operators develop | Combined Authority /operators/ supplier |
| | All tickets on all platforms (for example MCard products on operator retail platforms such as Apps, all MCard products at each bus station ticket machine) | WYTCL/operators develop | Combined Authority /operators/ supplier |
| | Expand "hotlisting" functionality, to block lost/ stolen/ damaged cards, to include more products/ cards | WYTCL/ Combined Authority /operators develop | Combined Authority /operators/supplier |

| Objective | Example potential projects | Facilitated by | Delivered by |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------|
| | Review gaps in ticket ranges such as a bus and rail Daysaver | WYTCL/operators develop | Combined Authority /operators/supplier |
| <i>Journey</i> | Pre-purchase methods. Review adding MCard products on operator apps and operator products on the MCard app. | WYTCL/operators develop | Combined Authority /operators/supplier |
| | Transport for the North rail season tickets available as smart, single bus fares data & disruption data and contactless debit/ credit card fair price promise payment system | Transport for the North | Transport for the North/ supplier |

The draft projects will be subject to consultation and further development, before being submitted via the CA Assurance Framework where value for money of the schemes will be assessed. These schemes are therefore detailed for example purposes of the types of measures that can be developed. The actions/ projects may incur additional resource costs (in staff time and financial costs) that would need to be budgeted for example from any future project costs.

10. Next steps

The Strategy proposes a list of projects to be delivered in the coming 3-5 years. Requests for capital funding for such projects would be submitted in a separate capital request report. The immediate next steps to be delivered in 2019/20 are as follows:

- Complete online pass/smartcard offer (CHASE);
- Expand range of ticketing products for under 25s;
- Expand sales of MCards onto mobile apps;
- Recording of QR code taps in back office;
- Develop tools to derive better intelligence from data; and
- Transformation project at Travel Centres.

The above will be incorporated into the funding and work programme of the Combined Authority, transport operators and TfN.

Appendix A - Trends that are influencing public transport usage

There are several trends which are influencing the way in which we travel and will continue to do so over the coming five years.

Mobile phone ownership continues to grow together with usage of phones for accessing internet content and apps

In West Yorkshire, all respondents to the Tracker Survey aged 16-44 owned a mobile phone and 95% had access to the internet via their phone. A smaller proportion of people own mobile phones in the over 75 age category (70%) and only 20% have access to the internet via their mobile phone in this age category⁹. However the ownership and internet access is increasing and forecast to increase over time.

There has been a shift away from payment by cash on buses

In West Yorkshire there has been a 20% increase in off bus ticket sales over the year 2016-17¹⁰. All of the major bus operators in West Yorkshire will be able to accept contactless payments by mid-2019 and First have reported that take up of contactless payments has reached 24% in West Yorkshire¹¹. Half of all park and ride users in Leeds use cashless payment methods (either the MCard smartcard or Trav.ly bar code tickets).

Whilst contactless usage continues to increase¹², there is still a significant proportion of the population (particularly amongst younger and older people) who do not have a contactless bank card or who do have one but do not use it¹³.

Use of MCard tickets continues to increase - £32m of MCard tickets sold per annum (these are smart, off bus/ pre-purchased tickets). Over 700,000 MCards have been issued and there are 1.3m uses of the smartcard per week by over 200,000 different customers per week.

Move to self-serve: More tickets purchased through kiosks in place of travel centres

Overall there has been a shift from face to face ticket purchase (83% in June 16 reducing to 62% in June 18) to self-serve channels (up from 17% in June 16 to 39% in June 18). Over the period April 2014 – June 2018 Payzone outlets have taken over the volume of sales from Post Offices and there has also been a transfer of £1m sales from travel centres to kiosks¹⁴ (see Figure A1).

The volumes of overall sales has risen, though not across all products/ customer groups. The main product showing an increase in sales is the recently introduced 19-25 product and Young Person's tickets, including those sold on bus. This increase in sales could be due to the phasing out of paper tickets (not included in these figures), introduction of day saver tickets and possibly customers switching to lower value products. This could be due

⁹ Data from West Yorkshire Ticketing Company Ltd (WYTCL)

¹⁰ Data from West Yorkshire Ticketing Company Ltd (WYTCL)

¹¹ Data as of September 2018

¹² WY Tracker survey – increase in contactless bank card ownership from 64% in 2016 to 77% in 2017.

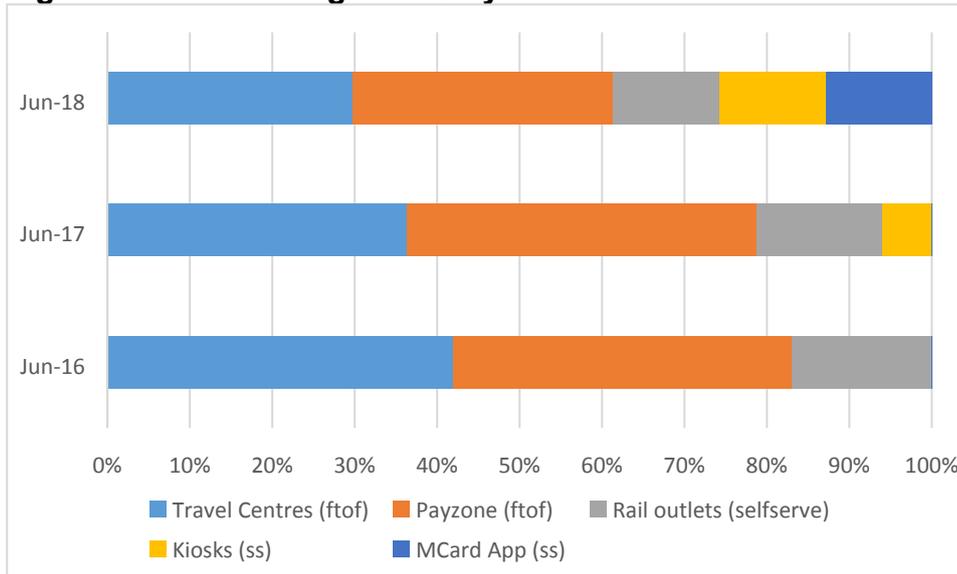
¹³ Less than 50% of over 65 year olds own and use a contactless bank card – WY Tracker survey 2017

¹⁴ TVM and retail network supplier data

to the trends identified above such as a shift to shorter working weeks/ part time working from a traditional 5 day week to 3/4 days per week altering ticket purchase.

By volume, the same number of people now purchase tickets through the MCard app and kiosks as at ticket vending machines (TVMs) (see Figure A1).

Figure A1 – Percentage sales by outlet – 2016-2018



People are travelling less for some journey purposes

There is growing evidence that we are travelling less now than we did twenty years ago¹⁵. This reduction has particularly occurred in leisure travel and can be partly attributed to a rise in leisure options such as ordering in food (rather than visiting a restaurant), getting a movie on demand (rather than visiting the cinema) or internet shopping. Over the same period rail trips and distance travelled by rail has continued to grow.

Whilst there has been an overall decline in bus journeys, there has also been a growth in the volumes of young people travelling by bus. Sales of bus ticket products to the under 19 and under 26 age groups continue to grow¹⁶.

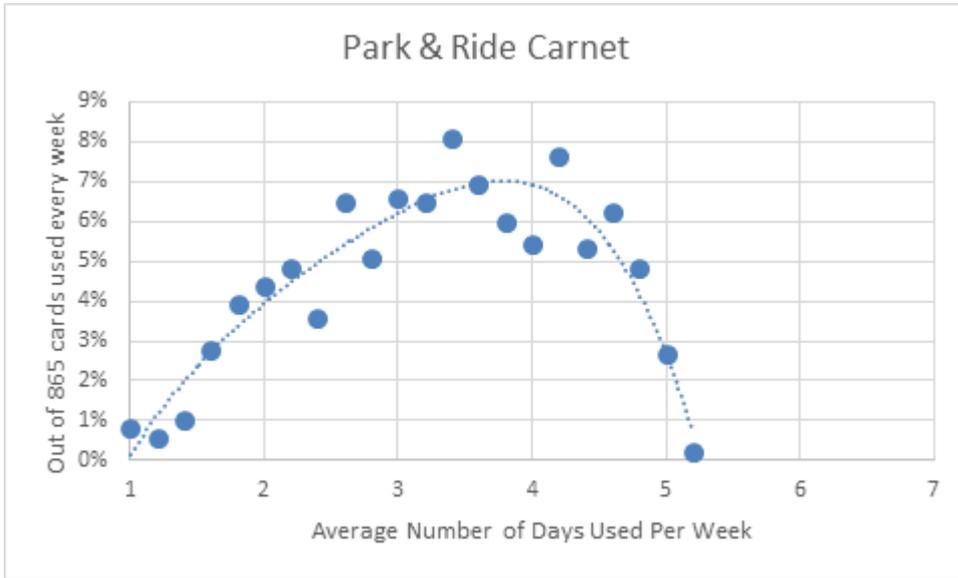
Working patterns have changed

More people are working flexibly or part time and people often work from home one or more day a week so are no longer travelling into work every day. Data from West Yorkshire park and ride sites (Figure A2) illustrate the average number of days that a weekly carnet ticket is used. The trend is showing that most Daysaver users use the tickets 3-4 days per week, which would seem sensible as a weekly ticket is more relevant when travelling 5 or more days per week.

¹⁵ All Change – the First Report of the Commission on Travel Demand pg 16 (2018)

¹⁶ Under 19 and under 26 weekly bus ticket sales data 2016/17 and 2017/18 from WYTCL

Figure A2 – Park and Ride Carnet usage 2018



Appendix B – Transport for the North

Transport for the North is the organisation that is responsible for developing the strategy, direction and delivery of transformed transport systems throughout the North of England.

The TfN programme is seeking to follow London's lead in developing Pay As You Go best fare contactless ticketing, however fares are more complex in the deregulated bus environment in the rest of England including here in West Yorkshire. In London flat fares operate regardless of journey length enabling a single tap of a card on the bus with no driver interaction on the destination required. This also enables the setting of maximum cost for the customer per day. Outside London, fares differ between operators and generally relate to the distance travelled. The TfN system will initially charge customers on single, return or day by day basis extending to weekly when fully established. Demand will remain for pre purchased 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, and also not liked by all. Without a solution to this, a move to only 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 and the day and week MCard tickets will remain available on the MCard smartcard. The Combined Authority is also looking to develop other ticketing systems such as mobile phone based bar code style tickets

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 continue to offer ticketing systems such as the MCard smartcard to these customers.

Impact of TfN for West Yorkshire

Whilst Transport for the North's Integrated and Smart Ticketing programme will offer additional ways to pay to some groups, as detailed above, there are other parts of the ticketing jigsaw that the CA need to have in place to ensure that the ticketing system remains available to all customers. It is the role of the CA to ensure TFNs plans align with local delivery across its three Tranche roll out;

- TfN Tranche 1: The main deliverable in Tranche 1 is to add rail season tickets to a smartcard. There are no major impacts or changes for MCard although a small number of customers may migrate from the MCard. Customers who do add rail season tickets to a smartcard will benefit from a more robust ticket (as it replaces the paper "magstripe" ticket) and quicker passage through gate lines.
- TfN Tranche 2: the main deliverables are to provide a portal which will enable the CA and other Transport Authorities to integrate with bus single fares data and disruption information into their existing travel information services. There would be project work required to interface our systems with the new system to gain benefit from the additional data
- TfN Tranche 3: creates account based ticketing from 2019 onwards with contactless debit and credit cards (starting with simpler day tickets progressing to offer weekly and multi-operator products). This could expand the market for people using smart tickets to include infrequent travellers as there is no need to have a smartcard in advance, just a contactless bank card. It could migrate some existing day and week MCard customers, however there is the need for

smartcards to remain (unless a new technological solution is developed) to service both monthly and annual MCard customers (TfN will stop at a week cap) and entitlement cards (for example for Young People and Seniors as they may not have contactless debit/ credit cards and to fulfil the Government requirements to run a smartcard system for seniors). Furthermore, day and week MCard products would remain in their MCard smart versions as evidence shows that some customers simply prefer to keep their transport on a separate card despite having access to contactless bankcards.

1. TfN related next steps for West Yorkshire

2. Transport for the North's programme will enable customers to pay at the end of the day for bus travel which may, in time, link to rail. The back office and commercials etc. will be set up by TfN. The ongoing operation will be provided by a "special purpose company" which is owned and operated commercially by, for example, operators. Services built around car share/ hire, taxis/ private hire, demand responsive bus services and bike share, known as MaaS will develop and mature independently from the TfN solution unless the respective markets seek to integrate.
3. In the early stages of the delivery of earlier ticketing strategies, the CA was providing the capability which enabled the roll out of smartcard technology. Smartcards will continue to have a role for several years to come especially for long term season tickets and young people's travel products. TfN will be developing the contactless back office ticketing offer, however the CA will need to develop app based ticketing solutions such as bar code tickets and coordinate MaaS solutions.

Expanding the MCard app into providing journey planning and mobile ticketing would be a logical next stage in the development of a MaaS platform. This would require a development of an app.

Find out more

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Report to: Transport Committee

Date: 11 January 2019

Subject: **Rail: Service performance and timetable changes in 2019**

Director: Alan Reiss, Director of Policy, Strategy and Communication

Author(s): Richard Crabtree, 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 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 update members on the latest rail performance position. Performance data is included at Appendix 1.
- 1.2 Members will be aware that rail timetable changes take place in May and December each year. The process of finalising plans for the December timetable change will take place in January and February. This report sets out the issues affecting the timetable changes planned for December 2019 and seeks the Committee's endorsement of the position to be taken by the Combined Authority's representatives on the Transport for the North Rail North Committee.
- 1.3 TransPennine Express has consulted the Combined Authority on its plans for December 2019. This report recommends the Committee to endorse the Combined Authority's response to this consultation on timetable.

2. Information

Update on punctuality, reliability and capacity performance

- 2.1 Rail performance figures for the period April to December are set out at Appendix 1. Performance over this period has been significantly worse in 2018 than for comparable periods in 2017. Restoring performance has been a priority since the widely felt impacts of the disruption caused following the May 2018 timetable change.
- 2.2 Northern's PPM (industry performance measure) for Period 9 (11 November – 8 December) this year was 68.5% compared to a poor autumn performance of 82.1% last year, and is the worst period recorded in this reporting year. Northern has suffered badly again with wheel flats¹ this year and investigations are ongoing to establish why this is an increasing problem. Network Rail's infrastructure was responsible for 31% of delays over three minutes and unforeseen circumstances such as trespass were responsible for 21% of the delays. Northern were responsible for 34% of delays over three minutes. Strike action continues to affect Northern services at weekends.
- 2.3 TransPennine Express's PPM for Period 9 this year was 67.7% compared 81.4% in the same period last year. Network Rail's infrastructure was responsible for 36% of delays over three minutes and unforeseen circumstances were responsible for 17% of the delays. TPE were responsible for 24% of their delays over three minutes.
- 2.4 The railway timetables changed on 9 December 2018. Changes to services were minimised with seeking to restore stability and reliability. At the time of writing performance figures were only available for the period up until 20 December however there were signs of improvement with the average PPM for both Northern and TransPennine Express increasing to 80% and 77% respectively. Whilst this improvement may be partly due to the end of the autumn leaf fall period, it would seem that some of the structural issues in the May 18 timetable have been overcome. Further information on performance during December will be reported verbally to the Committee.
- 2.5 It is notable that both Northern and TransPennine Express are due to introduce significant numbers of new trains throughout 2019. Whilst this is clearly welcome, the introduction of new trains also presents further significant performance and resource risks. This is due to the necessary training and staff familiarisation work required, plus the reality that new trains tend to be unreliable until they have 'bedded-in'. TransPennine Express announced delays to the introduction of new 'Nova 3' trains in November 2018 due to technical problems that arose during the testing phase. TransPennine

¹ Fallen leaves cause adhesion problems and can cause 'wheel flats' where the wheels of the train become damaged when they lock in attempt brake on contaminated rail head, or by excessive spinning whilst trying to take power. The resulting wheel damage causes performance issues in that flat wheels find it more difficult to gain traction, as well as the potential of long term damage to the infrastructure.

Express advises that it currently expects these trains to be introduced in spring 2019.

- 2.6 Performance of rail services, and actions being taken to improve performance, will be an early focus of the Train Operators Forum. The first meeting is due to take place on 30 January 2019. The Managing Directors of Northern and TransPennine Express will be invited to update the Combined Authority on plans to restore confidence in rail services at its meeting on 14 February 2019.
- 2.7 The Chair of the Transport Committee has written to the Regional Director of Northern setting out the Combined Authority’s immediate priorities in early 2019 seeking improvements to performance and to optimise the deployment of rolling stock to trains where there is a known regular incidence of overcrowding.

Franchise Service Changes Planned For 2019

- 2.8 The December 2019 timetable change was intended to mark the final implementation of the service improvements initially committed under the TransPennine Express and Northern franchises that commenced in April 2016. The following service improvements were originally envisaged to be in place by December 2019;

| Line | Service Enhancements expected by December 2019 |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Harrogate | Increase from 2 to 4 trains per hour Leeds – Harrogate |
| Airedale | One additional train per day Leeds – Lancaster |
| Calder Valley | 5 trains per hour Leeds – Bradford Int (an increase of 1 per hour) linked onto Leeds – Sheffield – Nottingham to provide a through link 3 trains per hour Bradford – Manchester (an increase of 1 per hour) 4 trains per hour extended beyond Manchester (Wigan/Southport, Liverpool, Chester, Manchester Airport) – an increase from 1 to Southport at present Linking Huddersfield – Halifax – Bradford – Leeds – Selby service to Hull / Bridlington |
| Huddersfield | Additional peak trains at Slaithwaite and Marsden. |
| Huddersfield – Wakefield/ Castleford/ Pontefract | Huddersfield – Wakefield Kirkgate service extended to Castleford |

| Line | Service Enhancements expected by December 2019 |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| York & Selby | Additional peak services at Cross Gates, Garforth, East Garforth & Micklefield; |
| All lines | <p>Sundays: an increase to 1tph from 0.5tph on the Leeds – Wakefield W – Sheffield / Doncaster lines. Additional services on other lines.</p> <p>First and last trains: earlier/ later trains on some routes</p> |

- 2.9 Delays to the electrification of the railway between Preston and Manchester via Bolton (the Bolton corridor) have delayed the cascade of diesel trains. This project is expected to be complete by January 2019, with the full introduction of electric trains by May 2019 together with the availability of cascaded diesel stock. Delays to new and cascaded rolling stock for both franchises are already giving capacity issues especially on the TransPennine route. The availability of rolling stock will therefore be a factor for service enhancements in December.
- 2.10 As well as delays to the Bolton corridor electrification scheme, a number of other projects on the rail network have either been withdrawn from programme or delayed against original plans. This includes the withdrawal / deferral of various electrification and capacity schemes in the North West, which have been a major factor in the reliability problems experienced since the May 2018 timetable. These issues have been especially acute in and around Manchester and will limit the capacity to extend Calder Valley services beyond Manchester.
- 2.11 The Leeds station capacity enhancement is intended to support the operation of longer trains and additional services on a number of routes. It is due to deliver a new Platform 0 capable of accommodating 8-car trains, alterations to Platforms 1 to 6 including extension of Platform 6 and associated track work changes. This project was anticipated to be completed by December 2019 however it is now understood that additional capacity will not be fully available until December 2021.
- 2.12 The impact of pinch points on network capacity is clearly evident, including in the central Manchester area, in and around Leeds station and the line between Leeds and York. The ability of the network to reliably accommodate additional train services is therefore a major factor in planning the December 2019 timetable.
- 2.13 Expanding railway operations have also presented problems for the rail industry, particularly in terms of driver and rolling stock resource allocation. This was evident in the sharp decline performance following the May 2018 timetable and continue to persist. It is crucial that the rail industry sets a timetable in December which it can deliver reliably.

- 2.14 There is a shared priority to recover the performance of the railway, both in terms of the daily reliability of services and in ensuring that capacity, particularly at peak times. In this context, it is increasingly clear that additional service commitments due in 2019 will be very difficult to realise at the same time as improving the day-to-day dependability of the railway, particularly where this means running additional trains. It is anticipated that this is likely to delay the introduction of planned service enhancements in favour of actions which will stabilise performance.
- 2.15 Whilst this pragmatic approach is needed in the current circumstances, it is important that the promised service enhancements are delivered at a time when train resources and infrastructure works permit. Some franchise service commitments are not subject to the constraints and issues summarised in this report especially those at times when the network is less congested (for example earlier and later first and last trains, and improved Sunday services). In such cases, it is important for the Combined Authority to push for their delivery as originally planned.
- 2.16 TransPennine Express has consulted on service changes for December 2019. To meet the company's timescales, Combined Authority officers submitted the response included at Appendix 2 in consultation with the Chair pending endorsement by the Committee. This emphasises the need to deliver day-to-day reliability and capacity as an absolute priority.
- 2.17 The Northern and TransPennine Express franchises are co-managed by the Department for Transport and Transport for the North via the Rail North Partnership. The Rail North Committee is the forum through which members participate in this co-management. West Yorkshire and York is represented on the Rail North Committee by Councillor Judith Blake, Leader of Leeds City Council. At its meetings in early 2019, the Rail North Committee is expected to be presented with the rail industry's plans for timetable changes in 2019 for comment.
- 2.18 In order to clarify the West Yorkshire position in this discussion, the Committee is recommended to endorse an approach to the planning of the December 2019 timetable which seeks to ensure day to day delivery of a reliable service providing capacity where it is most needed. Where specified service enhancements, which the industry has previously committed to, are to be delayed, there must be a clear rail industry plan to provide them. Any proposal that the franchise specifications are relaxed in this regard should be resisted by the Rail North Partnership. Discussions will continue on plans for December 2019 which will be reported to members of the Committee as the picture emerges.

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 that the performance of the railway in West Yorkshire up to and including the end of Period 9 (8 December 2018) continues to be unsatisfactory and endorses the approach taken with the rail industry to address passenger concerns.

7.2 That the Committee recommends that, in planning the December 2019 rail timetable, the Transport for the North Rail North Committee seeks to ensure the day to day delivery of a reliable service providing capacity where it is most needed.

7.3 If specified service enhancements, to which the industry has previously committed, are to be delayed beyond December 2019, the Transport for the North Rail North Committee is encouraged to seek a clear rail industry plan and timescale to provide them.

7.4 That the Committee endorses the Combined Authority's response to the TransPennine Express December 2019 timetable consultation, as attached as Appendix 2.

8. Background Documents

None.

9. Appendices

Appendix 1 Rail operator performance

Appendix 2 Response to TransPennine Express December 2019 timetable consultation

Appendix 1

Train Operator Performance

The tables below provide a summary of performance by rail reporting in a way that allows performance in 2018 to be compared with 2017. The Cancelled and Significantly Late (CaSL) and Short Formed figures are for 2018 only.

Rail Period Dates

Period 1: 1 April – 28 April (pre new timetable)

Period 2: 29 April – 26 May (New timetable commenced 20 May)

Period 3: 27 May – 23 June

Period 4: 24 June – 21 July

Period 5: 22 July – 18 August

Period 6: 19 August – 15 September

Period 7: 16 September – 13 October

Period 8: 14 October – 10 November

Period 9: 11 November – 8 December

Performance Terms

The Public Performance Measure (PPM) combines figures for punctuality and reliability into a single performance figure. For TransPennine Express it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival time.

Cancellations and Significant Lateness (CaSL) – the percentage of trains which are part or fully cancelled or arrive at their destination more than thirty minutes later than planned.

Short Formed – the percentage of trains which run with less than the planned capacity.

Northern

Target PPM: 84.0% (Period 9)

Target CaSL: 3.3% (Period 9)

Northern – All services across franchise

| Period | PPM | | CaSL | Short Formed |
|--------|-------|-------|------|--------------|
| | 2018 | 2017 | | |
| 1 | 85.4% | 92.7% | 4.1% | 3.7% |
| 2 | 80.4% | 90.6% | 6.5% | 3.9% |
| 3 | 77.3% | 90.9% | 6.3% | 6.4% |
| 4 | 78.5% | 92.0% | 4.6% | 5.1% |
| 5 | 78.9% | 91.4% | 5.1% | 4.3% |
| 6 | 85.2% | 91.3% | 3.0% | 3.5% |
| 7 | 78.6% | 87.7% | 3.6% | 4.3% |
| 8 | 71.9% | 79.9% | 4.3% | 5.4% |
| 9 | 68.5% | 82.1% | 4.9% | 9.1% |

Northern – West and North Yorkshire service group

| Period | PPM | | CaSL | Short Formed |
|--------|-------|-------|------|--------------|
| | 2018 | 2017 | | |
| 1 | 91.5% | 96.2% | 2.0% | 1.8% |
| 2 | 90.2% | 94.7% | 2.0% | 1.8% |
| 3 | 85.4% | 95.1% | 2.1% | 4.9% |
| 4 | 84.9% | 96.5% | 2.5% | 5.5% |
| 5 | 82.2% | 96.1% | 4.6% | 5.9% |
| 6 | 89.9% | 95.4% | 1.2% | 4.1% |
| 7 | 83.5% | 93.5% | 2.4% | 5.3% |
| 8 | 78.2% | 86.2% | 2.3% | 4.5% |
| 9 | 72.8% | 89.8% | 3.3% | 6.1% |

TransPennine Express

Target PPM: 81.4% (Period 9)

Target CaSL: 7.6% (Period 9)

TransPennine Express – All Routes

| Period | PPM | | CaSL | Short Formed |
|--------|-------|-------|-------|--------------|
| | 2018 | 2017 | | |
| 1 | 85.1% | 91.5% | 6.7% | 0.71% |
| 2 | 78.5% | 88.1% | 10.2% | 0.31% |
| 3 | 71.0% | 91.1% | 14.3% | 0.15% |
| 4 | 64.2% | 91.9% | 18.4% | 0.74% |
| 5 | 71.2% | 90.0% | 13.9% | 0.68% |
| 6 | 79.2% | 89.9% | 10.4% | 0.77% |
| 7 | 70.3% | 86.5% | 15.4% | 1.31% |
| 8 | 67.8% | 81.4% | 14.4% | 1.09% |
| 9 | 64.6% | 77.7% | 15.1% | 1.35% |

TransPennine Express – North Route (Liverpool/Manchester/Manchester Airport to Hull, York, Scarborough, Middlesbrough and Newcastle).

| Period | PPM | | CaSL | Short Formed |
|--------|-------|-------|-------|--------------|
| | 2018 | 2017 | | |
| 1 | 85.3% | 91.7% | 6.5% | 0.34% |
| 2 | 76.1% | 88.5% | 11.3% | 0.34% |
| 3 | 67.4% | 91.1% | 16.4% | 0.12% |
| 4 | 62.1% | 91.9% | 19.7% | 0.45% |
| 5 | 69.5% | 90.0% | 15.1% | 0.61% |
| 6 | 76.6% | 90.3% | 12.0% | 0.63% |
| 7 | 69.2% | 86.3% | 16.1% | 0.88% |
| 8 | 64.9% | 80.4% | 16.5% | 0.53% |
| 9 | 61.1% | 76.5% | 17.6% | 0.48% |

Other Train Operators

Public Performance Measure

| TOC | Cross Country | | East Midlands Trains | | Grand Central | | Virgin Trains East Coast / LNER | |
|-----|---------------|---------|----------------------|---------|---------------|---------|---------------------------------|---------|
| | 2017/18 | 2018/19 | 2017/18 | 2018/19 | 2017/18 | 2018/19 | 2017/18 | 2018/19 |
| 1 | 93.2% | 88.6% | 95.4% | 92.3% | 88.4% | 76.7% | 88.6% | 78.7% |
| 2 | 90.7% | 86.1% | 94.0% | 92.1% | 89.7% | 74.4% | 91.2% | 76.8% |
| 3 | 86.1% | 81.8% | 91.2% | 90.9% | 86.1% | 80.5% | 86.3% | 80.9% |
| 4 | 90.2% | 77.8% | 93.7% | 87.3% | 88.3% | 65.0% | 89.7% | 68.1% |
| 5 | 91.8% | 78.3% | 94.2% | 86.7% | 81.9% | 72.0% | 86.8% | 65.2% |
| 6 | 91.3% | 85.0% | 94.9% | 90.6% | 86.4% | 84.5% | 86.0% | 80.8% |
| 7 | 89.0% | 82.7% | 91.4% | 87.9% | 89.9% | 76.6% | 84.3% | 67.4% |
| 8 | 83.1% | 82.5% | 88.2% | 85.4% | 82.2% | 81.3% | 77.2% | 72.1% |
| 9 | 82.7% | 78.3% | 89.9% | 84.3% | 81.5% | 73.6% | 77.8% | 67.1% |

Calder Valley Line Performance

The Calder Valley Line usually has lower performance compared to other lines due to its relative complexity and the other routes it crosses. However, since the May timetable change the performance has been significantly worse. An average PPM of the routes using the Calder Valley line has been used as the routes using the Calder Valley changed at the timetable change.

| Period | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| Year | | | | | | | | |
| 2017/18 | 91.88 | 88.09 | 87.31 | 91.90 | 88.43 | 87.03 | 84.01 | 67.33 |
| 2018/19 | 80.45 | 71.07 | 63.65 | 65.93 | 65.35 | 72.85 | 68.10 | 59.02 |
| % change | -12.4 | -19.3 | -27.1 | -28.3 | -26.1 | -16.3 | -18.9 | -12.3 |



Consultation on proposed December 2019 Trans-Pennine Express timetable West Yorkshire Combined Authority, December 2018

Introduction

This response should be read in conjunction with the Combined Authority's response to the consultation carried out in spring-summer 2017 with regard to the original May 2018 timetable proposals, to the extent that our comments in that response have not been superseded either by events or by comments in this document.

The content of this response is the subject to sign-off at Transport Committee on 11 January 2019.

Summary

The Combined Authority's absolute priority is the reliable delivery of existing services on the core TPE network across the Pennines, with the committed level of capacity provided. Support for service extensions is conditional upon achieving this core objective.

The Combined Authority welcomes any opportunity to improve the consistency and reliability of stopping services between Huddersfield and Manchester, with the overall objective of securing regular hourly all stops services, with half-hourly services at Slaithwaite and Marsden in the peaks.

1. *Liverpool to Edinburgh*

In principle, the Combined Authority continues to welcome the confirmation that this proposed service enhancement is to proceed in line with the original proposals and TPE's franchise obligations. With regard to the specific question of where trains should stop between Newcastle and Edinburgh, the Combined Authority does not have strong views on this, although it may be useful if TPE explore the scope to call at stations not regularly served by Cross-Country trains, providing that any time penalty from doing so does not make it impossible to meet TPE's journey-time requirements.

The Combined Authority's continued support for this proposal being introduced as planned in December 2018 must however be expressly conditional on the matters set out below, in particular with regard to performance and capacity provision on the core network, which must form the priority ahead of any expansion of the network's geographic reach. In other words, the Combined Authority would not support the introduction of the Newcastle – Edinburgh service extensions unless and until the existing network is functioning reliably and punctually, using trains of adequate length to meet peak demand, above all into Leeds.

2. *Local services between Leeds and Manchester*

As you will be aware, the service patterns on the core Diggle axis have been the focus of much attention both before and after the May 2018 timetable change, both with regard to the connectivity and service levels timetabled and to real-world operating performance. The Combined Authority's consistent position has been not to favour

“skip-stopping” or similar patterns on the rail network, and in this respect the Combined Authority welcomes the December 2018 changes as representing the beginning of a move away from this, albeit only the beginning.

Clearly, this route is highly capacity-constrained and some improvements will need to await the Trans-Pennine Route Upgrade programme (TRU), but we believe that some enhancements both can and should be delivered in the shorter term. These include:

- The restoration of a “true” stopping service between Manchester and Huddersfield, operating at least once per hour and calling at all stations.
- An increase in service levels at Slaithwaite and Marsden to 2tph in the AM and PM peaks (in each case in both directions), again to restore pre-May-2018 service levels to those stations. It is accepted that under some service combinations it might not be possible for all the additional peak-only trains to stop at all stations, and a pragmatic view will be needed as to which “extra” trains can accommodate stops at these stations, provided that at least 1tph does stop at all stations between Huddersfield and Stalybridge.

The Combined Authority notes that the current services at Slaithwaite and Marsden, taking TPE and Northern services together, fall short of franchise requirements in the peaks, as well as being inferior to the position before May 2018. While the non-compliances may directly relate to Northern’s rather than TPE’s Train Service Requirement, the reality of this corridor is that the two operations are inextricably linked, and the constraints “caused” by one operator’s service often cause issues for the other. In any event, we retain an open mind as to the potential merits of any “remapping” of certain services if this provides a route to unlocking the service levels we wish to see.

In the longer term, Combined Authority policy favours 2tph on the stopping service between Huddersfield and Leeds via Dewsbury (with the Manchester – Calder Valley – Brighouse – Dewsbury – Leeds service becoming semi-fast), but accepts that this is unlikely to be feasible without additional infrastructure, for which we look to TRU.

3. Operational Performance (Punctuality and Reliability)

Performance on the North Trans-Pennine route continues to fall far below reasonable expectations and franchise standards. Indeed, by some measures¹ Slaithwaite station has the least reliable services anywhere in Britain, and six out of the top ten least-reliably-served stations are on this line; amongst the top 100 busiest stations in the country, nine of the ten with the least reliable services are on the TPE network, including Huddersfield as the least reliable large station of all, with Leeds and York also featuring.

Day-to-day operating decisions have exacerbated the impact of the poor performance: we have received numerous reports of trains that should travel to Manchester Airport being terminated at Manchester Victoria, from where the onward journey to the Airport is anything but straightforward; of stops at Slaithwaite or Marsden being omitted; and of Scarborough trains only reaching Malton – amongst other examples. Where trains only run hourly, the impacts on travellers’ journeys is often unacceptable, and we have heard of situations where such steps have been taken to consecutive trains. This is harming both rail travel and the economies of the communities that depend on rail

¹ Such as quoted on <https://www.ontimettrains.co.uk/stations>, viewed on 14 November 2018.

connectivity. So not only the structure of the timetable but also the management of performance on a day-to-day basis needs closer and improved management focus.

The Combined Authority is aware that TPE is taking steps to seek to mitigate this, including the timetable changes being introduced in December 2018, and it has been pleasing to see evidence of TPE moving away from a “blame culture” towards working positively to tackle the root-causes of the problems. The Combined Authority is in principle supportive of any timetable interventions designed to improve performance, provided that they do not entail compromises to connectivity (either of TPE’s own services or consequent impacts on other operators’ services) that go beyond acceptable limits, as for example removing station-stops or curtailing local services would be likely to.

In this spirit, the Combined Authority has not opposed the principle of the breaking of the cross-Huddersfield links on local services that have proved incapable of being maintained reliably. Similarly, we would not necessarily oppose re-examining the clockface structure of fast services between York/Leeds and Manchester if, for example, a move away from current structure could greatly increase performance or unlock local connectivity at intermediate stations.

Any future service developments must be consistent with radically improved standards of performance. It needs, for example, to be shown that Newcastle – Edinburgh is consistent with this imperative, otherwise it should not proceed. It may be that the industry will need to make mature decisions as to which of the various relevant train operators’ train service requirements and/or other timetable proposals for December 2019 and beyond can and cannot be delivered reliably on present or currently-committed infrastructure. If this proves to be the case, then we would expect:

- (a) to be directly involved in the decision-making, including supplied with all relevant technical information; and
- (b) TPE to work alongside industry partners, including other TOCs, in a spirit of cooperation to achieve the best possible whole-industry outcomes, both in terms of supporting those (such as Network Rail) carrying out the necessary capacity analysis work, and in terms of, if shown to be necessary, being open to compromise on service patterns, routing options and clockface structures.

4. Capacity provision

The current situation regarding train capacity provision on TPE in the Leeds City Region is quite as serious as that regarding punctuality and reliability. While the immediate issues are outside the scope of this consultation, we consider it imperative that no further expansions of the network should take place until peak capacity is at a minimum restored to historic levels and progress is made towards the levels mandated in the franchise agreement. There must be no repeat of May 2018 when the Manchester Airport – York services were extended to Newcastle without sufficient rolling-stock being made available. This means that if, for example, there should be further delays to any of TPE’s new fleets (in particular the Mark 5 and 802 sets), then the provision of adequate peak capacity must take precedence over delivering the Newcastle – Edinburgh or proposed Saltburn extensions.

It appears to us therefore most unlikely that any such extensions could be supported until the full TPE fleet is available and bedded down in reliable day-to-day service, i.e. all of the 68 + Mark 5A sets, all of the class 802 units, and as many class 185 units

retained as required for the “background” timetable on the core routes, including ensuring that local services on the Diggle line are all 6 cars in the peaks². Once this has happened, then we would wish it to be demonstrated how the proposed network extensions would be resourced without any shortening of trains.

5. Longer-term service aspirations

Our 2017 timetable consultation response set out a number of service aspirations that go beyond the current TPE network. These still remain matters the Combined Authority would be keen to pursue.

Instead, we wish to see, for now, TPE concentrate on its core tasks, above all the movement of large volumes of passengers on the York – Leeds – Dewsbury – Huddersfield – Manchester axis (with the ability to reach Manchester Airport and Liverpool regularly and reliably). If meeting this task reliably and with adequate train capacity requires a new approach to the principles of the timetable, then this would be a worthwhile task, and we would be happy to put our resources at TPE’s disposal to help understand the priorities from a Leeds City Region standpoint and help deliver a robust and fit-for-purpose service concept.

² This number might be more than the number originally assumed in the franchise agreement, to the extent that performance-led timetable revisions increase the resource requirement, or franchise remapping leads to TPE being responsible for additional services.



Report to: Transport Committee

Date: 11 January 2019

Subject: Local Cycling and Walking Infrastructure Plans (LCWIPs)

Director: Alan Reiss, Director of Policy, Strategy and Communications

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 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 an update on the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) and seek endorsement of a phased approach to development of these Plans.

2. Information

Background

- 2.1 In April 2017 the Government published the first ever statutory [Cycling and Walking Investment Strategy](#) (CWIS), accompanied by guidance on development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which set out an evidence-led methodology for planning walking and cycling networks, and for prioritising investment to deliver these networks. The preparation of LCWIPs is not mandatory but authorities that have developed LCWIPs will be “well placed to make the case for future investment”¹

¹ LCWIP Technical Guidance document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

- 2.2 The methodology brings together evidence from predictive tools and data on propensity and usage, with stakeholder input providing local intelligence to identify the networks required.
- 2.3 Transport Committee approved expenditure on strategic cycle network and LCWIP development comprising:
- £100,000 from the LTP Integrated Transport programme in July 2017
 - £86,000 of Department for Transport (DfT) revenue grant funding in November 2017
- 2.4 Combining this funding has enabled the creation of a programme to develop LCWIPs for West Yorkshire, helping to deliver the policies and targets of the West Yorkshire Transport Strategy 2040, in particular:
- The targets to increase the number of trips made by bike and on foot by 2027, by 300% and 10% respectively.
 - Policies 11 and 28 to provide strategic and local networks of high quality walking and cycling routes, including on and off-road infrastructure to provide safer and better journeys for cyclists building on recent delivery
- 2.5 LCWIPs are being developed for each district area in West Yorkshire that will function as standalone Plans, to enable their adoption by individual partner councils. It is also proposed to combine the individual Plans, allowing a single West Yorkshire LCWIP to be created for use at a strategic level, for example linked to the West Yorkshire Transport Strategy 2040.
- 2.6 Partner councils play a leading role in development for their District area as owners of their individual Plans, with potential for adoption or integration into strategy and policy by each partner council. The Combined Authority is playing a role in co-ordinating development of LCWIPs across West Yorkshire, to ensure a consistent approach is taken and enable a single West Yorkshire LCWIP to be developed from individual Plans.
- 2.7 External consultancy support to the Combined Authority and partner councils has been commissioned from Steer consultants, supported by Living Streets (the national pedestrian charity) who are undertaking street audits to inform the walking network planning; and Mobycon (a Dutch mobility consultancy) who are delivering cycle network planning workshops and providing input into emerging cycle network maps and proposed improvements.

Progress to date

- 2.8 Progress on development has been reported to Transport Committee at their meetings in September and November 2018. These updates identified an issue around the geographic scope that can be covered within the current phase of work.

- 2.9 Work carried out to date has indicated that the development of a fully comprehensive Plan for each partner council area, which might cover the extent of each district area and the West Yorkshire region as a whole where every day walking and cycling journeys might be made, will involve a significant level of resource and time to deliver. The resources that are currently available will enable some, but not all, of this work to be undertaken. It is therefore anticipated that a comprehensive LCWIP to cover each local authority area will have to be delivered through several phases of work.
- 2.10 Development of LCWIPs in West Yorkshire forms part of a major programme of technical support for development of LCWIPs, with 43 other local authorities in England. This wider development programme will test the published guidance and identify improvements to the guidance document and LCWIP methodology. The Combined Authority will feed in learning and suggestions for improvement to DfT and partners within the national programme.
- 2.11 The current initial phase of work is planned to be completed by spring 2019 and will focus on specific geographic areas of focus within which key walking zones, routes and cycling network desire lines will be identified, and resulting schemes assessed as part of a prioritisation process.
- 2.12 To identify areas of focus for the walking and cycling networks as part of this initial phase of work, the following criteria were used:
- Levels of propensity to cycle as suggested by the tools available, including the DfT Propensity to Cycle Tool and Steer's own Cycling Potential Index;
 - Significant concentrations of destinations which create focal points for walking;
 - The extent and nature of cycle networks and walking improvements in terms of planning and/or delivery;
 - Planned housing and employment sites;
 - Levels of physical activity and health deprivation;
 - Opportunities to deliver improvements through existing funding programmes such as West Yorkshire-plus Transport Fund and Connecting Leeds.
- 2.13 Partner Councils led the work to identify the areas of focus with input from Steer. They used different tools to apply the criteria above for example, initial mapping of points of interest such as important buildings and amenities and an assessment of cycling potential and propensity to cycle alongside other factors such as strategic priorities and local policy drivers. The areas of focus identified respond to individual partner councils' circumstances. Taken together they provide a good balance of locations for assessment in the first phase of work, enabling useful learning to be gained for further development of LCWIPs in West Yorkshire as well as feeding back to national partners. Further details of the areas of focus and summary of the rationale for selection are included in an extract from a West Yorkshire Scoping Report, attached as Appendix 1.

- 2.14 Although the areas of focus identified for this initial phase of work have formed the basis for stakeholder engagement and network development, interactions between individual LCWIPs will be assessed as part of development of the West Yorkshire-wide LCWIP. This is programmed to take place once individual Plans have been developed in draft and will include consideration of links between three of the cycling areas of focus in south Bradford, south east Calderdale and Kirklees which are relatively closely located.
- 2.15 Local stakeholders play an important part in LCWIP development and stakeholder lists have been developed by partner councils relating to individual LCWIPs which differ to some extents between partner councils depending on their specific circumstances.
- 2.16 Stakeholders have been invited to walking- and cycling-specific events to gather local intelligence and knowledge, which is of particular importance considering some of the gaps in available data around non-commuting travel behaviour. These events took the form of:
- Interactive cycling network workshops led by Mobycon
 - Walking street audits led by Living Streets
- 2.17 Attendance was limited for both of these types of events, based on previous experience and what was practicable. Invitees included ward members and portfolio holders; representatives of user groups; local community groups and organisations; and local authority officers.
- 2.18 A wider group of stakeholders has been identified by each partner council to provide feedback on outputs developed as part of individual LCWIPs and further list of stakeholders to keep informed has also been developed. Some liaison and engagement is proposed to be undertaken at a West Yorkshire level rather than by individual partner councils – for example with bus operators.
- 2.19 As part of the next stage of work, input from stakeholders provided through the events will be used alongside data gathered by the consultants and work previously undertaken by partner councils, to identify improvements required to create walking and cycling networks within the areas of focus identified.
- 2.20 As finalised network maps and improvements for walking and cycling developed through this phase of work will be based on the identified areas of focus, it is proposed to undertake further phases of development work to assess other priority areas. These further phases of work could be undertaken in line with the work carried out to date, or alternative approaches could be taken depending on the level of resources available internally or externally, and the length of time that it might take to further develop the Plans. Lessons learned through this first phase of work will play an important part in determining a preferred approach to future phases of work. A second phase of work could commence in mid-2019 depending on funding.

- 2.21 Although further phases of work will need to be completed in order to develop the emerging LCWIPs to a suitable level of detail and coverage, emerging outputs from this initial phase of work will help inform forthcoming funding opportunities, and current investment programmes where possible. These outputs are expected to identify both smaller scale improvements suitable for more immediate funding opportunities and earlier delivery, as well as larger scale schemes for delivery in the longer term.
- 2.22 Endorsement is now sought from Transport Committee for the proposed approach to LCWIP development – that the current phase of work is treated as an initial phase of work, to be built on or replicated in further phases, and that further resources be identified to deliver these further phases of work. Any further funding requirement and approval for expenditure would be subject to the Combined Authority's Assurance Framework and approval by the relevant Committee, depending on the source of funding.
- 2.23 Following a suggestion made at a previous Transport Committee, an informal Members' Working Group on walking and cycling is being convened. It is proposed that this Working Group could play a role in overseeing the programme of LCWIP development across West Yorkshire including:
- reviewing progress on delivery of the current phase of work to commence development of LCWIPs with initial areas of focus identified
 - providing input into the approach to the further development of the current LCWIPs, including approaches to determining further areas of focus for assessment in future phases of work

3. Financial Implications

- 3.1 There are no financial implications directly arising from this report. However future phases of work will require resources to be identified, which could result in future approvals for expenditure to be sought.

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 Partner councils have provided input into the drafting of this report.

7. Recommendations

- 7.1 That Transport Committee endorse the proposed approach to LCWIP development, where the current phase of work is treated as an initial phase of work, to be built on or replicated in further phases, and that further resources be identified to deliver these further phases of work.

8. Background Documents

None.

9. Appendices

Appendix 1 – WEST YORKSHIRE LCWIP AREAS OF FOCUS - SUMMARY

Appendix 1

West Yorkshire LCWIP - Summary of areas of focus identified for initial phase of work

Initial Core Walking Zones and potential areas of focus for initial cycling network development were identified through review of points of interest density, cycling propensity and potential analysis and discussion of local policies, priorities and programmes. The following areas of focus were identified for this initial phase of LCWIP development.

Bradford

Core Walking Zone: Keighley town centre

Keighley town centre offers a busy town centre environment with concentrations of key points of interest at an appropriate size for the first application of the LCWIP approach in Bradford. Analysis of points of interest/trip generators shows the town centre to have one of highest concentrations of trip generators in Bradford district.

It is proposed that particular focus is given to walking routes linking to Keighley College and Keighley railway station, two of the largest trip generators in the town centre.

Area of focus for initial cycling network development: south Bradford

To the south of Bradford city centre, there is potential to better link Bradford with the existing Spenn Valley Greenway, providing a link into neighbouring Kirklees, Calderdale and the new railway station at Low Moor.

There is also a future opportunity to connect any routes that are developed through this initial LCWIP work with the masterplan for the area south of Bradford interchange.

Calderdale

Core Walking Zone: Halifax town centre

There has been investment in the pedestrian environment of Halifax town centre through partial pedestrianisation in recent years. There remains issues of severance of the town centre, in particular from local communities in Park Ward, which is caused in part by transport infrastructure. In particular, the A58 (Burdock Way / Aachen Way) dual carriageway acts as an east to west bypass of the town centre and forms a physical barrier between communities experiencing deprivation to the west and north west, in particular Park ward and the town centre.

The focus of initial LCWIP work will be on key walking routes into Halifax town centre from Park ward, seeking to overcome severance by the A58.

Area of focus for initial cycling network development: Brighouse

The Calderdale Local Plan includes significant development plans for Brighouse including housing and employment developments to the east and south east of the town.

Brighouse is located centrally between Halifax, Bradford and Huddersfield with significant travel to those areas and to Leeds slightly further to the east. There is a potential to use the LCWIP process to identify infrastructure improvements which ensure good provision for existing residents and future residents and employees at the new development sites. There may also be a future funding source for identified improvements through the planning process.

Kirklees

Core Walking Zone: Dewsbury town centre

The first Core Walking Zone in Kirklees will be Dewsbury town centre, with a focus on addressing severance issues caused by highways which act as a ring road around the town centre (A638 and A644) and on access to Kirklees College and the enlarged police station.

Area of focus for initial cycling network development: east Huddersfield

East Huddersfield shows good cycling potential and propensity to cycle. The Wakefield Road A642 corridor from Fenay Bridge to Huddersfield was chosen as the area of focus. There are committed plans to improve cycling infrastructure on the other key corridor to the east of Huddersfield - the A62 Smart Corridor.

5. Identifying initial areas of focus (2)

Leeds

Core Walking Zone: Harehills Corner

The LCWIP process in Leeds presents an opportunity to develop a 'template' approach in this initial phase of LCWIP development, which can be applied to other locations across Leeds in future phases. The Council is also keen to incorporate lessons learnt from recent initiatives aimed at improving the walking environment on Harehills Road.

Harehills Corner is a busy local shopping area located at the junction of the A58 and Harehills Lane, approximately 2 miles to the north east of Leeds city centre. It is a high density residential area with surrounding streets built on a grid pattern. The area has low car ownership and ranks high on the index of multiple deprivation. The local shops and facilities include a range of independent shops and a supermarket. Other destinations include community centres and a one stop centre. St James's Hospital is a significant generator of trips that lies within the walking catchment of Harehills corner.

Area of focus for cycling network development: north east Leeds

North East of Leeds lacks a core cycling route and does not have any rail stations, making public transport options much more limited than other parts of the city.

Improvements to cycling infrastructure could therefore enhance travel opportunities. The Council has ambitions to improve cycling routes to link Leeds city centre to areas of north east Leeds on the A58/A61 corridors including Potternewton, Chapel Allerton, Moortown, Roundhay and Harehills.

Wakefield

Core Walking Zone: Wakefield city centre

The proposed first Core Walking Zone will be Wakefield city centre, with a focus on journeys into the walking zone from the East Moor community to the east and Pinderfields Hospital. A particular issue that improvements to the walking environment could address is severance of communities to the north east of Wakefield by the A61 which acts as a ring road/bypass around the city centre.

Area of focus for cycling network development: Wakefield north and south corridors

The nature of Wakefield's urban and natural form effectively creates funnels into the city centre from the north and the south. In particular, the A61 bridge over the river Calder is the access point to Wakefield city centre for traffic from the south of Wakefield and the five towns to the east and acts as a traffic "pinch point". There is also a parallel traffic free bridge which offers potential for cycle route improvements.

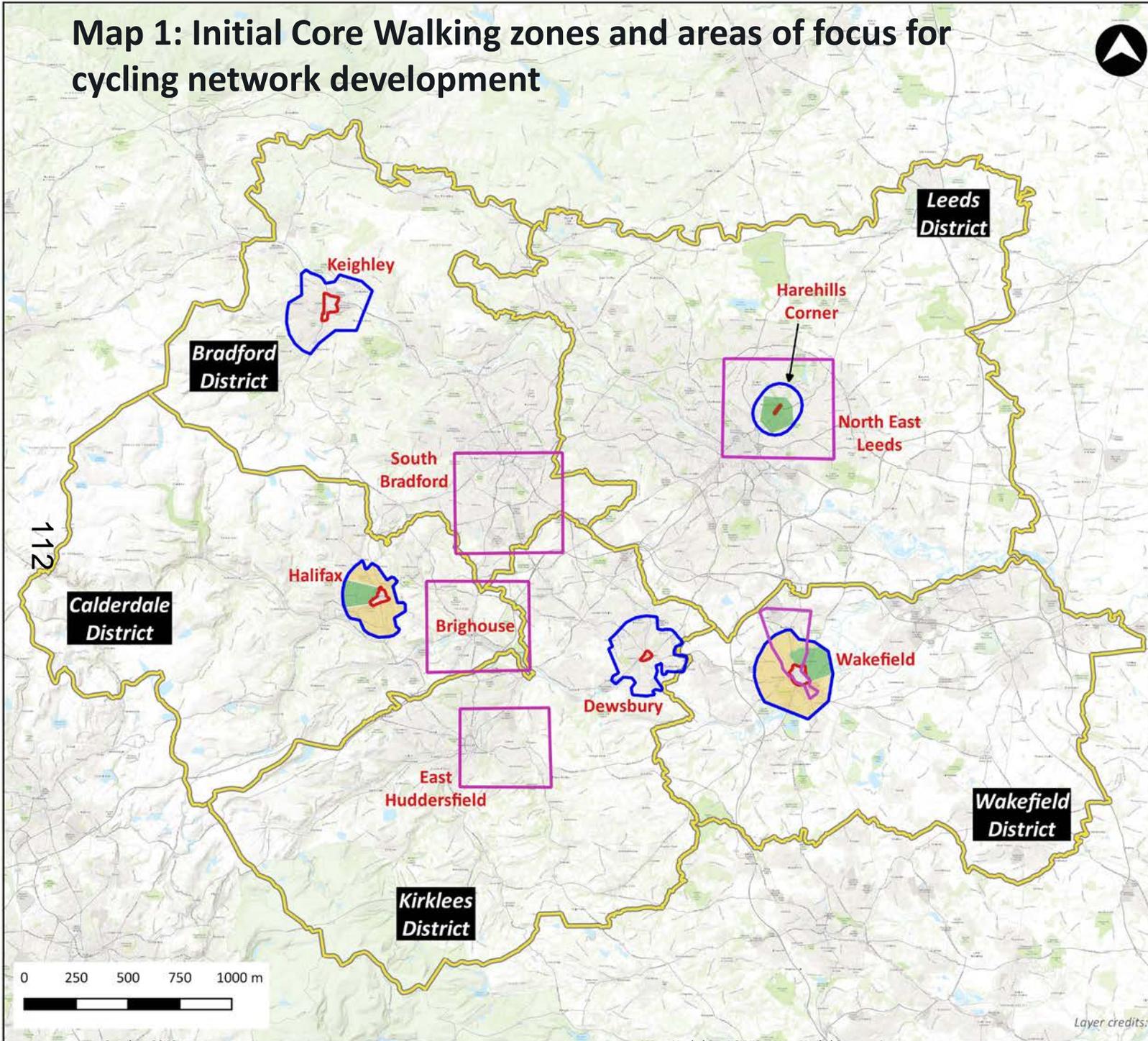
To the north of Wakefield, there are proposals for a housing development at Snow Hill which could provide an opportunity to provide high quality cycling infrastructure to connect a new community, as well as a potential funding source for improvements identified by the LCWIP.

Areas of focus: summary

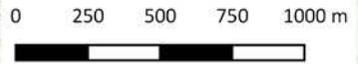
| Partner Council | Core Walking Zone | Initial cycling network development |
|------------------------------------------------|---------------------------------------------------------------------|-------------------------------------|
| City of Bradford Metropolitan District Council | Keighley town centre | South Bradford |
| Calderdale Council | Halifax town centre, focus on access from the west | Brighouse |
| Kirklees Council | Dewsbury town centre | East Huddersfield |
| Leeds City Council | Harehills Corner | North east Leeds |
| Wakefield Council | Wakefield city centre, focus on access from the east and north east | Wakefield north and south corridors |

111

Map 1: Initial Core Walking zones and areas of focus for cycling network development



- Legend**
- Cycling**
- Areas of Focus
- Walking**
- Core Walking Zone
 - Walking Catchment
 - Initial Areas of Focus
 - Areas of Potential Future Work



West Yorkshire Local Cycling, Walking and Infrastructure Plan
 West Yorkshire Areas of Focus - Cycling and Walking



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|----------------------|-----------------------------|-------------------------|
| Created by: TGoss | Last updated: 15-10-2018 | Scale @A4: 1:525,000 |
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Report to: Transport Committee

Date: 11 January 2019

Subject: **Bus Service Matters Referred From District Consultation Sub-Committees**

Director: Dave Pearson, Director Transport Services

Author(s): 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 To consider matters relating to bus services referred from the Wakefield and Bradford District Consultation Sub-Committees.

2. Information

Front Street Castleford

- 2.1 Prior to summer 2017, M Travel operated service 134 between Pontefract and Castleford via Front Street Castleford. In the summer M Travel lost their licence to operate bus services on the grounds of poor maintenance. Arriva stepped in to replace the service on a commercial basis without subsidy
- 2.2 In September 2018 Arriva, having given the service 12 months operation, withdrew it on the grounds that it was not commercially viable. Buses between Castleford and Pontefract operate via the Junction 32 Retail and Leisure Park and not via Front Street. Options to divert other services have been explored with bus operators however, the alternative route is via the retail park is more attractive for them commercially.

- 2.3 As a result, the Front Street area of Castleford (main stop outside the Malt Shovel pub) has no bus service to Castleford. It is served by a half hourly service 410 to Pontefract and Leeds.
- 2.4 The walking distance to the nearest stops to get a bus to Castleford are within 400m on Holywell Lane or Leeds Road but it is a long distance for those who are mobility impaired. The walking distance to Castleford town centre is 1.25 miles (30 minutes' walk).
- 2.5 Councillor Wallis (the local Ward Member) attended the Wakefield District Consultation Subcommittee (DCSC) and asked for consideration of a service for local residents to get to Castleford. A petition was also subsequently received for reinstatement of the service. The Wakefield DCSC recommended that this matter should be discussed at Transport Committee
- 2.6 The guidelines set by the Transport Committee at its meeting in July 2018 are aimed at providing bus services to communities who would not otherwise have a service. Whilst accepting that the community does not have a link to its nearest town centre, it is served by bus links to Pontefract and Leeds and therefore the Combined Authority would not fund an additional service in this instance.
- 2.7 The Combined Authority will however continue to explore options to link this area with Castleford town centre including utilisation of Section 106 funding to enable bus access to new housing and employment sites in the immediate vicinity.

Lister Park and West Bowling, Bradford

- 2.8 Issues have emerged in Bradford following changes to bus services operated by First in October. There were discussed at the Bradford District Consultation Subcommittee who asked for the matters to be brought to the Transport Committee
- 2.9 Prior to October 2018 service 680 operated half hourly between Bradford and Bradford Royal Infirmary (BRI) via Heaton and Lister Park. Once per hour the service extended through to Bingley via Cottingley under contract to the Authority and provides a service to areas that otherwise would not be served and also a direct link from North West Bradford to Bradford Royal infirmary. Passenger use of the Combined Authority funded extension of the service beyond BRI is within the Committee's guidelines for support.
- 2.10 Following a review of the viability of the service First West Yorkshire decided to withdraw the commercial "short" journeys between Bradford and BRI leaving the community of Lister Park with an hourly service into Bradford and BRI. The Lister Park Community Action Group attended the Bradford DCSC in October to register their disappointment with the reduction in service and to press First to restore the service back to half hourly.

- 2.11 The Transport Committee's guidelines are aimed at providing bus services to communities who would not otherwise have a service. Following the changes, the Lister Park continues to have an hourly bus service. On this basis, the Combined Authority would not fund a restoration of the half hourly service.
- 2.12 Until October 2018 service 633 operated half hourly between Bradford and West Bowling. West Bowling is largely served by a frequent bus service on Manchester Road. 633 operates on streets within the area to serve people who would otherwise have a walk of up to 0.5 miles (10 minute walk) to Manchester Road, Following a review of the commercial viability of this service, First West Yorkshire reduced the frequency of service to hourly into Bradford.
- 2.13 Councillor Sajawal attended the Bradford DCSC with a petition from 700 residents for part restoration of the half hourly service (0930 until 1400 approx.). This request has forwarded to First who stated that the half hourly operation was not being commercially viable however the company undertook to review the timings of the hourly service to better meet established travel patterns. The Bradford DCSC recommended that this matter should be discussed at Transport Committee
- 2.14 As is the case with the Lister Park service, the Committee's guidelines do not provide for increasing frequencies to communities which are currently served by an hourly bus 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 Transport Committee notes the representations submitted to the Wakefield District Consultation Subcommittee regarding bus services to Park Road Castleford

- 7.2 That the Director, Transport Services advises the petitioners that the Combined Authority is unable to provide an additional bus service in the Castleford area for the reasons described in this report.
- 7.3 That the Transport Committee notes the representations submitted to the Bradford District Consultation Subcommittee regarding bus services in the Lister Park and West Bowling areas
- 7.4 That the Director, Transport Services advises the petitioners that the Combined Authority is unable to increase the frequency of service the Lister Park and West Bowling areas for the reasons described in this report.

8. Background Documents

None.

9. Appendices

Appendix 1 – Glasshoughton Petition, submitted by the petitioners to the respective District Consultation Sub-Committee.

Appendix 2 – 633 Petition, submitted by the petitioners to the respective District Consultation Sub-Committee.

Appendix 3 - Guidelines approved by the July 2018 Transport Committee.

PETITION TO METRO BUS SERVICES **Agenda Item 9**

Appendix 1

TO REINSTATE THE BUS SERVICES FROM PONTEFRAC T VIA PARK ROAD, FRONT STREET, TO CASTLEFORD, AND BACK. MANY PEOPLE AROUND GLASSHOUGHTON DO NOT HAVE TRANSPORT OF THEIR OWN AND HAVE FOR A VERY LONG TIME RELIED ON THIS ROUTE, WE THEREFORE ASK YOU TO CONSIDER TO REINSTATE THIS SERVICE WHICH HAS RECENTLY BEEN REMOVED FROM THE RESIDENTS OF GLASSHOUGHTON.

| NAME | ADDRESS | NAME | ADDRESS |
|--------------------|--------------------------------|------------------|---------------------------------|
| KEV HARGREAVES | 27 STAINBURN AVE | Bridie Bamister | 68, Stainburn Avenue |
| WENDY HARGREAVES | " " " | Vanessa Clarkson | 70 Stainburn Ave Glasshoughton. |
| Denise Weaver | 29 " " " | ROBERT CLARKSON | — us — |
| DAVID WEAVER | 29 " " " | KEITH ATACK | 72 STAINBURN AVE GLASSHOUGHTON |
| Tegan Weaver | 15 Crowther St Castleford. | MAVIS ATACK | 72, Stainburn Ave Castleford. |
| Elaine Holmes | 44 Stainburn Ave Glasshoughton | Philip Stainton | 80 STAINBURN AVE CASTLEFORD |
| Rebecca Huchon | 48 Stainburn Avenue | | |
| Richard Huchon | 48 Stainburn Avenue | | |
| Matthew Bickisburn | 53 STAINBURN AVE | | |
| LEAH BICKISBURN | 53 STAINBURN AVE | | |
| DAVID BROOKSBANK | 53 STAINBURN AVE | | |
| SUZANNE BROOKSBANK | 53 STAINBURN AVE | | |
| LYNN FENTON | 57 STAINBURN AVE | | |
| C. Cassidy | 59 Stainburn Ave | | |
| S. Hicks | 61 Stainburn Ave. | | |
| P. Parma | 61 STAINBURN AVE | | |

PETITION TO METRO BUS SERVICES

11/11/11

TO REINSTATE THE BUS SERVICES FROM PONTEFRAC T VIA PARK ROAD, FRONT STREET, TO CASTLEFORD, AND BACK. MANY PEOPLE AROUND GLASSHOUGHTON DO NOT HAVE TRANSPORT OF THEIR OWN AND HAVE FOR A VERY LONG TIME RELIED ON THIS ROUTE, WE THEREFORE ASK YOU TO CONSIDER TO REINSTATE THIS SERVICE WHICH HAS RECENTLY BEEN REMOVED FROM THE RESIDENTS OF GLASSHOUGHTON.

| NAME | ADDRESS | NAME | ADDRESS |
|----------------------|------------------------------------------------|-----------------|---------------------------------------------|
| Mrs Pauline Hardwick | 5 Holywell gardens Glasshoughton Castleford | Mrs Susan Hale | 33 Park Road Glasshoughton Castleford |
| Mr B. Hardwick | " " " | Mr Andrew Hale | 33 Park Road Glasshoughton Castleford |
| Mrs L. Harrison | 4 Holywell Gardens Castleford. | A.P. Knowley | 35 Park Rd G. Houghton. |
| Mr B Harrison | 4 HOLYWELL GARDENS CASTLEFORD WF10 4RX | DAVID PARKES | 37 PARK ROAD GLASSHOUGHTON CASTLEFORD |
| Mrs J Rooker | 2 HOLYWELL GONS CASTLEFORD WF10 4RX | JEAN PARKER | 37, PARK RD CASTLEFORD |
| Mrs L Lane | 29 WELLGATE GLASSHOUGHTON | MARGARET LIDIAN | 39 PARK RD CASTLEFORD |
| Mr B Lane | " " | SANDRA BARNETT | 41 PARK ROAD CASTLEFORD |
| Mrs D Pincher | 1/8 PARK RD GLASSHOUGHTON | Audley Norton | 43 PARK ROAD |
| " " | " " | Margaret Brain | 81 PARK ROAD |
| Mr Norton | 9 Park Road | V Smith | 87 PARK ROAD |
| Mrs Norton | 9 Park Road | S Kirby | 91 PARK ROAD |
| Jocan Pater | 19 Park Road Glasshoughton | D Kirby | 91 PARK ROAD |
| Liam Corley | 19 Park Road Glasshoughton | Joyce | 93 Park Road |
| Annie Eyre | 131, PARK RD Glasshoughton | Judith | 95 PARK ROAD |
| DARREN EYRE | 131 Park Rd Glasshoughton | Carol Watters | 95 PARK ROAD |
| M. Kelleth | 21 Park Rd GLASSHOUGHTON | Jimmy Watters | 95 Park road |
| Molly | " " " | Stacey | 95 Park road |

PETITION TO METRO BUS SERVICES

TO REINSTATE THE BUS SERVICES FROM PONTEFRACT VIA PARK ROAD, FRONT STREET, TO CASTLEFORD, AND BACK. MANY PEOPLE AROUND GLASSHOUGHTON DO NOT HAVE TRANSPORT OF THEIR OWN AND HAVE FOR A VERY LONG TIME RELIED ON THIS ROUTE, WE THEREFORE ASK YOU TO CONSIDER TO REINSTATE THIS SERVICE WHICH HAS RECENTLY BEEN REMOVED FROM THE RESIDENTS OF GLASSHOUGHTON.

| NAME | ADDRESS | NAME | ADDRESS |
|-----------------|--------------------------------|------------------|--------------------------------|
| VERONICA SUTTON | 25 PARK ROAD WF10 4RS | PAUL SUTTON | 25 PARK ROAD WF10 4RS |
| NATHAN WIDE | 101 PARK ROAD WF10 4RU | C MIDDLETON | 1A STAINBURN AVE WF10 4RY |
| R McARDIE | 105 Pk Road WF10 4RU | L GORDON | 1A STAINBURN AVE WF10 4RY |
| EILEEN McARDIE | 100 PARK ROAD WF10 4RU | A WILKES | 6 STAINBURN AVENUE WF10 4RY |
| A GRIFFITHS | 109 Park Rd. WF10 4RU | I WILKES | 6 STAINBURN AVENUE WF10 4RY |
| Jean Griffiths | 109 Park Rd WF10 4RU | B WILKES | 6 STAINBURN AVENUE WF10 4RY |
| Ian Griffiths | 109 Park Road WF10 4RU | T WILKES | 6 STAINBURN AVENUE WF10 4RY |
| David Griffiths | 113 Park Road | M Thomas | 10 STAINBURN AVE WF10 4RY |
| DAVID KIRK | 121 PARK ROAD GLASSHOUGHTON | J. Thomas | 10 STAINBURN AVE WF10 4RY |
| GAIL DICKINSON | " | M. Thomas | 12 Stainburn Avenue |
| KEVIN DICKINSON | " | J. Matthews | 14 Stainburn AVE. |
| LUKE DICKINSON | 129 PARK ROAD | JEFF DRURY | 11 STAINBURN |
| JOHN PIRTH | 129 PARK ROAD | MOREN " | 13 STAINBURN AVE |
| JOYCE PIRTH | 131 PARK ROAD | JOHN KNOWLES | " |
| DARREN EYNS | 131 PARK ROAD | MICHELLE KNOWLES | 26 STAINBURN AVE |
| ANNE EYNS | 131 PARK ROAD | PAT HAWES | 24 STAINBURN AVE |
| PAUL NEWSOME | 19 STAINBURN AVE | GILIAN HAWES | |
| BEV NEWSOME | | HAWES | |

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Petition to revoke changes to 633 service ...



143 supporters

SAVE OUR 633

**Petition to revoke changes to
633 service between West
Bowling and Bradford
Interchange**

143 have signed. Let's get to 200!

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SAVE OUR 633

**Petition to revoke changes to 633 service between West
Bowling and Bradford Interchange**

SAVE OUR 633

143 have signed. Let's get to 200!



[Sam Crawshaw](#) started this petition to [First Bradford](#)

Petition to First Bradford

Date: 10/10/2018

We the undersigned, petition First Bradford to revoke the changes to the 633 bus service from half hourly to hourly. The half hourly bus service is vital to the community of West Bowling and the changes will have an enormous negative impact on the people who rely on the service to get to school, work and appointments at services locally such as the doctors surgery at Woodroyd and the Post Office on Gaythorne Rd. There are groups and clubs locally that may not be accessible without this service meaning that the elderly or young families are not able to access services that contribute to their well-being and prevent isolation and loneliness.

First, please reconsider these changes and keep our 30 min bus service.

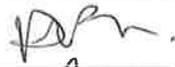
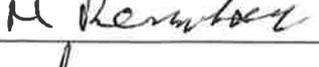
| Name | Address | Signature |
|----------------|-----------------|-------------|
| Aulzami | 182 BIRCH LANE | [Signature] |
| Colleen Powell | 178 Birch lane | [Signature] |
| Abdul Karim | 101 Winnard Row | [Signature] |
| Lukas Bely | 21 Winnard row | [Signature] |
| Jana Hrickova | 23 Winnard row | [Signature] |
| D RICHARDS | 170, BIRCH LANE | D. Richards |
| L Bulepuci | 17 Winnard Row | Bulepuci |
| S horns | 164 BIRCH LANE | [Signature] |
| S. WILSON | 162 BIRCH LANE | S. Wilson |
| D. WILSON | 162 BIRCH LANE | [Signature] |
| Abid Khan | 154 BIRCH LANE | [Signature] |
| Zahra Khan | 1 Winnard Row | [Signature] |
| Shamila Afzal | 144 birch lane | S. Afzal |

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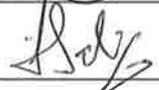
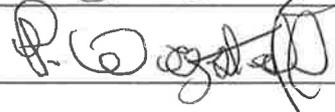
| Name | Address | Signature |
|---------------|------------------|---------------------------------------------------------------------------------------|
| Miss Saleem | Woodroyd terrace |  |
| Stratton | West Bolls |  |
| Faizal Khan | Fellside close |  |
| Sarah | Woodroyd Avenue |  |
| Mulkhaner | Raynham Crescent |  |
| Kelley Quiver | Henley Avenue |  |
| J. SULTAN | PARKSIDE ROAD |  |
| L. BAKDI | WIMARD ROW |  |
| Shahid | WIMARD - PARK |  |
| Ime DONALD | 226 BIRCH LANE |  |
| HBRACHY | BD5 8QF |  |
| M RAYHAN | BD5 8RT |  |
| M. AZAN | BD5 8PG |  |

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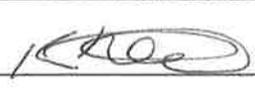
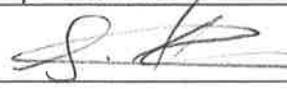
| Name | Address | Signature |
|--------------------|----------------------------------|---------------------------------------------------------------------------------------|
| M. SADIQ | 24 SPRINGWOOD AVENUE BD5 8BY |  |
| A. Salig | 24 Springwood Avenue BD5 8BY |  |
| SHARIK B | 11 | S BEGUM |
| Mohd Sadiq | 11 | Mohd Sadiq |
| Khanza muhammad | 60 thornaby drive BD14 6ES | K. Khanza |
| Muhammad Sadiq | 184 Newcross Street BD5 8BX |  |
| P. Wootoff | 123 High ST BD6 1LZ |  |
| W KIRK | SUMMERLANDS GROVE | W. Kirk |
| C. HARKIN | 9B MENLEY ROAD | C. Harkin |
| K THORBURN | 9 DEANBECK COURT BD6 1DF | K Thornburn |
| M BATTERTON | 37, AVERY TUMP COURT BD12 0AT | M Batterton |
| J LAYTON | 5 DEANBECK CT | J Layton |
| B WRIGHT | 9 SUMMERLAND GROVE | B Wright |

Petition to First Bradford

Date: 10/10/2018

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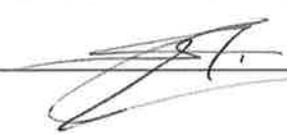
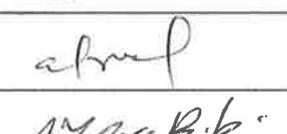
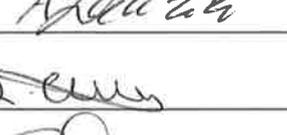
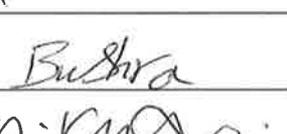
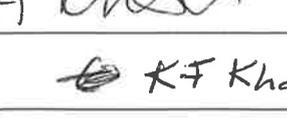
| Name | Address | Signature |
|------------|-----------------------------------------|---------------------------------------------------------------------------------------|
| IMRAN KHAN | 2 near 11 close B05 899 | Imran Khan |
| H. Khan | 93 four street B05 7HS |  |
| N. Dickson | 3, LINGCROFT B5 89Z | N Dickson |
| J. Dickson | — " — | J. Dickson |
| K. Reed | ^{B05 89Z} 1 Lingcroft Green |  |
| G SMITH | 78 TIVOLI PLACE | G Smith |
| A ARCHER | 2 LINCROFT GREEN | A ARCHER |
| S. Khan | 11 Summerlands ^{B05 89U} GROVE |  |
| A. Khan | " " " " | A. Khan |
| P DUFFY | 6 SUMMERLANDS GROVE | P. Duffy |
| M. HOTHAM | 19 SUMMERLANDS GR | M. Hotham |
| D MURPHY | 19 SUMMERLANDS GR | D Murphy |
| J NORMAN | 25 SUMMERLANDS ^{B05 89U} GR | J Norman |

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| Name | Address | Signature |
|----------------|------------------------|---------------------------------------------------------------------------------------|
| Nadia Obeidi | 60 BDS 8DB | N.obeidi |
| Serag Elheyya | 60 BDS 8DB |  |
| Toukir | 58 BDS 8DB |  |
| Damir | 56 Avenue Road BDS |  |
| Azra Bibi | 48 Avenue Road BDS 8DB |  |
| Damir Ghafour | 40 Avenue Rd BDS 8DB |  |
| SAMEENA KHAN | 36 " " BDS 8DB |  |
| Mehar Ahmed | 34 Avenue Rd BDS 8DB |  |
| Mohammed Khan | 30 Avenue rd BDS 8DB |  |
| NISAR A Khan | BDS 8DB |  |
| Bushra Bibi | BDS 8DB | |
| Amish Khan | BDS 8DB | |
| Kaneez F. Khan | BDS 8DB | |

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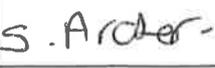
| Name | Address | Signature |
|--------------------------|--------------------------------------|---------------|
| RIELA | 12 A BDS 8QF | R. KHATOOL |
| B. LOXAM | 1 SPRINGWOOD Gdns ^{BDS} 8QF | B. Loxam |
| J. LOXAM | " " " " | J. Loxam |
| E. Wengham | 3 SPRINGWOOD GRD. | E. Wengham |
| G. Thomas | BDS 5 " " | G. Thomas |
| B. NUNN | 5, SPRINGWOOD Gdns | B. Nunn |
| J. NUNN | " " " | J. Nunn |
| A. Kheeston | 14. BDS 8QF | A. Kheeston |
| S. RHEWCE | 4 BDS - 8QT | S. RHEWCE |
| A. Shabeen | 20 Tristram BDS 8QT | A. Shabeen |
| H. J. VARLEY | 14 Tristram Ave BDS 8QT | H. J. Varley |
| Shukria ^{Rozan} | 29 Tristram BDS ^{8QT} | Shukria Rozan |
| Cindy Linn | 31 Tristram Ave ^{BDS 8QT} | C. Linn |

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| Name | Address | Signature |
|---------------|-------------|---------------------------------------------------------------------------------------|
| D. HANDSWORTH | BDS. 8RB | D Handsworth |
| Mandi | BDS. 8RB |  |
| Rana | BDS. 8RB |  |
| Sidra Iqbal | BDS. 8RB |  |
| Hanna Iqbal | BDS. 8RB |  |
| MASJUMIR | BD4 7TB |  |
| P EGAN | BDS 8RB |  |
| C Archer | BDS 8PH |  |
| D Wilson | BDS 8PQ |  |
| D Archer | BDS 8PH |  |
| E Archer | BDS 8RB |  |
| S Archer | BDS 8PD. |  |
| S. McBride | BDS 8RA 298 |  |

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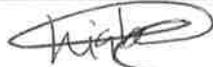
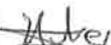
| Name | Address | Signature |
|------------------------------|---------------------------|--------------|
| P. MUSSON | 44 PARKWAY | P. Musson |
| Mr WILSON | 46- BDS 8PR | Mr Wilson |
| M WILSON | 46 BDS 8PR | M Wilson |
| E. ARMSTRONG | ⁵⁰ 355. 8PR | E. ARMSTRONG |
| J. Harrold | 42 Parkway | J. Harrold |
| Frances Harrold | — " — | F Harrold |
| Address R. SCARFE | 58 PARKWAY, BDS 8PR | R Scarfe |
| S. Morgan | 68 parkway | S. Morgan |
| T. Khan | 72 PARKWAY BDS 8PR | T. Khan |
| E. CRABTREE | 82 PARKWAY BDS 8PR | E Crabtree |
| D. CRABTREE | " " " " | D Crabtree |
| P. HUNT | " " " " | P Hunt |

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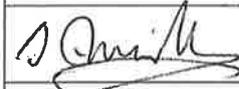
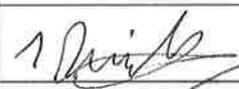
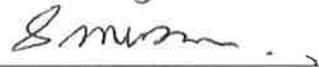
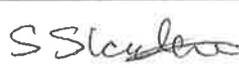
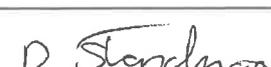
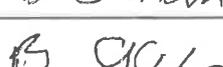
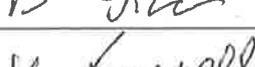
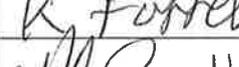
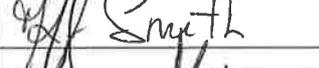
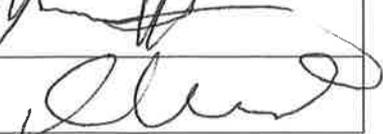
| Name | Address | Signature |
|-------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------|
| Farzana Kausar | 39 PARKWAY B05 8QB |  |
| Henra Iqbal | 39 Parkway B05 8QB |  |
| Ubaidullah Naser | 37 PARKWAY B05 8QB |  |
| BADAR | 33-B-D-5 |  |
| G. Singh | 31 B05 |  |
|  | 29 Parkway B05 8QD |  |
| T. HILLS | 29 PARKWAY B05 8QD |  |
| F. Arshed | 25 Parkway | Fakherah Arshed |
| A. Khurram | 17 Parkway |  |
| Zara Javed | 18 parkway | Z Javed |
| R. E. Holdsworth | 11 parkway | R Holdsworth |
| M R O P E R | 9 B05 8QD |  |
| C P E T O | 2 parkway B05 8PR |  |

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| Name | Address | Signature |
|-------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------|
| C QUINLAN | 1 SANDSIDE CLOSE BD5 8RA |  |
| M QUINLAN | " " |  |
|  | 23 faen Hill Rise LS7 2SH |  |
| ERIN QUINLAN | 39 KIRKWOOD CRESCENT, LS16 7EA |  |
| Bilias Dwyer | 46 BD5 8PR |  |
| Simson | 44, BS 8PR |  |
| SYLVIA | 52 BOS 8PR |  |
| DAVE | 52 BOS 8PR |  |
| GILL | 56 B'D 8PR |  |
| FARRELL | 1A SHELFMOOR |  |
| K. Smith | 60 PARKWAY |  |
| JR Smith | 60 Parkway |  |
| K. LAMBERT | 66 PARKWAY |  |

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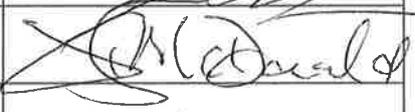
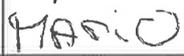
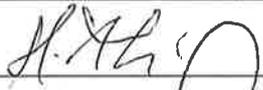
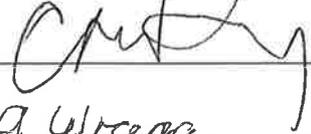
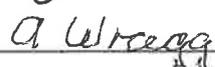
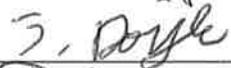
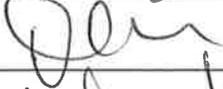
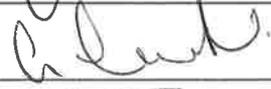
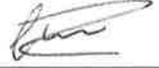
| Name | Address | Signature |
|---------------|----------------------------------|---------------|
| P NORMAN | 25 SUMMERLANDS ROAD | P Norman |
| M CLOUGH | 28 BUDE ROAD | G M Clough |
| L WILKINSON | 45, ROXBURY STREET | L Wilkinson |
| I RODGERS | 83 Gaythorne Rd. AVENE H ROAD | I Rodgers |
| Jean Donnelly | Jean DRYDEN TRAM | Jean Donnelly |
| T Waseem | 267 PARKSIDE ROAD | T Waseem |
| H Kaiser | 251 Parkside Road | H Kaiser |
| S Khan | 251 Parkside Road | S. Khan |
| M Khan | 245 Parkside Road | M Khan |
| S. STEADMAN | 231 PARKSIDE ROAD | S. Steadman |
| A ORRIS | 46 Helston Walk | A Orris |
| S. HUSSAIN | 9 ABERFORD ROAD | S. Hussain |
| A. Khan | 14 RAYMOND ST | A. Khan |

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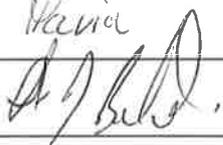
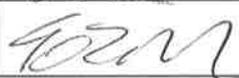
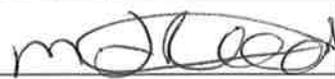
| Name | Address | Signature |
|------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------|
| BIRLEY LOWE | 79 GAYTHORNE RD WEST BOWLING |  |
| J. McDonald | 226 Birch Lane Bld |  |
| A. L... | B4 SPRINGFIELD ST |  |
| M. P... | Bd5 899 |  |
| M. F... | Bd5 805 |  |
| Hassan Ali | Bd5 805 |  |
| M. R. P. M. C. | Bd7 4B 2. ²⁶ TANIMU MUNDA |  |
| A. WRASS | 48 Bd5 SPR |  |
| J. DOYLE | 3 Bd5, 8 PR. |  |
| D. CLARKE | 44 MARLETT BD5 809 |  |
| A. CLARKE | " " |  |
| FARRAH HUSSAIN | 34 MARLETT DRIVE Bd5 809 |  |
| K. HUSSAIN | 34 " " |  |

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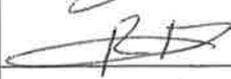
| Name | Address | Signature |
|----------------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------------|
| J CLARKE | 3 WF16 9BA |  |
| Wania | 2 BD5 8QP |  |
|  | 14 BD5 8QP | H Borchert |
| Brogan | 20 BD5 8QP | Brogan |
| Pollard | 24 BD5 8QP |  |
| MAREK | 2 BD5 8RD |  |
| M. LEE | 6 BD5 8EP |  |
| A. Antonczyk | 8 BD5 8RD | Antonoff |
| L. Wilson | 12 BD5 8RD |  |
| T.  | 16 BD5 8RD | |
| L. March | 18 BD5 8RD |  |
|  | 12 BD5 8RD |  |
| A. JESIONOWSKI | 37 / BD5 8RD | Jesionowski  |

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| Name | Address | Signature |
|-------------------|-------------------|---------------------------------------------------------------------------------------|
| NORVAL HENRY | 13 DALESIDE WALK. |  |
| Lucas Sweeting | 30 Daleside walk |  |
| S Sweeting | " |  |
| Mariela Valchauer | 23 DALESIDE WALK |  |
| YASMIN LONAI | 16 DALESIDE WALK | y. lonai |
| MHAQUEY | 12 DALESIDE WALK | M. Maquey |
| AS MAQUEY | 12 DALESIDE WALK |  |
| GARY STYLES | 10. DALESIDE WALK |  |
| D HORSHALL | 8 DALESIDE WALK |  |
| HAMTON | 18 BDES SPR. |  |
| RICHARD BAILOG | 35 PARKWAY |  |
| RANI | 11 - Ryburn |  |
| A. Hvir | " " | A. Hvir |

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| Name | Address | Signature |
|--------------------|-------------------------------------------|---------------|
| LESLEY CONDINGSLEY | 265 PARSIDE RD | L Condingsley |
| BETTY WORSLEY | 278 ST STEPHEN RD | B Worsley |
| MAURA CHATTERJEE | 18, BUDEROAD | M. Chatterjee |
| Saima Sultana | 156 Parkside rd | Saima |
| ZUBARE KHAN | 165 PARKSIDE RD | Z. Khan |
| Adil Khan | 171 Parkside RD | Adil Khan |
| Khairun Aisha | 162 Parkside | Khairun Aisha |
| Shameque Rowe | 164 Parkside road | S. Rowe |
| WAJID ALI | 2 Lidget Terrace | W. Ali |
| Shamira Rowe | 166 ^{Round Street} Parkside Road | S. Rowe |
| Pimrose Rowe | 166 Parkside Road | P. Rowe |
| SYMISTRICK | 168 PARKSIDE ROAD | Symistrick |
| P.S. Mistry | 168 Parkside Road | P.S. Mistry |

Petition to First Bradford

Date: 10/10/2018

We the undersigned, petition First Bradford to revoke the changes to the 633 bus service from half hourly to hourly. The half hourly bus service is vital to the community of West Bowling and the changes will have an enormous negative impact on the people who rely on the service to get to school, work and appointments at services locally such as the doctors surgery at Woodroyd and the Post Office on Gaythorne Rd. There are groups and clubs locally that may not be accessible without this service meaning that the elderly or young families are not able to access services that contribute to their well-being and prevent isolation and loneliness.

First, please reconsider these changes and keep our 30 min bus service.

| Name | Address | Signature |
|--------------------|-----------------------------------|---------------|
| Yasmin Idris | 7, Birch Lane | Y. Idris |
| JOANNA | 14, Woodend Court | J. Idris |
| NAI'S R | 14 Birch Lane | N. Idris |
| Maurice Moran | 163 Birch Lane | MORAN |
| Mark Alred | 163 Birch Lane | M. Alred |
| Phenique Tomlinson | 231 Parkside Road | P. Tomlinson |
| Ghusnawatt | ⁴⁵ Summerland Grove | G. Ghusnawatt |
| E Tomlinson | 231 PARKSIDE RD | E. Tomlinson |
| Ryan | 21 RAINBOW | R. Ryan |
| Chris Wynn | 5 Springwood Gardens West Bowling | C. Wynn |
| Bibi Khan | SPRING wood gardens | B. Khan |
| Betty Cooper | 13 Murdstone Close | B. Cooper |
| Shona Dickinson | 17. Rainbow crescent | S. Dickinson |

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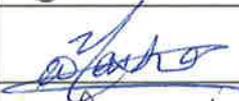
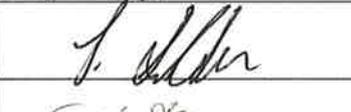
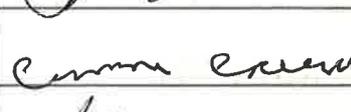
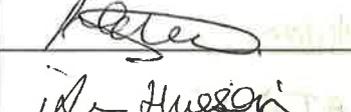
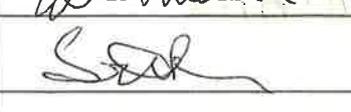
| Name | Address | Signature |
|-----------------|----------------------------|---------------|
| A. HARROD | 24 ACKWORTH ST | A. Harrod |
| P. RAWSON | 40 BDISSEW | P. Rawson |
| J. JAVIS | 3, Lily Sq. | J. Javis |
| B. NICKICKI | 3 DELCROSS E | B. Nickicki |
| E. Armstrong | 6 LA23 1DD | E. Armstrong |
| Akhamara | 12 pembroke BDIS 7HB | Akhamara |
| J. Kiciński | 9 Leaton Fold | |
| Sofia | 27 pembroke B5 7HB | Sofia |
| Farzana | 18 Murdstone close Bds 8AW | Farzama Shami |
| Hirendra | 01 Bannock Lane B20 2DN | |
| L. AMBINKS | 150 Gros Road B018 2ET | L. Ambinks |
| PHILIP A COMBES | 1 MEACHAM COURT B01 5UB | Phil. Combs |
| Gulsafina Khan | / / | G Khan |

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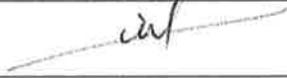
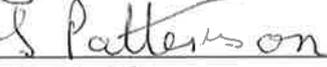
| Name | Address | Signature |
|----------------------|---------------------------------------------------|---------------------------------------------------------------------------------------|
| Natasha | Woodroyd pharmacy |  |
| Sharon | community Reception |  |
| N. Monaghan | Woodroyd medical centre |  |
| S. Johnson | Woodroyd Medical Centre |  |
| Taira | Woodroyd centre |  |
| Mehzar | woodroyd Centre |  |
| E. E. S. S. P. K. E. | WOODROYD CENTRE Community Reception | Community Reception |
| Farah Khan | 104 BDT 2DW |  |
| Iqra Hussain | Woodroyd Pharmacy |  |
| Sadia Hussain | Woodroyd Pharmacy |  |
| Farheen Hussain | Ryan Street |  |
| Unwar Hussain | Ryan Street (west B) |  |
| Mehmood Hussain | Ryan Street | |

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| Name | Address | Signature |
|---------------|----------------------------------------|---------------------------------------------------------------------------------------|
| ALISAN KHAN | 18 BDS 8E13 |  |
| Arzoo KHAN | 22 Murgatroyd St. Bradford, BDS 8EB |  |
| Abda | 24 Murgatroyd St. |  |
| Khafsa | 21 Wood Clipstone street BDS 8ED |  |
| Abid Khan | 154 Birch Lane |  |
| Amanah Khan | 13, CLIPSTONE ST |  |
| D GARY | 30 RIPLEY ST |  |
| PA Bevington | 10, BD7 4HL |  |
| J GILDARD | 7 HOLDEN RD BD6 1TK |  |
| J Rowell | 92 OTLEY RD BD18 2BJ |  |
| S Patterson | 209 BDS 8PW |  |
| Zafar | 232 BDS 8PL |  |
| SHAHNAZ AFSAR | 1 BDS 8EZ |  |

Introduction and Guidance

This is the Performance Review document. It's to be used by the staff member and line manager to document notes in preparation for a Performance Review meeting. The recommendation is that both staff member and line manager use this document at the end or beginning of each month, to document goals, objectives and progress on projects or working duties, with a more structured meeting to conduct a review and assessment of progress on a quarterly basis.

The format is based on a simple, and structured approach following the GROW coaching model, which enables both manager and staff member to create an environment of open, objective, two-way discussion.

A natural processes that we recommend for maintaining Performance Review information is as follows:

Section A: Performance Review Objectives

This section directly relates to specific detail of job accountabilities and duties (usually from the Role Profile) and from which SMART objectives in the form of tasks and outputs, can be constructed. It's the main workload of the staff member, and the area that forms the largest part of the Performance Review.

What specific SMART objectives have been set, and what progress has been made by the staff member, towards meeting and completing these objectives? A recommended process to follow is:

- 1. Set Objectives.** Ensure a staff member has some working and/or learning objectives as part of their everyday work, that can be reviewed, and would be recorded by the manager in the Goals sections, with specific notes of what evidence of achievement, completion, or progress would be suitable, noted in the adjacent column.
- 2. Make Notes.** During the course of the review period, the staff member should make notes about activity and progression for achieving these goals in the 'Reality' section. This can be done at any time, but certainly prior to the any Performance Review meeting, in order for the line manager to review the content and compare with his/her own findings.
- 3. Self-Review.** The staff member would compare the Reality with the Goals and consider any options for doing things differently; this may include working processes, practices, task, activities, learning, and approach.
- 4. Meeting Preparation.** The staff member would notify the line manager of the location of this document, and confirm that it is ready for review.
- 5. Review Meeting Date.** The line manager would organise and confirm a 1:1 Performance Review meeting date to discuss the review period in question, and prepare their own assessment of the content, which should have already been prepared by the staff member, noting any omissions or points to be raised.
- 6. Two-Way Discussion.** Both the line manager and staff member would use this document in 1:1 Performance Review meeting, and record any actions in the Will section, and any new objectives for the next period.

GUIDELINES IN THE PROVISION OF LOCAL BUS SERVICES

APPROVED BY TRANSPORT COMMITTEE JULY 2018

Service Commitment

- The Combined Authority will aim to provide a transport service to link communities to the nearest transport hub (with regard to the availability of local shops and facilities) at which passengers can transfer onto regular public transport services for onward travel between 0700 and 1900 Monday to Sunday
- The type and nature of the transport service provided will have regard to the size and nature of the community and the predominant journey purpose (services that provide communities with access to the public transport network and opportunities for employment will be given highest priority)
- In determining access to a service, the Combined Authority will consider a community has access to a service if the majority of households in a community are within a safe walking distance of 600m (10 minutes walk) to a bus or rail service have regard to the local geography, topography and demographics.

Service Objectives

Services funded by the Combined Authority must meet the following objectives:

- Assist in getting people to employment and training
- Support people and communities without access to private transport
- Provide an alternative to less sustainable modes and contributes to a lower carbon economy and improved air quality
- Deliver value for taxpayers' money

Appraisal of Current Services

The following will be used to assess the performance of services against the Service Objectives:

- Analysis of current passenger use data and, where appropriate, surveys of users
- Socio demographic data and mapping
- Local plans and strategies
- Feedback from elected members, community organisations and council officers

In order to determine value for money the following metrics will be used:

- A. Industry average cost per operating hour - £40.16
- B. Operating cost per mile at an average 13mph = £3.09
- C. Fare yield per passenger trip £1.67

The above metrics will be reviewed annually in line with Retail Price Index and indices applicable to the transport industry. They will be used in the evaluation of tenders for the provision of services and will be used to calculate the estimated net cost of new services

Passenger Subsidy Benchmarks

The value

- Where the subsidy per passenger trip exceeds £3 alternative provision at a lower cost will be considered.
- Where the subsidy per passenger trip exceeds £4 a service will not be provided.

Applying the metrics to the Passenger Subsidy Benchmarks provides the following rule of thumb in evaluating value for money for bus services.

| Withdrawal | Review and seek lower cost alternative | Continued Support | Commercially provided |
|--------------------------------|-----------------------------------------------|---------------------------------------------------|--------------------------------|
| 10 or less passengers per hour | 11 to 14 passengers per hour | More than 14 passengers per hour and less than 24 | 24 or more passengers per hour |

Communities Impacted By Withdrawal of Commercial Services

The Combined Authority will not replace any withdrawn commercial bus service on a like for like basis. It will however obtain data from the incumbent bus operator and will assess the impact of the loss of service on the communities serviced using the Service Objectives and Passenger Subsidy Benchmarks.

Where the provision of a service is justified under these guidelines a procurement process will take place to assess the cost of providing a new service linking the community to the nearest transport interchange.



Report to: Transport Committee

Date: 11 January 2019

Subject: **Governance arrangements**

Director: Angela Taylor, Director of Resources

Author(s): Elizabeth Davenport

| | |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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

To consider the delegation of routine operational issues relating to land, to the Managing Director.

2. Information

Background

- 2.1 An internal governance review led by the Head of Legal and Governance Services has reviewed the Combined Authority's officer decision-making structures and processes, to ensure these are effective and fit for purpose. The aim is to improve the efficiency and effectiveness of officer decision-making, with decisions taken at the most appropriate level, and clear and transparent processes and accountability.
- 2.2 The review considered delegations in relation to transport functions, with a focus on routine operational functions relating to land which might appropriately be determined by officers. The Transport Committee is authorised to carry out functions relating land under Section 10(1) of the

Transport Act 1968, and the Transport Committee currently delegates the following functions (which fall within Section 10(1)), to the Managing Director:

- the granting or renewal of commercial leases in specified circumstances, and
- the renewal of leases of parcels of land required for the siting of bus shelters.

2.3 It is now proposed that additional delegations be given to the Managing Director, as set out in the attached **Appendix 1** to this report. In practice, this means that these routine operational issues would be determined by officers, rather than considered by the Transport Committee. The Managing Director would ensure that any sensitive or contentious issues continue to be referred to the Transport Committee for determination. For completeness, the existing delegations to dispose of and renew leases, are included on Appendix 1.

2.4 The additional delegations now proposed are highlighted on Appendix 1, and relate to:

- a. varying and terminating leases,
- b. granting, renewing, varying and terminating licences,
- c. consenting to lift restrictions on land owned by third parties (arising where the Combined Authority has rights over land belonging to a third party, further to a proposed mass rapid transit scheme), and
- d. land transactions with a value below £25k.

2.5 It is anticipated that the Managing Director will in practice sub-delegate some of these functions to other officers such as the Director of Transport Services, under the Managing Director's sub-delegation scheme.

3. Financial Implications

3.1 None arising from this report.

4. Legal Implications

4.1 S101(2) Local Government Act 1972 provides that a committee may delegate functions to an officer.

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 Transport Committee delegates authority to the Managing Director as set out in Appendix 1 to this report (incorporating those delegations previously made by the Transport Committee).

8. Background Documents

None.

9. Appendices

- Appendix 1 – Proposed delegations to the Managing Director

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Appendix 1

To delegate authority to the Managing Director to exercise the following functions under Section 10(1) Transport Act 1968:

1. In relation to any **lease** to any tenant occupying property owned by the Combined Authority for uses appropriate to the business of the Combined Authority, or of benefit to the travelling public:
 - a) to **dispose of leasehold interests**¹ provided that any disposal:
 - is on normal commercial terms, and
 - is not on terms equivalent to a capital disposal nor in circumstances where the disposal could impede strategic redevelopment by the Combined Authority.
 - b) with the exception of increasing the area let or the length of a term, to **vary a lease** provided that the variation:
 - is in keeping with the terms acceptable in leases under the current commercial market conditions,
 - is not on terms equivalent to a capital disposal nor in circumstances where the disposal could impede strategic redevelopment by the Combined Authority,
 - does not provide any security of tenure where none already exists.
 - c) to **terminate a lease** in accordance with a break-clause or by surrender.
2. To **renew** any lease to the Combined Authority for the purpose of providing a **bus shelter**, and approve the terms of any such renewal.
3. In relation to **licences** where licensee uses property owned by the Combined Authority for uses appropriate to the business of the Combined Authority, or of benefit to the travelling public:
 - a) to **grant or renew a licence**, provided that this
 - is on normal commercial terms, and
 - is not on terms equivalent to a capital disposal nor in circumstances where the disposal could impeded strategic redevelopment by the Combined Authority,
 - is for less than 6 months.
 - b) with the exception of increasing the licence area or the length of the licence period, to **vary a licence** provided that the variation does not result in the total aggregated licence period being more than 6 months.

¹ This includes renewing any lease

c) **to terminate a licence**

- on breach of any term by the licensee,
- in accordance with a licensor break clause, or
- where the licence does not contain a break clause, subject to a maximum fee being paid by the licensor of £25k.

4. In relation to any property in respect of which the Combined Authority has a restriction on title further to or in connection with any mass rapid transit scheme, to provide any consent, provided that:

- the terms of any option agreement have been complied with;
- in the opinion of the Director of Transport Services the consent will not
 - constrain the development of the Connectivity Strategy, or
 - negatively impact on any development plans in relation to the Combined Authority's property portfolio relating to any mass transit scheme.

5. To acquire or develop land up to the value of £25k and dispose of any land, or any interest or right over land, up to the value of £25k.



Report to: Transport Committee

Date: 11 January 2019

Subject: **Leeds City Region Transport Update**

Director: Dave Pearson, Director, Transport Services

Author(s): Various

| | |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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

Consultations

Planning for Growth: Leeds City Region Connectivity Strategy

2.1 Transport Committee considered a substantial update on the Connectivity Strategy at the meeting on 9 November. Since this time, similar but tailored reports have also been considered and approved by, Leeds City Council Executive Boards, Bradford Executive and the West Yorkshire Combined Authority. Reports will shortly be considered by other West Yorkshire Districts and also by the Leeds City Region LEP Board.

2.2 Member working groups to consider the details of the work are also being set up and development of the further corridors has also commenced. Further updates will be brought to Transport Committee.

Funding issues

- 2.3 The Combined Authority has been successful with an application to the EU North Sea Region Interreg Programme – as part of a European consortium led by the City of Bremen - to investigate the potential options and impact of Connected and Autonomous Vehicles (CAVs). Through a consortium of seventeen European authorities and research partners, the three year project will examine potential policy requirements to govern use of CAVs for both passenger and freight movements and consider societal impact. The project will commence in March 2019 and complete in spring 2021. The project will help develop and test policy considerations for the Leeds City Region that will attract investment to delivers inclusive growth objectives and benefits all, whilst mitigating potential threats including safety concerns. The Combined Authority will receive approximately £50,000 for research work, which will be 50% match funded through officer time.

Research activities

TRIF Tranche 2 research projects

- 2.4 The 16 March 2018 meeting of Transport Committee was informed of the Transport Research Innovation Fund (TRIF) collaboration between the Combined Authority and Leeds University Institute of Transport Studies (ITS) to undertake collaborative, applied research in aspects of transport policy with a view to improving practice and results.
- 2.5 The Combined Authority and ITS have jointly committed resources to a £200,000 TRIF funding pot. The Combined Authority agreed a financial contribution of £100,000 from Integrated Transport block funding. ITS agreed a £100,000 commitment to match that financial resource with research staff time and secondments. TRIF was established in February 2016 and is now well progressed and delivering results. Three tranche 1 research projects have delivered using exactly half of the TRIF funding pot. These Tranche 1 projects were the subject of the report in March 2018.
- 2.6 ITS is a leading international centre for transport research and this research is receiving national and international exposure e.g. The tranche 1 research project 'Youth Mobility And Access To Economic Opportunities' (which features a comparative study of West Yorkshire and the Rotterdam-Randstad region of the Netherlands to investigate the extent to which young people's poor employment outcomes in the UK and mainland Europe are caused by poor transport accessibility) was the subject of a 'Transport poverty on the labour market' seminar held in December 2018 in Rotterdam.
- 2.7 The Combined Authority and ITS have subsequently issued a Call for a second Tranche of research projects, and agreed and commissioned a further three projects. These projects which will commence in the New Year. The three projects are:
- **Public Realm Economic appraisal Toolkit for Transforming Investments** – Commencing 2 January 2019 for eight months

- **Benefits of new cycling infrastructure in reducing the exposure of cyclists to air and noise pollution** – Commencing 4 March for four months
- **Determinants of public satisfaction with highway maintenance and management** – Commencing 2 January 2019 for Twelve (12) months

2.8 A report to a future meeting of Transport Committee will provide more details as these TRIF tranche 2 research projects develop. A web resource is being developed by the Combined Authority to share the learning and outputs from the TRIF collaboration to a wider audience.

Rail Issues

Williams Rail Review: Call for evidence

2.9 As reported to members at the November 2018 Transport Committee, the Secretary of State has initiated a major review of the UK rail industry, led by Keith Williams. Roger Marsh has been appointed to the expert challenge panel. Keith Williams attended the Transport for the North Board on the 6th December to discuss his review. Ben Still also met him at a roundtable event on the same day.

2.10 A call for evidence has now been made, with an overall deadline of 31 May 2019. Initial views are sought during the 'listening' phase of the Review, with a deadline of 18 January 2018. An initial Combined Authority response to meet this deadline will be prepared for Transport Committee members to agree by correspondence. A substantive paper will be presented to a subsequent meeting of Transport Committee to consider a full response to the Review.

Rail North Partnership Review

2.11 The Review led by Cllr Judith Blake and Rail Minister Andrew Jones into how the devolved arrangements for managing the Northern and TransPennine rail franchises could be improved to prevent a repeat of the May 2018 timetable crisis is expected to be published in February 2019. In addition to recommending changes to strengthen the devolved arrangements, the Review will make recommendations for consideration by the wider Williams Review into the structure of the rail industry.

Train Operators Forum

2.12 The first meeting of the Train Operators Forum is to take place on the 30 January 2019. As reported previously this meeting will provide an informal forum for open and honest discussion between the train operating companies (TOCs), the Combined Authority and other relevant parties, to co-ordinate and work together. The meeting is to be chaired by Councillor Kim Groves Chair of the Transport Committee.

Leeds station works

- 2.13 Network Rail has commenced a package of works at Leeds railway station. Most obviously, this includes the renewal of the wooden-clad roof over the south concourse. The existing roof will be replaced with a lightweight structure clad in a transparent plastic material, which will significantly improve light levels. Erection of scaffolding to facilitate this work commenced in November 2018, and it is due to be complete by autumn 2019. Other works to the south concourse will include relocation of the ticket barriers to improve pedestrian capacity and flow. Retail units on the western side of the concourse have been closed and will be removed to accommodate this relocation.
- 2.14 Work is due to commence in spring 2019 on the New Station Street project. This Combined Authority project will improve the pedestrian capacity and flow by widening the existing pavements and relocation of bus stops. Buses will be subject to diversions during this work. This is also due to be complete by autumn 2019. It is recognised that some disruption to passenger flow through the station is likely and the team will work to minimise this.
- 2.15 Finally, Network Rail will commence work over the Christmas period on a project to improve the capacity and operation of the station at Platforms 1 to 6, including the construction of a new Platform 0. The first phase will be alterations to signalling to facilitate the work. Originally due for completion by December 2019, it is now understood this work will be complete in 2021. This will allow the operation of longer and additional trains.

New trains

- 2.16 LNER, Northern, and TransPennine Express are all due to introduce fleets of new trains in 2019.
- 2.17 LNER will be introducing new 'Azuma' trains on services between Leeds and London Kings Cross in early 2019, and will replace the existing trains on this line. These trains will offer more modern passenger facilities, and offer more seats per train, than existing electric and diesel trains. These trains were due to be introduced from 2018, but have been delayed by teething problems. The industry is confident these should be resolved soon.
- 2.18 Northern is due to introduce new diesel and electric trains throughout 2019. These supplement other trains coming into the franchise from elsewhere, many of which have already started to arrive. Calder Valley services are expected to be an early recipient of new diesel trains which will offer significantly better passenger facilities, including wi-fi, air conditioning and at-seat power. The new and additional trains on Northern will allow the withdrawal of Pacer trains in 2019. Pacer trains have relatively low passenger capacity due to their short vehicle lengths. This alone will offer significant increases to the capacity of trains even where trains are not being lengthened.
- 2.19 TransPennine Express is due to introduce two new fleets of trains serving West Yorkshire in 2019; 'Nova 1' and 'Nova 3'. These trains will offer five

carriages per train, compared with three on the current fleet. The objective is that TransPennine Express will become five and six car operation by the end of the year, by doubling-up the remaining three-car trains. The 'Nova 3' trains should have been introduced in 2018, but have experienced technical difficulties. The industry is confident that they will enter service in spring 2019, which is crucial for realising overdue additional capacity.

Estimates of station usage 2017/18

- 2.20 The Office of Road and Rail (ORR) publishes the estimates of station usage annually. The latest data was published on 11 December, and covers the period from April 2017 to March 2018. This data is based on ticket sales, but also includes several assumptions, particularly in regard to season ticket use, and zonal tickets (such as MCard). It is therefore a useful guide, but should not be assumed to be accurate.
- 2.21 In line with other industry indicators, it suggests there has been a stalling of growth in West Yorkshire, and overall a slight reduction in rail use (-1%), compared to a slight increase nationally (+0.8%). There are a number of factors that contribute to this, including the impact of strikes on Northern Rail, and the poor availability of peak-time capacity on key commuter routes.
- 2.22 New stations at Apperley Bridge and Kirkstall Forge continue to grow patronage. New stations generally build-up use in their early years. Apperley Bridge saw over 370,000 estimated users in 2017/18. Kirkstall Forge recorded its full first-year data with over 150,000 estimated users. This should increase in 2018/19 as the effect of half-hourly trains since May 2018 is realised. The new station at Low Moor station opened in April 2017, and recorded over 133,000 estimated users. This is a respectable figure for the first year particularly as it only has an hourly service, and it puts it ahead of 20% of other stations in West Yorkshire. Low Moor will continue to grow as it becomes further established. The Combined Authority continues to push for a half-hourly service at Low Moor, which would realise greater patronage.
- 2.23 Leeds saw the biggest absolute growth, with an increase of over 140,000 estimated users in 2017/18, but this translates to less than +0.5%. Notable growth occurred at stations in the upper Calder Valley, with increases at Walsden (+4%), Mytholmroyd (+4%), Todmorden (+3%) and Hebden Bridge (+2%) standing out. Other notable increases include Shepley (+6%), and Woodlesford (+1%). Pontefract Baghill remains the last well-used station in West Yorkshire with an estimate of around 6,500 users with only two trains per day each-way, although this is an increase of +5% from the previous year.
- 2.24 There are stations on the network where estimates of usage have fallen disproportionately. This includes Featherstone (-9%), Pontefract Tanshelf (-15%) and Streethouse (-17%). These stations are on a line that only offers an hourly service, which is a common factor of many of the stations that have seen falls in estimated use, which underlines the need to achieve a half-hourly service level across the network. On the line via Featherstone trains were extended through to Leeds via Wakefield Westgate in May 2018, which should

improve the attractiveness of services. The line will also benefit from Pacer replacement in 2019, together with work in early 2019 as part of Northern's Station Improvement Fund to improve the attractiveness of stations.

- 2.25 ORR also publishes quarterly returns by train operator. These suggested that growth in rail use nationally increased in the first two quarters of 2018/19. This includes growth for TransPennine Express, but a continuing decline in patronage on Northern services, which have continued to be impacted by strike action and service disruption following the timetable change in May 2018.

Service Delivery

- 2.26 The Combined Authority's front line services have again been successful in meeting the criteria of the government's Customer Service Excellence Standard (previously known as Charter Mark). To meet the standard, the Combined Authority needed to demonstrate how it serves customers and considers their needs to an external assessor who judged against their rigorous benchmarks. The assessor awarded a 'Compliance plus' for demonstrating a high level of understanding of customer needs. This result demonstrates the commitment of the Combined Authority's front line staff to deliver a consistently good service to its customers. Further details may be found at www.customerserviceexcellence.uk.com
- 2.27 Passengers at Bradford Interchange, Castleford, Dewsbury, Halifax, Huddersfield, Keighley, Leeds and Pontefract Bus stations can now take advantage of free Wi-Fi. Providing users with access free wi-fi at its eight busiest facilities is part of the Combined Authority's current project with BT to upgrade CCTV coverage across all of 25 of its West Yorkshire bus stations. Passengers using any of these eight bus stations, will have the option of connecting for free with 'WYCA Public' through the BT network. Connecting for the first time requires a one-time registration process to make sure their device is recognised on the next visit to one of West Yorkshire's bus stations.

Car Club contract extension

- 2.28 The West Yorkshire and York Car Club Agreement was established in 2016 to enhance the region's car club offer by delivering the £100,000 car club project funded partly through Local Transport Plan capital and DfT grant money. In collaboration with Enterprise Car Club and local authorities the project has enhanced car club presence in the region and inclusion of three zero emission electric vehicles within the fleet. The agreement is a three years (plus two) agreement between Enterprise Car Club, the Combined Authority and local authorities. Car club membership and utilisation has increased significantly since 2016 with Enterprise Car Club exceeding most key performance indicators. The agreement is due for extension in February 2019 and recent consultations with partner local authorities have indicated their support for

extending the current agreement. The Combined Authority is in the process of formalising the extension agreement ahead of the renewal in February 2019.

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.

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Report to: Transport Committee

Date: 11 January 2019

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor / Cath Pinn

| | |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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 the Transport Committee of the transport related West Yorkshire and York Investment Committee (the Investment Committee) recommendations from its meetings on 7 November 2018 and 5 December 2018.

2 Information

- 2.1 The recommendations for projects that were made by Investment Committee meetings in November and December 2018, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 13 December 2018 or delegated for approval to the Combined Authority's Managing Director.

The following projects were presented at the Investment Committee meeting on 7 November 2018 - Capital Spend and Project Approvals

- 2.2 The full agenda and papers for the Investment Committee meeting can be found on the Combined Authority website.

A61S Bus Priority Corridor

- 2.3 A scheme that will deliver a series of improvements along the A61 and A639 in south Leeds which will include extensive bus lane provision, bus priority, measures and junction improvements whilst also delivering improvements for those cycling and walking.

Stourton Park and Ride

- 2.4 The new park and ride facility will accommodate a maximum of 1,200 car parking spaces, and will provide a very high quality, all-electric, 10-minute frequency service along the A61/A639 corridor to and from Leeds city centre.

Elland Road Park and Ride Phase 3

- 2.5 The scheme proposes to provide the second extension to the Elland Road Park and Ride facility. The extension will provide the site with an additional 550 spaces and a further bus service at peak hours.

A650 Bradford to Keighley Corridor (Hard Ings)

- 2.6 The scheme will relieve traffic congestion through making on street improvements including road widening along Hard Ings Road (A650), Keighley.

York Outer Ring Road Phase 2 (Monks Cross)

- 2.7 The scheme will contribute to reduced congestion and journey times and provide wider benefits in the form of reducing accidents and improving local air quality.

The following projects were presented at the Investment Committee meeting on 5 December 2018 - Capital Spend and Project Approvals

- 2.8 The full agenda and papers for the Investment Committee meeting can be found on the Combined Authority website.

Corridor Improvement Programme Phase 1 - Leeds - Dyneley Arms

- 2.9 The scheme will fully remodel and enlarge the four-arm signal-controlled roundabout, which is the junction of A6120 Outer Ring Road \ B6157 Bradford Road \ A647 Stanningley Bypass \ A647 Bradford Road in Pudsey.

Corridor Improvement Programme Phase 1 - Leeds - Dawsons Corner

- 2.10 The scheme will provide additional capacity required in the short and medium term to mitigate existing congestion, accommodate continued traffic growth and enable development in the Dyneley Arms junction area of Pool Bank New Road, Pool in Wharfedale.

Corridor Improvement Programme Phase 1 - Leeds - Fink Hill

- 2.11 The scheme will deliver junction improvements which will assist with accessibility to key growth sites in north Leeds by enhancing outer ring road capacity whilst providing safer infrastructure for both pedestrians and cyclists.

Corridor Improvement Programme Phase 1 - A650 Newton Bar

- 2.12 The scheme will deliver a major junction improvement of an existing roundabout and approach roads around the A650 at Newton Bar, Wakefield.

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 To note the report.

8 Background documents

- 8.1 None.

9 Appendices

- 9.1 None.

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Report to: Transport Committee

Date: 11 January 2019

Subject: **HS2 Consultation**

Director: Alan Reiss, Director Policy, Strategy and Communications.

Author(s): Neil Moore and Rebecca Cheung

| | |
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| 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 recent HS2 consultations on their working draft Environmental Statement and working draft Equalities Impact Assessment.
- 1.2 To inform members about the Combined Authority response to the above consultations.

2. Information

- 2.1 HS2 is the single largest investment in national infrastructure in the UK. It will act as a catalyst for regeneration and growth, stimulating connectivity to towns and cities across the Leeds City Region and the North, improving the skills and job prospects and creating opportunities for businesses and supply chain.
- 2.2 Once completed HS2 will connect Leeds to London in 1 hour and 21 minutes and Leeds to Birmingham in 49 minutes with services every twenty minutes. Delivery of HS2 is anticipated to generate an extra £54bn GVA to the region's economy and create 41,000 jobs through interventions proposed by the HS2 growth strategy.

- 2.3 As part of the HS2 project, Leeds station will be transformed to create a world class gateway providing seamless interchange between HS2 services and those offered by existing rail services and also Northern Powerhouse Rail. Under current proposals Leeds will be the only HS2 station within West Yorkshire. It is important that Leeds station can be developed as a regional transport hub.
- 2.4 The timescales of HS2 phase 2b are outlined as below:
- Confirmation of HS2 phase 2b route (Crewe to Manchester and West Midlands to Leeds) in 2017
 - Introduction of Phase 2b hybrid Bill to parliament in 2020 - The bill will seek powers and planning permission for the construction and operation of the railway.
 - Commencement of construction in 2023/4
 - Commencement of HS2 service in late 2033
- 2.5 HS2 carried out two consultations on HS2 Phase 2b and they are seeking feedback on their working draft Environmental Statement (WDES) and working draft Equality Impact Assessment. It is worth noting that this assessment is a point-in-time assessment in the ongoing development of phase 2b. The proposed scheme will continue to be redesigned to take into account feedback from this consultation and also ongoing dialogue with the Combined Authority and district partners. There will be further opportunity to comment on the assessment and design through further consultation in summer/ autumn 2019 before the hybrid Bill will be deposited in Parliament.
- 2.6 Our district partners, as planning authorities, will be responding separately on matters of local interest. It is proposed that the Combined Authority would address the wider, regional issues and strategic impacts of the scheme with a focus on public transport. Both consultations closed at 23:45 on 21 December 2018. A draft response was circulated to members prior to the deadline and comments are incorporated in the final response to HS2.
- 2.7 The full response to the HS2 consultations are included in Appendix 1.

The Working Draft Environmental Statement (WDES)

- 2.8 The WDES sets out information on the HS2 route including plans, profile maps and mitigation measures during construction for the preferred route. This is a non-statutory stage statement but it provides an opportunity to respond to the design and proposed mitigation measures. Much of the information presented in the WDES is at quite a high level. More details on the impacts of HS2 construction and operation, including outputs from detailed modelling assessments will be available in the final environment statement and there is further opportunity for the Combined Authority and district partners to respond.

- 2.9 For environmental assessment and community engagement purposes, the HS2 scheme has been divided into 28 community areas, five of which are in West Yorkshire (and indicated in Appendix 2). These are:
- LA14 – South Kirkby to Sharlestone Common
 - LA15 – Warmfield to Swillington and Woodlesford
 - LA16 – Garforth and Church Fenton
 - LA17 – Stourton to Hunslet
 - LA18 – Leeds Station
- 2.10 The WDES provides an assessment of the HS2 impacts over the following environmental topics:
- agriculture, forestry and soils
 - air quality
 - community
 - ecology and biodiversity
 - health
 - historic environment
 - land quality
 - landscape and visual
 - socio-economics
 - sound, noise and vibration
 - traffic and transport
 - water resources and flood risk
- 2.11 Communities along the route will be impacted in a number of ways, both along the immediate route and in surrounding areas during construction and in operation. Measures will be undertaken by HS2 Ltd to mitigate all these impacts.
- 2.12 The majority of impacts will be as a result of construction. The construction programme will run between 2023 and 2033. To build the HS2 line including new viaducts, cuttings and tunnels will require 9 construction compounds and 53 satellite sites to store machinery and raw materials. Many of these sites will return to their former use once the railway is completed.
- 2.13 Under the current proposals within West Yorkshire, the 56km HS2 route will require the demolition of 15 residential and 60 commercial properties, 58 roads and 39 footpaths either closed or diverted, 755 hectares of land (a third of which is prime agricultural taken out of use) and 141 hectares of wildlife and woodland impacted.
- 2.14 The Combined Authority's response has therefore called upon HS2 to plan for and mitigate as far as possible the consequences of these impacts including:

- The disruption to the transport network including where it will worsen congestion, increase journey times and have a negative impact on local bus and rail service.
- Where HS2 is expected to have an adverse environmental effect for example on existing green and blue infrastructure and air quality.
- Where businesses are affected particularly the need for support packages to be implemented well in advance of any relocation dates.
- To ensure that Leeds station is HS2 ready, with the full implementation of the masterplan
- To work with Transport for the North to properly integrate HS2 with Northern Powerhouse Rail.
- To continue to align plans for the depot with the plans for the Enterprise Zone (EZ) and compensate the Combined Authority for the loss of income that building the depot in the EZ has caused.

The Working Draft Equality Impact Assessment (WDEIA) Report

- 2.15 The WDEIA considers the potential effects of building and operating the railway on groups protected by the Equality Act (2010).
- 2.16 The Combined Authority response to the WDEIA is at the end of the consultation response at **Appendix 1**. The response commented that the needs of all users need to be considered throughout the process in order to ensure we have a more accessible transport system which meets user needs and reduces barriers to travelling

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 Response to HS2 consultation is currently dealt with by the existing resources within the Rail team and supported by wider team in the Policy and Strategy Directorate.

6. External Consultees

- 6.1 The consultation responses were shared in draft with the officers of district partners and members of Transport Committee and Combined Authority.

7. Recommendations

7.1 That the members note and endorse the final responses in Appendix 1.

8. Background Documents

8.1 The HS2 Working draft environmental statement

<https://www.gov.uk/government/collections/hs2-phase-2b-working-draft-environmental-statement>

8.2 High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact assessment Report

<https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report>

9. Appendices

Appendix 1 – Response to Working Draft Environmental Statement and the Working Draft Equality Impact Assessment Report.

Appendix 2 – WDES MAPS

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West Yorkshire Combined Authority –Working Draft Environmental Consultation and Working Draft Equality Impact Assessment Response – December 2018

1 Introduction

- 1.1 This constitutes the response of the West Yorkshire Combined Authority to the HS2 Working Draft Environmental Consultation (WDES) and Working Draft Equality Impact Assessment.
- 1.2 The Combined Authority works to ensure that our region is recognised globally as a strong, successful economy where everyone can build great businesses, careers and lives. We bring together local councils and businesses to achieve this vision, so that everyone in our region can benefit from economic prosperity and a modern, accessible transport network.

2 West Yorkshire Combined Authority

- 2.1 West Yorkshire Combined Authority is the transport authority covering Leeds, Wakefield, Kirklees, Bradford and Calderdale districts. We are not a strategic or local planning authority and therefore have no statutory responsibilities relating to planning. The Leeds City Region Local Planning Authorities are committed to partnership working to ensure a joined-up approach to spatial planning including tackling cross-boundary issues and agreeing strategic priorities. These strategic priorities are reflected in the objectives of the Leeds City Region Strategic Economic Plan (SEP), specifically around Priority 4: Infrastructure for Growth.
- 2.2 The proposed HS2 scheme in itself will intrinsically help the City Region achieve this priority 4 objective. Our partner authorities, in developing their local plans, are mindful of the proposed HS2 alignment when allocating development sites and the WDES provides useful information about the likely impact of the proposal during construction and implementation.
- 2.3 From a strategic perspective, a greater level of certainty with respect to the final alignment, construction method (i.e. tunnels, viaducts, at grade etc.) and the resulting impact areas of the scheme would be helpful. This is particularly important as some partner councils are currently reviewing their local plans or have recently done so. Changes that results in planning blight of land (particularly on allocated sites) potentially poses a challenge for partner councils and ultimately may have a negative impact on the ability of partner councils to deliver the housing and employment growth to deliver the SEP growth aspirations.

- 2.4 As with any major infrastructure project, the impacts of the construction and operation of the HS2 would result in changes to the quality and character of neighbourhoods along the route. We expect that the individual planning authorities in the City Region will be responding to the WDES consultation addressing these localised issues.
- 2.5 This response is structured in three parts. The first part of the response deals with the wider issues that are relevant to HS2. The second part of the response deals with the Working Draft Environment Statement (WDES) and the final part deals with the Working Draft Equality Impact Assessment.

3 Leeds City Region Growth Strategy

- 3.1 West Yorkshire and our region's partners strongly welcome the arrival of high-speed rail to the UK's largest economy and population centre outside London. The Leeds City Region economy is the biggest outside London, worth over £65 billion and generating 5% of England's outputs. We have three million residents, a workforce of 1.9m, 119,000 businesses, fourteen further education colleges and nine higher education institutions, one of the largest concentrations in Europe. Our long-term vision is "to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone".
- 3.2 The eastern leg of HS2, HS2 East, will reshape the economic geography of the UK. It will bring 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. Maintaining the deliverability of the eastern leg to secure the benefits of HS2 is of paramount importance to the Combined Authority.
- 3.3 HS2 is much more than a transport project. It will act as a catalyst for regeneration and growth around our main transport hubs, it will improve connectivity to our towns and cities across the Leeds City Region and it will improve the skills and job opportunities for our workforce.
- 3.4 HS2 is part of our wider ambitions for inclusive growth across the Leeds City Region. This growth is essential in order to raise living standards and tackle deprivation, boost innovation, exports and create new jobs. HS2 helps to achieve our goals by strengthening business links, by opening up new markets and access to talent and by connecting people to jobs.
- 3.5 HS2 will be at the centre of a coherent strategy for improving the rail and transport network serving the Leeds City Region. The Growth strategy sets out six work streams to help transform the city region economy –

- A step change in connectivity for the city region – by increasing capacity, faster journeys, seamless interchange to bring people closer together to drive innovation, productivity and growth.
- A new world class gateway at Leeds station – providing a distinctive gateway into Leeds and the city region linking HS2 into the heart of Leeds and a connected place where national, regional and local transport services are integrated together.
- A catalyst for regeneration – supporting regeneration, urban development and housing growth both within Leeds South Bank and around other city regions transport hubs. Helping to double the size of the Leeds city centre economy.
- Inspiring our people – position the city region as a centre of excellence for skills development in rail including strengthening links with the high-speed college in Doncaster and the proposed Leeds University Institute for High Speed Rail. To inspire the next generation of engineers, technicians and infrastructure specialists.
- Developing our businesses and supply chain – increase awareness of the opportunities HS2 will bring and support innovators, entrepreneurs and investors to develop new and exciting products in rail engineering.
- A magnet for investment and a cultural destination – promoting the cultural assets of the region to encourage visitors and workers.

The Leeds City Region Growth Strategy can be downloaded from:

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

4 West Yorkshire Transport Strategy

- 4.1 The Combined Authority has developed a new long-term strategy for West Yorkshire to deliver a modern high-class integrated transport system that supports the Leeds City Region Enterprise Partnership's Strategic Economic Plan (SEP).
- 4.2 The transport strategy 2040 vision is to 'Enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable'. To support this there are three key objectives:
- Economy: Create a more reliable, less congested, better connected transport network.
 - Environment: Have a positive impact on our built environment
 - People and Place: Put people first to create a strong sense of place.

- 4.3 The Strategic Transport Plan recognises that the rail network is the core of an integrated public transport system. It also recognises the need for both HS2 and NPR infrastructure to be designed to accommodate future growth and demand for all services (local, regional and national) and future proofed as far as possible. This must include major rail capacity improvement at and around Leeds station to ensure HS2 and NPR is not developed at the expense of affordably providing capacity for other rail service improvements.

The West Yorkshire Transport Strategy can be downloaded from:

<https://www.westyorks-ca.gov.uk/transport/transport-strategy/>

- 4.4 The strategy recognises the importance of cycling and walking and our ambition to encourage modal shift to public transport. We will welcome HS2 to incorporate these considerations as part of the HS2 design at Leeds station and along the route.

5 Strategic Economic Plan – Building from the North

- 5.1 The Combined Authority and Leeds City Region Enterprise Partnership (LCR LEP) has published the Strategic Economic Plan (SEP) for Leeds City Region, the SEP sets out four priorities for investment:
- Priority 1: Growing Business
 - Priority 2: Skilled People, Better Jobs
 - Priority 3: Clean Energy and Environmental Resilience
 - Priority 4: Infrastructure for Growth
- 5.2 The region will need excellent transport infrastructure to underpin connectivity and create the conditions that will facilitate innovation, trade and that will attract skilled people and investment as indicated by priority 4. The Combined Authority and Leeds City Region Enterprise Partnership (LCR LEP) are committed to working with HS2 Ltd, other public and private sector partners to align investments for mutual gain to provide clarity and certainty to investors national and internationally.
- 5.3 Any opportunity to realise benefits early should be pursued. Leeds City Region has long called for the project to be 'built from the North'. In practice this could mean opportunities to phase construction so elements of phase 2b could be opened earlier than the whole route and in particular starting to redevelop and build Leeds station as soon as possible.

5.4 We would like to work more closely with HS2 and the Government on understanding the evidence of the benefit of HS2 to UK plc. With important contracts being let over in the coming years, it is important that the Leeds City Region can benefit directly from the construction and operation of HS2. The procurements offer the opportunity to bring tangible benefits to a wider supply chain and to a wider labour pool and spread the benefits across the country. Leeds City Regions HS2 Growth Strategy identifies how local companies and local people can benefit. We would welcome HS2's involvement in both quantifying the local benefits and then helping to make sure they are delivered.

6 Maximising the benefits of HS2

6.1 In order for HS2 to achieve its full potential and ensure that the connectivity benefits are spread across the Leeds City Region, here needs to be continued investment in infrastructure and services prior to the delivery of HS2.

6.2 The rail network in the Leeds City Region is already capacity constrained. Significant enhancements are already committed through franchise improvements which will provide new services and additional rolling stock capacity. The creation of an additional platform 0 at Leeds and the associated signalling and track works will improve resilience at the station. Future improvements as a result of the proposed £3 billion Trans-Pennine route upgrade will provide further capacity and connectivity improvements within the city region.

6.3 Investment in the East Coast Main Line (ECML) is essential to ensure that HS2 phase 2b is to deliver its full potential. Work is needed to develop a clear plan for how the opportunities from capacity released on ECML south of York can be realised fully and also to ensure service levels and capacity north of York can be maximised. Research commissioned in 2016 for the East Coast Main Line Authorities (ECMA) indicates that investment in ECML would generate £0.3bn of additional GDP per year rising to £0.5bn if developed in conjunction with the HS2 proposals. Another study commissioned by HS2 East showed similar findings with the investment yielding benefits of £0.72bn when ECML upgrades are included but only £0.6bn for the HS2 eastern leg alone.

6.4 Both ECMA and HS2 East have agreed five common principles in relation to future investment in the ECML and maximising benefits from HS2 which are supported by the Combined Authority. These are as follows:

- Secure investment in the short-term and beyond - both the ECML and HS2 East should be part of a coherent strategy for the rail network as a whole.
- Getting the ECML ready – investment is required to maximise the benefits of the capacity release from HS2 to provide more direct services for towns and cities and better commuter services.
- Transforming stations and their surrounding areas to improve interchange and act as a catalyst for regeneration.
- Boosting productivity and changing economic geography.
- Invest in strengthening the link between Local Government and Central Government to infrastructure and services on the ECML

7 Working Draft Environmental Statement (WDES)

- 7.1 The Combined Authority acknowledges that the consultation on the Working Draft Environmental Statement (WDES) is an additional non-statutory stage of consultation that HS2 Ltd has introduced to try to resolve as many issues as possible prior to the hybrid bill being lodged with Parliament. In addition, the Combined Authority acknowledges that the WDES is based on a point in time design of the scheme, and has been in ongoing discussions with HS2 Ltd and partners particularly around the station and the depot. The Combined Authorities response to this consultation is on the proposals presented in the WDES, and takes the opportunity to reiterate the changes agreed with HS2 Ltd.
- 7.2 The Combined Authority has been unable to fully assess the impact of proposals due to the level of information provided across a number of areas in the WDES. The information regarding the environmental baseline is of particular importance when assessing the impact on traffic and transport, noise and air quality on local communities, the Combined Authority has requested for this to be shared at the earliest opportunity.
- 7.3 The Combined Authorities strategic aim with regard to the WDES response and the wider hybrid bill strategy is to secure an optimum High-Speed Rail final design that delivers the benefits set out in the Leeds City Region HS2 Growth Strategy, which is as sensitive as possible to local concerns and issues - through the appropriate type, level and quality of mitigation.
- 7.4 The WDES is split into a number of different reports. Some of these deal with the general matters, such as scoping and methodology of the environmental assessment and the route-wide and off-route effects. The others are the 'Community Area reports', which set out high level environmental impact assessments for specific areas along the route of Phase 2b. Of the 28 community areas, five cover West Yorkshire which are:
- LA14: South Kirkby to Sharlston Common
 - LA15: Warmfield to Swillington and Woodlesford
 - LA16: Garforth to Church Fenton (partly in Selby and North Yorkshire)
 - LA17: Stourton to Hunslet
 - LA18: Leeds Station
- 7.5 The route through West Yorkshire runs through a variety of different landscapes, traversing rural areas within the Wakefield district before encountering an ever-increasing urban landscape on its approach to the centre of Leeds.

- 7.6 Rather than respond to each Community Area in turn our response covers the route as a whole. Planning authorities our district partners in Leeds City Council and Wakefield Metropolitan District Council have provided their own detailed responses to the WDES. The responses provided here are complementary to those provided by our district partners.
- 7.7 The Combined Authority alongside district partners, HS2 Ltd and DfT has been involved in ongoing discussions in relation to the HS2 design. In a number of cases the Combined Authority is aware that HS2's plans have or are due to change. The response reflects the designs provided in the WDES.
- 7.8 Under the current HS2 proposals within West Yorkshire the 56km HS2 route will require the demolition of 15 residential and 60 commercial properties, 58 roads and 39 footpaths either closed or diverted, 755 hectares of land (a third of which is prime agricultural taken out of use) and 141 hectares of wildlife and woodland impacted. It will also affect 45 bus routes and rail services that operate along the Hallam, Pontefract, York & Selby and the East Coast Main Line. Construction of the HS2 line will require the development of 6 construction compounds supported by 53 satellite compounds.
- 7.9 The WDES sets out the impacts of HS2 across a number of environmental topics and the Combined Authority response is as follows:

Air quality:

- 7.10 The WDES does not provide a sufficient level of detail beyond a high-level statement indicating that measures will be implemented to manage dust, air pollution and odour during construction and that it is not predicted that there will be significant adverse route-wide air quality effects during operation.
- 7.11 A West Yorkshire Low Emission Strategy has been adopted by the Combined Authority and all West Yorkshire Partner Councils. This outlines measures to significantly improve air quality across the region and makes a series of recommendations which include planning and new development. The final environmental statement needs to be cognisant of its contents. The strategy can be downloaded from:
<https://www.bradford.gov.uk/media/3590/west-yorkshire-low-emissions-strategy.pdf>
- 7.12 The revised air quality action plan produced by Government in 2017 identified a number of cities across the UK that must deliver a clean air zone, including Leeds. This will be implemented in January 2020 and part of the HS2 route falls within the clean air zone. The implications of this in relation to construction and haulage etc must be reflected in the final environmental statement.

Ecology and Biodiversity:

- 7.13 Where HS2 is expected to have adverse environmental effects on existing green and blue infrastructure¹, mitigation measures should look to reinstate these features to a higher quality than was experienced prior to HS2 occurring. When developing mitigation responses how these interact with the wider green and blue infrastructure network should be considered and responses should not result in the establishment of green and blue infrastructure that cannot be accessed by the general public.
- 7.14 A common barrier to the implementation of green and blue infrastructure are the ongoing liabilities associated with the maintenance of such assets. Funding should be put in place by HS2 to ensure the green and blue infrastructure assets implemented are able to be maintained and managed to a high standard in the long-term.
- 7.15 The Leeds City Region has an ambition to become a resilient, zero carbon energy economy and recent modelling undertaken for the City Region's Energy Strategy and Delivery Plan suggests under a business as usual scenario CO2 emissions from transport are likely to rise by 28% by 2036. HS2 will contribute to the CO2 emissions that are emitted in the City Region therefore consideration should be given to incorporating measures which reduce the carbon footprint of the project to as low as possible e.g. incorporating renewable energy and energy storage into the design of new stations, tree planting and green spaces.

Socio-economics:

- 7.16 For those businesses that will be directly affected in terms of the need to relocate to new premises, a support scheme with funding to contribute towards relocation costs and associated professional advice on the required property specifications, would be welcomed. This would need to be implemented well in advance of the relocation dates in order for businesses to plan effectively and to minimise the impact on trading.
- 7.17 Leeds City Region has a current shortage of modern industrial property, and of sites capable of accommodating it, as is evidenced by a 60% increase over the last 12 months of businesses account-managed by the LEP's team of SME Growth Managers with outstanding property requirements. Therefore, it would also be welcomed if consideration could be given to the development of modern industrial units on any land in the City Region that HS2 has influence over in direct relation to the property requirements of those businesses that will need to relocate.
- 7.18 Consideration should also be given to providing some financial support to businesses that will suffer loss of trade as a result of congestion and delays caused by road closures in and around the proposed routes.

¹ For the purposes of this response and to ensure alignment with the Leeds City Region Green and Blue Infrastructure Strategy and Delivery Plan green and blue infrastructure is defined as a network of multifunctional green space, rural and urban, capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, street trees, allotments and gardens, as well as rivers, canals and other water bodies.'

Traffic and Transport:

- 7.19 The Combined Authority recognises that the size and complexity of the HS2 project has the potential to cause disruption to the transport network in West Yorkshire and this will be over a prolonged period. There are a large number of road closures planned which will result in a significant number of traffic diversions. Displaced traffic will worsen congestion on surrounding roads and therefore increase journey times for all users. As the transport authority, we are concerned that this will have a negative impact on local bus services and the impacts will be felt far beyond the immediate HS2 construction area. It is also apparent from the WDES that existing rail operations could also be impacted for a significant length of time.
- 7.20 The Combined Authority is committed to working with HS2 Ltd and district partners to try and ensure that potential disruption from both HS2 construction and operation is kept to a minimum. This requires a phased and co-ordinated programme to ensure that public transport provides the optimum solution for travel in those areas impacted by HS2 construction.
- 7.21 We require a detailed forward plan to ensure that the Combined Authority is proactive rather than reactive to impacts of HS2 construction and operation. This will ensure we can plan in proposed changes to public transport and work with both bus and rail operators to ensure that we can get the appropriate messages out to passengers.
- 7.22 The WDES states that the potential impacts on traffic and transport have been assessed qualitatively but no quantitative assessment has been undertaken at this stage and this will be presented in the final environmental statement. The Combined Authority requests that this information is made available as soon as possible to ensure we can work with HS2 Ltd and other stakeholders to ensure that negative impacts on the road and rail network are reduced as much as possible.
- 7.23 Leeds City Council has put forward the following 'Network Management Principles' which the Combined Authority fully endorses –
- Off line construction solutions should be considered at strategic locations on the road network where practicable – to avoid lengthy closures of the strategic road network where possible.
 - Maintain the functionality of Leeds station and its environs during construction – protecting bus routes from delays and ensuring pedestrian connections are maintained.
 - Planning for the effective phasing of road closures - mitigate the impact on the highways network with a comprehensive network management plan.
 - Mitigation according to hierarchy of impact – The acceptability and sequencing of proposed road closures will depend on the location, duration and severity of the impact. These should be modelled in the appropriate software package.

- Maintaining network resilience and managing the cumulative network impact – the resilience of the road network should be preserved with the closure of no more than two bridges during the same time period with sufficient separation between the locations, alongside the closure of no more than one key adjacent radial or parallel route during the same time period.
- Maintaining public transport accessibility and provision for walking and cycling – where public transport routes require diversion, the alternative route should offer a comparable journey time and level of accessibility. The park and ride offer should be maintained given the importance of this infrastructure in removing traffic from the highway network in Leeds city centre. Provision for non-motorised users should be maintained across all routes and the length of diversions minimised where possible.

Impacts on bus services:

- 7.24 Across West Yorkshire a number of routes will be affected during both HS2 construction and operation. In total (from our evidence) we estimate that 45 different routes (covering a number of services) will be impacted which equates to 238 bus movements per hour. The levels of potential disruption varies across different routes but many services will be impacted for a couple of years to allow for road closures whilst HS2 is constructed. In certain circumstances, services will be permanently diverted.
- 7.25 With regards to bus services, increasing journey times will result in increased costs for operators and potentially lead to a reduction in use with passengers switching to their cars if bus services become less reliable. Increasing costs and reducing revenues will impact on the viability of some bus operations and where services are being diverted, we would expect support from HS2 to offset additional costs. For temporary diversions it may be appropriate to provide infill services to ensure communities are not isolated in terms of public transport provision. Where a service is permanently diverted we would expect bus shelters and real time display units provided as standard on the new route.
- 7.26 Of particular concern to the Combined Authority are bus services which operate via the Stourton area and through the southern part of Leeds city centre. These will face significant disruption and it is important to recognise that many of the impacted services operate into Wakefield and Kirklees and therefore potentially impacting services over a wide area. We are willing to explore options with HS2 Ltd to ensure that bus passengers are not adversely impacted by the construction and operation of HS2 and that the mitigation measures are covered in the final environmental statement.
- 7.27 New bus based park and ride facilities at Elland Road and Temple Green have been extremely successful removing 8,000 car journeys a week on busy city centre roads, reducing congestion and improving air quality. It is vital that access to these sites is maintained during HS2 construction and this includes access to the proposed new park and ride site at Stourton. It is noted that under current proposals, the Temple Green site will temporarily lose 170 spaces whilst the HS2 depot is constructed. We understand that plans for the depot have potentially been revised and this may no longer be an issue but the Combined Authority reaffirms that the park and ride facility should be maintained at full capacity throughout the construction of depot.
- 7.28 In conjunction with HS2 and district partners we are keen to develop strategic transport solutions for key parts of the network impacted by HS2 construction. This could include the development of temporary park and ride sites. The potential for these and other innovative solutions should form part of a comprehensive transport assessment network management plan as the final environmental statement is developed.

7.29 The WDES acknowledges that the construction of HS2 will result in works that will potentially impact on Network Rail assets and therefore result in potential disruption to passenger and freight movements. It also states that where possible works will be undertaken where possible at the same time as planned renewals by Network Rail, by short overnight stages or longer closures over weekends and bank holidays.

7.30 The WDES contains very little if any detail on potential possessions apart from general comments that rail possessions could result in disruption to rail services and the impacts will be reported in the formal environmental statement. Any long-term rail closures will have a significant impact on both local commuter services, national routes as well as freight. The following lines in West Yorkshire will be impacted:

- Doncaster to Wakefield Line – used by up to 252 services per day. Links Leeds and Wakefield to London, West Midlands, Sheffield and the South West. Operators include Northern, LNER and Arriva Cross Country. It is also an important freight route.
- Pontefract to Wakefield Line – used by up to 82 services per day. Links Leeds and Wakefield to Knottingley and Bradford / Wakefield to London via Pontefract. It is an important freight route which includes biomass services to Drax Power station. Operators include Northern and Grand Central.
- Leeds to Selby/York Line – Used by up to 334 services per day. It links Leeds to York and the North East as well as Selby and Hull. Many services originate in Manchester and Liverpool as well as the West Midlands and the South-West. Operators include Northern, TransPennine Express and Arriva Cross Country.
- Hallam Line – Used by up to 222 services per day. It links Leeds to Wakefield Kirkgate, Castleford, Sheffield and beyond. It is used predominantly by Northern Trains as well as freight services.

7.31 Closure of any of these lines for a prolonged period will cause a significant inconvenience for rail passengers as there are no other strategic routes on which rail services could be diverted (phased closure may provide an alternative in some circumstances). The use of rail replacement bus services needs to be avoided where possible as the road network will already be congested as a result of road closures and diversion.

7.32 The impact and phasing of the proposed Trans Pennine Route upgrade also needs to be factored into the final environmental statement. Whilst the line is upgraded between Ravensthorpe and Leeds, TransPennine services could be diverted via Healy Mills, Wakefield and Woodlesford onto the Hallam Line. This would not be possible if the line is closed for HS2 works. We would welcome the opportunity to work closely with HS2 Ltd on the detailed plan of implementation in order that the impact on commuters and businesses could be minimised during construction.

- 7.33 The existing Leeds station is already the busiest transport hub in the North of England and the aspiration is that the HS2 station will seamlessly integrate with the existing station (including NPR) to create a world class gateway into Leeds and the wider city region. The Leeds Integrated Station Masterplan sets out a compelling vision for the transformation of Leeds station and is available to download from:
<https://southbankleeds.co.uk/assets/documents/2017.11.03-Leeds-Integrated-Station-Masterplan-LR-v6-DS.pdf>
- 7.34 The South Bank in Leeds is a 235 hectare site and one of the largest regeneration initiatives in the country. The HS2 station in Leeds sits in the heart of these proposals and Leeds City Council have produced a supplementary planning document which includes policies aimed at better integrating the northern and southern halves of the city centre and preparing for the arrival of HS2 and transformation of the existing station. The policies were developed in collaboration with local stakeholders, landowners and businesses. HS2 need to be cognisant of these proposals as they develop plans for the city centre station. The supplementary planning document can be downloaded at <https://southbankleeds.co.uk/shapeyourcity>
- 7.35 The Combined Authority along with Leeds City Council, Network Rail, DfT, MHCLG, London & Continental Railways Ltd and HS2 are working in partnership to develop plans for the Leeds HS2 station which is sited in the key regeneration zone of the South Bank. There are a number of elements in the WDES covering Leeds station which need considering further as work progresses including:
- The requirement for passive provision for two-way mass transit along Neville Street including under the dark arches in addition to the proposed pedestrianisation.
 - A physical high-quality connection between the HS2 and existing station. This should include a new overbridge into and across the existing station and a functional roof structure between the two to provide an integrated station.
 - The provision of a Southern entrance to the HS2 station to maximise regeneration and connectivity to the South Bank area of Leeds, proposed car park and multi-modal transport connections.
 - The development of a bus interchange facility, taxi pick up/drop off and passive provision for mass transit at new Southern Interchange to promote multi-modal transport connections.
 - The possibility of relocating the proposed HS2 station pickup drop off point adjacent to the central concourse to enhance connections between Temple Works and the proposed city park.
 - The provision of east to west and south to north connectivity for pedestrians and cyclists within the footprint of the HS2 station.

Interface with Northern Powerhouse Rail Services:

7.36 Northern Powerhouse Rail (NPR) will help transform the economy of the North of England by significantly improving the capacity, frequency and journey time of rail links between the region's main economic centres. The emerging vision for the scheme in and around Leeds includes:

- Faster Transpennine links between Manchester and Leeds, either via a new line serving Bradford, or an upgrade akin to a new line via Huddersfield.
- Leeds to Sheffield delivered through HS2 Phase 2b including a touchpoint at Stourton and upgrading the route from Sheffield.
- Leeds to Newcastle via a junction off HS2 including a touchpoint near Garforth and significant upgrades to the East Coast Mainline
- Significant upgrades to the existing line from Leeds to Hull (via Selby)

7.37 Combined together, the proposals represent a network that will improve services across the region and provide the potential for seamless rail travel across cities in the North from Liverpool to Hull. Both NPR and HS2 are integral parts of the North's rail network and it is essential that they are planned as part of the network and not in isolation to it, within the approach to strategic rail defined in Transport for the North's Strategic Transport Plan.

7.38 Regional and local rail services extend the reach of HS2 and NPR by offering connections via hub stations to places not directly served. Taken together, HS2 and NPR will make significant direct contributions to the connectivity and capacity themes and will provide new high-speed services across and from the North that better meet customer expectations. It is also likely that significantly enhanced rail services will lead to a growth in use especially in the numbers of passengers interchanging in Leeds Station.

7.39 To ensure that the benefits from both HS2 and NPR are realised by utilising spare capacity on HS2 infrastructure it is important that the touchpoints between the two networks are delivered in full and final environmental statement needs to reflect the importance of the touchpoints to the local, regional, NPR and HS2 networks:

- Clayton touchpoint - improves journeys times and service frequencies between Sheffield and Leeds using the HS2 eastern leg. A junction at Clayton has already been included in the scope of HS2 Phase 2b to enable future NPR and HS2 services at Sheffield Midland station to connect onto HS2 to travel towards Leeds, the North East and Scotland.
- Stourton touchpoint - connectivity into Leeds from the South, via a new HS2 junction at Stourton which would enable services through Leeds to the North East and Scotland.
- Garforth touchpoint - a junction at Garforth to enable NPR services from the West to connect onto HS2 to the east of Leeds, thereby connecting Manchester and the North West to the North East

South Yorkshire Parkway Station:

7.40 We appreciate that two intermediate parkway stations are proposed by TfN on the Leeds and Sheffield route. We would welcome further opportunities to work with HS2 and TfN to understand the viability, cost, regeneration and wider benefits of the both locations. We would also like to understand the potential opportunities to stop the HS2 classic compatible services beyond Sheffield onto destination further north and explore the possibilities of stopping both HS2 and NPR services at the potential parkway locations.

HS2 Rolling Stock Depot:

7.41 The Combined Authority welcomes the location of a rolling stock depot in the Leeds Enterprise Zone. The rolling stock depot will bring skilled jobs to the Leeds City Region and be a key part of our ambition to be an international centre of excellence in light and high-speed rail as we seek to maximise the benefits of this investment.

7.42 The Rolling Stock Depot (RSD) covers 16 hectare of land within the Leeds Enterprise Zone. Based on the site masterplan this equates to the loss of almost 600,000 sq ft of employment floorspace on land which was immediately available for development. As part of the enterprise zone offer, Enhanced Capital Allowances are available on the Gateway 45 site for companies commencing operations before April 2020. The RSD proposal makes this incentive irrelevant given the blight and uncertainty caused and the lead in time for new units for specific end users to be delivered. Aire Valley Land, the developers at Gateway 45 are currently remediating the former water treatment filter beds, with this work due to complete in early 2020. It is only at this point that development can commence meaning that Enhanced Capital Allowances will not be available for any interested businesses. This impacts substantially on the ability to secure inward investment into the city and support existing businesses to grow and expand. In recognition of this loss, the resetting of the Enhanced Capital Allowance incentive is sought as well as the designation of additional land adjacent to Gateway 45 as an Enterprise Zone, or alternatively other sites to the equivalent size within the wider city region.

7.43 It is estimated that circa £1m per annum of business rates will be lost in the short to medium term due to the loss of employment floor space and up to circa £19.5m over the full business rate retention period to 2037. These figures are based on projected commercial development floorplates and business rates income expected, following masterplan appraisals. The land taken by the RSD was immediately available for development. However, the impact is greater than this due to the blight which has been caused and the need to remediate further areas of land prior to development being commenced. This includes the former water treatment filter beds and effectively means that further employment development cannot come forward at Gateway 45 until 2020 at the earliest.

- 7.44 It is acknowledged that the future rolling stock depot facility will contribute rates, but given that business rates are to be retained by the Combined Authority until 2037 as part of the enterprise zone designation, and high level assumptions have been made around their future use/investment, the delay in drawing in the rates income now leaves a pressure for Combined Authority future budget planning and jeopardises the deliverability and business case for investment in our other enterprise zones sites across the city region. Compensation for the loss of income to the Combined Authority is therefore sought which was programmed to be used to support other projects to deliver economic growth across the city region. In addition, compensation is sought for the incurred £30,000 of technical fees by the LEP and Revolving Investment Fund in the assessment, evaluation and development of a loan agreement for development on the affected site which can no longer proceed.
- 7.45 A great deal of work has been undertaken between HS2, Leeds City Council and the Combined Authority which has resulted in the depot boundary being amended, culminating in the plan issued by the Secretary for State in July 2018. Whilst this is welcomed, it is imperative that HS2 continue to work closely with the University of Leeds and Aire Valley Land to ensure that there is alignment between development proposals including the physical boundaries being worked to as well as the access routes required for the rolling stock depot and those defined to access the remaining development land.
- 7.46 From economic modelling undertaken for the entire Gateway 45 site, it is estimated that through the loss of employment floorspace required by the rolling stock depot, the potential to create 2320 jobs is now at risk as well as the ability to increase GVA by circa £113m. This should be reflected in the targets identified for the Leeds enterprise zone and re-profiled to reflect the timescale for the rolling stock depot being delivered as well as the job numbers anticipated.

8 Working Draft Equalities Impact Assessment.

- 8.1 The Leeds City Region HS2 Growth Strategy sets out how the Leeds City Region will work with Government, business, schools, colleges and universities to maximise the benefits of HS2. Developing inclusive growth that is accessible to all is vital to transforming our economy and HS2 will act as a catalyst for regeneration and growth around our main transport hubs. Early consideration of equality issues will help the engagement process with those that will be affected along the proposed route and assist the challenges arising from both the construction period and where relocation of property's, businesses and facilities etc. is required. Businesses affected will need support in order to minimise disruption to their business operations and potential jobs losses. A number of facilities identified along the route enable health benefits to their users. It is important that these benefits are not lost and that they are successfully relocated and remain accessible to existing users.
- 8.2 The Combined Authority responded to the Department for Transport's 'Accessibility Action Plan Consultation' last year. Delivering a more accessible transport system which meets user needs and reduces barriers to travelling needs to continue. Taking into consideration our ageing population and those with long term health conditions it is important that these groups are considered throughout the process in order to ensure there are no physical barriers to travel. Inclusive design of physical environments is needed to ensure the same opportunities are available to all.

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HS2 consultation – Appendix 1

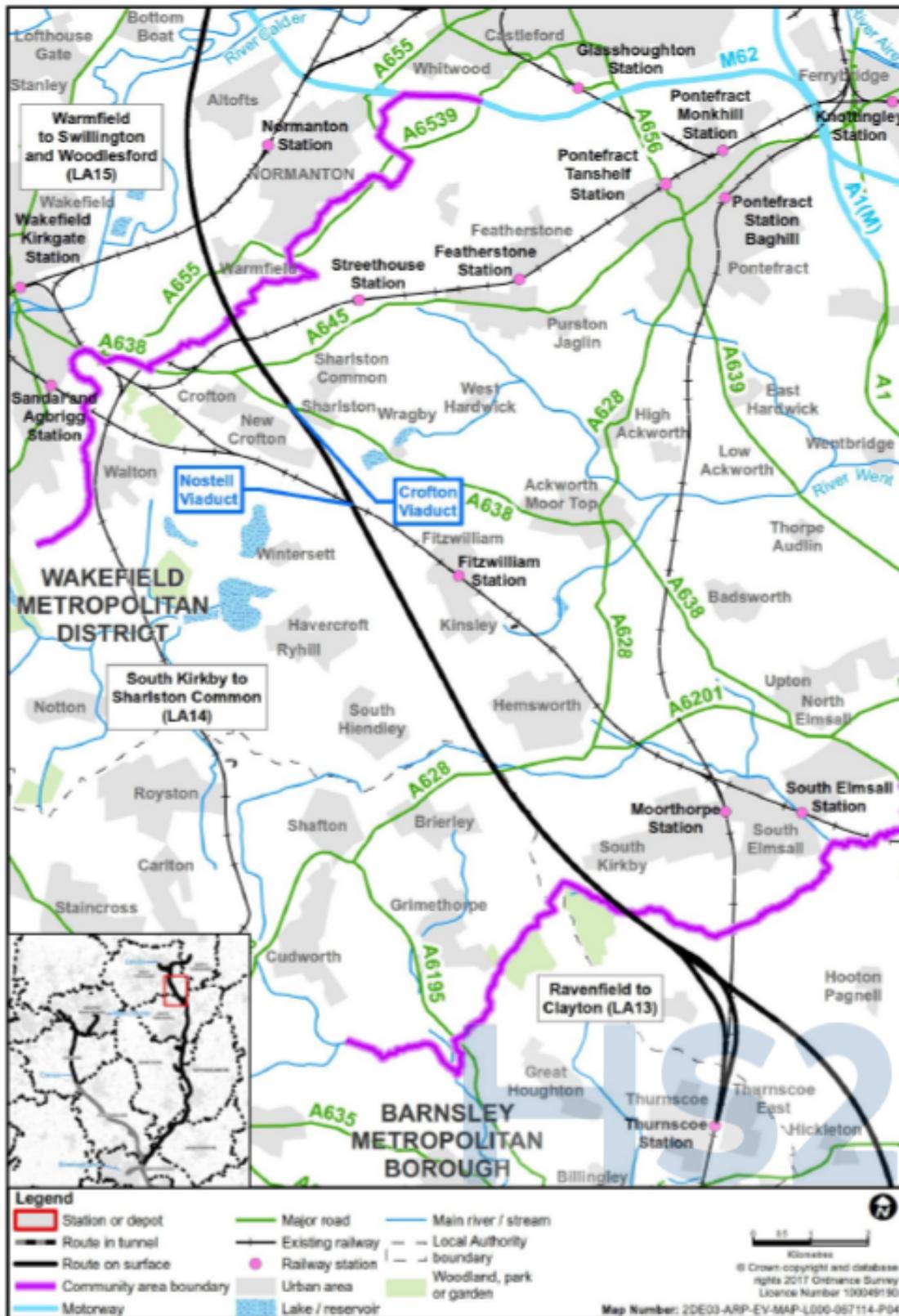


Figure 1 - LA14 South Kirkby to Sharlstone Common

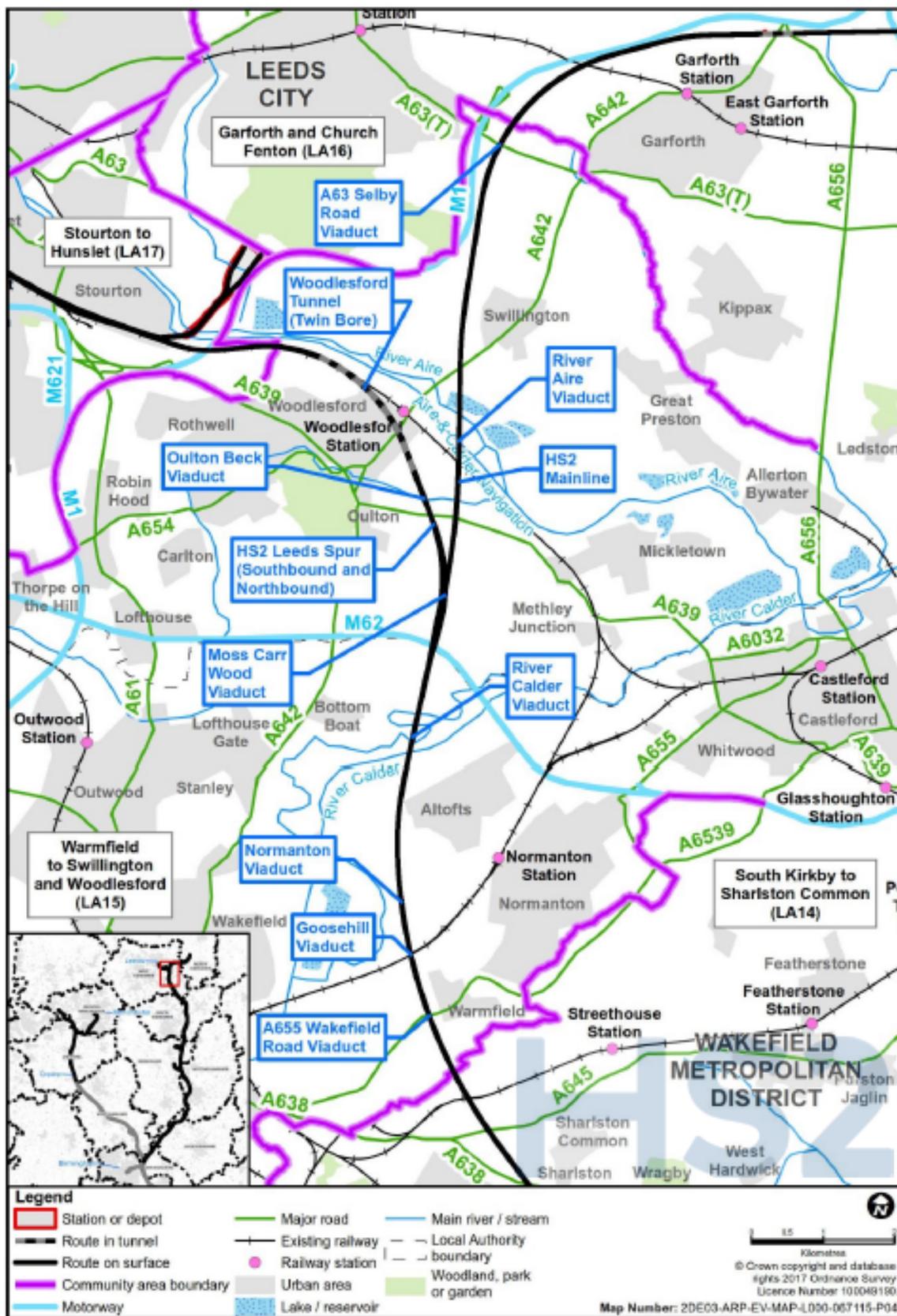


Figure 2 - LA15 Warmfield to Swillington & Woodlesford

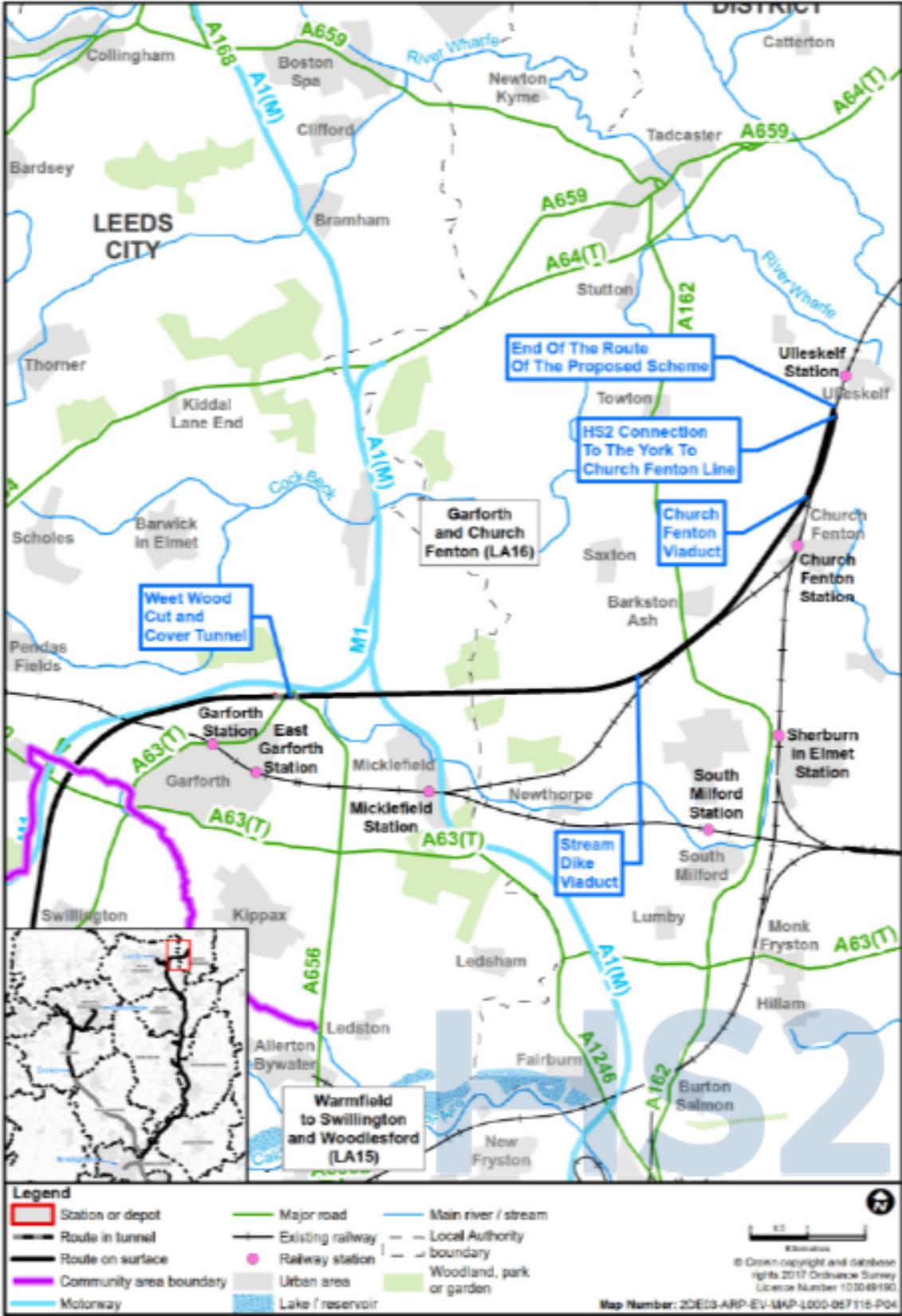


Figure 3 - LA16 Garforth and Church Fenton

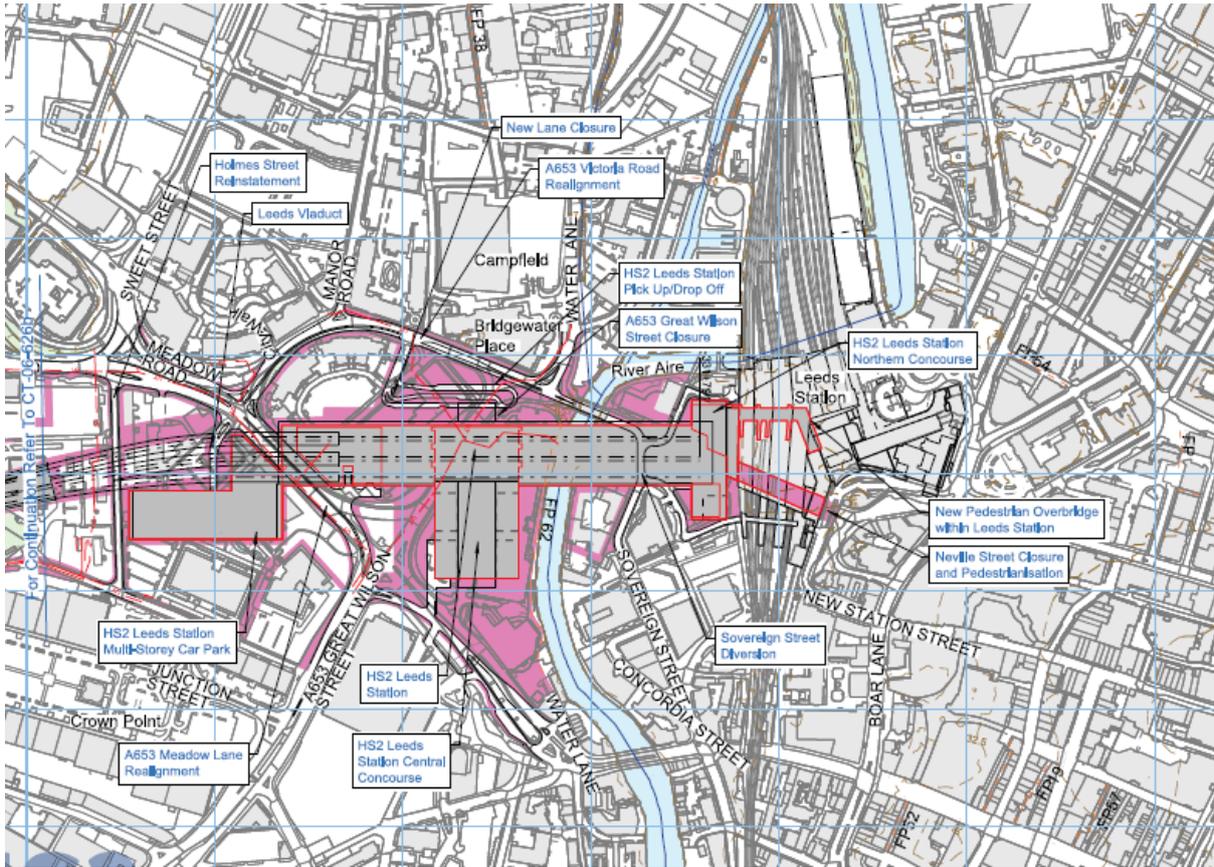


Figure 5 - LA18 Leeds City Station

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Report to: West Yorkshire Transport Committee

Date: 11 January 2018

Subject: **Leeds City Region Infrastructure Map**

Director(s): Alan Reiss, Director of Policy, Strategy and Communications

Author(s): Michael Long

| | |
|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 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 development and launch of the Leeds City Region Infrastructure Map.

2. Information

Background

- 2.1. The Leeds City Region Infrastructure Map was one of a number of actions identified in the West Yorkshire Combined Authority Planning Review agreed by the Combined Authority in 2014.
- 2.2. The Leeds City Region Infrastructure Map is a technical tool designed to provide information on infrastructure and planned growth (housing and employment site related information) across Leeds City Region on a single, easily accessible map. The target audience beyond partner councils includes infrastructure providers and developers / investors, but it is also in the public domain and accessible by any other interested party including Members, officers and the general public.
- 2.3. The Combined Authority has been developing this map for over 18 months. During this period we have successfully worked with partner authorities,

particularly Heads of Planning (and Planning Portfolio lead members) to agree the content of the map.

- 2.4. The map has been through a number of testing and iterations, both in terms of the content and the technical aspects of publishing the map. The phased approach has been as follows:
- **Phase 1:** Internal testing (Combined Authority) focus group (Early 2018)
 - **Phase 2:** Password protected version available to LA partners for testing (April 2018)
 - **Phase 3:** Available online to all (November 2018)
- 2.5. The map draws in data from a wide range of sources to provide a general overview of physical and enabling infrastructure. The map also provides spatial overview of the City Region's planned housing and employment sites. These layers have been developed in partnership with all Leeds City Region Local Authorities, led by Chief Planning Officers and uses the best data available for each authority. Chief Planning Officers reiterated their support for the Leeds City Region Infrastructure Map and the map has been endorsed by Chief Executives.
- 2.6. The data can be updated at any point at the request of Local Authorities (for example if Local Plan allocations change) and it is proposed to update all data layers annually. Details of all data sources are provided within the tool including the date of the last update. The majority of the data in the map is based on Open Data. The web map complies with the terms of use for each of these data sets included. In addition, a Terms and Conditions opening page has been included on the web map. This requires users to agree to West Yorkshire Combined Authority standard terms and conditions before accessing the map.
- 2.7. There are other examples of similar interactive infrastructure maps (London and Greater Manchester) costing between £100 and £250k. The Leeds City Region Infrastructure Map has been developed in-house by West Yorkshire Combined Authority and partnering authorities and without significant funding.

Benefits of the map

- 2.8. A key function of the map is to allow the user to select specific data sets and show spatial data in a single platform. It is intended to be used to view spatial data to help facilitate discussion for decision makers and to help shape more detailed analysis of specific data sets.
- 2.9. The initial data sets are based around infrastructure themes and include core datasets for infrastructure planning. As an in house developed tool, we have the flexibility to add additional data sets to the map if required.
- 2.10. In summary, the key benefits of the map are that it:

- Brings together spatial data on all types of infrastructure into one City Region map to illustrate infrastructure needs and inter-relationships / spatial priorities;
- Provides a collective position on current (or emerging) Local Plan growth – this is not available elsewhere;
- Focusses on Leeds City Region Spatial Priority Areas for growth, key transport corridors/hubs and priority areas for infrastructure investment;
- Provides a spatial context for long term Leeds City Region strategies e.g. Strategic Economic Plan and Transport Strategy;
- Can be used to identify alignment between project / programme priorities with partners and stakeholders (it has been used in partnership with the Environment Agency to inform their capital programme);
- To be used as a tool to undertake a spatial analysis of strategic infrastructure requirements or critical gaps to inform the infrastructure element of the emerging Local Inclusive Industrial Strategy.

2.11. The development of the map has been a result of positive partnership working and will build the narrative of our city region as a cohesive economic area where we are working in partnership to achieve growth ambitions.

3. Financial implications

3.1. No financial implications have been identified.

4. Legal implications

4.1. No legal and compliance implications have been identified.

5. Staffing implications

5.1. No staffing implications have been identified

6. External consultees

6.1. No external consultees are required for this update report.

7. Recommendations

7.1. That the contents of the report be noted.

8. Background documents

8.1. None.

9. Appendices

Appendix 1 – Infrastructure Map Slide Deck Examples

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Leeds City Region Infrastructure Map

Leeds City Region Infrastructure Map

What is it?

It is a technical tool designed to provide information on infrastructure and planned growth (housing and employment site related information) across Leeds City Region on a single, easily accessible map.

The target audience beyond local authority partners includes infrastructure providers and developers / investors.

What does it show?

The map draws in data from a wide range of sources to provide a general overview of physical and enabling infrastructure.

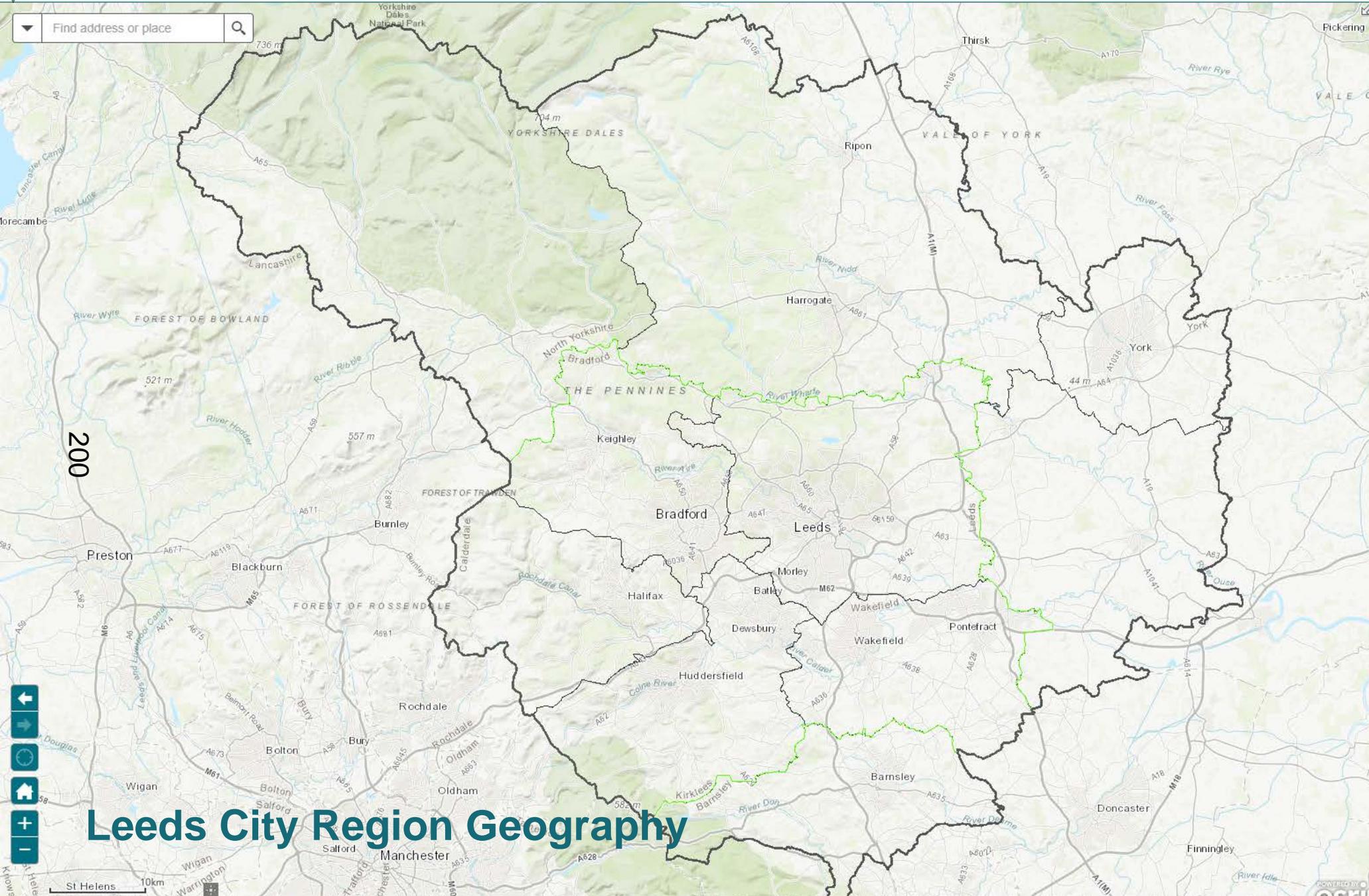
It provides spatial overview of the City Region's planned housing and employment sites.

Leeds City Region Infrastructure Map

What are the benefits?

1. Brings together spatial data on all types of infrastructure into one City Region map to illustrate infrastructure needs and inter-relationships / spatial priorities;
2. Provides a collective position on current (or emerging) Local Plan growth – this is not available elsewhere;
3. Focusses on Leeds City Region Spatial Priority Areas for growth, key transport corridors/hubs and priority areas for infrastructure investment;
4. Provides a spatial context for long term Leeds City Region strategies e.g. Strategic Economic Plan and Transport Strategy;
5. Can be used to identify alignment between project / programme priorities with partners and stakeholders;
6. To be used as a tool to undertake a spatial analysis of strategic infrastructure requirements or critical gaps to inform the infrastructure element of the emerging Locally Inclusive Industrial Strategy

Find address or place



Legend

- 01 Boundaries**
- Leeds City Region
- West Yorkshire
- Leeds City Region District Boundaries

200

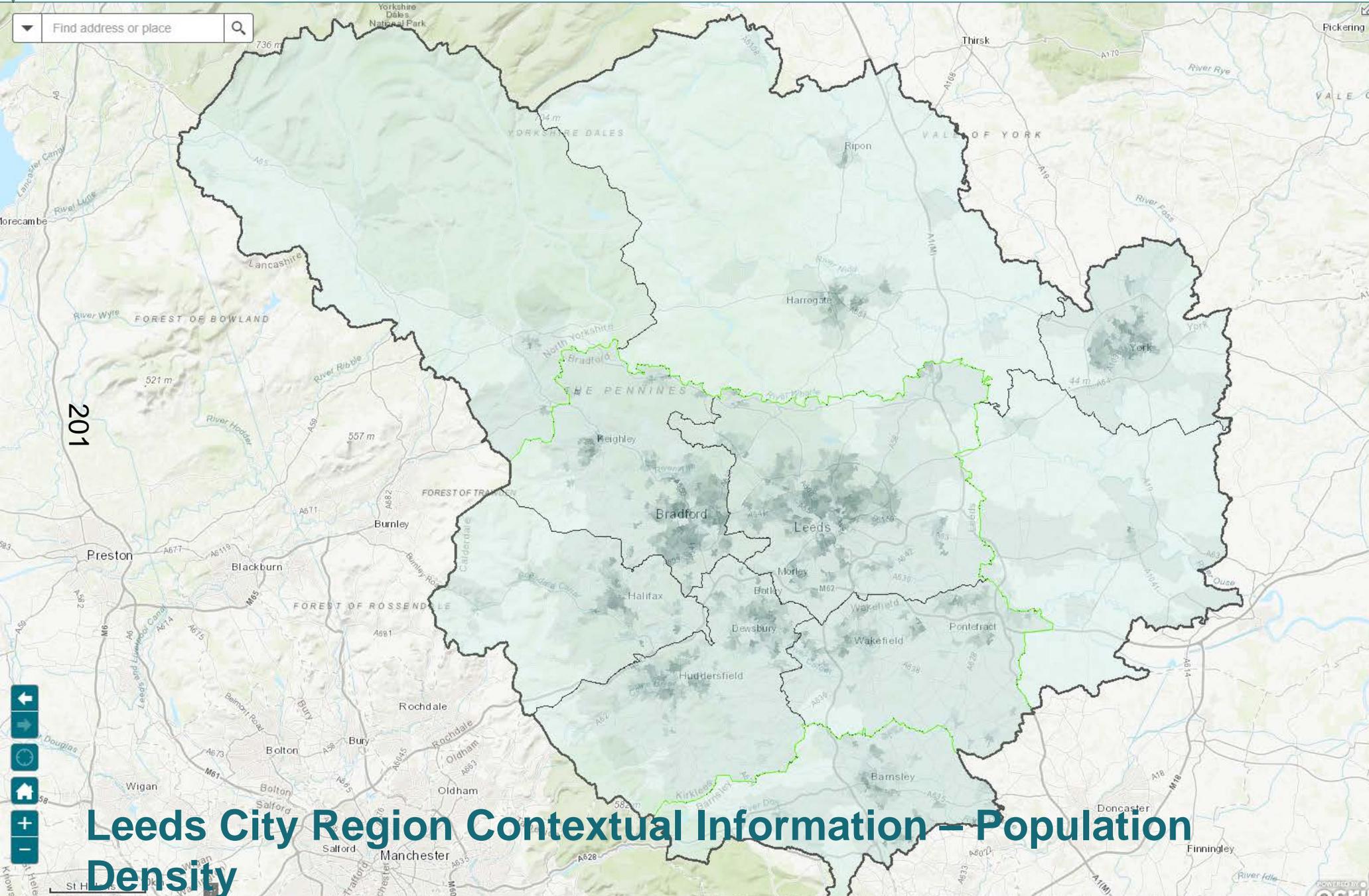
Leeds City Region Geography

Map navigation controls: home, back, forward, zoom in, zoom out

St Helens 10km



Find address or place



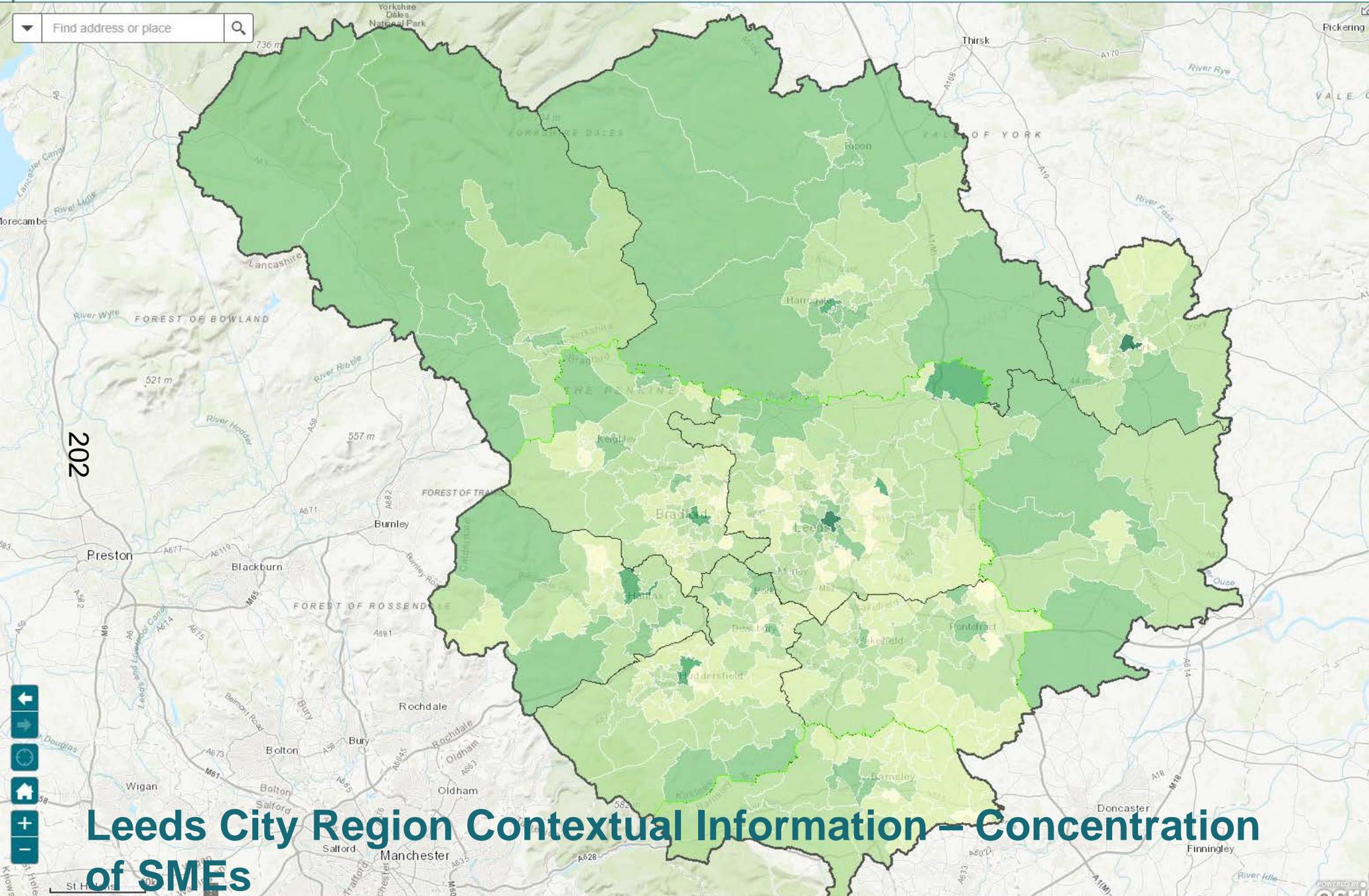
Legend

- 01 Boundaries**
- Leeds City Region
 - West Yorkshire
 - Leeds City Region District Boundaries

- 02 Economic Context**
- Leeds City Region Population Per Sq Km (Oct 2017)
- Up to 100
 - 101 to 2,000
 - 2,001 to 3,000
 - 3,001 to 4,000
 - 4,001 to 5,000
 - 5,001 to 6,000
 - 6,001 to 7,500
 - 7,501 to 10,000
 - 10,001 to 16,500
 - 16,501 to 30,000

Leeds City Region Contextual Information – Population Density

Find address or place



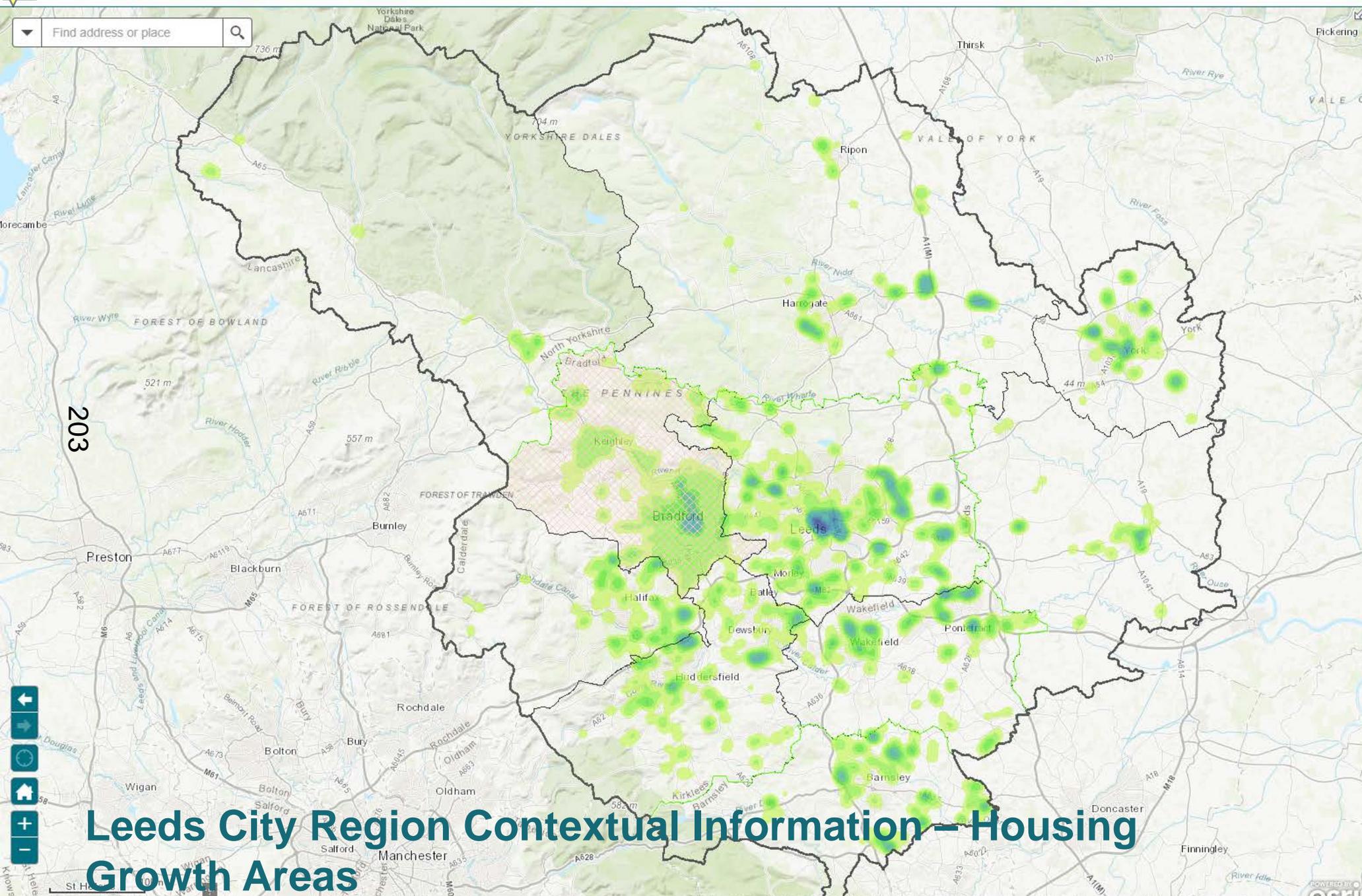
Legend

- 01 Boundaries**
 - Leeds City Region
 - West Yorkshire
 - Leeds City Region District Boundaries
- 02 Economic Context**

Concentration of Small to Medium Enterprises (Jan 2018)

 - Up to 124 SMEs
 - 125 to 249 SMEs
 - 250 to 499 SMEs
 - 500 to 999 SMEs
 - 1,000 to 1,999 SMEs
 - 2,000 to 4,250 SMEs

Leeds City Region Contextual Information – Concentration of SMEs

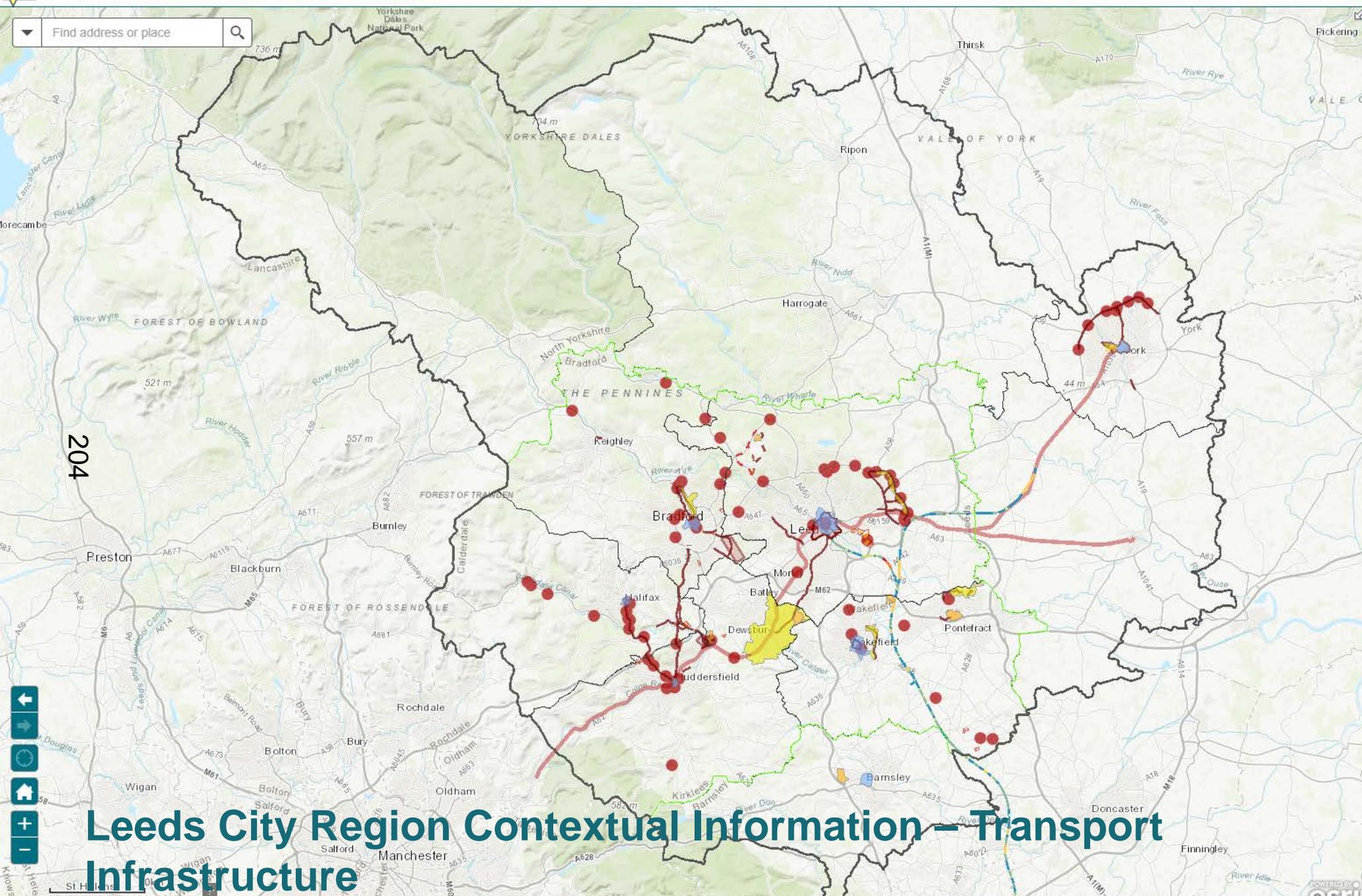


Legend

- 01 Boundaries**
 - Leeds City Region
 - West Yorkshire
 - Leeds City Region District Boundaries
- 03_Development_20181106v2**
 - Programmed Interventions
 - Local Plan Housing Growth (Including Sites with Consent)
 - Lowest Housing Density
 - Highest Housing Density
 - Bradford's growth based on the Core Strategy Settlement Distribution

203

Leeds City Region Contextual Information – Housing Growth Areas



Legend

01 Boundaries

- Leeds City Region
- West Yorkshire
- Leeds City Region District Boundaries

03_Development_20181106v2

Programmed Interventions

Spatial Priority Sites

- Urban Growth Centres
- Housing Growth Area
- Employment Growth Area
- LCR Enterprise Zone
- York Enterprise Zone

07 Transport

Programmed Interventions

West Yorkshire-plus Transport Fund

Corridor Schemes

- LBA Link Road Option A
- LBA Link Road Option B
- LBA Link Road Option C
- Corridor Schemes

Junction Schemes

- Area Schemes

High Speed 2 Alignment

- At Grade
- Bored Tunnel
- Cut And Cover Tunnel
- Cutting
- Embankment
- Viaduct

TransPennine Express Electrification

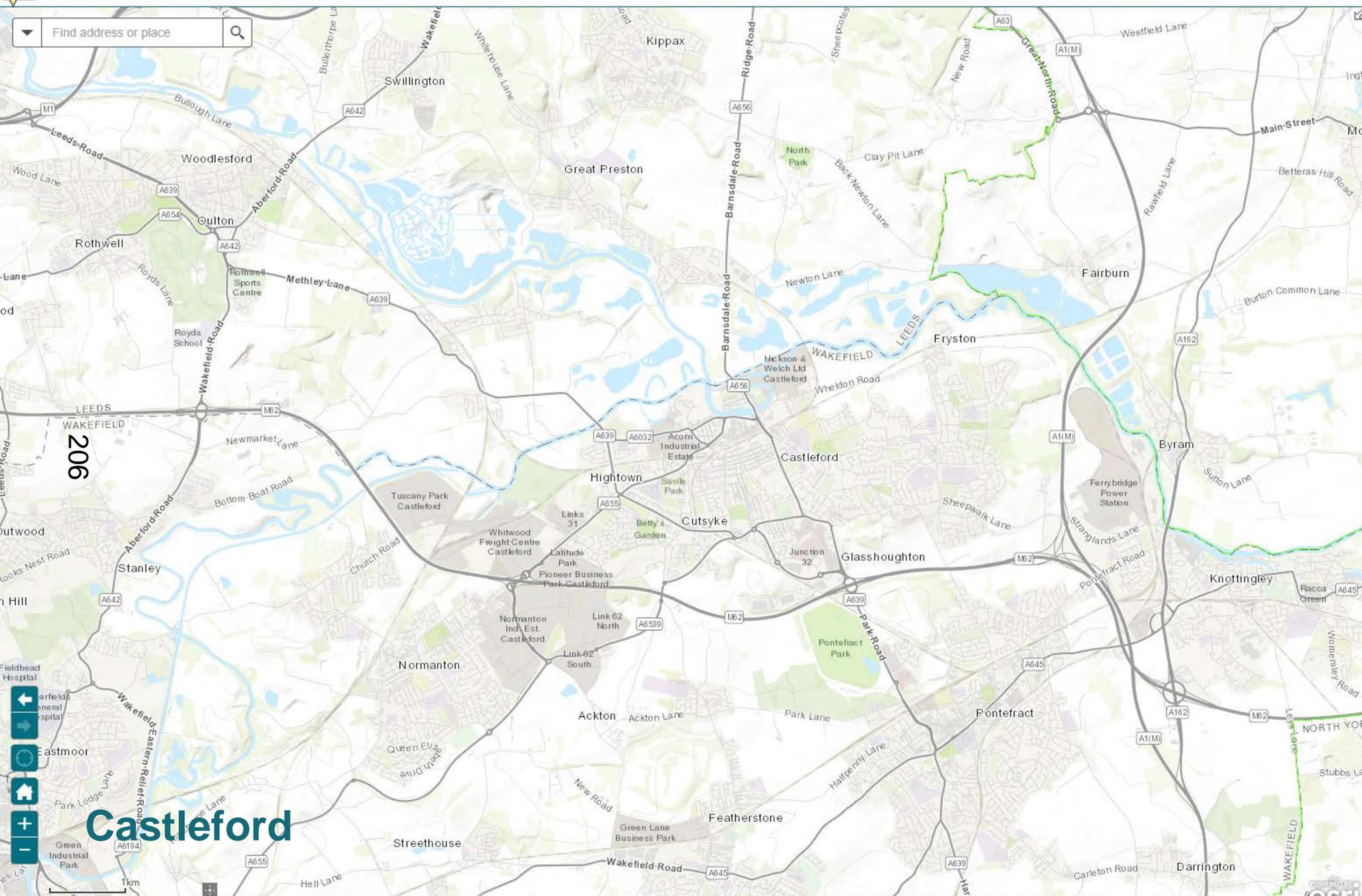
Leeds City Region Contextual Information – Transport Infrastructure

Castleford Housing Growth / Flood Elevation Schemes

Example 1

Utilising data from external agencies to identify infrastructure investment and opportunities

Find address or place



Legend

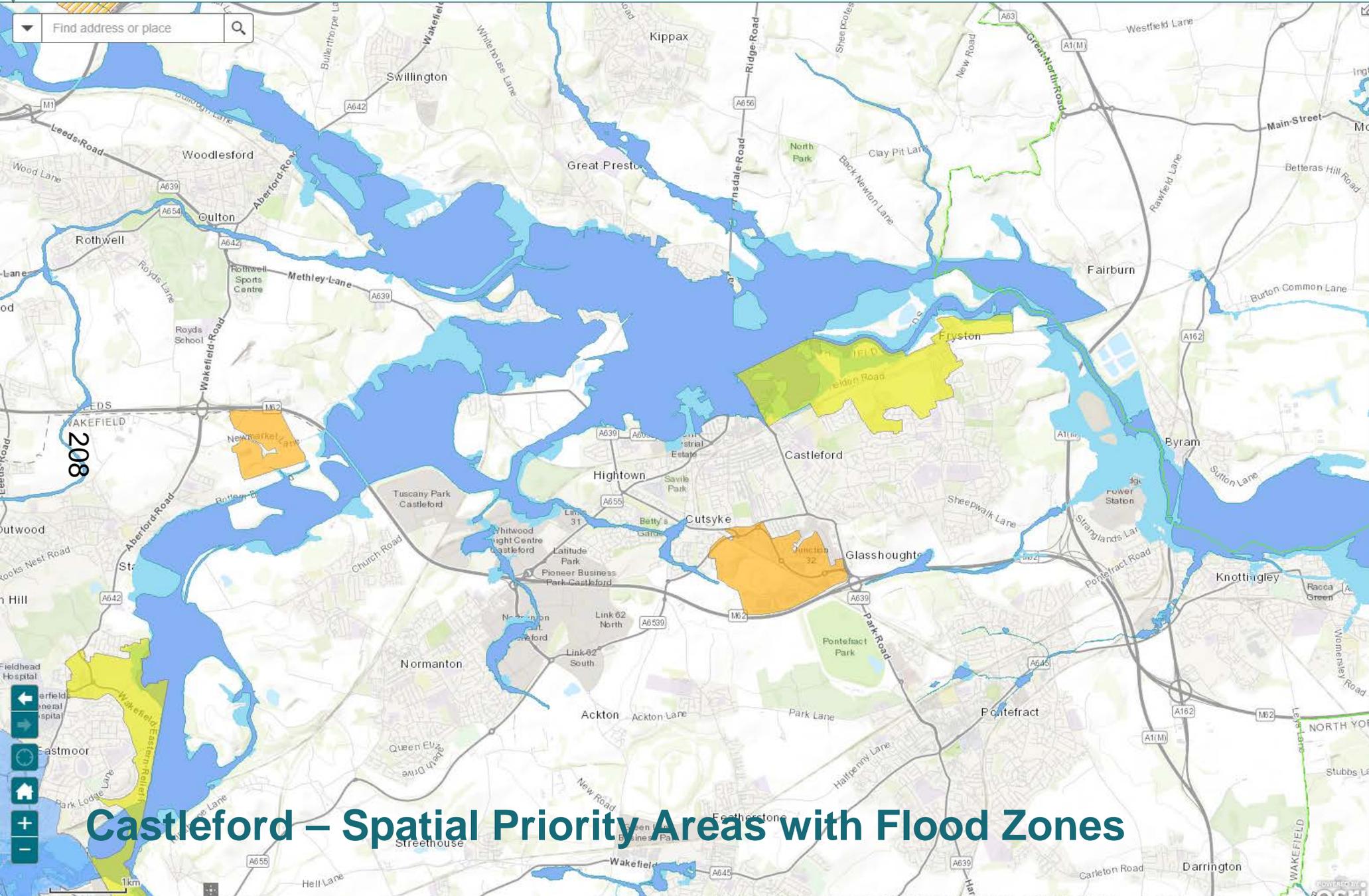
01 Boundaries

West Yorkshire



Map navigation controls: Home, Back, Forward, Full Screen, Print, Search, Layers, Information

Castleford

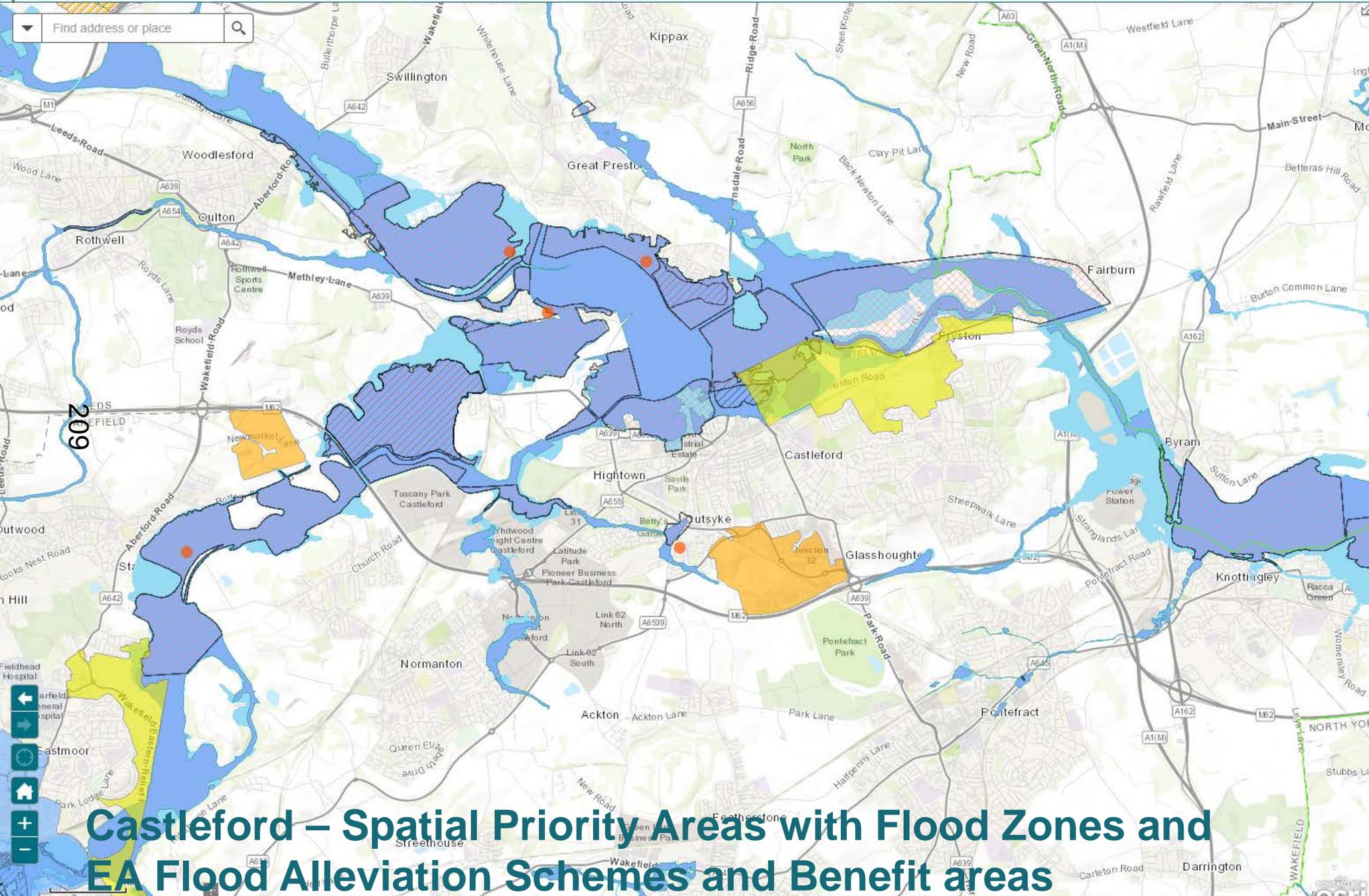


Legend

- 01 Boundaries**
 - West Yorkshire
- 03 Development**
 - Programmed Interventions
 - Leeds City Region Spatial Priority Area
 - Urban Growth Centres
 - Housing Growth Area
 - Employment Growth Area
 - LCR Enterprise Zone
 - York Enterprise Zone
- 05 Flood Risk and Drainage**
 - Baseline
 - Flood Zone 3
 - Flood Zone 2

Castleford – Spatial Priority Areas with Flood Zones

Find address or place



Legend

01 Boundaries

West Yorkshire

03 Development

Programmed Interventions

Leeds City Region Spatial Priority Area

- Urban Growth Centres
- Housing Growth Area
- Employment Growth Area
- LCR Enterprise Zone
- York Enterprise Zone

05 Flood Risk and Drainage

Programmed Interventions

- Environment Agency Scheme Programme

 - Construction Programme
 - Development Programme
 - Pipeline Programme

Environment Agency Local Flood Alleviation Benefit Areas

Baseline

- Areas Benefiting from Flood Defences
- Flood Zone 3
- Flood Zone 2

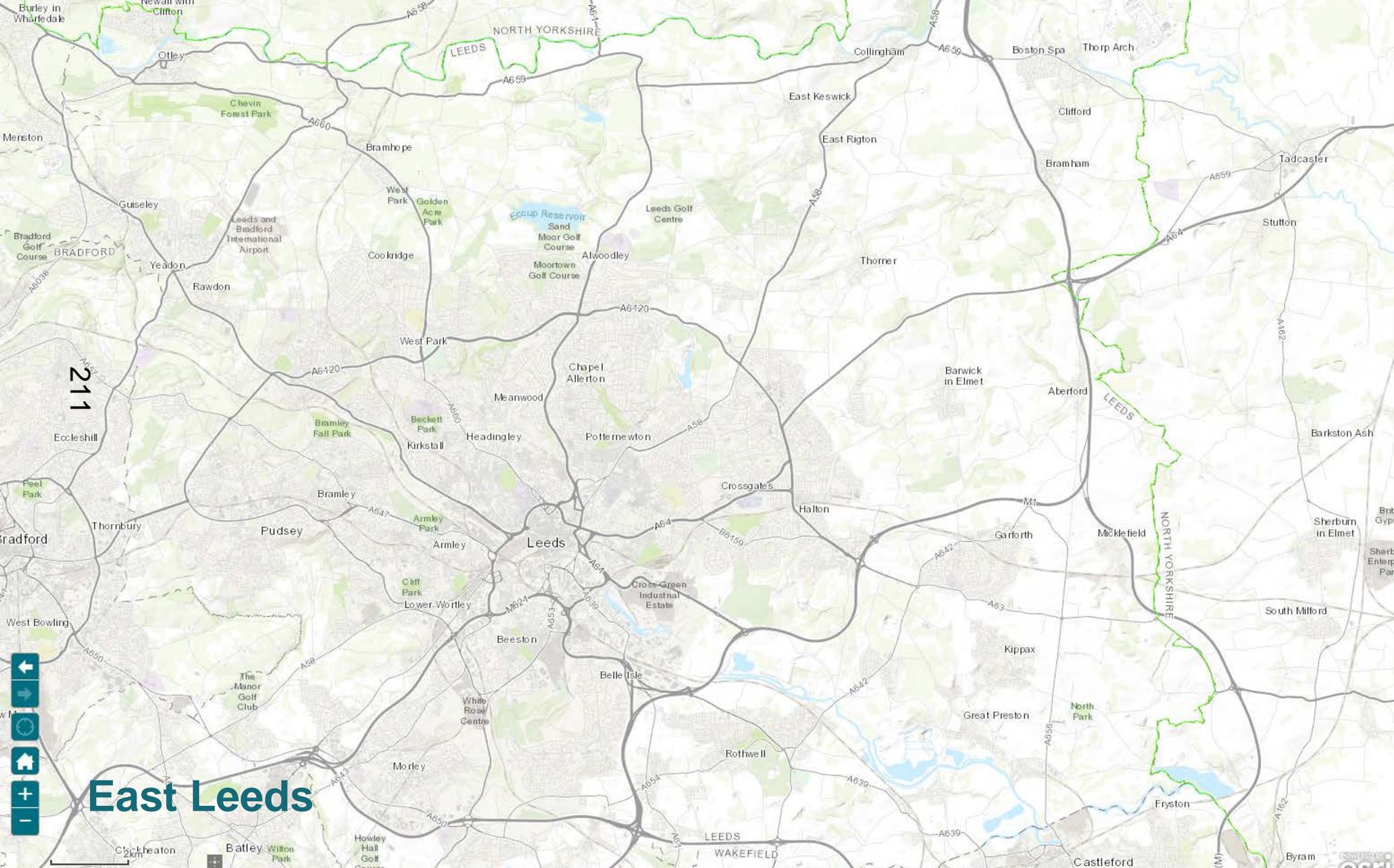
Castleford – Spatial Priority Areas with Flood Zones and EA Flood Alleviation Schemes and Benefit areas

East Leeds urban extension / West Yorkshire Transport Fund Schemes (East Leeds Orbital Route)

Example 2

Targeting Combined Authority investment to align with our partners councils Local Plan growth aspirations

Find address or place



Legend

01 Boundaries

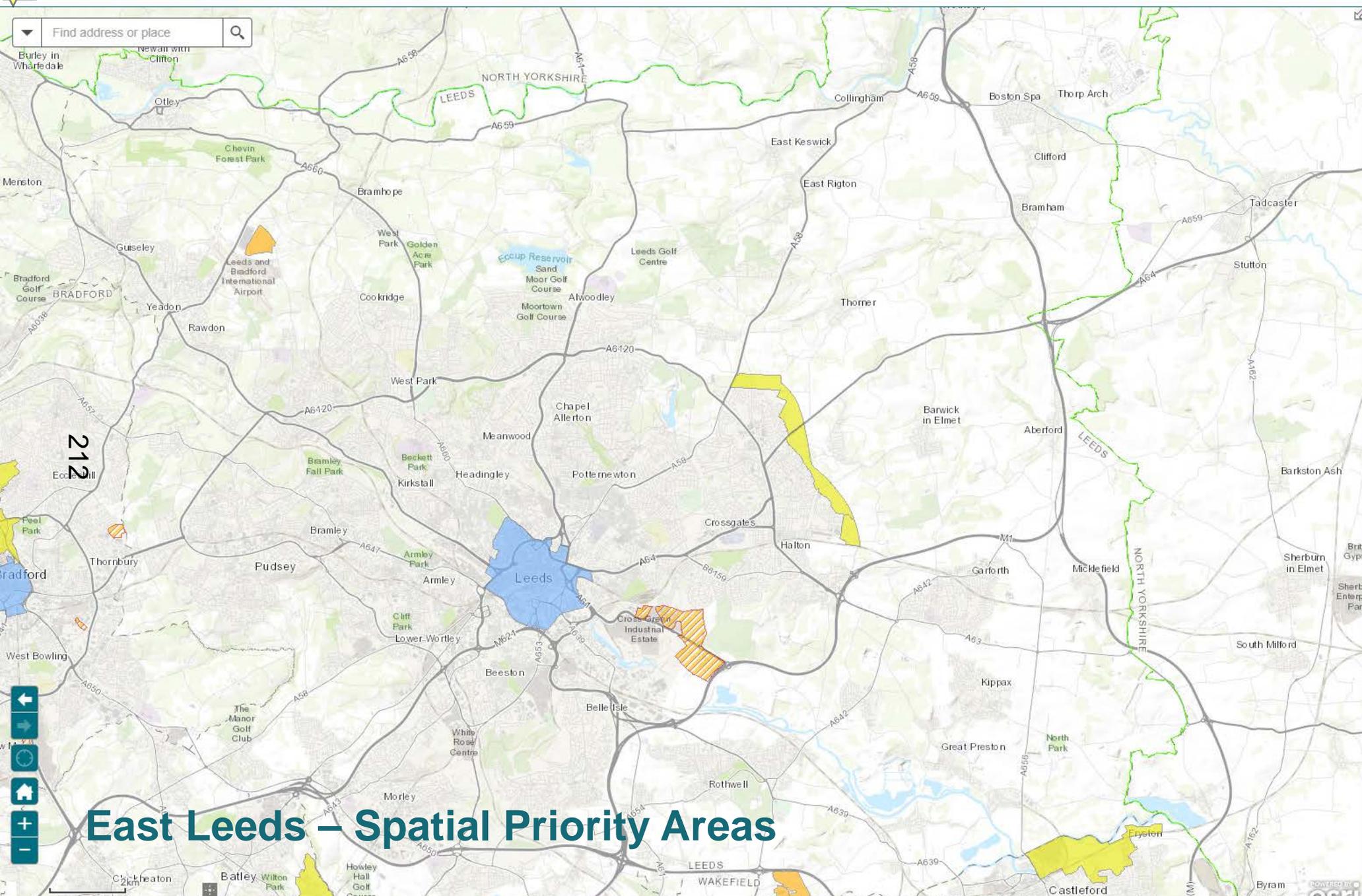
West Yorkshire



East Leeds



Find address or place



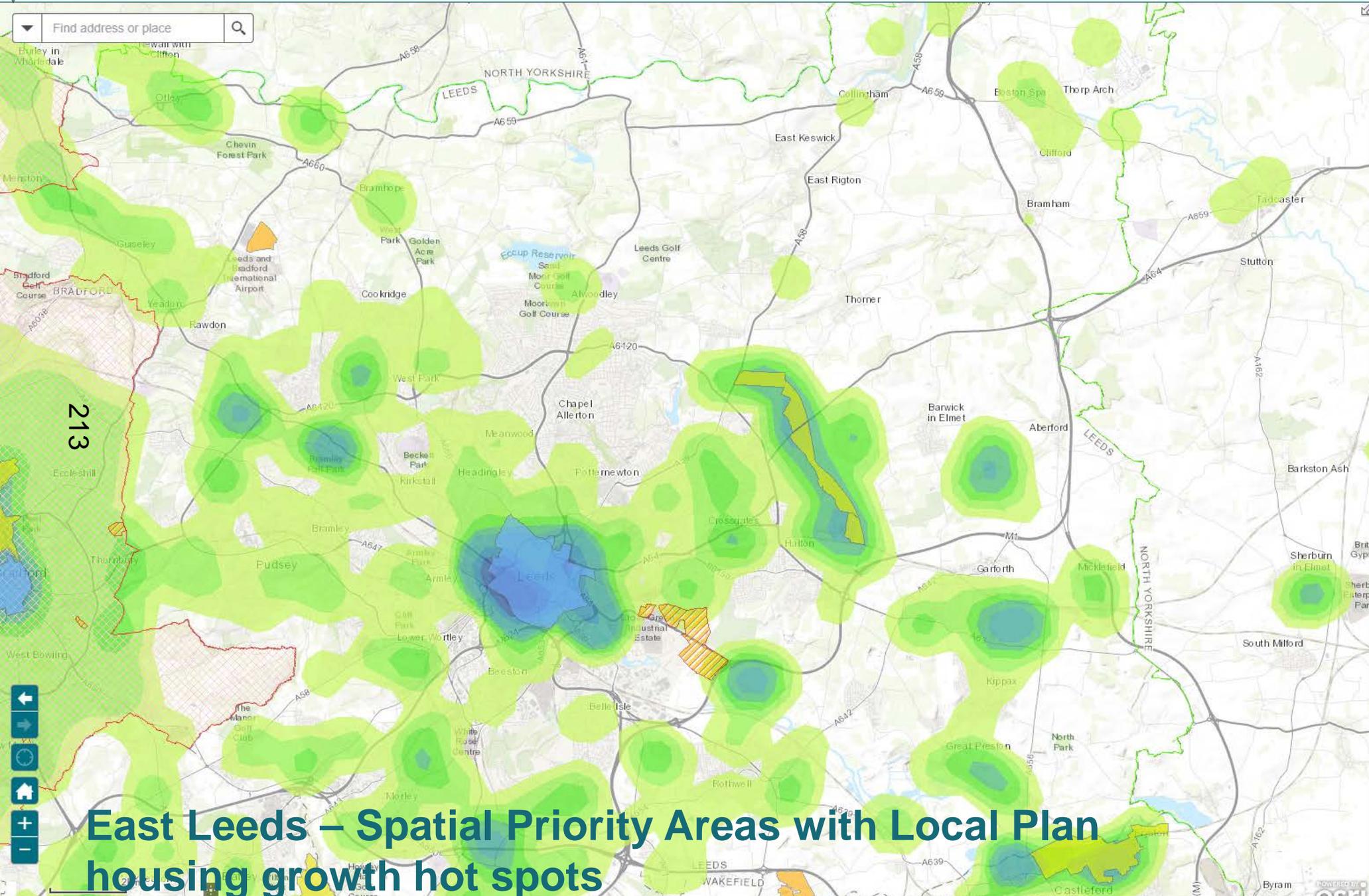
Legend

- 01 Boundaries**
 - West Yorkshire
- 03 Development**
 - Programmed Interventions
 - Leeds City Region Spatial Priority Area
 - Urban Growth Centres
 - Housing Growth Area
 - Employment Growth Area
 - LCR Enterprise Zone
 - York Enterprise Zone

East Leeds – Spatial Priority Areas



Find address or place



Legend

01 Boundaries

- West Yorkshire

03 Development

Programmed Interventions

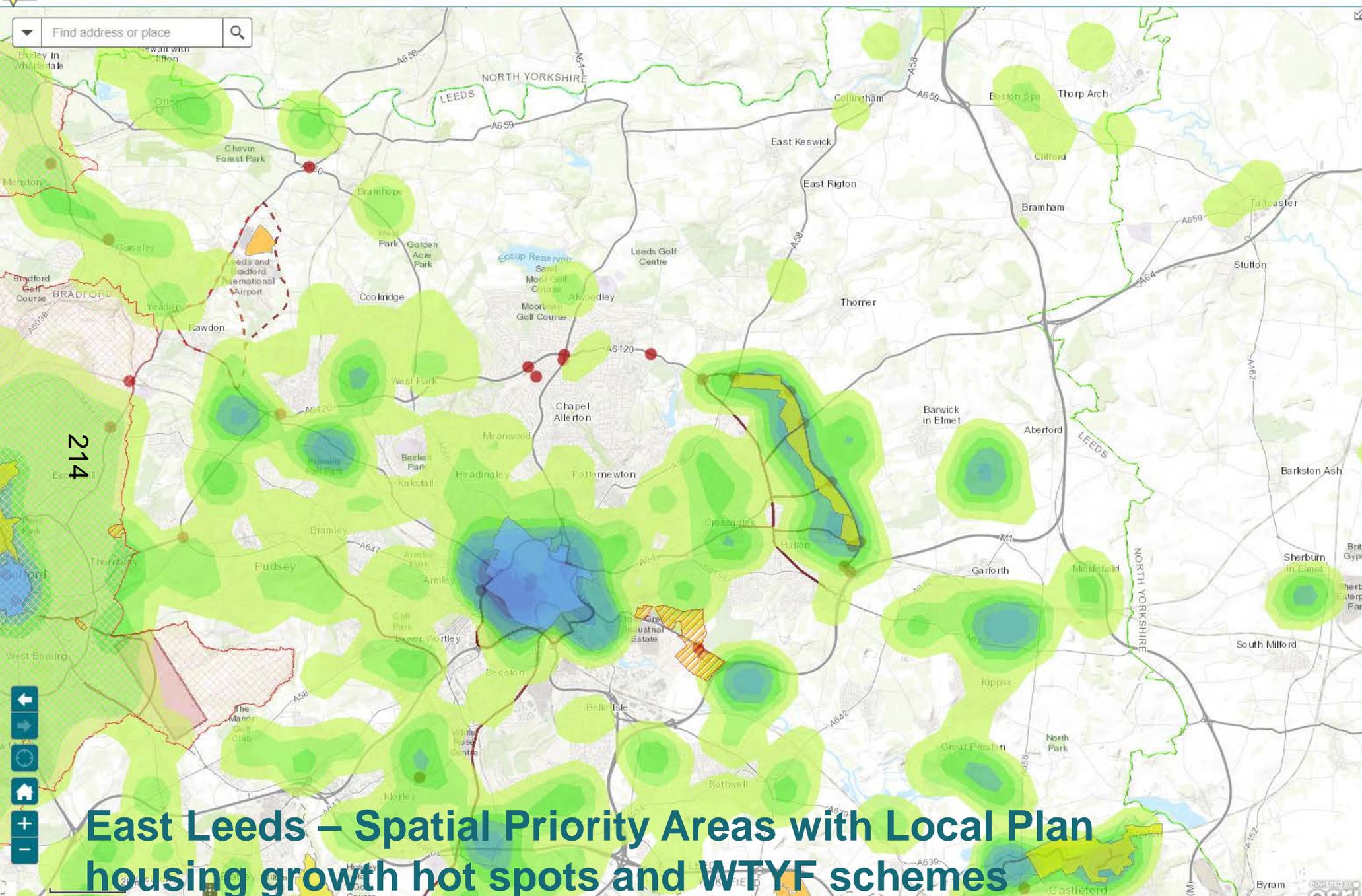
- Leeds City Region Spatial Priority Area
 - Urban Growth Centres
 - Housing Growth Area
 - Employment Growth Area
 - LCR Enterprise Zone
 - York Enterprise Zone

03_Development_20181106v2

Programmed Interventions

- Local Plan Housing Growth (Including Sites with Consent)
 - Lowest Housing Density
 - Highest Housing Density
 - Bradford's growth based on the Core Strategy Settlement Distribution

East Leeds – Spatial Priority Areas with Local Plan housing growth hot spots



Legend

01 Boundaries
West Yorkshire

03 Development
Programmed Interventions

- Leeds City Region Spatial Priority Area
 - Urban Growth Centres
 - Housing Growth Area
 - Employment Growth Area
 - LCR Enterprise Zone
 - York Enterprise Zone

03_Development_20181106v2
Programmed Interventions

- Local Plan Housing Growth (Including Sites with Consent)
 - Lowest Housing Density
 - Highest Housing Density
 - Bradford's growth based on the Core Strategy Settlement Distribution

07 Transport
Programmed Interventions

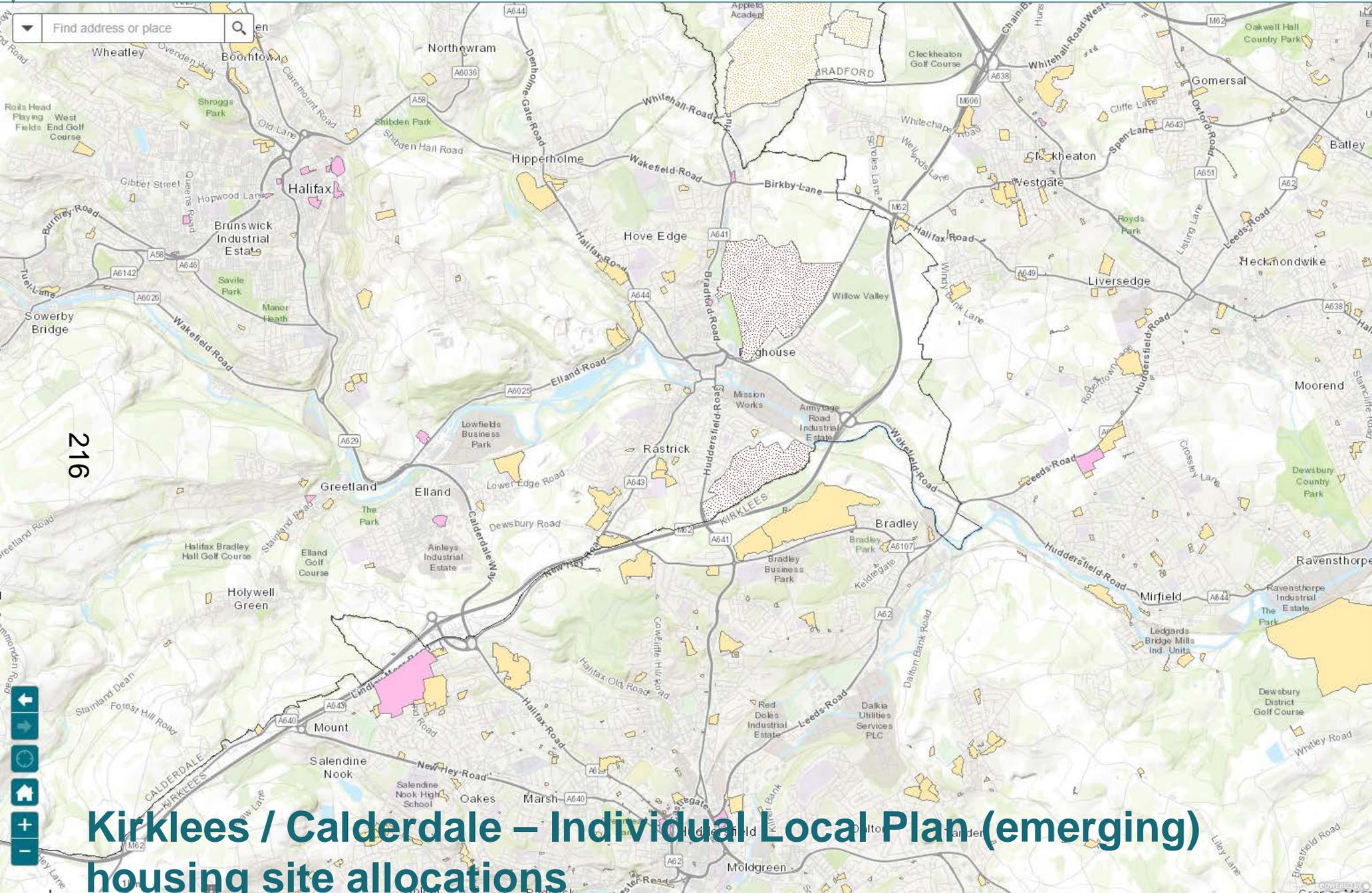
- West Yorkshire-plus Transport Fund
 - Corridor Schemes
 - LBA Link Road Option A
 - LBA Link Road Option B
 - LBA Link Road Option C
 - Corridor Schemes
 - Junction Schemes
 - Area Schemes

East Leeds – Spatial Priority Areas with Local Plan housing growth hot spots and WTYF schemes

North Kirklees – South Calderdale cumulative housing growth

Example 3

Identifying cross boundary opportunities / new development hot spots



Legend

01 Boundaries
Leeds City Region District Boundaries

03 Development
Programmed Interventions

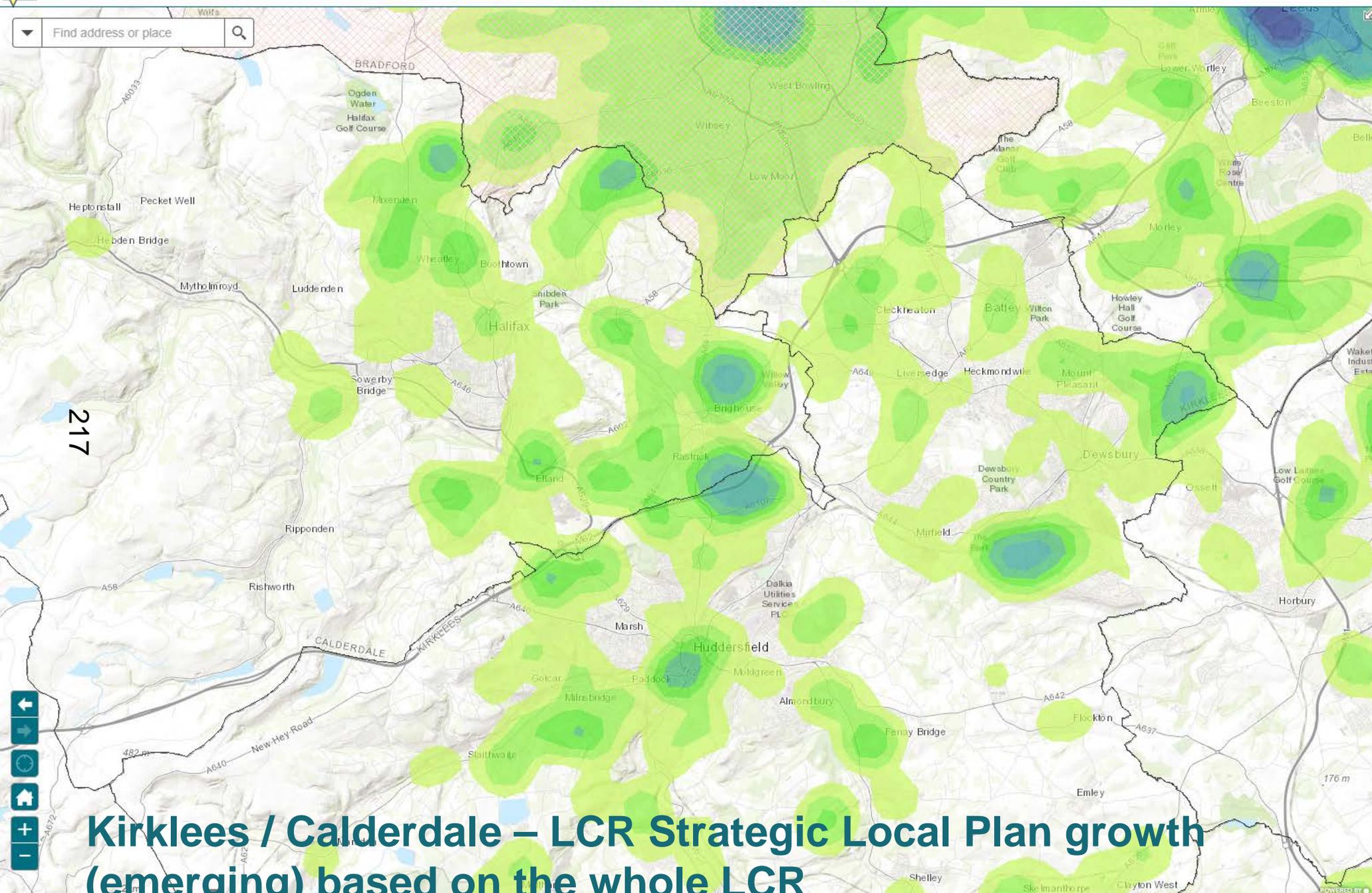
Housing Site Allocations (Including sites with consent)

- Housing
- Housing, Broad Location
- Housing, Garden Suburb
- Housing, Strategic Allocation
- Housing, PAS Site Carried Forward
- Mixed Use
- Mixed Use, Employment Led
- Mixed Use, Housing Led
- Mixed Use, Commercially Led Opportunity Site
- Mixed Use, Strategic Allocation

216

Kirklees / Calderdale – Individual Local Plan (emerging) housing site allocations

Find address or place



Legend

01 Boundaries
 Leeds City Region District Boundaries

03_Development_20181106v2
 Programmed Interventions
 Local Plan Housing Growth (Including Sites with Consent)

- Lowest Housing Density
-
-
-
-
-
-
-
-
-
-
- Highest Housing Density
- Bradford's growth based on the Core Strategy Settlement Distribution

217

Kirklees / Calderdale – LCR Strategic Local Plan growth (emerging) based on the whole LCR

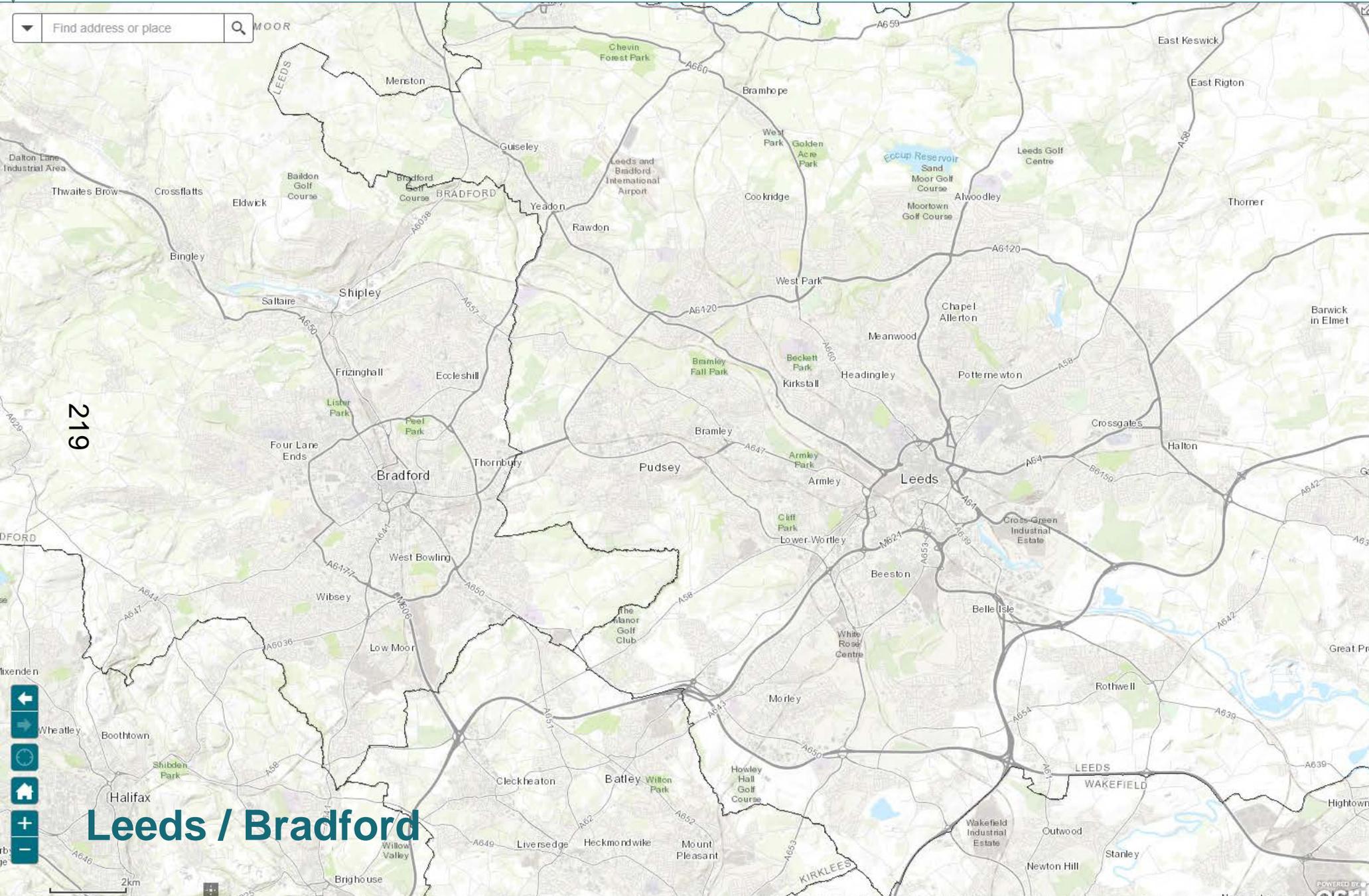
Leeds City Centre and Bradford City Centre superfast broadband connectivity

Example 4

Identifying investment opportunity areas

Find address or place

MOOR



Legend

01 Boundaries

Leeds City Region District Boundaries



219

Leeds / Bradford

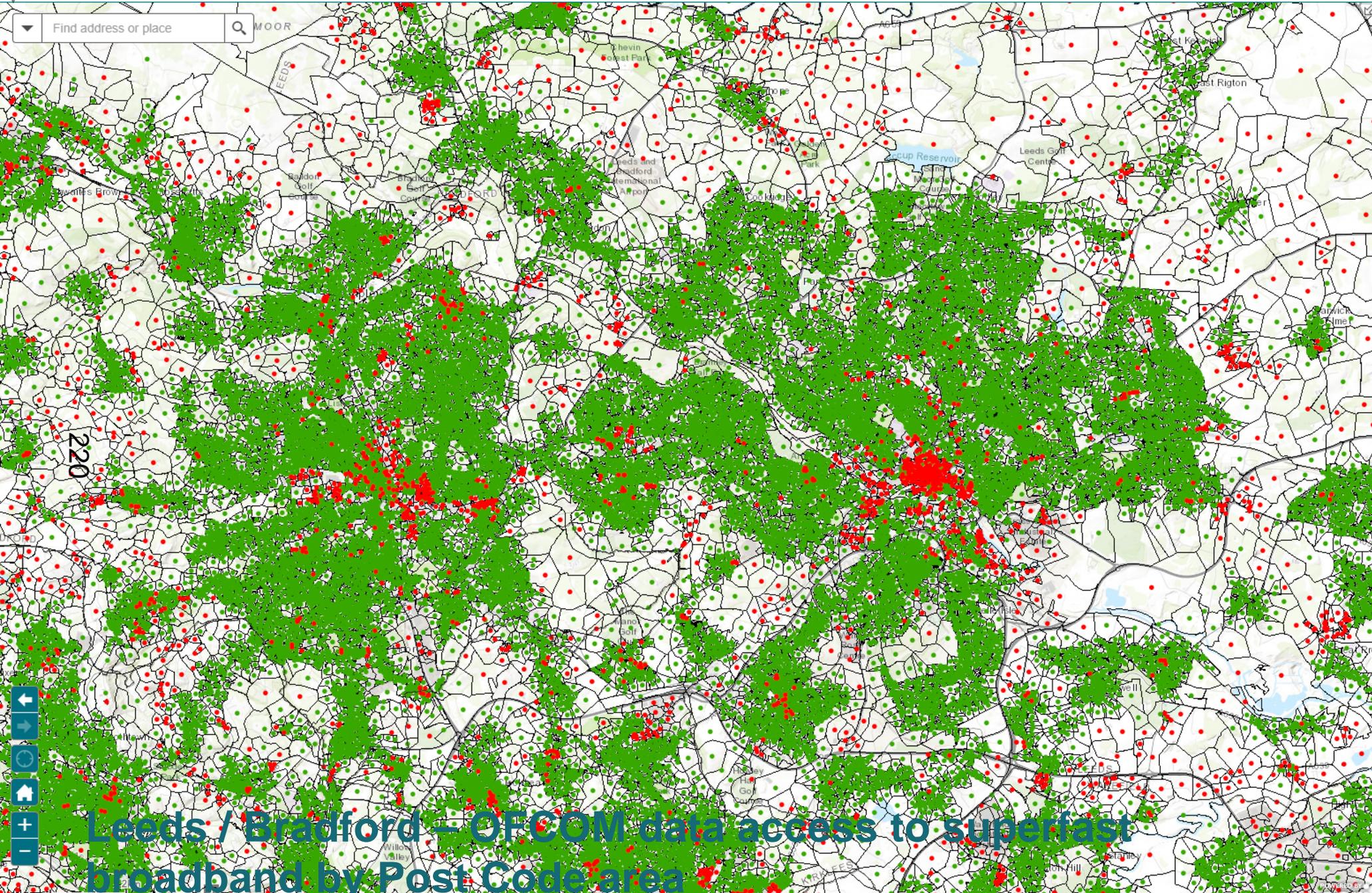


2km

Find address or place



MOOR



Legend

01 Boundaries

Leeds City Region District Boundaries

08 Communications and Digital

Superfast Broadband - at least 30 Mbit/s
 Not available
 Some availability



Leeds / Bradford - OFCOM data access to superfast broadband by Post Code area

**MINUTES OF THE MEETING OF THE
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY, 22 OCTOBER 2018 AT COMMITTEE ROOM A -
WELLINGTON HOUSE, LEEDS**

Present:

| | |
|--------------------------------------------|-----------------------|
| Councillor Michael Lyons OBE (Chair) | Transport Committee |
| Councillor Kim Groves | Transport Committee |
| Councillor Kayleigh Brooks | Transport Committee |
| David Brady (Deputy Chair) | Public Representative |
| John Birkby (Public Representative) | Public Representative |
| Howard Dews (Public Representative) | Public Representative |
| Peter Dixon (Public Representative) | Public Representative |
| Catherine Keighley (Public Representative) | Public Representative |
| Michael Leighton (Public Representative) | Public Representative |
| Mark Parry (Public Representative) | Public Representative |
| Judith Rhodes (Public Representative) | Public Representative |
| Eric Smith (Public Representative) | Public Representative |
| Brannoc Stevenson (Public Representative) | Public Representative |
| Bill Tymms (Public Representative) | Public Representative |
| Clive Woods (Public Representative) | Public Representative |

In attendance:

| | |
|--------------------|-----------------------------------|
| Graham Meiklejohn | Transpennine Express |
| Pete Myers | Arriva Rail North Limited |
| Jonathan Woodhouse | Arriva Yorkshire |
| Stuart Fillingham | First Group |
| Will Pearson | First Group |
| Dave Pearson | West Yorkshire Combined Authority |
| Diane Groom | West Yorkshire Combined Authority |
| Erica Ward | West Yorkshire Combined Authority |
| Angie Shearon | West Yorkshire Combined Authority |
| Ben Kearns | West Yorkshire Combined Authority |

1. Apologies for Absence

Apologies for absence were received from Councillor Neil Buckley, and public representatives Leslie Webb, Linda Bishop, Clare Mason, Robert Greenland, Charlotte Davenport and Kat Handy.

2. Declarations of Disclosable Pecuniary Interests

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

3. Exempt Information - Possible exclusion of the press and public

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

4. Minutes of the last meeting held on 9 April 2018

Resolved: That the minutes of the meeting held on 9 April 2018 be approved.

5. Spending priorities for Transport Services

The Sub-Committee was provided with a presentation which outlined spending on services funded through the transport levy. The presentation addressed spending priorities as a result of a reduction of £1 million in the transport levy for 2019/20.

The services funded through the levy include:

- Support for mobility / tendered bus services which receives £18.7 million in funding.
- Concessionary travel for young people with a current budget of £10 million.
- The provision of travel information, with a budget of £1.2m plus £0.8 million contribution from transport operators.
- Support to multi modal ticketing, £1m spend offset by £0.8m income.
- Bus stations, stops, shelters and associated facilities with a total cost of £7.5m offset by £4 million income.

The sub-committee was asked to consider spending priorities across services funded through the transport levy. Members were given 8 votes each to allocate across the 5 services. The results of the consultation was as follows:

- 32 for support for mobility / tendered bus services.
- 18 for concessionary travel for young people.
- 16 for the provision of travel information.
- 14 for bus stations, stops, shelters and associated facilities.
- 8 for the support of multi-modal ticketing.

Resolved: That the presentation and the Sub-Committee's feedback be noted.

6. Operator Updates

Northern updated the Sub-Committee on the impact of the timetable changes introduced in May 2018. Northern were told in January 2018 that the planned timetable would no longer be possible due to a delay in the electrification of

rail around Bolton. As a consequence the timetable had to be changed at short notice resulting in a timetable that could not be delivered reliably. It was emphasised that the service had recovered but is still not where it should be. Planned changes for December 2018 and May 2019 will aim to stabilise the service.

Transpennine provided an update to the Sub-Committee. They reported that many delays to their services around the Leeds area were caused by delays in Manchester. To address this issue Transpennine plan to split the “stopping” service from Manchester to Leeds into two separate services from 9 December 2018; one from Manchester to Huddersfield and then from Huddersfield to Leeds. The Sub-Committee was also advised that new train units which should begin to enter service in early 2019.

Following the rail operator updates the Sub-Committee had the following comments:

- Northern responded to a question from the Sub-Committee requesting an update on the industrial action affecting Northern services. The Sub-Committee was informed that the dispute had been submitted to ACAS for arbitration but unfortunately this had proved ineffective. Northern expressed their hope to resolve the dispute but stated that no talks were currently planned.
- The Sub-Committee expressed concerns regarding penalty fares, particularly in regard to concessionary tickets which are not available from the self-service machines. Northern assured the Sub-Committee that penalty fares would be used reasonably – if a ticket was unavailable then they would not issue penalty fares.
- A question was raised over the planned changes to the Transpennine Manchester to Leeds service and whether the two parts of the journey would marry up effectively. Transpennine informed the Sub-Committee that the changes were specifically designed to improve East / West connectivity.

In respect of bus services, First informed the Sub-Committee that they have implemented a system which monitors the speed of buses relative to speed limits. They also provided an update on contactless ticketing targets and that the target to increase cashless sales to 80% in 5 years is achievable. First addressed fare increases but noted that while some fares had increased others had stayed the same price.

Arriva provided an update and advised the Sub-Committee that extra vehicles would be provided on the 130 and 136 services.

Following the bus operator updates the Sub-Committee had the following questions and comments:

- The Sub-Committee requested the latest patronage figures including, if possible, a breakdown of the park and ride usage. First would provide this information.
- The Sub-Committee expressed disappointment regarding the recent

fare increases and commented that the various ticketing schemes available from bus operators makes it difficult for customers to find the best value option. First acknowledged this issue and stated their ambition to get more passengers using the M ticket option.

- The Sub-Committee expressed concerns regarding Arriva's Leeds urban ticket and the exclusion of places such as Rothwell and Woodlesford from that ticket scheme. Arriva stated that they would take this information back to the company.

Resolved: That the operator updates and the Sub-Committee's feedback be noted.

7. Information Report

An information report was presented which updated the Sub-Committee on matters relating to the Leeds district.

Discussion following the information report included the following:

- A question was raised regarding the future of Bus 18. The Sub-Committee heard that Bus 18 was a short term initiative and discussions are taking place to establish a more formal partnership.
- A member asked about the consultation date for the A647 and was advised the consultation was imminent.
- Regarding the Clean Bus Technology fund a member asked what assurances were in place to guarantee that the vehicles remained in the region. The Sub-Committee was informed that there were safeguards in the grant funding to ensure this.

Resolved: That the information report be noted.

8. Open Forum

The Sub-Committee made the following suggestions and comments:

- Concerns that cuts in spending impact buses disproportionately with the cost of numerous changes to timetables a deterrent to patronage and a drain on costs.
- The possibility of mitigating reductions in spending through exploring additional revenue streams. It was noted that the Combined Authority continues to look at ways to increase revenue.
- Concerns were raised that a 2017 report showed that there was a decrease by 10% of rail passengers into Leeds in the morning commute. It was noted that there had been a phenomenal increase over the past 10 years and the reason why this may have levelled off is due to capacity complaints. More trains are needed to address overcrowding and prevent its adverse impact on patronage.

9. Date of the next meeting - 4 February 2019

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**MINUTES OF THE MEETING OF THE
KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON WEDNESDAY, 24 OCTOBER 2018 AT RECEPTION ROOM,
HUDDERSFIELD TOWN HALL**

Present:

| | |
|---------------------------------------|-----------------------|
| Councillor Manisha Kaushik (Chair) | Transport Committee |
| Councillor Martyn Bolt | Transport Committee |
| Councillor Mohan Sokhal | Kirklees Council |
| Councillor Eric Firth | Transport Committee |
| John Appleyard (Deputy Chair) | Public Representative |
| Anne Baldwin (Public Representative) | Public Representative |
| Ian Bangay (Public Representative) | Public Representative |
| Mark Denton (Public Representative) | Public Representative |
| Shaun Jordan (Public Representative) | Public Representative |
| Jean Kirby (Public Representative) | Public Representative |
| Aleks Lukic (Public Representative) | Public Representative |
| David Quarmby (Public Representative) | Public Representative |
| Ian Roper (Public Representative) | Public Representative |
| Mike Still (Public Representative) | Public Representative |
| Kelvyn Waites (Public Representative) | Public Representative |
| Mark Wylie (Public Representative) | Public Representative |

In attendance:

| | |
|--------------------|-----------------------------------|
| Stuart Fillingham | First Group |
| Graham Meiklejohn | Transpennine Express |
| Pete Myers | Arriva Rail North Limited |
| Jonathan Woodhouse | Arriva Yorkshire |
| Diane Groom | West Yorkshire Combined Authority |
| Erica Ward | West Yorkshire Combined Authority |
| Khaled Berroum | West Yorkshire Combined Authority |
| Ben Kearns | West Yorkshire Combined Authority |

1. Apologies for absence

Apologies for absence were received from public representatives Christopher Jones, Catherine Waters and Bruce Bird and Kirklees Council officer Joanne Waddington.

2. Declarations of Disclosable Pecuniary Interests

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

3. Exempt Information - Possible exclusion of the press and public

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

4. Minutes from the last meeting held on 18 April 2018

Resolved: That the minutes of the meeting held on 18 April 2018 be approved.

5. Spending priorities for Transport Services

The Sub-Committee was given a presentation on spending priorities for transport services. The presentation outlined the funding pressures on local government as a result of a reduction of £1 million in the transport levy for 2019/20.

The services funded through the levy include:

- Support for mobility / tendered bus services which receives £18.7 million in funding.
- Concessionary travel for young people with a current budget of £10 million.
- The provision of travel information, with a budget of £1.2m plus £0.8 million contribution from transport operators.
- Support to multi modal ticketing, current income £0.8 million
- Bus stations, stops, shelters and associated facilities with a total cost of £7.5m offset by £4 million income.

The Sub-Committee raised the possibility of increasing revenue to cover the shortfall rather than cutting the £1 million. It was heard that the Combined Authority continue to look at ways to increase revenue, for instance through advertising and renting out spare units in bus stations.

A further question was raised regarding the overall transport budget for the 2016/17 year showing a £1.3 million underspend and the possibility of transferring this money across to cover the shortfall in funding from the transport levy. In response, it was emphasised that the consultation was concerned with revenue spending only and not capital spend.

The results of the consultation were as follows:

- 33 for support for mobility / tendered bus services.
- 11 for concessionary travel for young people.
- 19 for the provision of travel information.
- 11 for bus stations, stops, shelters and associated facilities.
- 6 for the support of multi-modal ticketing.

Resolved: That the presentation and the Sub-Committee's feedback on spending priorities be noted.

6. Operator Updates

First West Yorkshire updated the Sub-Committee on the following issues:

- First have started a disability awareness training programme.
- It was reported that 35% of transactions were contactless – the aim remains 80% in 5 years.
- First acknowledged that fares increased the previous weekend.
- A campaign to decrease litter on buses is underway.
- First are retro-fitting buses to Euro 6 standard.

Arriva provided the following update to the Sub-Committee:

- Arriva reported that they were fully staffed in Kirklees.
- Informed the committee of the North Kirklees network review which involved a great deal of consultation. Members of the committee were encouraged to get involved.

Yorkshire Tiger informed the Sub-Committee of some changes to the service in Kirklees from October.

The Sub-Committee had the following questions and comments following the bus operator updates:

- Clarification on the aim and progress of the North Kirklees network review was sought. The Sub-Committee heard that the review aimed to increase patronage in North Kirklees and was currently in the consultation stage. Arriva reported that they were pleased with the level of engagement with the consultation so far.
- The Sub-Committee questioned what was driving fare increases. The bus operators mentioned fuel costs and labour costs as prominent factors.
- Concerns were raised regarding the quality of the buses used by Yorkshire Tiger. The operator stated that they had identified this as an issue and intended to address it through a policy of 'polish and promote' to improve the appearance of their buses.
- Questions were raised regarding First buses on Huddersfield Town match days and the concern that due to congestion the buses were not practical for supporters and were missing out on patronage. First reported that they are an official partner of Huddersfield town and would explore possible options.

Northern updated the Sub-Committee on the impact of the timetable changes introduced in May 2018. Northern were told in January that the new timetable would no longer be possible due to a delay in the electrification of rail around Bolton. Planned changes for December 2018 and May 2019 will aim to stabilise the service. Northern stated that lessons have been learnt and in future they will ensure that no unnecessary risk is taken. Northern also

updated the Sub-Committee regarding the ongoing industrial dispute. The Sub-Committee heard that RMT had called strikes for the next 3 Saturdays and that no talks were currently planned between either side after the dispute was submitted to ACAS, with no resolution.

Transpennine updated the Sub-Committee on performance since the last meeting. Transpennine reported that the service was not where it should be and identified issues caused by the 'Castlefield corridor' as a primary factor. The operator described how congestion in Manchester causes delays which are dragged across their network. In order to address this Transpennine will split the service from Leeds to Manchester Piccadilly from 9 December 2018. There will be two services after that date; one from Manchester Piccadilly to Huddersfield and the other from Huddersfield to Leeds. It is hoped that this will improve resilience on this route.

The rail operator updates were followed by a discussion and the following questions and comments were raised:

- A number of concerns were raised regarding the performance of many stations in Kirklees ranked in the bottom 100 in the country, with Slaithwaite ranked in the bottom 5. It was noted that many of these performance issues pre-date the disruption since the May 2018 timetable changes.
- It was reported that delayed trains often skipped stations such as Marsden and Slaithwaite in an effort for the service to avoid further delay. Members of the Sub-Committee stated that they understood where a station had been skipped the next train passing on the route would be provided with a stop order. The Sub-Committee expressed their disappointment with the infrequency of stop orders.
- The Sub-Committee discussed the difficulty around securing a stop order from Network Rail – there was disagreement regarding this as some members doubted whether stop orders were regularly requested. Transpennine offered to bring back figures regarding the number of stop orders requested and the amount granted by Network Rail.
- Concerns were raised around the accessibility of platform 2 at Marsden station and also at Slaithwaite. Operators referenced 'Access for All' which is a national scheme operated by Network Rail aimed at improving accessibility at stations.
- Members expressed their disappointment that some Transpennine services which stop at Marsden station can only be exited through one set of doors in a single carriage. It was further noted that announcements informing passengers of this arrangement were inconsistent. Transpennine acknowledged the difficulty of this situation and that they would ensure that the flow of information on their trains was clear.

Resolved: That the operator updates and the Sub-Committee's feedback be noted.

7. Information Report

An information report was made available which updated the Sub-Committee on matters relating to the Kirklees district.

Resolved: That the information report be noted.

8. Open Forum - Questions and Suggestions

Much of the open forum was held under the operator updates item. However the Sub-Committee additionally noted the following:

- That it would be helpful if Network Rail and Grand Central would attend future meetings. In particular it was observed by operators that many issues addressed in the Sub-Committee concern Network Rail and it would be useful if a representative attended.
- It was further noted that the Sub-Committee has in the past alternated between Huddersfield and Dewsbury and that this should be the case in the future.
- It was requested that microphones should be provided at future meetings.
- A member of the Sub-Committee expressed concerns that some issues raised were not answered due to time constraints.

9. Date of the next meeting - 6 February 2019

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**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY, 29 OCTOBER 2018 AT COMMITTEE ROOM 1,
CITY HALL, BRADFORD**

Present:

| | |
|-----------------------------|-----------------------|
| Gareth Logan (Deputy Chair) | Public Representative |
| Councillor Kim Groves | Leeds City Council |
| James Craig | Public Representative |
| Stephen Hetherington | Public Representative |
| David Hill | Public Representative |
| Andrew Jewsbury | Public Representative |
| Peter Ketley | Public Representative |
| Andrew Noble | Public Representative |
| Graham Peacock | Public Representative |
| John Prestage | Public Representative |
| Keith Renshaw | Public Representative |
| Barrie Rigg | Public Representative |

In attendance:

| | |
|-----------------|-----------------------------------|
| Neale Wallace | West Yorkshire Combined Authority |
| Brandon Jones | First Group |
| Lee Watson | Arriva |
| Pete Myers | Arriva Rail North Limited |
| Khaled Berroum | West Yorkshire Combined Authority |
| Megan Hemingway | West Yorkshire Combined Authority |

1. Apologies for Absence

Apologies for absence were received from Councillor Taj Salam (Chair) and from Public Representative Norah McWilliam.

2. Declaration of Disclosable Pecuniary Interests

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

3. Exempt Information - Possible Exclusion of the Press and Public

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

4. Minutes of the last meeting held on 16 April 2018

Matters arising from the last meeting:

Further to Minute 6 *Operator Updates*, comment was made that the new TransDev buses were proving unpopular due to their poor suspension. It was noted that the service was operating under contract and that neither the Combined Authority or Councillor Groves had received similar feedback. Any residents wanting to raise this issue were encouraged to do so.

Resolved: That the minutes of the meeting held on 16 April 2018 be approved.

5. Petition from Lister Community Action Group - changes to the 680 bus timetable

The Lister Community Action Group presented a petition against the changes which had recently been made to the 680 bus timetable. It was noted that the group felt there had been a failure to consult on the part of First Bradford and that the new service was both unreliable and not meeting passenger needs. There was also a ticketing issue raised as First Bus tickets were not accepted by Yorkshire Tiger.

The Group requested that the original half hourly bus service be reinstated.

Brandon Jones of First Bus confirmed that the service had been reduced due to low passenger levels but that First were happy to review this at a later date. He stressed that First were committed to increasing bus use in Bradford and to working with both the Combined Authority and the public.

The Combined Authority reported that they spent £19m on supporting bus services last year but by 2021 have to reduce this to £15.8m as a result of a reduced levy from District Councils. It was also noted that there is no provision in the Combined Authority budget for funding the enhancement of existing services.

It was proposed that this petition be considered at the next Transport Committee meeting.

Resolved:

- (i) That the request from Lister Community Action Group be noted.
- (ii) That the petition be considered at the Transport Committee in January 2019.

6. Reduction in the 633 Bus Service

Councillor Sajawal attended the meeting to voice concerns on behalf of his constituents regarding the reduction of the 633 bus service. It was noted that 700 people had signed a petition to reinstate some or all of the service. There had been no public consultation and residents were keen to talk to First Bus

regards ideas they had relating to the service provision. It was noted that residents were often driving into Bradford due to overcrowded buses and pointed out that parking fees were less than bus fares. Concern was raised regards pollution caused by this.

First Bradford thanked Councillor Sajawal for his comments and agreed that how they engage the public prior to change was really important. The challenges facing operators in rising costs were highlighted, versus the £3 per day parking cost in Bradford City Centre. It was acknowledged that frequency changes do affect passengers but that First Bus had tried to not lose connections. They agreed to work with Councillor Groves and community representatives in an attempt to address the issues raised.

The petition will be sent for consideration to the Transport Committee in January 2019.

Councillor Groves commended the community's efforts to come up with solutions. It was noted that the Bus18 initiative was working to try to remove barriers to work and education and to encourage Inclusive Growth.

Resolved:

- (i) That the issues raised in relation to the reduction of the 633 Bus Service be noted.
- (ii) That the petition be considered at the January Transport Committee.

7. Operators Updates

First Bradford updated the sub-committee on driver recruitment. A new training manager had been appointed and more drivers were being taken on to address the issue of drivers retiring.

A new driver training programme was ongoing to improve interactions with customers, particularly those with disabilities. The number of apprentices was being increased to 24 and more were located in the engineering section.

The Sub-Committee was informed that ticketing was currently 35% cashless with a target of 80% cashless travel within 5 years. Aims were to reduce boarding times and simplify fares.

Northern updated the Sub-Committee as to the planned RMT dispute and confirmed that strikes were planned the next few Saturdays with an option to call more. Talks have been held with ACAS last month but no resolution was achieved.

The Sub-Committee was also updated on the impact of the timetable changes in May. Northern had been told in January that the new timetable would no longer be possible due to a delay in the electrification of rail around Bolton. Planned changes for December 2018 and May 2019 will aim to stabilise the service. Northern stated that lessons have been learnt and in future they will ensure that no unnecessary risk is taken.

It was also noted that:

- Trans-Pennine are making significant changes in December 2018.
- New trains are in the UK now with training due to take place for their rollout in May 2019.
- Refurbishment is continuing on existing rolling stock both mechanical and electrical.
- Station improvement scheme continues in providing shelters and ticket information.
- Re-signalling work on Calder Valley went well, with bus support to services.

Members were then given the opportunity to ask questions and the following issues were raised:

- Why was the timetable implemented if the rail operators knew it wasn't going to work? Northern confirmed that it was suggested to stay with original timetable but it was not possible with the network.
- The implementation of new rolling stock was welcomed.
- Do train operators have any passenger loading limit in a train carriage given the recent overcrowding? The operator informed the Sub-Committee that there is a weight limit rather than person count per carriage and acknowledged that there is a clear overcrowding problem. The lead time to get new trains is an issue, as is the clear need for more and longer trains.

Arriva gave an update on service issues relating to the 268 & 253 on Tong Street. A network review is due in February 2019, with a public consultation across West Yorkshire with an aim to improve the speed of services. The Sub-Committee was informed that the Tong Street scheme is underway.

Arriva reported that they had worked with Northern Rail to provide bus services in lieu of rail when required and that this was deemed a success.

The Sub Committee was informed that Arriva is phasing contactless ticketing in starting in the new year with an aim of March 2019.

Resolved: The Operators updates were noted.

8. Spending priorities for Transport Services

The Sub-Committee was given a presentation which outlined the funding pressures on Local Authority Government as a result of a reduction of £1m in the Transport Levy for 2019/20.

- £2m had been spent on travel information especially Metro Line.
- Twitter was being utilised and live web chat.
- Bus live displays were now at many bus stops.
- The M-Card scheme had a funding gap of £200k.

Public representatives were given 8 tokens to vote on the following options:

1. Providing Bus Services.
2. Reducing the cost of Travel.
3. Providing Travel Information.
4. Multi-modal Tickets.
5. Providing bus stops/ stations.

Results were given at the meeting and were as follows:

1. 40 votes – top priority.
2. 19 votes.
3. 13 votes.
4. 10 votes.
5. 22 votes.

The voting outcome was similar to the other District Consultation Sub-Committees (DCSCs) and full results will be shared at the next meeting.

Public Representatives asked why the commission was so low from M-Card at 2.5%. They were informed that steps were being taken to try to secure other income in terms of renegotiating historical leases at Bradford Interchange and Councillor Groves confirmed that income generation overall was being examined.

It was also queried why children who are our future customers are not being encouraged to use public services rather than school buses as often journeys are being duplicated.

In response it was noted that the number of specific school buses was reducing and more children would be travelling on conventional bus services in future.

Resolved: That the presentation and Sub-Committee's feedback on spending priorities be noted.

9. Information Report

The Sub-Committee considered a report on matters of information relating to the Bradford District.

Inclusive Transport Strategy

It was noted that the Department for Transport had published its Inclusive Transport Strategy, which aims to improve accessibility for disabled people across the UK's transport network. In light of Brexit the law will still apply to passenger rights.

Audio Visual Information

The audio visual information continues to be implemented across services.

This will potentially take between 2-6 years depending on the size of the operator subject to a decision by the Department of Transport.

Clean Bus Technology Fund

The Clean Bus Technology fund had grant funded the Combined Authority to convert 255 buses to latest emission standards. The Combined Authority had topped this up so that all 300 buses applying for funding would be converted. Benefits of this would be felt across West Yorkshire.

Members felt the focus was very Leeds centric and questioned why this was the case. It was explained that the Government had set air quality targets specific to Leeds so this in turn had set the initial distribution of funding, although all operators' bids had now been met.

The Sub-Committee requested specific figures on the amount of vehicles now remaining below the Euro 6 requirement. The Combined Authority confirmed that it had requested these figures from operators and would give an indication at the next meeting.

Delay Repay Scheme

The scheme had now been extended by Northern Rail to include passengers whose journeys are disrupted by 15-29 minutes (from December 2018).

Bus Service Policy

It was noted that the Combined Authority's policy on how it uses powers to procure bus services had been revised. It will prioritise community access to the public transport network and opportunities for employment which may result in a reduction to evening and Sunday services.

Bradford Interchange

The pick-up and drop-off point improvements at the main entrance to the Interchange were completed in August, along with public toilet improvements.

Transforming Cities Fund

Councillor Groves confirmed that the bid had got through the first stage for this large potential funding. She noted that Chris Grayling had specifically mentioned Bradford in the Yorkshire Evening Post.

It was queried how the four key routes would be improved and Councillor Groves agreed that this would be brought to the next meeting.

Questions were raised by representatives as follows:

- It was considered that the update on the Leeds-Liverpool canal tow-path was misleading as to the upgrading of areas mentioned because some areas had in fact not been touched. Clarification on this would be sought.

- The Sub-Committee welcomed the audio visual delivery and reported it had been well received.
- A concern was raised regards the potential abuse of the blue badge system given the widening criteria.
- Boxing Day services to hospitals were highlighted and an appeal made to operators to make sure services connect to enable these journeys, particularly in Keighley.
- It was noted that there were no plans to extend station platforms; however this would not exclude the use of longer trains due to the door system being controlled, thus mitigating any safety issues.
- The management of the drop off point at Bradford Interchange was queried; it was confirmed that there was now an hourly patrol in the drop off point at Bradford Interchange.

Resolved:

- (i) That the Information Report was noted.
- (ii) That further information on the Euro 6 requirement be reported at the next Sub-Committee.
- (iii) The Transforming Cities Fund report be shared at the next Sub-Committee.

10. Open Forum - Questions and Suggestions

Questions were raised by public representatives and noted as follows:

- Bus drivers were driving off whilst people were still getting to their seats.
- Can more notice be given of changes to timetables to avoid petitions? If a subsequent change to the timetable is needed it takes another 6 months.
- A statement was read out from the Queensbury Tunnel Society. A petition of 10,450 signatures had been collected in favour of preserving the tunnel, in contrast to Highways England's planned closure. The main issues raised were the environmental impact of this 'abandonment', the flooding of the tunnel and the risk of historic mine works. The Society proposed preserving access for maintaining and monitoring the tunnel. They encouraged others present to sign the petition.
- Issue regards Sundays with Transdev services when there has been a bus but no driver. It was agreed that this would be brought to Transdev's attention as there was no representative at the meeting.
- Arriva advised there is a public consultation taking place in February 2019 – dates are on the website.
- The Sub-Committee welcomed First Bus and Yorkshire Tiger's attendance at the previous meeting. They had listened to concerns and the issues around the 675 route were now resolved.

11. Date of the next meeting - 11 February 2019



**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY, 30 OCTOBER 2018 AT THE KINGS CENTRE,
PARK RD, HALIFAX, HX1 2TS**

Present:

| | |
|---------------------------------------|-----------------------|
| Councillor Daniel Sutherland (Chair) | Transport Committee |
| Councillor Peter Caffrey | Transport Committee |
| John Sheppard (Deputy Chair) | Public Representative |
| Reid Anderson (Public Representative) | Public Representative |
| Myra James (Public Representative) | Public Representative |
| Peter Melling (Public Representative) | Public Representative |
| Kate Smyth (Public Representative) | Public Representative |
| John Whiteley (Public Representative) | Public Representative |
| Geoff Wood (Public Representative) | Public Representative |

In attendance:

| | |
|-----------------------|-----------------------------------|
| Councillor Kim Groves | Leeds City Council |
| Pete Myers | Arriva Rail North Limited |
| Will Pearson | First Group |
| Jazz Terry | First Group |
| James Smith | Yorkshire Tiger |
| Diane Groom | West Yorkshire Combined Authority |
| Khaled Berroum | West Yorkshire Combined Authority |
| Ben Kearns | West Yorkshire Combined Authority |

1. Apologies for absence

Apologies were received from public representatives Richard Potter and Zaheer Khalil.

2. Declarations of Disclosable Pecuniary Interests

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

3. Exempt Information - Possible exclusion of the press and public

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

4. Minutes of the last meeting held on 10 April 2018

In respect of minute 5, Air Quality Strategy, the chair advised that this would be on the agenda at the next Transport Committee on 9 November 2018.

In respect of minute 6, Tracker Survey, the Sub-Committee was informed that deaf people were not specifically included in the survey but were assured that the Combined Authority recognised the importance of their involvement and they would be included in the future.

Resolved: That the minutes of the meeting held on 10 April be approved.

5. Spending priorities for Transport Services

The Sub-Committee was provided with a presentation which outlined spending on services funded through the transport levy. The presentation addressed spending priorities as a result of a reduction of £1 million in the transport levy for 2019/20.

The services funded through the levy include:

- Support for mobility / tendered bus services which receives £18.7 million in funding.
- Concessionary travel for young people with a current budget of £10 million.
- The provision of travel information, with a budget of £1.2m plus £0.8 million contribution from transport operators.
- Support to multi modal ticketing, £1m spend offset by £0.8m income.
- Bus stations, stops, shelters and associated facilities with a total cost of £7.5m offset by £4 million income.

The Sub-Committee was asked to consider spending priorities across services funded through the transport levy. It was emphasised that this was a way for the Combined Authority to get an initial feeling as to the Sub-Committee's views and that there would be further consultation in the future. Members were given 8 votes each to allocate across the 5 services. The results of the consultation was as follows:

- 14 for support for mobility / tendered bus services.
- 12 for concessionary travel for young people.
- 13 for the provision of travel information.
- 14 for bus stations, stops, shelters and associated facilities.
- 3 for the support of multi-modal ticketing.

Resolved: That the presentation and the Sub-Committee's feedback be noted.

6. Operator Updates

Yorkshire Tiger reported no updates to the Sub-Committee.

First provided the following update to the Sub-Committee:

- First have started a disability awareness training programme.
- It was reported that 35% of transactions were contactless – the aim remains 80% in 5 years.
- First are retro-fitting buses to Euro 6 standard.
- First have conducted a price review with some fares increasing as a result. It was noted that some fares remained unchanged and that any increase in fares reflected increased costs.
- First reported minor changes to the 576 service to improve reliability.
- First addressed the disruption of services around Mixenden with diversions in place.

The Sub-Committee had the following questions and comments following the bus operator updates:

- It was questioned whether adequate notice was given to customers about the Mixenden diversions. First reassured the Sub-Committee that posters were put up around Mixenden, on buses, and also sent to the Combined Authority.
- The Sub-Committee expressed concern over the standard of buses in Calderdale and were under the impression that new buses go to Leeds while older units are re-located to Calderdale. The Sub-Committee was advised that investment is prioritised in areas which offered the biggest benefit for the operator.
- A member asked about the provision of direct services to Calderdale hospital from the Calder Valley. It was suggested that the services from Burnley and from Rochdale could be diverted via the hospital to address the difficulties faced by people in the upper Calder Valley in getting to the hospital. First suggested that they would be willing to work with parties to create the best network for passengers.

Northern updated the Sub-Committee on the impact of the timetable changes introduced in May 2018. Northern were told in January that the new timetable would no longer be possible due to a delay in the electrification of rail around Bolton. Planned changes for December 2018 will aim to stabilise the service, with May 2019 seeing the introduction of the timetable originally planned for May 2018. Northern also updated the Sub-Committee regarding the ongoing industrial dispute. The Sub-Committee heard that RMT had called strikes for the next 3 Saturdays and that no talks were currently planned between either side after the dispute was submitted to ACAS, with no resolution.

Following the rail operator update the Sub-Committee made the following comments:

- A question was raised regarding Mytholmroyd station. The Sub-Committee was advised that work on the station car park is planned to commence in Spring 2019.
- A member expressed their anger and disappointment about the disruption caused by the May 2018 timetable. Northern apologised for the severe disruption following the timetable changes in May and acknowledged that the services had been poor.

Resolved: That the operator updates and the Sub-Committees' feedback be noted.

7. Information Report

An information report was presented updating the Sub-Committee on matters relating to the Calderdale district.

The Sub-Committee made the following questions and comments:

- In respect of the Transforming Cities Fund, which includes plans to upgrade public transport connections to eight rail stations The Sub-Committee queried if any of the 8 stations listed were in Calderdale and was were informed that Halifax station was included.
- The Sub-Committee raised concerns regarding the timetable for the implementation of the Department for Transport's Inclusive Transport Strategy, which aims to make travel fully accessible and inclusive for disabled passengers by 2030.
- The Sub-Committee raised concerns regarding 2.43, the Halifax Town Centre Scheme, that there would be no improvement in air quality as a result of the works on the A629. It was noted that the green wall at Salterhebble was a scheme attracting national attention.

Resolved: That the information report and the Sub-Committee's feedback be noted.

8. Open Forum - Questions and Suggestions

The following points were raised and discussed during the open forum:

- TLC services in Hebden Bridge were a source of concern, with reports that services were generally unreliable and that they may be cut in the future. Concerns were also raised about the hilltop services. Officers agreed to investigate.
- The Sub-Committee asked for an update regarding the real time information system. It was stated that the system is currently being tested and will be rolled out at a later date.

9. Date of the next meeting - 12 February 2019

**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY, 1 NOVEMBER 2018 AT OLD COURT ROOM,
WAKEFIELD TOWN HALL**

Present:

| | |
|----------------------------------------|-----------------------|
| Councillor Kevin Swift (Chair) | Transport Committee |
| Usman Ali (Deputy Chair) | Public Representative |
| Nigel Ashton (Public Representative) | Public Representative |
| Cliff Baker (Public Representative) | Public Representative |
| John Churms (Public Representative) | Public Representative |
| Peter Daniels (Public Representative) | Public Representative |
| Thomas Randall (Public Representative) | Public Representative |

In attendance:

| | |
|------------------------|-----------------------------------|
| Councillor Kim Groves | Leeds City Council |
| Councillor Tony Wallis | Wakefield Council |
| Pete Myers | Arriva Rail North Limited |
| Megan Atkinson | Arriva Rail North Limited |
| Kim Purcell | Arriva Yorkshire |
| Neale Wallace | West Yorkshire Combined Authority |
| Ruth Chaplin | West Yorkshire Combined Authority |
| Ben Kearns | West Yorkshire Combined Authority |

1. Apologies for absence

Apologies for absence were received from Councillor David Dagger and public representative David Young.

2. Declarations of Disclosable Pecuniary Interests

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

3. Exempt Information - Possible exclusion of the press and public

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

4. Minutes of the last meeting held on 26 April 2018

Resolved - That the minutes of the meeting held on 18 April 2018 be approved.

5. Petition - Withdrawal of the Arriva 134 service

The Sub-Committee was presented with a petition regarding the withdrawal of the 134 service from Castleford to Junction 32. The petition registered residents' concerns that there was a reduced service calling at Park Road and no service from Front Street to/from Castleford.

The Sub-Committee heard that following the demise of M travel, Arriva ran a 30 minute frequency service from Castleford to Junction 32 which stopped at Park Road. This service was withdrawn on the 2 September 2018, and Arriva confirmed to the Sub-Committee that this was because it was not commercially viable. The 187 service runs from Pontefract to Castleford hourly but it was reported that this service runs through Airedale which extends the journey time. It was also noted that Park Road is serviced by the 410 which is a 30 minute service into Pontefract.

Guidelines state that it is considered to be reasonable if residents are within 600m of an alternative bus stop. However, it was acknowledged that there may be issues around accessibility because of the demographics of the area. The Sub-Committee was informed that the Combined Authority would hold discussions with Arriva to try and find a solution and that the petition would be taken to the January meeting of the Transport Committee.

Resolved:

- (i) That the petition be noted.
- (ii) That the petition be brought to the January meeting of the Transport Committee.

6. Operator Updates

Northern updated the Sub-Committee on the impact of the timetable changes introduced in May 2018. Northern were told in January that the new timetable would no longer be possible due to a delay in the electrification of rail around Bolton. Northern reported that performance had stabilised but it was still down compared to last year. Planned changes for December 2018 will aim to stabilise the service with May 2019 seeing the introduction of changes originally planned for May 2018. In addition, the Sub-Committee was updated on the industrial action affecting northern services. Strikes have been called for the next two Saturdays and northern planned for industrial action every Saturday until Christmas. The dispute had been submitted to ACAS for arbitration but unfortunately this had proved ineffective. Northern expressed their hope to resolve the dispute but stated that no talks were currently planned.

Following the rail operator update the Sub-Committee had the following questions and comments:

- Questions were raised regarding the car park at Wakefield Kirkgate being too small. Northern explained the difficulty with any expansion to the car park due to lack of available land.
- The Sub-Committee also requested an update on the plans to install toilets at Wakefield Kirkgate. Northern informed the Sub-Committee that the toilets should be in place by December 2019.
- Northern responded to a query regarding the 0657 train from Doncaster to Leeds which is often cancelled or short-formed with only 2 carriages. Northern explained to the Sub-Committee that the train's pattern was unusual and included time idling at Leeds station. As a result it is one of the services which is short formed to assist other services as it has the least impact. Northern informed the Sub-Committee the service remains a 4 car electric service, but in cases where that is not possible, it will be a 3 car service.

Arriva provided the following update:

- It was noted that Paul Flanagan would attend DCSCs on behalf of Arriva in the future.
- The Sub-Committee was informed that the 163 and 166 services had been struggling to keep to time. Arriva have added an extra bus to the services to ensure that they are more consistent in the future.
- Arriva reported that they had changed the names of their school services.
- Arriva have committed to upgrade all their buses into Leeds to Euro 6 for 2020.

After the bus operator update the Sub-Committee had the follow questions:

- The Sub-Committee queried the 195 service which has seen a variety of older buses on the route. Arriva stated that because of the ongoing work to fleet some buses had to be substituted temporarily.
- It was pointed out that concessionary passes for young people and for people with disabilities were only valid after 9:30am which meant that concession holders couldn't use their passes to get to school / college. The Sub-Committee heard that the national scheme starts at 9:30am and this is funded by the government. The discretionary spend for the Combined Authority is prioritised for half fares for young people.

Resolved: That the operator updates and the Sub-Committee's feedback be noted.

7. Spending priorities for Transport Services

The Sub-Committee was provided with a presentation which outlined spending on services funded through the transport levy. The presentation addressed spending priorities as a result of a reduction of £1 million in the transport levy for 2019/20.

The services funded through the levy include:

- Support for mobility / tendered bus services which receives £18.7 million in funding.
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- Support to multi modal ticketing, £1m spend offset by £0.8m income.
- Bus stations, stops, shelters and associated facilities with a total cost of £7.5m offset by £4 million income.

The Sub-Committee was asked to consider spending priorities across services funded through the transport levy. It was emphasised that this exercise was a way for the Combined Authority to get an initial feeling as to the Sub-Committee's views and that there would be further consultation in the future. Members were given 8 votes each to allocate across the 5 services. The results of the consultation was as follows:

- 19 for support for mobility / tendered bus services.
- 10 for concessionary travel for young people.
- 7 for the provision of travel information.
- 7 for bus stations, stops, shelters and associated facilities.
- 4 for the support of multi-modal ticketing.

Resolved: That the presentation and the Sub-Committee's feedback be noted.

8. Information Report

An information report was presented which updated the Sub-Committee on matters relating to the Wakefield district.

Councillor Groves, Chair of the Transport Committee, attended the meeting and highlighted the following points:

- The Clean Transport Fund means that there will be 219 Euro VI buses operating in Leeds.
- The Combined Authority had progressed past the first round in the Transforming Cities Fund. Details of the bid were on the Combined Authority's website and further information in respect of the Wakefield District would be circulated to members.
- Highlighted the success of the Elland Road and Temple Green park and ride schemes with over 1000 vehicles and 700 vehicles respectively per day.
- 25% increase in bus patronage amongst young people following the introduction of the MyDay ticket.

Members of also discussed and commented on the following:

- Normanton rail station platforms and the potential for service to Huddersfield and Halifax that do not call at Leeds.

- The challenges involved in linking transport infrastructure with new commercial and residential developments in areas such as Castleford and Sherburn-in-Elmet.

Resolved: That the information report be noted.

9. Open Forum - Questions and Suggestions

There were no further questions.

10. Date of the next meeting - 14 February 2019

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