

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 15 MARCH 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 OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 11 JANUARY 2019**
(Pages 1 - 10)

For Decision

- 5. INTEGRATED TRANSPORT BLOCK PROGRAMME 2019-2022**
(Pages 11 - 24)
- 6. BUS INFORMATION STRATEGY**
(Pages 25 - 46)
- 7. BUS SERVICE MATTERS REFERRED FROM DISTRICT CONSULTATION SUB-COMMITTEES**
(Pages 47 - 50)

For Information

- 8. TRANSFORMING CITIES FUND AND CONNECTIVITY STRATEGY UPDATE**
(Pages 51 - 58)

- 9. TRANSPORT FOR THE NORTH STRATEGIC TRANSPORT PLAN**
(Pages 59 - 64)
- 10. ROADS UPDATE - OPPORTUNITIES TO FUND IMPROVEMENTS ON STRATEGICALLY IMPORTANT ROADS**
(Pages 65 - 76)
- 11. RAIL MATTERS AFFECTING WEST YORKSHIRE**
(Pages 77 - 96)
- 12. WEST YORKSHIRE BUS ALLIANCE UPDATE**
(Pages 97 - 106)
- 13. LEEDS CITY REGION TRANSPORT UPDATE**
(Pages 107 - 112)
- 14. SUMMARY OF TRANSPORT SCHEMES**
(Pages 113 - 116)
- 15. DRAFT MINUTES OF THE DISTRICT CONSULTATION SUB-COMMITTEES HELD ON:**
 - (a) LEEDS - 4 FEBRUARY 2019**
(Pages 117 - 122)
 - (b) KIRKLEES- 6 FEBRUARY 2019**
(Pages 123 - 126)
 - (c) BRADFORD - 11 FEBRUARY 2019**
(Pages 127 - 132)
 - (d) CALDERDALE - 12 FEBRUARY 2019**
(Pages 133 - 136)
 - (e) WAKEFIELD - 14 FEBRUARY 2019**
(Pages 137 - 142)

Signed:



**Managing Director
West Yorkshire Combined Authority**

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 11 JANUARY 2019 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 Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council

In attendance:

Councillor Peter McBride	Kirklees Council
Brandon Jones	First Group
Paul Turner	Transdev
Dwayne Wells	Arriva Yorkshire
Graham Meiklejohn	Transpennine Express (From Minute 59)
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Ruth Chaplin	West Yorkshire Combined Authority
Megan Hemingway	West Yorkshire Combined Authority

51 Chair's Comments

The Committee observed a one minute silence in memory of Councillor Ian Greenwood.

52 Apologies for absence

No apologies for absence were received.

53 Declarations of disclosable pecuniary interests

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

54 Exempt Information - Possible Exclusion of the Press and Public

Resolved: Further to minute 36, City Connect Cycle Ambition Programme (CCAG) it was agreed that the issue raised by Councillors Bolt and Buckley would be discussed following the close of the meeting.

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

55 Minutes

(a) Minutes of the meeting of the Transport Committee held on 21 September 2018

Resolved: That the minutes of the Transport Committee held on 21 September 2018 be approved and signed by the Chair.

(b) Minutes of the Meeting of the Transport Committee held on 9 November 2018

Resolved: That the minutes of the Transport Committee held on 9 November 2018 be approved and signed by the Chair.

56 Bus Alliance

The Transport Committee considered a report which provided an update on the proposed West Yorkshire Bus Alliance and the proposed commitments that will be deliverable as part of the Alliance.

It was noted that there are three key themes to the Alliance which are:

- Customers at the Heart
- Keeping Buses Moving
- A Sustainable Bus Network

Representatives from Arriva, First and Transdev were in attendance at the meeting and they shared their support for the proposed Alliance.

First Bus stated that they fully supported the commitments made, particularly in relation to the improvements for customers and for stronger engagement. They recognised that there was more to do to build on the progress already made by Bus18. Key areas they highlighted to the Committee were congestion, air quality, ticketing, staff training and development.

Transdev would focus on continuing to build on the initiatives offered to young people and the success of the Myday ticket uptake which currently stood at 56%.

Arriva advised that the Alliance also had their full support, again in building on the positive achievements of Bus18. They informed the Committee of a planned package of improvements which included a desire to grow the bus network, in consultation with customers and drivers.

The operators concurred that congestion is, for them, the number one issue and they welcomed the Alliance addressing this as it would allow them to be able to re-direct investment elsewhere to improve services.

Members agreed that the work to date was a good start to the proposed Alliance and, in welcoming the investment made by the operators to date, reiterated that transport was vital for the region and its growing economy. It was agreed that customers should be the main focus and that the importance of communication in relation to improvements, KPIs and delivery was essential.

It was also noted in relation to the delivery plan that:

- The highway infrastructure needed to meet public transport needs to increase patronage of buses.
- New routes needed to be developed.
- Strategic corridor improvement works were being carried out.
- The infrastructure required improvement and the need for long term funding was recognised at a recent National Infrastructure Commission meeting.
- A network review is also currently taking place.
- More bus shelters in strategic areas may increase patronage.

Members were provided with an update in response to concerns about the accuracy of the real time information system. It was also noted that audio-visual (AV) next stop announcements had been introduced on the new buses provided by First in Leeds serving the Headingley corridor. This system was currently under trial and will be “switched on “ fully shortly after new buses are introduced onto the Dewsbury Road corridor.

The Committee was also informed that it is proposed to have a Steering Group to oversee the Alliance. This will be composed of the Chair of Transport Committee, West Yorkshire Combined Authority and local authority officers together with senior representatives of bus operators. Update reports will be provided at future meetings of the Committee.

The Chair thanked the operators for attending and stated it was very positive to hear of the planned investments for bus travel as it was an important mode of transport to the area. She reiterated the need for a reliable transport system with clear ticketing, supported by a strong communications strategy.

Resolved:

- (i) That the commitments proposed for the West Yorkshire Bus Alliance as set out in the report, be endorsed.
- (ii) 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.
- (iii) 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.

57 Digital Payment for Travel Strategy

The Transport Committee considered a report on the Digital Payment for Travel draft strategy.

The Committee discussed the draft strategy which was attached at Appendix 1 and noted the four key objectives to help achieve patronage targets.

It was reported that the focus was on increasing the ways in which customers pay for travel especially in relation to contactless payments and mobile applications, but not at the removal of cash payments. The report set out the next steps for 2019/20 together with projects to be delivered within the next 3-5 years.

Members discussed the targets set out in the draft strategy and were concerned that there has already been a slight decline in bus patronage. Members also noted a decline in senior concessionary pass renewals which was due to changes to the age of eligibility and as these are not automatically renewed after the 5 year expiry, some people choosing not to renew. It was suggested that the targets set out in the strategy be subject to 6 monthly monitoring.

There was discussion on cross-boundary ticketing and it was reported that options continued to be investigated but would need to be financially viable. It was noted that, whilst most Mcard products cover the West Yorkshire area, it was possible to buy a rail only MCard which extends to Harrogate or Skipton.

The Committee endorsed the next steps and progress would be reported to future meetings.

Resolved:

- (i) That the key objectives within the Digital Payment for Travel Strategy as summarised in Section 4 of the submitted report be supported.
- (ii) That the next steps set out in Section 5 of the review be endorsed and that the Strategy be kept under continued development with an updated Strategy to be presented to the Committee in late 2019/20.

58 Rail: Service Performance and Timetable Changes in 2019

The Transport Committee was provided with an update on the latest rail performance position.

Members discussed the performance data attached at Appendix 1 and the update provided in the report which also set out the issues affecting the delivery of the timetable changes planned for December 2019. It was noted that:

- Service enhancements will be delayed beyond 2020.
- Some enhancements are awaiting works to improve Leeds station platform capacity.
- The extension of Calder Valley services beyond Manchester requires works to create additional capacity in Manchester itself.
- It is a priority that any timetable changes do not cause the disruption to services experienced following the May 2018 changes.
- It is strongly recommended that all of the promised enhancements have a clear plan from the rail industry.
- Members requested clearer visibility of plans to introduce new rolling stock and cascaded trains to address overcrowding.

The Committee stressed that the service improvements promised in the Northern and TransPennine franchises were essential to the region's economy and the continued disruption to rail services, particularly over the festive period, had significantly inconvenienced the travelling public and impacted on businesses. Graham Meiklejohn from Transpennine Express was invited to the table by the Chair to give a verbal update. He informed that performance had improved, specifically regarding stability and increased turnaround times.

It was acknowledged there were ongoing issues with the Manchester network that are affecting performance and limiting scope for enhanced services, Transport for the North and the West Yorkshire Combined Authority will discuss the implications of these matters for delivery of the December 2019 timetable during February 2019 and updates will be provided to the Committee.

It was noted that Transpennine Express had consulted on the December 2019 service changes and the Committee endorsed the proposed response which was attached at Appendix two.

Members expressed deep concerns regarding the disappointing performance and delays to providing the promised service enhancements. It was felt that the North of England was being treated with contempt by Government and that more investment was needed.

It was agreed that the Secretary of State for Transport and senior representatives for Transport for the North, Network Rail and rail operators be invited to a meeting of the Transport Committee to explain how the Government intended to restore passenger confidence in the railway.

Resolved:

- (i) 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 noted as unsatisfactory and the approach taken with the rail industry to address passenger concerns.
- (ii) 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.
- (iii) That 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.
- (iv) That the Combined Authority's response to the TransPennine Express December 2019 timetable consultation, as attached at Appendix 2 to the submitted report be endorsed.
- (v) That the Secretary of State for Transport along with senior representatives of Network Rail, Transport for the North and train operators be invited to a meeting of the Transport Committee.
- (vi)

59 Local Cycling & Walking Infrastructure Plans

Councillor Groves left the room and Councillor Firth took the Chair.

The Transport Committee considered a report which provided an update on the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) and the proposed phased approach to the development of these plans.

It was noted that National and European experts are helping to develop the plans to improve conditions for people travelling by bike or on foot at key locations across the region. It is aimed to encourage more people to cycle or walk, in conjunction with existing projects such as the CityConnect programme, Transport Fund and Connecting Leeds.

Members discussed the need to have discussions with the districts on the approach to be taken in the development of the plans. It was reported that a meeting of a walking and cycling member group would be held in the near future.

Members welcomed the consultation that had taken place on the development of the plans but were concerned that not enough had taken place with local stakeholders and that not all geographical areas had been identified that would benefit from the plans. The need to seek input from people who use different modes of transport was considered important and it was suggested that local cycling and walking groups be invited to participate in future discussions and the District Consultation Sub-Committees be made aware of the work.

Councillor Groves returned to the room and re-took the Chair.

Resolved: That the proposed approach to Local Cycling and Walking Infrastructure Plans development, where the current phase of work is treated as an initial phase of work, to be built on or replicated in further phases be endorsed, and that further resources be identified to deliver these further phases of work.

60 Bus Service Matters Referred from District Consultation Sub-Committees

The Transport Committee considered a report on the following matters relating to bus services which had been referred from the Wakefield and Bradford District Consultation Sub-Committees:

- Front Street, Castleford.
- Lister Park and West Bowling, Bradford.

In respect of Castleford, Councillors raised concerns that although residents had access to a bus service to Leeds and Pontefract they had no bus service into their nearest town centre Castleford. Whilst deeply regretting the situation, the Committee could not fund an additional service but asked officers to continue to work with bus operators and the Council to identify opportunities to address the situation.

Arriva informed the Committee that they would be reviewing the Castleford network in September 2019 and agreed there was a requirement to work on their partnerships with the local communities.

Recent bus service changes have reduced the frequency of bus services to Bradford City Centre from Lister Park and West Bowling to hourly; residents were seeking a restoration of a half hourly service. It was also noted that the West Bowling area was deemed an Inclusive Growth area whereby transport services to vulnerable and elderly residents were essential.

The Committee was informed that increasing the frequency of commercial services would not meet the West Yorkshire Combined Authority's guidelines. However, the West Yorkshire Combined Authority will continue to work with bus operators and the relevant communities to look at any possible solutions.

Resolved:

- (i) That the representations submitted to the Wakefield District Consultation Sub-Committee regarding bus services to Park Road Castleford be noted.
- (ii) 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 the report.
- (iii) That the representations submitted to the Bradford District Consultation Sub-Committee regarding bus services in the Lister Park and West

Bowling areas be noted.

- (iv) That the Director, Transport Services advises the petitioners that the Combined Authority is unable to increase the frequency of services in the Lister Park and West Bowling areas for the reasons described in the report.

61 Governance Arrangements

The Transport Committee considered a report on the delegation of routine operational issues relating to land, to the Managing Director.

Resolved: That authority be delegated to the Managing Director as set out in Appendix 1 to the report (incorporating those delegations previously made by the Transport Committee).

62 Leeds City Region Transport Update

The Transport Committee was provided with updates on the following issues as set out in paragraphs 2.1 to 2.28 of the submitted report:

- Leeds City Region Connectivity Strategy Consultation
- Application to the EU North Sea Region Interreg Programme
- Transport Research Innovation Fund (TRIF) – Tranche 2 Research Projects
- Williams Rail Review – Call for Evidence
- Rail North Partnership Review
- Train Operators Forum
- Leeds Station works
- New Trains in 2019
- Estimates of Station Usage 2017-18
- Service Delivery
- Car Club contract extension

Members requested an update on progress with the TransPennine Route Upgrade and were advised firm proposals were still awaited from the Department for Transport.

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

63 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 meetings held on 7 November 2018 and 5 December 2018.

The following projects had been considered at the 7 November 2018 meeting:

- A61S Bus Priority Corridor
- Stourton Park and Ride

- Elland Road Park and Ride Phase 3
- A650 Bradford to Keighley Corridor (Hard Ings)
- York Outer Ring Road Phase 2 (Monks Cross)

The following projects had been considered at the 5 December 2018 meeting:

- Corridor Improvement Programme Phase 1 – Leeds- Dyneley Arms
- Corridor Improvement Programme Phase 1 – Leeds- Dawsons Corner
- Corridor Improvement Programme Phase 1 – Leeds- Fink Hill
- Corridor Improvement Programme Phase 1 – A650 Newton Bar

The recommendations for the above projects had been approved at the West Yorkshire Combined Authority Meeting on 13 December 2018 or delegated to approval to the Combined Authority's Managing Director.

Members asked if electric charging points were available at the park and ride services and it was confirmed that they are available at both current sites and charging facilities will be incorporated into future sites including at Stourton.

Resolved: That the report be noted.

64 HS2 Consultation

The Transport Committee was provided with an update on the recent HS2 consultations on their working draft Environmental Statement and working draft Equalities Impact Assessment Report.

Members asked that consideration be given to the South Kirklees link to the Sheffield Hub.

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

65 Leeds City Region Infrastructure Map

The Transport Committee was provided with an update on development and launch of the Leeds City Region Infrastructure Map.

It was noted that the map was a useful tool to help plan and align infrastructure investments. It is publically available on line so can be used by the districts. The map can be added to and data included as it has been built in-house so feedback can be taken on board and incorporated.

A recent Combined Authority response to a local planning application was raised by Councillor Bolt as an example of where he felt the Combined Authority should have taken a more robust approach in opposing the development based on its impact on a potential cycling route. This is a topic that could be discussed at the cycling and walking subgroup.

Members noted that the Infrastructure Map could assist West Yorkshire Flood Partnership in identifying areas where flood defence investment could be

allocated and could support proposals to Government. The Chair agreed to speak with Councillor Hinchcliffe about the work of the Flood Partnership and links to Transport. All members have been sent a link to access the Infrastructure Map.

A short demonstration of the LCR Infrastructure Map was provided to Members who wished to stay after the meeting.

Resolved: That the contents of the report be noted.

66 Draft Minutes of the District Consultation Sub-Committees held on

(c) Leeds - 22 October 2018

Resolved: That the minutes of the Leeds District sub-committee held on 22 October 2018 be approved.

(d) Kirklees - 24 October 2018

Resolved: That the minutes of the Kirklees District sub-committee held on 24 October 2018 be approved.

(e) Bradford - 29 October 2018

Resolved: That the minutes of the Bradford District sub-committee held on 29 October 2018 be approved.

(f) Calderdale - 30 October 2018

Resolved: That the minutes of the Calderdale District sub-committee held on 30 October 2018 be approved.

(g) Wakefield - 1 November 2018

Resolved: That the minutes of the Wakefield District sub-committee held on 1 November 2018 be approved.



Report to: Transport Committee

Date: 15 March 2018

Subject: Integrated Transport Block Programme 2019-2022

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

Author(s): Steve Heckley

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

1 Purpose of this report

- 1.1 To seek endorsement of West Yorkshire Integrated Transport Block funded programme for 2019-2022, to support implementation of the West Yorkshire Transport Strategy 2040.
- 1.2 To advise Transport Committee of the objectives and suggested locations for Healthy Streets Demonstration projects proposed to be delivered as part of the Integrated Transport Block programme 2019-2022.

2 Information

Background

- 2.1 The West Yorkshire Combined Authority adopted the West Yorkshire Transport Strategy 2040 in August 2017. The Transport Strategy is a single plan with multiple funding streams, including Local Transport Plan Integrated Transport and Highway Maintenance block grant allocations provided by the Department for Transport (DfT), alongside the larger West Yorkshire-plus Transport Fund (which uses Local Growth Funds), plus other grant or aligned partner funding that becomes available.

- 2.2 The Integrated Transport block (ITB) is granted by government to local transport authorities to fund the delivery of smaller scale improvements to transport networks and facilities, to be spent at local discretion. ITB funding is relatively small (currently £13.1 million per annum for West Yorkshire), and is constrained when considered that it is allocated across six partners and a range of investment needs. At the same time the ITB provides a useful element of flexibility and responsiveness to local needs in delivering transport policy and strategy. Transport Committee oversees the development of the ITB programme and its delivery.
- 2.3 The Transport Strategy was agreed to be delivered through a series of five year Implementation Plans (IP) that contain specific programmes and projects. The first of these five year IP covers the period 2017-2022.
- 2.4 The Combined Authority meeting of 6 April 2017 approved a West Yorkshire ITB funded programme for the five year period 2017-2022, following earlier endorsement of a draft programme by Transport Committee at its meeting on 24 February 2017. The approved ITB programme included:
- A detailed programme for years one (2017-18) and two (2018-19) to be delivered by the Combined Authority and partner councils;
 - Indicative “headline” allocations for years three (2019-20), four (2020-21) and five (2021-22) - with a requirement to consider changes to circumstances and priorities following the first two years of programme delivery and to return to Transport Committee for consideration and endorsement of a programme for the next three years.
- 2.5 The total expected scale of ITB funding for the period 2019-22 is £39.3 million, based on the current level of funding.
- 2.6 This report proposes a draft programme for the period 2019-22 which is attached as Appendix A. The programme has been developed with the input of all the West Yorkshire partner councils and the Combined Authority.

Structure and content of the ITB programme for 2019-22

- 2.7 Transport Committee and West Yorkshire District Portfolio Holders provided steer on the required structure and content of the ITB programme.
- 2.8 The Transport Committee meeting of 6 July 2018 provided steer on the structure of the ITB programme, agreeing that:
- The programme should be informed by the policy framework and targets of the West Yorkshire Transport Strategy 2040;
 - The programme for the next three years should be simplified around a focus on three key areas of delivery:
 - **Asset renewal** – To “get the asset right” – This was identified as a priority by a Transport Committee workshop held in December 2017, to ensure that current highways and transport assets are in good operational condition and contribute to providing high levels of

satisfaction and safety for users. The ITB investment would be supplementary to, and include assets not covered by, the circa. £25 million per annum spend from the Highway Maintenance Block grant and could be targeted at e.g. the renewal of traffic signals and other traffic management equipment and improvements to bus shelters and stations;

- **Healthy Safer Streets** - an umbrella approach to coordinate the delivery of road safety and active travel initiatives identified in the 'Inclusive Growth, Environment, Health and Well-being' and 'Places' core themes of the Transport Strategy, with a focus on creating safe and healthy street environments, which work well for all people and help them live active, healthy lives in areas of good air quality;
- **Improving Public Transport** – To maintain a focus on improving the performance and quality of public transport (both bus and rail) services and facilities, including technological improvements set out in the 'One System Public Transport' and 'Smart Choices' themes of the Transport Strategy, with a focus on delivery in West Yorkshire Districts other than Leeds, where significant interventions are being funded through the 'Connecting Leeds' public transport investment programme.

- 2.9 A workshop was held with Transport Committee Members and West Yorkshire District Portfolio Holders on 6 August 2018 to provide Members with an early opportunity to shape the content of the ITB programme. The workshop endorsed the guiding principles agreed at the Transport Committee meeting of 6 July and provided steer on interventions to be considered in the development of the ITB programme. The workshop output was circulated to Transport Committee Members and Portfolio Holders and summarised in reporting to the Transport Committee meeting of 21 September 2018.
- 2.10 The draft ITB programme attached as Appendix A shows proposed allocations to schemes within the three prioritised programme areas identified in paragraph 2.8 above, plus a programme management (monitoring and evaluation) and development (future scheme feasibility and development) element. The details of the programme and individual schemes were developed through discussion of local needs, opportunities and potential interventions, and reflects the input of all partner councils.
- 2.11 Details are confirmed for the majority of schemes included in the draft programme, but in some areas the detail is still to be developed, for example there is a proposed £2.5 million allocation within the Improving Public Transport programme area to deliver pilot projects for Demand Responsive bus services. The proposal aims to support inclusive growth objectives by exploring different models for organising bus services to better connect communities to jobs and services. Project locations will need to be confirmed and details developed including investigating different procurement options. In this instance it is proposed to review progress at 6 months and if projects are not possible, Transport Committee will be asked to advise on the reallocation of funds.

- 2.12 The Improving Public Transport programme area also includes a match-funding commitment, previously agreed by Transport Committee, totalling £750,000 to support Rail Station Access for All bids at five prioritised stations located in Calderdale (Todmorden), Bradford (Ben Rhydding and Menston) and Wakefield (Pontefract Monkhill and Knottingley). The funding bids were submitted to Network Rail (acting on behalf of the DfT) in November 2018 and the announcement of successful bids is expected in May 2019. Not all of the bids may be successful. Transport Committee will be asked to advise on the reallocation of un-needed funds.
- 2.13 The ITB funding for the three years is proposed to be split across the prioritised programme as follows:
- **£11.4 million** - Maintaining and Enhancing Assets:
 - **£18.5 million** - Healthy Safer Streets:
 - **£7 million** - Improving Public Transport:
 - **£2.3 million** - Management and Programme development:
- 2.14 The proposed split of ITB funding across partners is as follows:
- **£26.9 million** - allocated directly to the partner councils. The split by individual partner councils is shown in Table 1 below;
 - **£2.4 million** - allocated to the West Yorkshire Combined Authority;
 - **£9 million** – managed at a West Yorkshire level, by the Combined Authority, with direct spend across all West Yorkshire districts;
 - **£1 million** – allocations to be confirmed/allocated

Table 1

Partner Council	£ Proposed allocation Total 2019-22	% Proposed allocation 2019-22	% Previous allocation 2017-19
Bradford	£6,083,000	15	11
Calderdale	£3,278,000	8	4
Kirklees	£5,156,000	13	9
Leeds	£7,962,000	20	17
Wakefield	£4,421,000	11	7
Combined Authority	£2,425,000	6	19
Managed at a West Yorkshire Level with delivery in partner council areas	£9,000,000	23	33
Partner allocations to be confirmed*	£987,000	3	0
Total	£39,312,000		

* this will include e.g. additional air quality measures (to be confirmed by the West Yorkshire Low Emission Strategy partnership) and allocations for LCWIP walking and cycling network development, plus other priorities identified by Transport Committee

- 2.15 The draft ITB programme is recommended as providing a good strategic fit with the West Yorkshire Transport Strategy 2040 and an appropriate development and re-focussing of the earlier indicative programme endorsed and agreed by the Combined Authority in 2017. The draft programme addresses partner priorities, offers local flexibility and discretion in spend and provides confidence in effective use of resources and deliverability.
- 2.16 The delivery of the current ITB programme from April 2017 up to the end of March 2019 will be reported to the next appropriate meeting of Transport Committee, once year-end outturn figures are available from all of the partners. Monitoring of spend at the third quarter of 2018-19 indicates that the partners are broadly on-track and delivery is expected to accelerate into the final quarter. There have been issues and delay to some programmes but these are expected to be resolved before year-end. If however there remains any underspend at year-end, Transport Committee will be asked to advise on the use of these funds including possible reallocation to other priorities and opportunities.

Healthy Streets Demonstration Projects

- 2.17 A key feature of the draft ITB programme is the proposal for Healthy Streets Demonstration Projects in each of the five West Yorkshire Districts.
- 2.18 The West Yorkshire Transport Strategy includes policies that promote the creation of high quality places for people through investments that enhance connectivity and also better manage the adverse impacts of traffic to improve personal safety, reduce air pollution, and provide better quality environments that are more conducive to social interaction and physical activity such as walking and cycling. The Healthy Streets approach provides a framework for putting people and their health at the heart of improving existing transport networks and places, and can also be applied to new developments. The approach is becoming well-established, with the Mayor of London developing and championing an approach which is being delivered successfully in partnership with London Boroughs.
- 2.19 The proposal is to deliver exemplar schemes in West Yorkshire that showcase what can be achieved by communities and various delivery agencies working together, and to adapt and refine these approaches for broader roll-out, with a particular focus on the Inclusive Growth Corridors and project pipeline development being progressed through the Combined Authority's and partner councils work on Connectivity Strategy. The demonstration projects are envisaged to deliver the following types of intervention:
- **Improvements to local district or town centres:** making improvements to the streetscape and environment within "High Street" type locations, enhancing and prioritising pedestrian, cycle and public transport use for people using local businesses and services;
 - **Major transport corridors:** reducing the impact of through traffic on local communities living adjacent to major traffic routes, taking action against

the negative impacts of poor air quality, noise, road danger and community severance caused by the volume and speed of through traffic;

- **Residential street areas:** working with local communities to make residential areas safer, healthier and greener, with attractive environments for play, walking and cycling.

2.20 The ITB makes provision for a Healthy Streets demonstration project to be funded to the value of £1 million in each of the five West Yorkshire Districts. The projects would be led and delivered by the partner councils, with the support of the Combined Authority, Public Health England and other partnerships. The approach emphasises the need for community involvement. The projects are envisaged to take up to 3 years to deliver with a focus in year 1 on engaging the enthusiasm and involvements of the community to direct the project to meeting local needs. Progression to funding in years 2 and 3 will be subject to assessment by Transport Committee at key milestones.

2.21 The partner councils have initially identified proposed locations for the demonstration projects, offering a range of place and road types to be addressed that should prove helpful in developing an overall approach to healthy streets:

- **Bradford: Shipley** (- local town centre) – with possible improvements to the town centre focussed on Market Square aiming to create improved green space and public realm, providing the town centre with more open space which should increase footfall for local retail and the market as well as improving pedestrian links to the wider town centre, local amenities and railway station;
- **Calderdale: Park Ward, West Halifax** (- residential street area) – with a range of possible interventions within areas experiencing deprivation, aligned with Calderdale Council's Local Delivery Pilot (LDP) to increase physical activity levels in the borough, especially amongst the most inactive. The initial focus is Park Ward (Halifax) but with potential delivery in other communities supported through the LDP, based on the potential for community engagement and levels of ambition. Improvements could include temporary measures to reduce through traffic on residential streets, increased opportunities for play and community activity, as well as improved walking and cycling connectivity on main walking routes from neighbourhoods into Halifax and other local centres;
- **Kirklees: New Mill** (- major transport corridor) – with possible measures to reduce the severance and traffic impacts of the A616 and A635 roads on the local community, focussed on the junction between the two main roads and the local businesses and amenities serving the village. Improvements could include creation of a roundabout design that would enhance pedestrian access to the local businesses and public realm, as well as improving cycling and walking routes within the village, with pedestrian crossings closer to desire lines. The New Mill project is not envisaged to use the full funding allocation and another project will be identified to use the balance of funding;

- **Leeds: ‘The Recreations’, Holbeck Moor** (- residential street area) – with possible improvements to high density residential street networks to move towards “low-car neighbourhoods”; including the reallocation of highway space to create open, green space to make the neighbourhood more attractive for families and help build a more stable community. The scheme could also see improvements to walking and cycling links to local amenities currently cut off from local community, and connections to other developments in the area, including the proposed cycle corridor that will link the community to employment/ leisure opportunities in the Elland Road area, as well as connecting to the city centre and South Bank growth area;
- **Wakefield: Horsefair, Pontefract** (- local town centre) – with possible streetscape enhancements with changes to traffic movement, removing through traffic, and improving pedestrian environment and public realm, improving and reconnecting the town centre to the castle. The scheme would help deliver the wider masterplan for the town centre, to regenerate the area and introduce more town centre living to as part of a more sustainable neighbourhood, attracting people to live in new high-quality housing.

2.22 There will be an expectation that the Demonstration Projects contribute to the delivery of the transport and inclusive growth objectives and wherever possible align with and support delivery of the Combined Authority’s recently adopted Energy Strategy and Green and Blue Infrastructure Strategy. Because the ambition of the West Yorkshire Healthy Streets initiative extends beyond transport matters and directly into public health, inclusive growth and place making agendas it is proposed that a workshop is held early in Year 1 of the programme with Members of the Combined Authority’s Transport Committee and West Yorkshire District Portfolio Holders plus Members of the Combined Authority’s Inclusive Growth and Public Policy Panel, Places Panel and Green Economy Panel to help set the ambition, scope, timetable and key milestones of the projects.

2.23 In addition to the proposed allocation to Healthy Streets demonstration projects described in paragraph 2.20 above there are proposed allocations in the Healthy Safer Streets programme area in respect of:

- **£2 million per annum** (£6 million in total over three years) for Casualty Reduction (Killed and Seriously Injured) interventions;
- **£2 million per annum** (£6 million in total over three years) for Local traffic Management, Safety and Accessibility improvements

These two funding allocations are the same as previous years, to be split between the five partner councils, allocated by population size. A new proposal is that there should be flexibility for the partner councils to move funds at their local discretion between the casualty (KSI) reduction and community led local safety / traffic management initiatives as required, to best address local needs and priorities.

Portfolio management and Assurance process

- 2.24 The Combined Authority has an Assurance Framework and operates a Portfolio Management Office (PMO) to ensure the most effective project control and to deliver best value for money in a transparent and effective way. The advice of the PMO is for a proportionate application of the Assurance Framework to the ITB programme, to expedite the delivery of what is a collection of a large number of generally smaller (in scale and cost) projects. Each sponsor authority will detail their works at a programme level (as opposed to individual schemes) and it will be this programme that is subject to the Assurance Framework.
- 2.25 The advice of the PMO is to allocate to the total cost of the available budget, as identified in paragraphs 2.13 and 2.14 and Table 1 (and not apply over-programming). There remains a small sum of approximately £0.15m not yet allocated which is proposed to be included with any other sums for reallocation by Transport Committee at a later date. Progress with expenditure will be monitored by the PMO on a quarterly basis, with the scope to reallocate funds through decision by Transport Committee where delivery is found to not be possible.

3 Financial Implications

- 3.1 The financial implications of the report are set out in section 2 of 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 Transport Committee and Portfolio Holders were involved in shaping the ITB programme 2019-22 through a report to Transport Committee on 6 July 2018 and a workshop held on 6 August 2018. Officers of all of the West Yorkshire partner councils were subsequently involved in developing the detail of the ITB programme, and provided input to this report. A final draft of the detailed ITB programme was circulated to Transport Committee Members and West Yorkshire District Portfolio Holders on 18 February 2019 to provide an opportunity for input prior to finalising the programme for reporting to this meeting of Transport Committee. There were no amendments requested by Transport Committee or Portfolio Holders.
- 6.2 A workshop was held with officers of the partner councils on 4 December 2018 to scope and develop the proposals for Healthy Streets Demonstration projects. The Healthy Streets approach was presented to the Combined Authority's Inclusive Growth and Public Policy Panel meeting on 4 December

2019 and an information item provided to the Place Panel meeting on 31 January 2019. Both panels asked to be kept informed of progress in developing and delivering the programme.

7 Recommendations

- 7.1 That Transport Committee endorses the draft Integrated Transport Block-funded programme for the next three years (2019 to 2022) and that the ITB programme is reported to the next available meeting of the West Yorkshire Combined Authority for approval;
- 7.2 That Transport Committee endorse the proposed programme set out in paragraphs 2.20 and 2.21 for Healthy Streets Demonstration projects as part of the ITB programme delivery.
- 7.3 That Transport Committee agrees to hold a workshop in year one of the programme (2019-20) with West Yorkshire District Portfolio Holders and Members of the Inclusive Growth and Public Policy Panel, Place Panel and Green Economy Panel to help set the ambition, scope, timetable and key milestones for the Healthy Streets Demonstration Projects.

8 Background Documents

Report to the West Yorkshire Combined Authority Transport Committee, 6 July 2018, Item 8 - Developing the next LTP Integrated Transport Block Programme.

Report to the West Yorkshire Combined Authority Transport Committee, 21 September 2018, Item 10 – City Region Transport update - Developing the next LTP Integrated Transport Block Programme.

Note of workshop held with Transport Committee Members and West Yorkshire District Portfolio Holders on 6 August 2018 to inform the development of the ITB programme.

9 Appendices

Appendix 1: Final Draft West Yorkshire Integrated Transport Block programme 2019 - 2022.

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FINAL DRAFT INTEGRATED TRANSPORT BLOCK PROGRAMME 2019 - 2022				
All allocations shown in £000s	2019/20	2020/21	2021/22	3 year TOTAL
Programme Area 1: Maintaining and Enhancing Assets				TOTAL £11.4 million
WY Key Route Network - Network Management Assets (£000s)				
Maintenance and operational improvement <i>with additional investment to begin to renew the traffic signal asset and address life-expired UTMIC equipment on the West Yorkshire Key Route Network</i>				
Bradford	529	529	529	1,587
Calderdale	161	161	161	483
Kirklees	391	391	391	1,173
Leeds	897	897	897	2,691
Wakefield	322	322	322	966
<i>Sub Total</i>	2,300	2,300	2,300	6,900
Public Transport assets (£000s)				
Travel Centres <i>Remodel Travel Centres in Bradford, Kirklees and Wakefield to provide an improved environment and self-service facilities</i>	200	400	400	1,000
Large Bus Stations – Bradford Interchange <i>Essential structural renewal - Replacement of carriageway and waterproofing of car park</i>	2,000	0	0	2,000
Small Bus Stations <i>Coordinated package of small improvements to customer experience, delivering consistent standards across all facilities; includes real time displays and concourse information signing</i>	135	135	130	400
Bus Shelters - replacement of life expired shelters	333	333	334	1,000
Safety & Security at Bus Stations <i>Small scale works (e.g. lighting, barriers, pedestrian crossing points, emergency exits, brush barriers)</i>	33	33	34	100
<i>Sub Total</i>	2,701	901	898	4,500

Programme Area 2: Safer Healthy Streets				TOTAL £18.5 million
Safer, Healthy, Streets (£000s)				
<i>£6m Casualty Reduction (Killed & Seriously Injured) programme and £6m Local traffic Management programme of community focussed accessibility improvements that could promote safer cycling, walking and motorcycling, alongside education, training, promotion activities</i>				
Bradford	932	932	932	2,796
Calderdale	365	365	365	1,095

Kirklees	761	761	761	2,283
Leeds	1,357	1,357	1,357	4,071
Wakefield	585	585	585	1,755
<i>Sub Total</i>	4,000	4,000	4,000	12,000

Healthy Streets Demonstration projects (£000s)

Programme of demonstration schemes in each District to deliver inclusive, connected, healthy places and develop the Healthy Streets concept and approach - Range of interventions which could include accident reduction, traffic management, parking, play-streets, public realm, cycling & walking routes, air quality improvements, Electric Vehicle charging facilities

Bradford – Shipley Town Centre	100	450	450	1,000
Calderdale: Park Ward, West Halifax	100	450	450	1,000
Kirklees: New Mill (plus one other location tbc)	100	450	450	1,000
Leeds: The Recreations', Holbeck Moor	100	450	450	1,000
Wakefield: Horsefair, Pontefract	100	450	450	1,000
<i>Sub Total</i>	500	2,250	2,250	5,000

Air Quality (£000s)

Initiatives to support the partners councils delivery of the West Yorkshire Low Emission Strategy, which could include upgrades to traffic management systems to improve air quality at sensitive locations, and continuation of the Eco-Stars Low Emission Fleet Incentive Scheme (commenced in 2017/18) – Details tbc

Air Quality delivery	80	80	80	240
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Match-funding commitments (£000s)

CityConnect (CCAG) match funding contribution <i>The remainder of the match funding commitment to Department for Transport – to fund remaining delivery of activities within the programme, including ongoing monitoring and evaluation</i>	460	90	100	650
ULEV Taxi and Private Hire Chargepoint Programme – match funding contribution <i>Match funding required as commitment to Government Office for Low Emission Vehicles project to deliver EV charging facilities</i>	300	300	0	600
<i>Sub Total</i>	2,460	2,090	2,100	13,730

Programme Area 3: Public Transport Improvements (£000s)

TOTAL £7 million

Bus (£000s)

Bus Alliance delivery <i>Consultancy and legal support to developing the Bus Alliance proposal</i>	100	100	100	300
Local Bus Hotspots <i>Smaller interventions to improve bus performance</i>				

Bradford	166	166	168	500
Calderdale	166	166	168	500
Kirklees	166	166	168	500
Wakefield	166	166	168	500
<i>Hotspots Sub total</i>	666	666	668	2,000
Real Time Bus Information <i>Enhancement to existing back office system to automate updates</i>	200	100	75	375
Demand Responsive Bus services <i>Demonstration project(s) – to trial Innovative interventions to address inadequacies in conventional, commercial bus services for specific communities/Growth area;</i>	833	833	834	2,500
Transport ICT <i>Bus asset and service information database enhancements for timetable/real time information</i>	0	110	240	350
Rail				
Rail Station Accessibility <i>Access for All bids - Match funding contribution to 5x station bids already submitted in November 2018 (Announcement expected April 2019)</i>	0	350	400	750
Smart/ Innovation programme (All Modes)				
<i>Mobility as a Service (app)</i>	250	250	250	750

Programme Management and Development (Programme wide activities) TOTAL £2.3 million				
Local Cycling & Walking Infrastructure Plans <i>LCWIP network planning & development – further phases of development for a wider geographic focus plus small scale feasibility funding for initial scheme development</i>	200	200	200	600
Project Pipeline development <i>Small scale feasibility funding for initial scheme development e.g. Major Roads bid development, Local Roads priorities feasibility, Public Transport Gateways, Bus station, Hubs etc</i>	200	400	600	1,200
Transport Strategy Research, Monitoring & Evaluation Programme – including programme and scheme specific monitoring and evaluation	150	150	150	450

TOTAL INTEGRATED TRANSPORT BLOCK	13,020	13,040	13,105	39,165
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Report to: Transport Committee

Date: 15 March 2019

Subject: **Bus Information Strategy**

Director: Dave Pearson, Director, Transport Services

Author(s): Mike Nolan, Service Development Manager

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 This report presents a draft Bus Information Strategy (Appendix 1) and seeks the Committee's endorsement of the key objectives and approval to consult wider with stakeholders.

2 Information

Policy Context

- 2.1 The Combined Authority has a duty under the Transport Act 2000 to determine what bus information should be made available to the public and the way in which it should be made available. The Combined Authority fulfil this duty by publishing a five year Bus Information Strategy.
- 2.2 This latest draft proposes to replace the Bus Information Strategy adopted in 2012 and sits alongside the Digital Payment for Travel Strategy, which Transport Committee endorsed in January 2019. 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;

- 2.3 The draft Bus Information Strategy addresses a number of policies within the Transport Strategy 2040 through the provision of accessible and reliable travel information, which presents the bus system as a single network, improving passenger information for greater availability and ease of use. Working with partners the strategy seeks to develop new easy-to-access customer information, allowing greater choice between travel modes, and re-planning of journeys if disruption occurs, while ensuring travel information is available in a number of non-digital and accessible formats.
- 2.4 The draft strategy also endorses the Smart Futures core theme of the Transport Strategy 2040 by harnessing the advancement in smart technologies and provision of open data to further transform and enhance the information offer
- 2.5 The objectives of our emerging Inclusive Industrial Strategy; and the Leeds City Region Enterprise Partnership's Strategic Economic Plan have also been considered in the drafting of the strategy.
- 2.6 Whilst the proposed strategy fulfils an obligation with regard to bus information, it is important that activities to deliver it are undertaken within a wider provision of travel information across all modes. For example information on line journey planning tools should enable customers to choose between the full range of options available for their journey walking, cycling, bus rail and road. Similarly bus and rail information should enable people to plan a journey using both modes.

What have we achieved over the past five years?

- 2.7 A number of enhancements have been delivered as a result of the previous Bus Information Strategy that have improved the information offering for passengers and have demonstrated a predicted shift to digital channels. This has been delivered at a reduced operating cost for the taxpayer and increased the amount of information being consumed by customers while maintaining overall customer satisfaction.

Improvement	
Webchat	Webchat was introduced within the Metrolink contact centre in 2015 offering customers the opportunity to chat with customer service advisors via the website to obtain the information they required. The introduction of webchat facilitates a self-service culture as agents are able to demonstrate where on the website information can be obtained with the aim of encouraging future un-aided use of the site. Metrolink handle over 11,000 webchats per year, which facilitates future self-service as customers are assisted around the website. This approach has proven to be fruitful with increasing numbers visiting the website and over 650,000 timetable downloads taking place every month.

Improvement	
Social Media	Use of social media was in its infancy at the production of the previous Bus Information Strategy boasting 6,000 followers across the Twitter and Facebook platforms. Now in its eighth year of operation, social media is a key element of the service offering real time information about planned and un-planned disruption to the network. A co-ordinated approach with operators and partners has been established to disseminate and amplify information to ensure maximum reach to passengers. Our social media platforms now have c. 40,000 engaged followers.
Website	The WYMetro.com website was constructed in a 'responsive design template', which enabled the automatic scaling of the site across all devices. Research in the production of the previous strategy had predicted that the majority of interactions would be via mobile devices. There are over 800,000 user sessions every month on the site, with over 60% of traffic to wymetro.com is via mobile devices. The website was also moved to a more secure hosting environment to improve stability during periods of high demand such as bad weather/severe disruption.
Online timetables	Development work was carried out to present timetables on the website in XML format to make viewing easier for customers using mobile devices to view timetables. Over 650,000 timetables are viewed via the website every month. This figure has increased as the provision of paper timetables has decreased showing a direct correlation between availability of the outputs.
Journey Planner	A new journey planner was introduced incorporating mapping information, which has enhanced the provision of information via this channel. Approximately 50% of visitors to the website use the journey planner.
Disruption Information	More effective use of the website, social media and Real Time screens to present disruption information has increased the reach of key service information that has enabled customers to keep informed.
Open data	The combined Authority has made timetable and real time information available via national open data sources that is being used by third party apps to provide customers with service information. Real Time information processed by the Combined Authority is viewed via third party applications over four million times every month. This approach has enabled apps to be developed and made available to customers at no additional cost to the taxpayer or resource from the Combined Authority.
QR codes/NFC tags	All c. 14,000 stops and shelters within West Yorkshire have had a QR code/NFC tag installed at every stop, which enables customers to access Real Time information for their stop. To date over two million scans have been recorded with over 90,000 being recorded every single month.
Information at every stop	Printed information has been installed and maintained at all c. 14,000 stops and shelters. It was previously only displayed at 4,000 shelters.

Improvement	
Information Points	6 Self-service information points have been installed at 6 stations, which enable customers to plan journeys, access service and timetable information via a touch screen.

Key objectives for the Bus Information Strategy

- 2.8 The proposed Bus Information Strategy 2019-24 seeks to build upon the significant progress of the 2012-17 Bus Information Strategy that sought to encourage the use of self-serve options for customers obtaining journey information while ensuring the provision of information via traditional sources for those who still required them.
- 2.9 In order to achieve the ambitious targets the Combined Authority and partners have set, a new generation of customers need to be attracted to use public transport and information is one of the key components to attract new users through the provision of dynamic 'always-live' information via a range of channels that makes public transport the obvious choice. We must endeavour to replicate and enhance the other services they consume online.
- 2.10 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 over the period 2004/5 – 2014/15. How people wish to pay for travel and consume information 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 .
- 2.11 A draft Strategy is attached as Appendix 1 which sets out the following key objectives in Section 5:
1. **Digital First** – focus delivery to mobile devices
 2. **Always Live** – up to date information on the move
 3. **Customer driven** – the customer selects the information they need
 4. **Network-wide** – fixed information at stops and interchanges
 5. **Inclusive** – everyone has access according to need and requirement.
 6. **Cost-effective** – for the local taxpayer
- 2.12 In developing the Bus Information Strategy 2019-24 a number of considerations have been made to establish the direction of travel.
- Customer feedback and research has identified that the internet is increasingly becoming the first place people of all ages go to find out about when and where buses operate.
 - Enabling buses to be easy to use is key to growing their use. A focus is therefore needed on providing information about buses to those who currently use them infrequently.

- Young people have been identified as the growth market which will drive delivery of policy targets to grow bus patronage– the information offer needs to be designed to meet their needs.
- Public funding for bus information is limited – we need to be innovative to reach customers via cost effective channels – online/smartphone enable this.
- The emerging Bus Alliance presents the opportunity for reviewing activities and cost sharing agreements with operators.
- The importance of providing reliable up to date information to customers will increase as we manage the short term disruption caused by the significant investment planned in the transport infrastructure over the coming five years
- Those who are not able to interact with digital information need to be able to access the information they need via a cost-effective solution.
- The policy objectives of the Transport Strategy 2040 and the West Yorkshire Bus Strategy 2040.

2.13 Adapting the provision of information to bus passengers to meet changing demand requires the Combined Authority to re assess its role in delivering information to the customer The role of the public sector in providing public transport information is changing as people access information on mobile devices through third party digital services like Google. The new strategy seeks to place the Combined Authority as more of an enabler than a direct provider.

Under the previous strategy the ITA/Metro was the major provider of information services. The new strategy proposes to place the promotion of services and products with the bus operator with the Combined Authority ensuring a network wide availability of information and, as digital becomes the primary means of delivery, curating the data necessary for delivery by other parties. The strategy suggests the Combined Authority will need to play a co-ordinating role as the provision of travel advice in times of disruption becoming increasingly important. Section 9 of the Strategy sets out how provision and roles are proposed to change.

Projects and next steps

2.14 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.

- 2.15 Consultation will be carried out with stakeholders to obtain views on the draft Strategy in Appendix 1 that will further inform the strategy details. This will take place throughout the summer and a final version of the strategy, with consultation summary, will be presented to the Transport Committee in Autumn 2019. Equality Impact Assessment of the final proposals will be carried out during this period.
- 2.16 The Combined Authority has set its Budget and Business Plan for 2019/20 which incorporates the following actions in support of the emerging Bus Information Strategy. Work will start on these at the same time as engagement on the wider Strategy:
- **Digital** – consider linking to customers on wymetro.com to third party journey planner tools (eg Traveline or Google) rather than the current bespoke tool.
 - **On the Network** – adopt a new approach to signposting people to bus services initially in Leeds funded through Connecting Leeds but extended to other towns and cities. Tailor the provision of information provided at bus stops to customer need.
 - **Face-to-face** – refurbishment of Travel Centres to adopt the self-service approach used in retail banking
 - **Print** – develop printed timetable provision to replace current booklets. Responsibility for printed material promoting bus services, including timetables will be with the bus operator. The Combined Authority will remain responsible for network wide printed information.
- 2.17 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.
- 2.18 The annual tracker survey will be used to monitor the performance of the strategy measuring usage and satisfaction across outputs in addition to wider patronage increase KPIs.

3 Financial Implications

- 3.1 The Combined Authority set its 2019/20 budget on 14 February 2019 based upon a reduction of £1million in the Transport Levy. Cost effectiveness is a key objective of the draft Bus Information Strategy which aims to reduce the net cost to the taxpayer of providing information.
- 3.2 The Strategy seeks to deliver a clearer identification of those costs which are appropriate to the Combined Authority's role and those which should be borne by bus operators. The accompanying report on the IT Block Programme identifies where the Combined Authority would fund capital schemes which enable the delivery of enhanced information services identified in the strategy.

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. 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.

6 External Consultees

- 6.1 Consultation has been undertaken with external stakeholders (including West Yorkshire Ticketing Company and bus operators) to help shape the objectives and projects included in this draft Strategy. A wider engagement with stakeholders and interested parties will proceed prior to presenting a final strategy for consideration by the Committee later in 2019.

7 Recommendations

- 7.1 That the Committee endorses the key objectives within the Bus Information Strategy as summarised in paragraph 2.8 of this report.
- 7.2 That the Committee endorses the next steps set out in Section 2.13 of this report.
- 7.3 That the Committee approves the issue for wider stakeholder engagement of the draft Bus Information Strategy in Appendix 1.

8 Background Documents

None.

9 Appendices

Appendix 1 – Draft Bus Information Strategy.

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Bus Information Strategy 2019-24

March 2019

Draft strategy issued for stakeholder engagement

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Bus Information Strategy 2019-24

1. Bus Information Strategy

This strategy sets out the arrangements for providing information on bus services in accordance with section 130 of the Transport Act 2000.

2. 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. The Combined Authority is the Local transport Authority (LTA) for West Yorkshire, including Bradford, Calderdale, Kirklees, Leeds and Wakefield.

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

3. 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 and consume information 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.

Consumer technology is moving at pace and this strategy aims to modernise the information offer to meet increasing customer demands with the online offer becoming the 'new normal'. The pace of change will never be this slow again, consumer devices will become increasingly powerful, which provides opportunities to supply enhancements such as 'habit aware' departure information in a similar fashion to the information provided for car users. Smartphones are able to understand the regular travel habits of consumers and push information about their car journeys to and from regular locations such as home and work and offer journey time predictions and disruption information un-prompted by the user. This offer needs to be expanded to bus users so they receive automated information about their regular journeys.

Ongoing developments in this space will facilitate the supply of customised information to keep customers informed about their journey before they ask the question. We aim to 'remove the thinking' for customers by making information simple, easy, quick and comparative to the ease of use of travel information for other modes. Although this strategy sets out the direction of travel over the next five years, it will evolve and adapt as ongoing technical developments arrive on the market and will require the strategy to be under constant review.

The Bus Information Strategy 2019-24 seeks to build upon the significant progress of the 2012-17 Bus Information Strategy that sought to encourage the use of self-serve options for customers obtaining journey information while ensuring the provision of information via traditional sources for those who still required them. It sits alongside the Digital Payment for Travel Strategy.

This strategy has been developed to support the Combined Authority's vision for buses outlined in the West Yorkshire Bus Strategy 2040, which aims – 'To create a modern, integrated and innovative bus system, which puts customers first and contributes to the delivery of the economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy.

The West Yorkshire Bus Strategy has set the ambitious target to grow the number of bus passengers by up to 25% over the next ten years. The Bus Information Strategy will contribute to this by providing the blueprint for the provision of easily accessible, reliable, dynamic and 'always live' travel information that facilitates patronage growth.

¹ West Yorkshire Transport Strategy 2040

² West Yorkshire Tracker Survey

The aims of the Leeds Public Transport Investment Programme to double bus patronage in the city in the next 10 years have also been a major consideration in determining the focus of the strategy and associated outputs. Recognising the need to resonate with a new age of customer who have increasing demands from the products and services they consume.

Whilst the proposed strategy fulfils an obligation with regard to bus information, it is important that activities to deliver it are undertaken within a wider provision of travel information across all modes. For example information on line journey planning tools should enable customers to choose between the full range of options available for their journey walking, cycling, bus rail and road. Similarly bus and rail information should enable people to plan a journey using both modes.

4. Regional context

The Combined Authority is working in partnership with Transport for the North and Local Authorities across a pan-northern geography on the development of disruption and fares information to enhance the level of information provided. This will enable customers to plan a journey and identify the fare they will be charged. The provision of disruption information, will further enhance the 'always-live' aspirations of the strategy by keeping customers updated about disruptions to their journey. The Combined Authority manages the digital infrastructure for real time bus information on behalf of South Yorkshire and York.

5. Key objectives for the Bus Information Strategy

In order to achieve the ambitious targets the Combined Authority and partners have set, a new generation of customers need to be attracted to use public transport and information is one of the key components to attract new users through the provision of dynamic 'always-live' information via a range of channels that makes public transport the obvious choice. We must endeavour to replicate and enhance the other services they consume online. The key objectives/principles of the information strategy are:

1. **Digital First** – focus delivery to mobile devices
2. **Always Live** – up to date information on the move
3. **Customer driven** – the customer selects the information they need
4. **Network-wide** – fixed information at stops and interchanges
5. **Inclusive** – everyone has access according to need and requirement.
6. **Cost-effective** – for the local taxpayer

6. Considerations for the Bus Information Strategy 2019-24

In developing the Bus Information Strategy 2019-24 a number of considerations have been made to establish the direction of travel.

- The internet is increasingly becoming the first place people go to find out about bus information.
- Information is a major factor in growing bus use.
- Young people have been identified as the growth market – the offer needs to be centred around them.
- Public funding for bus information is limited – we need to be innovative to reach customers via cost effective channels – online/smartphone enable this.

- The emerging Bus Alliance presents the opportunity for reviewing activities and cost sharing agreements with operators.
- The Combined Authority and bus operators will need to provide for those who are not able to interact with digital information enabling them to access the information they need via a cost-effective solution.
- Adapting the provision of information to bus passengers to meet changing demand requires the Combined Authority to re assess its role in delivering information to the customer. Under the previous strategy the ITA/Metro was the major provider of information services. The new strategy will place the promotion of services and products with the bus operator with the Combined Authority ensuring a network wide availability of information and, as digital becomes the primary means of delivery, curating the data necessary for delivery by other parties. The Combined Authority will need to play a co-ordinating role as the provision of travel advice in times of disruption becoming increasingly important.

7. What have we done over the last five years?

A number of enhancements have been delivered as a result of the previous Bus Information Strategy that have improved the information offering for passengers and have demonstrated a predicted shift to digital channels. This has been delivered at a reduced operating cost for the taxpayer and increased the amount of information being consumed by customers while maintaining overall customer satisfaction.

Improvement	
Webchat	Webchat was introduced within the Metroline contact centre in 2015 offering customers the opportunity to chat with customer service advisors via the website to obtain the information they required. The introduction of webchat facilitates a self-service culture as agents are able to demonstrate where on the website information can be obtained with the aim of encouraging future un-aided use of the site. Metroline handle over 11,000 webchats per year, which facilitates future self-service as customers are assisted around the website. This approach has proven to be fruitful with increasing numbers visiting the website and over 650,000 timetable downloads taking place every month.
Social Media	Use of social media was in its infancy at the production of the previous Bus Information Strategy boasting 6,000 followers across the Twitter and Facebook platforms. Now in its eighth year of operation, social media is a key element of the service offering real time information about planned and un-planned disruption to the network. A co-ordinated approach with operators and partners has been established to disseminate and amplify information to ensure maximum reach to passengers. Our social media platforms now have c. 40,000 engaged followers.
Website	The Metro website was constructed in a 'responsive design template', which enabled the automatic scaling of the site across all devices. Research in the production of the previous strategy had predicted that the majority of interactions would be via mobile devices. There are over 800,000 user sessions every month on the site, with over 60% of traffic to wymetro.com is via mobile devices. The website was also moved to a more secure hosting environment to improve stability during periods of high demand such as bad weather/severe disruption.
Online timetables	Development work was carried out to present timetables on the website in XML format to make viewing easier for customers using mobile devices to

Improvement	
	view timetables. Over 650,000 timetables are viewed via the website every month. This figure has increased as the provision of paper timetables has decreased showing a direct correlation between availability of the outputs.
Journey Planner	A new journey planner was introduced incorporating mapping information, which has enhanced the provision of information via this channel. Approximately 50% of visitors to the website use the journey planner.
Disruption Information	More effective use of the website, social media and Real Time screens to present disruption information has increased the reach of key service information that has enabled customers to keep informed.
Open data	The combined Authority has made timetable and real time information available via national open data sources that is being used by third party apps to provide customers with service information. Real Time information processed by the Combined Authority is viewed via third party applications over four million times every month. This approach has enabled apps to be developed and made available to customers at no additional cost to the taxpayer or resource from the Combined Authority.
QR codes/NFC tags	All c. 14,000 stops and shelters within West Yorkshire have had a QR code/NFC tag installed at every stop, which enables customers to access Real Time information for their stop. To date over two million scans have been recorded with over 90,000 being recorded every single month.
Information at every stop	Printed information has been installed and maintained at all c. 14,000 stops and shelters. It was previously only displayed at 4,000 shelters.
Information Points	6 Self-service information points have been installed at 6 stations, which enable customers to plan journeys, access service and timetable information via a touch screen.

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

Performance is monitored via the annual Tracker survey.

Awareness - Although awareness of key digital channels has increased, most notably of the Metro website, there is potential for further awareness to be generated of real time information both online and via smartphone.

Usage – traditional information sources have reduced in usage, most significantly in the use of the Metroline contact centre. *Usage of Real Time Information via smartphone shows a perceived drop in usage in 2017 recording 8.9%. However, in 2016 it was reported that 17.9% usage and the actual usage stats from the real time system show the data is accessed over 3 million times every month.

Performance – significant increase in satisfaction for Real Time via Smartphone and Travel Centres. Reduced satisfaction around information at bus stops. Intelligence suggests that concerns over the speed of change of information following service changes and presentation. New design Roadside Displays are being produced as part of the Bus 18 initiative.

	2011 position	2017 target	2017 actual
Awareness (% of population)			

Metro website	61.6%	75%	75.7%
Metroline	50.0%	65%	49%
Real Time Information via Internet	25.4%	50%	38.7%
Real Time Information via Smartphone	13.5%	50%	40.4%
	2011 position	2017 target	2017 actual
Usage - frequent or occasional (% of population)			
Metro/operator websites	34.6%	50%	51.8%
MetroLine	13.7%	20%	5.3%
Pocket timetables	32%	20%	26.9%
Real Time Information via Smartphone	12.1%	20%	8.9%*
	2011 position	2017 target	2017 actual
Performance (on 1 – 10 scale)			
Bus Station displays	7.8	8.2	7.7
Metroline	7.7	8.2	7.7
Travel Centres	6.8	8.0	7.7
Displays at bus stops	8.1	8.5	7.3
RTI Smartphone	4.4	7.5	8.0

9. What's in the current provision and where do we go next?

Channel	Current provision	Who's responsible	Action	Where next
Digital/'Always live' Information Outputs				
WY Metro website	Website available 24/7 offering stop level real time information, timetables and journey planning software. Webchat enquiry service available.	Combined Authority	Enhance	Review journey planner requirements and implement a cost-effective solution at reduced cost to the Combined Authority. Signpost to information about fares and ticketing products.
Social media	Service information and custom assistance via twitter and facebook provided between 07:00 – 20:00	Combined Authority	Enhance	Ongoing use/promotion of social media to disseminate live information.
Real Time Information via Smartphone and web	Real Time data processed by the Combined Authority is available via website and data made open to be used via third party smartphone apps.	Combined Authority	Enhance and promote	Explore efficiencies in the processing and delivery of real time information and promote the availability of the information.
Real Time Information via text	Real time information is available to customers via text message upon request.	Combined Authority	Phase-out	Ongoing monitoring of the channel with a view to removing the output as customers migrate to access information via more cost-effective channels. Promotion of 'free always-live' information via web and smartphone apps to reduce the cost for customers.
Metro Messenger	e-newsletter providing travel and service change	Combined Authority	Maintain	Ongoing use to provide travel and service change information

Channel	Current provision	Who's responsible	Action	Where next
	information and Combined Authority updates.			and Combined Authority updates.
On the Network				
Roadside displays (timetables at bus stops)	Timetable information is available at all 14,000 bus stops and shelters across the network.	Combined Authority	Transform	Information at stops will be made available appropriate to the level of service operating. An approach will be explored to reduce the frequency of posting.
QR Codes/NFC tags	Cards have been installed at all 14,000 stops and shelters across West Yorkshire enabling stop-specific real time information on smartphone.	Combined Authority	Promote	Ongoing promotion to encourage increased use to access 'always-live' information. An increase in prominence as approach to provision of roadside displays changes.
Real Time Information at stops	There are currently 1,050 screens at stops throughout West Yorkshire providing real time bus information.	Combined Authority	Enhance	A further 1,000 screens are being introduced in the Leeds district as part of the Leeds Public Transport Investment Programme. Alternative options for powering screens will be explored.
Network-wide information	Wayfinding and mapping information made available at key hubs and interchanges	Combined Authority	Enhance	Mapping outputs will relate to the emerging key network legibility system. Maps will be made available across the network and online with print at home capability.
Print				
Pocket timetable booklets	Timetable booklets are printed at each time a bus service is changed	Operators and Combined Authority	Scale back	The current mass production and distribution by the Combined Authority of printed timetable booklets at each

Channel	Current provision	Who's responsible	Action	Where next
				<p>service change will cease in 2020. A baseline provision whereby a current printed bus timetable will be available on demand.</p> <p>The production and distribution of printed material promoting bus services will be the responsibility of bus operators who may provide this directly or commission material from the Combined Authority.</p>
Ticket and price list leaflets	A suite of printed information is produced to promote concessionary/pre-paid tickets	West Yorkshire Ticketing Company & Combined Authority	Reduce	The Combined Authority will produce information under the direction of the West Yorkshire Ticketing Company.
Face-to-face Information Services				
Travel Centres	The Combined Authority provide Travel Centres in Bradford, Castleford, Halifax, Huddersfield, Leeds and Pontefract. On behalf of the Combined Authority, Arriva operate Dewsbury and Wakefield Travel Centres and Transdev operates Keighley. Travel centres provide face-to-face and printed information and ticketing retailing.	Combined Authority & Operators	Transform	<p>Travel Centres are going to be transformed. The aim is to provide a service aligned with the modern high street bank model, which provides a range of self-serve and face-to-face options designed to provide an efficient service to all customers.</p> <p>Customers will use self-service machines with personal assistance available. Printed information will be available on demand.</p>
Metroline	The Metroline call centre has evolved into a multi-channel	Combined Authority	Maintain	Ongoing monitoring and a review of standards will be

Channel	Current provision	Who's responsible	Action	Where next
	contact centre offering customer service/information via webchat, social media and email in addition to calls. The service is operational 07:00 – 20:00 seven days a week.			undertaken to make sure service provision meets customer expectations
Digital, Information Assets				
CoSA – Combined Services and Assets Database	GIS system storing current bus timetable data and bus stop assets. Outputs timetable data to Journey Planner, Traveline and other API's. Output to create print and network Information at bus stops and interchanges.	Combined Authority	Maintain	Seek to reduce data processing and validation costs through automation and data quality initiatives with operators.
Real Time Bus Information	Processes bus timetable data and automatic vehicle location data to output predicted arrival times to customers through signs and online services.	Combined Authority/Operators Combined Authority manages this on behalf of South Yorkshire and York	Maintain	Procure new service contract from 2021/22 seeking to improve accuracy at a reduced cost to the tax payer.

10. What we will do and when

	Year one - Transition	Year two –three Transform	Year four-five Review
Digital	Consider linking to customers on wymetro.com to third party journey planner tools (eg Traveline or Google) rather than the current bespoke tool.	Increase provision of real time information and promote the availability of 'always-live' digital information via multiple channels.	Maintain awareness of developments in customer technology and how information may be enhanced through the use of this technology.
On the Network	Adopt a new approach to signposting people to bus services initially in Leeds funded through Connecting Leeds but extended to other towns and cities. Tailor the provision of information provided at bus stops to customer need.	Implement new approach to on-street information.	Ensure the provision of information across the network is meeting the needs of users.
Face-to-face	Refurbishment of Travel Centres to adopt the self-service approach used in retail banking	Introduce new Travel Centre model at stations where funding identified, establish business cases for remaining.	Introduce new Travel Centre model at all Travel Centres across the estate.
Print	Gradual withdrawal of mass printed output, introduce print-on-demand solution.	Timetable booklets for individual services to be bus operators' responsibility with the Combined Authority providing network wide printed information.	Print on-demand and at operator request to promote key services.
Constant review of strategy as technical developments enter the market			



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Report to: Transport Committee

Date: 15 March 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 Kirklees District Consultation Sub-Committee.

2. Information

Service 253

- 2.1 The Combined Authority has recently reviewed and re-procured the supported bus network in North Kirklees in line with Transport Committee guidelines. This resulted in minor changes to the network from the weekend of 23/ 24 February enabling a saving to the Combined Authority in line with budget. The procurement process resulted in the movement of some contracts away from Arriva.
- 2.2 In parallel Arriva Yorkshire also reviewed its North Kirklees commercial network and also made changes to services in the area from 23 February. These changes increased the frequency of some services, but also reduced and withdrew others as well as breaking some current links. Overall the

company have slightly increased bus resources and had stated that it was focussing on routes with greater commercial potential.

- 2.3 The initial proposals resulted in some communities losing their bus service. The Combined Authority invited tenders to fill those gaps and have awarded Arriva a contract to do so at a marginal cost, partly offset by savings in evening service contracts with Arriva arising from the company's service changes.
- 2.4 As part of the changes, Arriva has withdrawn service 253 which operated hourly between Bradford – Birkenshaw – Cleckheaton - Mirfield – Dewsbury. A petition was submitted to the Kirklees District Consultation Sub-Committee on 6 February headed "Save The 253"
- 2.5 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 withdrawal 253 will make it more difficult for people to make some journeys, all of the communities served by the 253 will continue to have a bus service.
- 2.6 It is not therefore recommended that the Combined Authority funds the reinstatement of service 253. Combined Authority officers will nevertheless continue to work with bus companies to address the issues arising from the withdrawal of this 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 Kirklees District Consultation Subcommittee regarding bus service 253
- 7.2 That the Director, Transport Services advises the petitioners that the Combined Authority is unable to provide a replacement of service 253 for the reasons described in this report.

8. Background Documents

8.1 Petition submitted to the Kirklees District Consultation Sub-Committee.

9. Appendices

None.

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Report to: Transport Committee

Date: 15 March 2019

Subject: Transforming Cities Fund and Connectivity Strategy Update

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

Author(s): Tom Gifford

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input 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 both Transforming Cities Fund and the Leeds City Region Connectivity Strategy, both of which are central contributions to the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21st century transport and enabling clean growth.

2. Information

Transforming Cities Fund

- 2.1 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund aims to drive up productivity through improved connections between urban centres and suburbs. To do this, the Transforming Cities Fund provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities.
- 2.2 On 8 June 2018, West Yorkshire Combined Authority submitted the stage 1 TCF submission on behalf of the Leeds City Region ("LCR"). The contents of the LCR stage 1 decision were developed through a series of workshops, one-

to-one and committee meetings with members and officers from across the City Region. The stage 1 submission was also shaped by existing and ongoing work, such as the Leeds City Region Connectivity Strategy, and TCF is an opportunity to deliver interventions which are on the emerging pipeline as identified through the inclusive growth corridors plans.

2.3 The LCR Stage 1 submission was required to be published online and is available through the web-link below¹. The LCR stage 1 submission focused around three themes:

- Strand 1: Transforming connectivity on four corridors in greatest need (these are a subset of the corridors of greatest economic need identified through the LCR HS2 Connectivity Strategy)
- Strand 2: Creating eight Transformed 21st Century Gateways (plus a number of smaller locations).
- Strand 3: Transforming mobility for future generations (which to a degree also cuts across Strands 1 & 2).

2.4 In September 2018, the DfT confirmed that the Leeds City Region was one of twelve areas successfully shortlisted by Government and is therefore able to submit bids for Stage 2.

2.5 With the scope and geography now agreed, through Stage 2 the detailed proposals within each strand need to be developed. DfT have advised that in the development of stage two submissions, successful city regions will work with DfT to develop scheme specific proposals.

2.6 On behalf of the Leeds City Region, the West Yorkshire Combined Authority is able to submit three tranches of bids:

Tranche 1

2.7 Individual 'small bids' (up to £10m) were submitted on 4 January 2019, following officer and member workshops in late 2018, for:

- Bradford Forster Square – Delivering the Masterplan.
- Kirklees Cycling and Walking Early Gateway Transformation Package.
- Leeds City Region Clean Bus Corridors and Accessibility Improvement Package.
- York Station Gateway Cycle Route Enhancements.

2.8 A DfT decision on the Tranche 1 bids is expected during February / March 2019.

Tranche 2

2.9 A Strategic Outline Business Case (SOBC) can be submitted by the Combined Authority (on behalf of the Leeds City Region) to the DfT, as draft, by 20 June 2019, with final submissions made by 28 November 2019. The SOBC is for a share of the £1.28billion available to the 12 successful areas, to be spent by 2023.

¹ <https://www.westyorks-ca.gov.uk/transport/transforming-cities-fund/>

- 2.10 The guidance for Tranche 2 has now been published by the Department for Transport. It sets out that the SOBC will need to be a coordinated package of proposals which deliver transformed local public transport.
- 2.11 The TCF also provides a key opportunity to support priority 5 of the LCR Energy Strategy – to create an efficient and integrated transport system – through promoting sustainable public transport and enhancing infrastructure for walking and cycling. The bid will also build on the Local Cycling and Walking Infrastructure Plans which are currently in development, and will be influenced by the City Region’s emerging Inclusive Growth Strategic Framework which is being developed by the Inclusive Growth and Public Policy Panel.
- 2.12 The SOBC submissions will be scrutinised by the DfT. This is a competitive bidding process and the guidance sets out that funding will be awarded to proposals which best meet the strategic objectives of the fund and demonstrate strong value for money. The DfT have also highlighted that whilst business cases will be considered ‘in the round’, the greater the overall local contribution towards the costs and the more the contribution is from the private sector and other external organisations such as private transport operators, the more positively the business case will be considered in the assessment process.
- 2.13 As part of the development of the bid, Combined Authority officers are actively working with District council partners and other organisations, including transport operators, universities and businesses to explore the potential for securing match funding contributions.
- 2.14 A Leeds City Region bid which focuses on the supporting the Combined Authority’s core aims of enabling inclusive growth, boosting productivity, delivering 21st century transport and enabling clean growth through delivering the ‘Strands’ set out in Paragraph 2.3 is now in development, with further details to be brought back to Transport Committee (and the member working groups), ahead of the June 2019 submission.

Tranche 3

- 2.15 Funding of £90 million was announced for the establishment of Future Mobility Zones in the Budget of November 2018 (£20m of this funding has been directly allocated to West Midlands). The Authorities that have been successful in reaching stage 2 of the Transforming Cities Fund process are eligible to bid for this funding.
- 2.16 The Department for Transport have not yet issued detailed guidance on the bidding process but we understand that proposals will be due for submission in May 2019. The Combined Authority is in the process of developing a bid for funding in coordination with our District partners.

- 2.17 Details of the content of the bid will be circulated to members of the Transport Committee when guidance on the geography of the bid and deadlines for submission have been confirmed by DfT.

TCF Next steps

- 2.18 On 13 December 2018, the Combined Authority delegated authority to Transport Committee to oversee and submit both the ‘big bid’ and the ‘Future Mobility bid’ and to utilise member working groups to develop the detailed scope and specification of the bids.
- 2.19 Workshops with members and officers as well as technical development work are now underway, along with a regular schedule of meetings with Department for Transport officers. A further update will be brought to the May 2019 Transport Committee meeting.

Leeds City Region Connectivity Strategy

- 2.20 Transport Committee considered the “Planning for Growth: Emerging Leeds City Region Connectivity Strategy” at the meeting on 9 November 2018. This significant report developed the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. The report also summarised how transforming connectivity in the communities of greatest economic need will help raise productivity, living standards and improve air quality, thereby helping to deliver Inclusive Growth.
- 2.21 The November report also opened a conversation around the potential role of future advanced mass transit technologies to meet the future needs of the region.
- 2.22 Given the significance of this work, since November 2018, similar but tailored reports have also been considered by:
- Leeds City Council Executive Board (November 2018).
 - West Yorkshire Combined Authority (December 2018).
 - Bradford Executive (December 2018).
 - Leeds City Region LEP Board (January 2019).
 - Kirklees Cabinet (February 2019).
 - Each of the five District Sub-committees (during February 2019).
- 2.23 The November report set out that the conclusions of all the Inclusive Growth corridor plans will help shape the future connectivity pipeline in the overarching Connectivity Strategy. The corridors plans will also help to shape the Inclusive Growth agenda and feed into the Local Inclusive Industrial Strategy. To support this, the Inclusive Growth and Public Policy Panel is planning to work with partners to develop other necessary interventions along these corridors, to provide a holistic approach to inclusive growth. Areas for intervention include digital inclusion, skills, and local involvement and engagement in decision-making.

Next Steps

- 2.24 As part of the on-going engagement, a 'YourVoice' site on the Combined Authority website is being set up around the work during March 2019 and will run until June 2019. The engagement is an opportunity to raise the profile of the Connectivity Strategy, including the opportunity for Mass Transit and to ask for opinions and feedback on the work to date. The principles of the engagement are set out in Appendix 1.
- 2.25 The LEP Board meeting in January highlighted the opportunity for business to be champions of the work and agreed strongly about the need for wider business engagement on the connectivity strategy.
- 2.26 Member working groups to consider the details of both the Connectivity Strategy and TCF work have been arranged and development of the further corridors has also commenced. Further updates will be brought to Transport Committee, including on the development of the other priority corridors.

3. Financial Implications

- 3.1 The DfT has made a contribution of £50,000 to the development of the stage 2 submission. This will support the development of the various bids as part for stage 2.
- 3.2 No budget allocations have been set by Government for the money available to the 12 successful Stage 2 regions. Allocations for the 12 successful authorities including Leeds City Region will be developed through the Stage 2 co-production phase with the Department for Transport.
- 3.3 Devolved City Regions (such as Manchester, Liverpool and Tees Valley) are not required to 'bid' for any of this funding and instead have been allocated/devolved funding on a per capita basis.

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 Both the Transforming Cities Fund and Connectivity Strategy are being developed in partnership with Districts.

7. Recommendations

- 7.1 That the Committee notes the updates on the Transforming Cities Fund and Connectivity Strategy.

8. Background Documents

West Yorkshire Transport Committee Report: 9 November 2018: “Planning for Growth: The Leeds City Region Connectivity Strategy”

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?MId=730>

9. Appendices

Appendix 1 – Overview of Engagement Strategy.

Item 8: Appendix 1: Engagement Strategy

The purpose of this appendix is to summarise the engagement approach around the proposals outlined in the emerging Connectivity Strategy, as considered by Transport Committee at the 9 November 2018 meeting.

Context

Our Ambition is to deliver 21st Century transport infrastructure which supports the City Region to grow and compete globally and enable Inclusive Growth.

We are already investing in bus, road and rail networks for example through the West Yorkshire Transport Fund and also Connecting Leeds Programmes. Building on our existing plans, we are planning for future growth through the development of a new Connectivity Strategy for the region, to complement and maximise the positive impact of HS2 opening in Leeds in 2033 and the planned Northern Powerhouse Rail route.

We have started by identifying those communities in greatest economic need – those areas that most require transformed transport connections to access future development opportunities and to enable inclusive growth.

With the first tranche of routes now published, we want your views on:

- Your current journey to work
- The places you think are most in need of transformed public transport
- How you think transport infrastructure should be improved – particularly on the routes identified on the map
- Whether you think a Mass Transit / Light Rail / Tram system should be part of the transport offer in West Yorkshire?

Stakeholder Engagement

- A4.1 Whilst engagement with a number of stakeholders has already informed the proposals set out in this report, it is proposed to commence a formal stakeholder focused engagement on the conclusions of the work to date as early as possible in 2019.
- A4.2 Extensive stakeholder mapping will be undertaken to identify key groups that may be interested or influential and need to be kept involved as the plans develop.
- A4.3 The aim of the engagement will be to build on evidence obtained through the West Yorkshire Transport Strategy, Leeds Transport Conversation and HS2 Growth Strategy Engagements to:
- Illustrate the need for transformational intra-city connectivity alongside the need for pan northern schemes including HS2 / Northern Powerhouse Rail (NPR)

Item 8: Appendix 1: Engagement Strategy

- Raise the profile of the scale of the transport capacity challenge facing the City Region up to 2030/40s
 - Consider whether the right places to be connect have been identified so far based on the corridors considered to date across the City Region
 - Raise the potential need for mass transit size vehicles (carrying 200-300 people) as being the most appropriate solution to addressing the intra-city connectivity needs.
- A4.4 A stakeholder engagement plan will be produced and is likely to include a number of phases over the next few years. The LEP Board meeting in January 2019 highlighted the opportunity for business to be champions of the work and agreed strongly about the need for wider business engagement on the connectivity strategy. This will be developed in partnership with the Business Communications Group (BCG).
- A4.5 The results of the first phase of stakeholder engagement will be reported back to Transport Committee for their consideration.

Public Engagement

- A4.6 The aim is to raise public awareness of the proposals and present positive messages about transport opportunities, inclusive growth and investment.
- A4.7 Given the history of previous plans it is important to quickly provide simple answers to questions around transport modes, cost, technology, ability to deliver and how the first tranche of corridors have been identified.
- A4.8 A public engagement plan will be produced but is likely to include the following broad phases:
- Public awareness exercise regarding the principles of future mass transit which simply explains the identified need and capacity challenges. It is also important to highlight all the transport investment work which is already planned for the short to medium term.
 - More detailed public engagement focussed on the proposed first tranche of corridors, with the aim to enthuse local residents and businesses and keep them involved as plans develop.
 - Public consultation phases will be required in the future when there are decisions to make.
- A4.9 The Combined Authority Consultation and Engagement team will work in partnership with district based communication, engagement and consultation officers to develop the approach.
- A4.10 The public engagement plan will be developed and reported to the Transport Committee and Member Working Group for their consideration at each stage in the process.



Report to: Transport Committee

Date: 15 March 2019

Subject: Transport for the North Strategic Transport Plan

Director: Alan Reiss, Director Policy, Strategy and Communications

Author(s): Liz Hunter, Head of Transport Policy

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 update Transport Committee on Transport for the North's Strategic Transport Plan including the implications for the region.

2. Information

Background

- 2.1 Transport for the North (TfN) was created as a pan-Northern Partnership Board of civic and business leaders working to develop the case for transformational investment in transport in the North. In April 2018 TfN became the first Sub-National Transport Body in England tasked with making recommendations on transport investment on behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport.
- 2.2 Transport for the North published a draft Strategic Transport Plan (STP) for the North on 16 January 2018, and commenced a formal public and stakeholder consultation to run for 13 weeks from 16 January to 17 April 2018. TfN's Board approved an updated plan on the 7 February 2019.

- 2.3 The STP is TfN's flagship policy document setting out its plans for investment in strategic transport in the north in the 30 year period up to 2050. The STP sets out TfN's proposals to help drive economic growth, explaining the need for investment in transport and identifying priority areas for improved connectivity.
- 2.4 Alongside the STP, TfN published a detailed investment programme including the outputs of schemes identified through work on Strategic Development Corridors (SDC). Given the timing of the Transport for the North's Board, the contents of this paper were considered at the Combined Authority on the 14th February.

West Yorkshire Consultation Response

- 2.5 The Combined Authority at its meeting of 3 August 2017 re-affirmed its commitment to a set of investment priorities for TfN to support and help progress. These are:
- A **Northern Powerhouse Rail Network** (NPR) that radically improves journey times across the North with stops in Leeds, Bradford and York, and integrates effectively with HS2;
 - Continued investment in the existing rail networks including significant improvements to the **Calder Valley Line** and **East Coast Mainline**;
 - Press the case for **HS2** and the **Transpennine Route Upgrade** (TRU);
 - Consider how to reduce congestion and improve reliability on the **M62**.
- 2.6 The Combined Authority responded to the consultation on behalf of all the West Yorkshire District Councils. The Transport Committee meeting of 16 March 2018 and the Combined Authority of the 5 April 2018 endorsed a set of key principles that it considered should form the core of a Combined Authority response. These key principles included:
- The Combined Authority and its partners welcoming the draft STP as a high level statement of policy and strategy, and support the vision and proposition for transformational investment in transport in the North to deliver sustained economic growth;
 - Seeking reassurance from TfN that the next draft would:
 - Set out a strong message on the economic and wider benefits of Northern Powerhouse Rail connecting Manchester and Leeds via Bradford city centre, and Leeds to Newcastle via York;
 - Re-affirm the requirement for the timely implementation of HS2 Phase 2b to Yorkshire, including the junctions required to allow NPR services to make use of the HS2 and classic rail networks;
 - Provide a strong statement on other prioritised rail investment requirements, with a focus on ambitious route upgrades that enable improvements to all passenger and freight services on the East Coast Main Line, Trans-Pennine and Calder Valley Line routes, alongside investment in NPR.

- Provide a commitment to working with the Combined Authority to further develop and implement the Leeds Integrated Station Masterplan, including addressing rail infrastructure capacity requirements at and around Leeds Station to help maximise opportunities arising from HS2;
- Reflect our priorities in respect of the Strategic Roads Network particularly in respect of strengthening the performance and resilience of the M62 motorway as well as major roads schemes facilitating access to our most important economic places;
- Clarity on the connection between TfN's role and that of local transport networks and especially interchange between transport modes, which are important for the first and last miles of the journey; and
- Alignment with the policies and plans set out in the Combined Authority's policy framework and particularly help to maximise opportunities arising from the Leeds City Region Growth Strategy and the Connectivity Study work currently underway to develop inclusive growth corridors, as well as helping to deliver the local growth and regeneration aspirations identified in District Local Plans.

2.7 Following the Combined Authority's response and engagement at both Officer level and through our representatives on TfN's Board, TfN have adapted the STP to address the points above. There remains an issue about the map TfN are using to portray the possible Northern Powerhouse Rail options. The current map reinforces an outdated view of the North with the focus only on the original cities that were highlighted in the One North work with no acknowledgement of size or economic importance. It is proposed that the Combined Authority continues to press for the map to reflect the economic geography of places and to reflect the position in the STP for NPR to connect Manchester to Leeds via Bradford via a new line. It is also critical that the STP sets out how options will be prioritised and taken forward.

Relevance to the region

2.8 The whole of the STP is an important statement of the economic needs of the region and the pan-northern connectivity that is needed to unlock growth. The list below highlights the important schemes to the region. It is important that TfN set out their next steps for this investment including how they intend to prioritise and sequence the schemes.

- Links to local objectives:
 - TfN have recognised the need to integrate pan-northern networks with local networks, and the importance of complementary investment within city regions.
 - TfN have strengthened their position on carbon reduction, environmental sustainability and social inclusion – adding objectives that align with West Yorkshire Transport Strategy 2040.

- Road Investment :
 - The STP recognises the importance of the Strategic Road Network, particularly the M62, and the expectation of continued investment to improve M62 performance and resilience while also strengthening alternative east-west routes.
 - The Major Road Network for the North map has been amended to align with the West Yorkshire Key Route Network
 - TfN has satisfactorily included West Yorkshire Strategic and Major Road priorities in the investment programme including:
 - M62 interventions e.g. M62 J26 Chain Bar, M62 J24a, J30-33 Smart Motorways.
 - A1(M) & M1 interventions e.g. A1(M) Redhouse to Darrington, M1 junction and online improvements.
 - Major Road interventions to improve capacity and journey times on alternative strategic east-west routes for example from East Lancashire to West Yorkshire.
 - Major Road interventions to improve connectivity and support growth within the region e.g. North Kirklees Orbital Route, South East Bradford Access Route, Wakefield A1(M) to M1 and East Leeds.
 - Headline details of possible road interventions are listed in TfN's Long Term Investment Programme (LTIP) which was published alongside the STP. Maps to show the location of possible road interventions will be published in the summaries of the Strategic Development Corridor Studies that were undertaken by TfN to identify interventions for the LTIP. These documents are currently being finalised and will be made available on TfN's website in March 2019 (with the date to be confirmed).
- Rail Investment:
 - The flagship programme within the STP is Northern Powerhouse Rail. Much work has been undertaken on the Strategic Outline Business Case for NPR and the headline messages are included within the STP.
 - Specifically for this region the emerging vision includes:
 - Faster Transpennine links between Manchester and Leeds serving Bradford city centre. New capacity is needed across the Pennines and a new line produces the most benefits. Work has identified the importance of NPR serving Bradford City Centre, including an additional £15bn GVA and 15,000 new jobs across Leeds City Region by 2060. NPR can double the number of people and businesses within reach of Bradford providing access to ¾ million more job opportunities in the key economic sectors of the North for Bradford residents, including places most in need of investment and

access to opportunities, particularly for young people. These benefits can only be realised if Bradford is served directly.

- Leeds to Sheffield improvements will be delivered through HS2 Phase 2b and an upgrading of the route from Sheffield. Parkway options remain on the table.
- Leeds to Newcastle can be better served via a junction off HS2 and significant upgrades to the East Coast Mainline.
- Significant upgrades to the existing line from Leeds to Hull (via Selby) and Sheffield to Hull (via Doncaster) will improve capacity and journey times.
- Provision of junctions at Garforth and Stourton will help to maximise the benefits of HS2 and provide for future flexibility on the network.
- The STP sits alongside a draft Long Term Rail Strategy. The STP itself recognises the need to address rail capacity issues at the main hubs of the network. However, more work is needed on how to address the overall capacity constraints presented at and around Leeds station and this is something it is proposed the Combined Authority continues to press for.
- Ticketing
 - TfN is supporting a simple and seamless public transport ticket offer across the North - with a multi-modal contactless payments system supported by the provision of consistent, integrated travel information.

2.9 The above is very much focussed on specific infrastructure investment. The difference it should make to people's lives include:

- With a reshaping of our economic geography, bringing together the Northern cities into a coherent and integrated economic zone, people should have greater access to jobs that align with their skills, and businesses should be attracted to invest here and collaborate more.
- Adding capacity to the rail network should free up capacity on the existing networks creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local network.
- New opportunities for skills and employment from investment and better connections which the region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.
- Ensuring there is a long term plan to address the North's long term needs.

- 2.10 In terms of next steps, it is proposed that the Combined Authority continue to seek changes to the NPR map to reflect the economic geography of places as mentioned above. The Combined Authority will also work with TfN to agree how options will be prioritised and to develop plans for taking forward schemes.

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 by the Combined Authority.

7. Recommendations

- 7.1 That Transport Committee welcomes Transport for the North's recommendations and notes the implications for the region.

8. Background Documents

There are no background documents referenced in this report. A copy of the STP can be found at transportforthenorth.com/wp-content/uploads/final-draft-strategic-transport-plan.pdf

9. Appendices

None.



Report to: Transport Committee

Date: 15 March 2019

Subject: **Roads update - Opportunities to fund improvements on strategically important roads**

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

Author(s): Steve Heckley

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

1. Purpose of this report

- 1.1 To advise Transport Committee of recent announcements with implications for funding improvements on strategically important roads.

2. Information

Background

- 2.1 Improving the Road Network is a core theme of the West Yorkshire Transport Strategy 2040, adopted by the West Yorkshire Combined Authority in 2017. The ambition of the Combined Authority and partner councils is for an efficient, safe and reliable road network for all users that creates new opportunities for jobs and housing development. The Transport Strategy places emphasis on identifying, prioritising and seeking funding for key infrastructure projects to reduce congestion and disruption, particularly on strategically important roads, to improve journey times, reliability, resilience and quality.
- 2.2 The road network has a number of definitions, related to the design and function of a road. To help with definitions:

- **West Yorkshire Key Route Network (WYKRN)** - a local network identified by the West Yorkshire partner councils. The WYKRN includes 661km (400 miles) of the most congested and most important local roads across West Yorkshire. The WYKRN represent seven % of all of West Yorkshire's roads but carry 60% of all the traffic. The local criteria used to identify this network included vehicle flows and strategic function. The operational management of the WYKRN is the responsibility of the Combined Authority's partner councils as the Local Highway Authorities. All of the West Yorkshire partners signed a Memorandum of Agreement in 2017 to collaborate to improve the management and operation of the WYKRN;
- **Major Road Network (MRN)** – a new definition of a “middle tier” of roads between local roads and motorways, understood as strategically important for connecting economic centres, including towns, cities, ports, airports, enterprise zones and key employment sites. Two different Major Road Networks have recently been published: A national Major Road Network identified by the Department for Transport (DfT), and another identified by Transport for the North (TfN) as a Major Road Network for the North. Both the DfT and TfN networks are intended as being complimentary to, and linking with, the Strategic Road Network. Neither the DfT or TfN have an operational role in the MRN, but both organisation have key roles in influencing the targeting of improvements to roads on the MRN;
- **Strategic Road Network (SRN)** - a national, strategic network of around 4,400 miles long and made up of motorways and trunk roads (- the most significant 'A' roads). The SRN represents around two % of all roads in England by length, but it carries a third of all traffic by mileage. Highways England manage this network.

2.3 These networks, described above, are important as they are the means by which funding to make improvements to important roads will be targeted and prioritised.

Department for Transport Major Roads Network (MRN)

2.4 The government in the autumn 2018 Budget announced a new National Roads Fund that would total £28.8 billion in the next Road Investment Strategy period from 2020-2025 (RIS2), with £3.5 billion of that total to be ring-fenced to be spent on improving a newly identified Major Roads Network in the period April 2020 to March 2025. (The larger, remaining £25.3 billion proportion of the £28.8 billion total will be used to fund improvements to the Strategic Road Network).

2.5 In December 2018 the DfT published a response to their own consultation (undertaken from December 2017 to March 2018) on 'Proposals for the Creation of a Major Road Network'. The DfT's consultation response can be accessed here:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765665/creation-of-the-major-road-network-government-response.pdf

- 2.6 The Transport Committee meeting of 16 March 2018 agreed key themes to form the basis of the consultation response of the Combined Authority and its partner councils. The West Yorkshire partners broadly welcomed the creation of a MRN and the proposed allocation of a proportion of the new National Road Fund to the MRN to provide a ring-fenced, long term funding stream supporting a pipeline of investments, but also identified concerns with the methodology to identify the roads in the MRN and the proposed criteria to be applied to the allocation of funding to improve the MRN.
- 2.7 The DfT's response is to proceed with their proposals. The DfT are satisfied with the MRN principles published in their consultation, and has not made significant changes to their proposed major road network, although there has been some refinement of criteria resulting in minor changes to roads included in the MRN.
- 2.8 The DfT's MRN extends across England and Wales. Within the North (i.e. the area covered by the Transport for the North partnership) the total length of the DfT's MRN is 2,400km. The DfT has written to each Local Highway Authority to advise them of their consultation response and to provide network maps. Appendix 1 provides a map of the DfT's MRN within West Yorkshire.
- 2.9 The DfT's methodology to identify the national MRN relied primarily on quantitative data from vehicle flows. This approach differed from a more qualitative approach developed by Transport for the North for parallel work that they were progressing with their partners (including the Combined Authority and West Yorkshire partner councils) to identify a MRN for the North, which focussed on connectivity needs, rather than flows, to identify roads that join up existing and future Important Economic Centres. TfN had anticipated that they and the DfT would arrive at a common methodology and one, agreed Major Road Network. The DfT's consultation response makes it clear that they did not consider the TfN methodology and resultant larger network to be appropriate for DfT's purposes. The 2,400km DfT MRN is less than half the length of the 5,000km MRN for the North adopted by TfN.
- 2.10 The DfT's final MRN is not entirely as the West Yorkshire partners would have preferred. The Combined Authority had written to the DfT to identify proposals to remove and add roads to their initial MRN published in the consultation document, suggesting:
- Removal of some roads considered unsuitable by the partner councils, or that did not meet the DfT's own quantitative criteria. In some instances preferred, alternative routes with higher vehicle flows were proposed;
 - Additions of some roads considered of strategic importance, with high traffic flows, which were not included in the consultation MRN.
- 2.11 The DfT have satisfactorily made some amendments but there remain anomalies in the DfT's final MRN and more significantly the published MRN omits some key roads in West Yorkshire with high traffic flows that the West Yorkshire partners consider strategically important to the economic functioning of the region (e.g. Leeds Inner Ring Road and inner radials, where there are

also particular challenges to funding major structural renewals of these roads). The DfT did not provide direct feedback to any consultees, but does address omissions in their consultation response:

“As well as requests for the inclusion of more urban roads, there was some confusion as to why some urban roads that meet traffic thresholds were missing from the indicative MRN. The focus of the MRN is connecting different places and as a result the network is purposely focused on roads that play a regional role and make connections between cities, rather than connections within city centres. This has been reflected in the network”.

- 2.12 The DfT has identified that their MRN will be reviewed periodically but this is not expected to be within the next five years. The Combined Authority is seeking specific feedback from the DfT on the inclusion and exclusion of roads from their final MRN and the implications and options for improving roads not currently on the MRN.
- 2.13 In December 2018 the DfT also published its Investment Planning Guidance to enable regions to plan and prioritise investments on the Major Road Network specifically through bidding to the £3.5 billion National Roads Fund allocation (identified in paragraph 2.4 above) to improve the MRN in the period 2020 to 2025. This guidance can be accessed at: <https://www.gov.uk/government/publications/major-road-network-and-large-local-majors-programmes-investment-planning>. The guidance summarises the eligibility criteria for the MRN programme, explains the roles and responsibilities of local and regional bodies in the MRN, including the importance of regional evidence bases to support bid submissions and provides pro-forma for submitting bids. Major Road Schemes are envisaged to cost in the region of £20 million to £50 million. The guidance also details the process for submitting proposals for Large Local Majors (i.e. schemes costing greater than £50 million) on the MRN and SRN.
- 2.14 The objectives of funding improvements to the MRN are to: Reduce Congestion; Support Economic Growth and re-balancing; Support Housing Delivery; Support all road users; and Support the Strategic Road Network. The types of schemes identified as eligible for MRN funding are:
- Bypasses or new alignments which alleviate congestion and make through journeys quicker, safer, more reliable;
 - Missing Links – new roads that link existing stretches of the MRN or SRN;
 - Widening of existing MRN roads where there is a known congestion point or safety risk;
 - Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads, where significant work needs to be done to renew the carriageway or prevent closure or weight restrictions;
 - Major junction improvements such as a grade separation that would improve the safety, performance or flow of an MRN road;
 - Variable message signs, traffic management and the use of smart technology and data to raise the performance of the network;

- Packages of improvements which may include elements of safety, widening, junction improvements and new alignment.

2.15 Key features of the criteria for bidding are:

- Only schemes on the DfT's MRN are eligible;
- The MRN funding contribution will be in the range of £20 million - £50 million (exclusive of any match funding). Schemes seeking more than £50 million would be considered a large Local Major Scheme for which a separate process exists, but with bids to the same £3.5bn allocation of funding in the RIS2 period;
- Local match funding required of at least 15% of the total scheme cost;
- Bids will need to be well progressed to Strategic Outline Business Case for submission;
- Sub National Transport Bodies (e.g. Transport for the North) have a key role in the process in providing the regional evidence base and prioritising a ranked set of up to 10 scheme bids per region, for submission to the DfT.

2.16 The DfT deadline for submission of bids to the first tranche of National Road Fund (identified in paragraph 2.13 above) for the Major Road Network and Large Local Major schemes is 16 July 2019. The bid timetable, criteria and requirements are challenging. Within the North the starting point to identify possible bids will be those eligible schemes identified in the list of potential road interventions in TfN's Long Term Investment Programme (LTIP) which was published by TfN in February 2019, and the evidence collected by TfN through their Strategic Development Corridor studies that identified the schemes for the their LTIP. TfN has also started engaging its partners to seek bid suggestions. The Combined Authority and partner councils are involved in this process.

2.17 It is proposed that the Combined Authority and partner councils

- Work to the DfT's Investment Planning Guidance and with stakeholders to develop funding bids for the Major Road Network;
- Work to influence the DfT in respect of roads not currently on the Major Road Network and their eligibility for funding.

A progress report will be made to a future meeting of the Transport Committee.

Transport for the North Major Road Network for the North (MRN)

2.18 Transport for the North (TfN) published its Strategic Transport Plan (STP) for the North on the 11 February 2018. The Strategic Transport Plan is the subject of a separate report, Item 9, to this Transport Committee meeting.

2.19 The STP provides its own map and explanation of a Major Road Network for the North. This is the larger MRN of 5,000km referred to in paragraph 2.9

above, above. A map of the TfN MRN within West Yorkshire is attached as Appendix 2.

- 2.20 The TfN MRN was developed with the input of its partners and agreed by TfN Partnership Board. The TfN MRN shares some roads with the smaller DfT network (identified in para. 2.8 and Appendix 1 above), but also includes other roads which TfN consider to provide strategic, pan-northern routes linking current and future centres that are important to the economic health and growth of the North. Within West Yorkshire the TfN MRN aligns with, and is informed by, the work of the West Yorkshire partner councils to identify a West Yorkshire Key Route Network.
- 2.21 In deciding to adopt their version of an MRN, TfN acknowledge that having two MRN's is potentially confusing for stakeholders, and that routes identified on the TfN MRN for the North that are not in DfT's MRN will not be eligible for the National Roads Fund mentioned in paragraphs 2.4 and 2.13 above. TfN propose that their MRN for the North will be used by TfN and partners to inform and target other priorities for funding, putting the North on the front foot for bidding opportunities.
- 2.22 The MRN for the North has been the basis on which road interventions have been identified for TfN's Long Term Investment Programme (LTIP) which was launched concurrently with the STP. The West Yorkshire partners are satisfied with the identified MRN for the North and the possible road interventions that have been identified through TfN's Corridor Studies and included in the LTIP. Headline details of possible road interventions are listed in the LTIP. Maps to show the location of possible road interventions will be provided in the summaries of the Corridor Studies, which are currently being finalised by TfN and will be made available on TfN's website in March 2019. The LTIP identifies possible interventions on the motorways including the M1, A1(M) and M62 motorway and also alternative east-west routes on the MRN to provide relief to the M62, and to open up opportunities for jobs and housing growth.

Highways England Route Investment Strategy (RIS2) 2020 - 2025

- 2.23 The 2018 Budget identified a commitment from the government to spend £25.3 billion from the National Roads Fund on the Strategic Road Network in the second Road Investment Strategy period: 2020-25 (RIS2). The details of the RIS2 programme are awaited to be published by Highways England, and expected later this year. The Combined Authority and the partner councils will be looking to see improvements for the Strategic Road Network in West Yorkshire that were identified in TfN's Long Term Investment Programme confirmed in Highways England's RIS2 programme. An update report will be made to a future meeting of the Transport Committee.

West Yorkshire Key Route Network (WYKRN)

- 2.24 The Transport Committee meeting of 8 September 2017 signed a Memorandum of Understanding for the West Yorkshire partner councils and the Combined Authority to collaborate to improve the management, operations

and performance of the West Yorkshire Key Route Network. A high level action plan was appended to the Memorandum of Understanding. Recent delivery highlights include:

- Asset Management - Significant progress in developing a consistent approach for the management of highway assets, with the converging of specifications and performance standards, and the procurement of West Yorkshire wide contracts;
- Network management – The West Yorkshire-plus Transport Fund project for a joint West Yorkshire approach to Urban Traffic Management Control has progressed to Full Business Case;
- Network management - Work has commenced on the development of a new permit scheme to extend the current West Yorkshire Common Permit scheme to all streets, but with a particular focus on reducing disruption to road users arising from road and street works activity on the WYKRN. There is also a collaborative cross boundary approach to minimising potential traffic disruption due to construction activity happening at the same time across West Yorkshire as major schemes and third party investment are constructed;
- Network performance and scheme prioritisation – Work has commenced to develop an analytical and dashboard presentation tool using DfT provided data to better understand and communicate network performance consistently across all the West Yorkshire districts. This tool is expected to be available in May 2019 and will show performance on all of the WYKRN by route and time period in respect of journey times, speed, congestion delay and reliability. This tool will align with a similar approach developed by TfN for the MRN for the North. The work to develop this tool has identified the need to make some amendments and add newly opened road links on the WYKRN.

2.25 It is proposed to provide a more detailed update on the WYKRN action plan to a future meeting of Transport Committee, including a presentation of the WYKRN dashboard tool and recommendations for amending the WYKRN.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

6.1 No external consultations have been undertaken.

7. Recommendations

- 7.1 That Transport Committee notes the contents of this report
- 7.2 That Transport Committee agrees to the Combined Authority working with partner councils, Transport for the North and the Department for Transport to develop funding proposals for the National Road Fund for improvements to the Major Road Network and for Large Local Major schemes.
- 7.3 That Transport Committee agrees that the Combined Authority continues to seek to influence the Department for Transport in respect of the roads contained within the Major Road Network and funding opportunities for other roads that are excluded from the Major Road Network.

8. Background Documents

Report to the West Yorkshire Combined Authority Transport Committee meeting of 8 September 2017, Item 8 - Road Networks Update

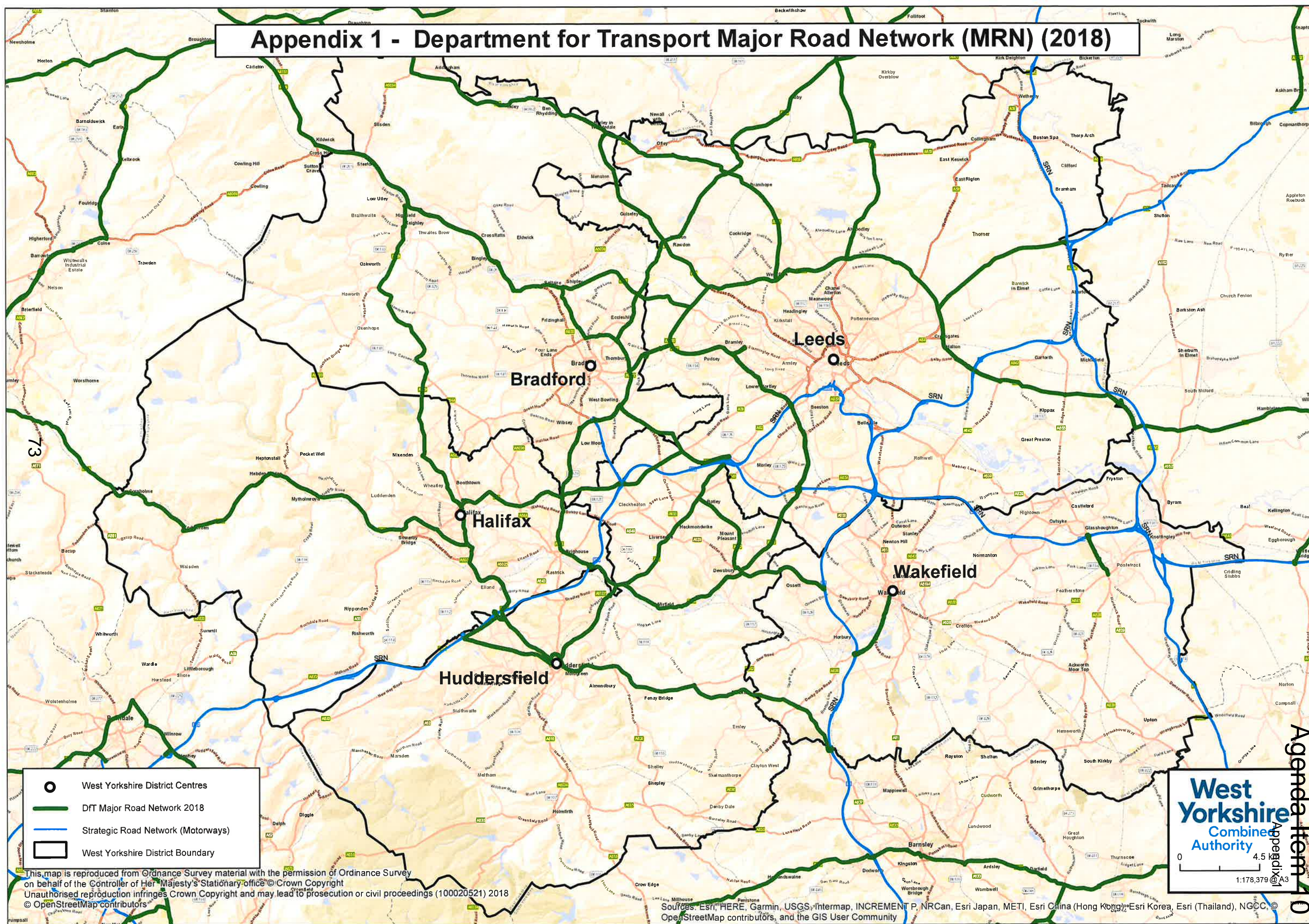
Report to the West Yorkshire Combined Authority Transport Committee meeting of 16 March 2018, Item 10 - Consultation Replies on Highways Related Matters

9. Appendices

Appendix 1 – Map - DfT Major Road Network (MRN) within West Yorkshire.

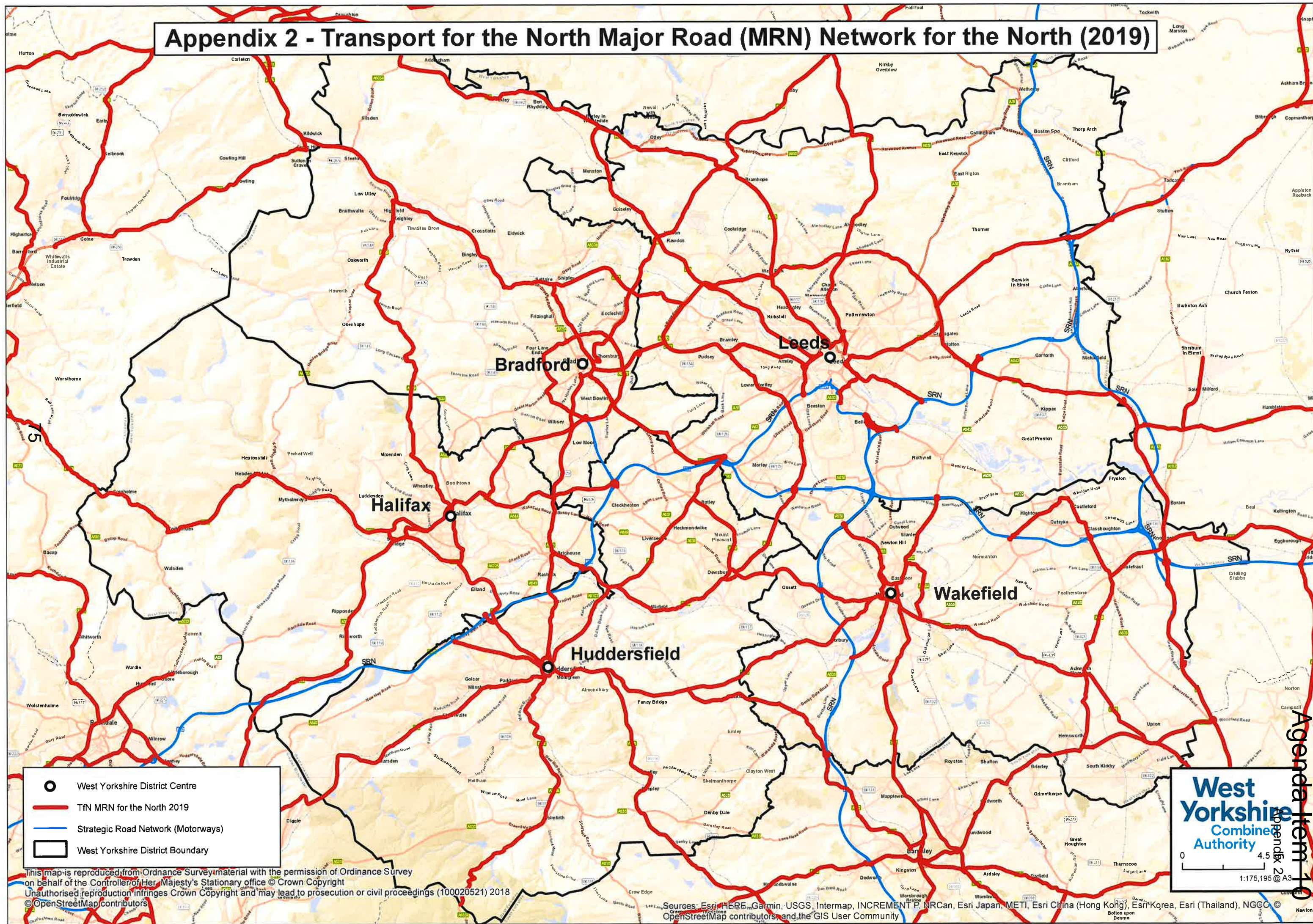
Appendix 2 – Map - TfN Major Road Network (MRN) for the North within West Yorkshire.

Appendix 1 - Department for Transport Major Road Network (MRN) (2018)



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Appendix 2 - Transport for the North Major Road (MRN) Network for the North (2019)



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Report to: Transport Committee

Date: 15 March 2019

Subject: Rail Matters Affecting West Yorkshire

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

Author(s): Lynne Triggs, James Nutter, Mick Sasse, Rebecca Cheung, Richard Crabtree

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 the Committee on rail matters affecting West Yorkshire.

2. Information

Rail Operations Performance Update

- 2.1 Rail performance figures for the period April 2018 to January 2019 are set out at **Appendix 1**.
- 2.2 Northern's PPM (industry performance measure) for Period 11 (6 January – 2 February 2019) was 86.7%. Whilst this is down on the same period last year when the PPM was 90.5% it is the highest PPM for Northern since April last year. Trains with less capacity than specified stayed at more or less the same level as the previous period at 5.2%. The level of significant lateness and cancellations has continued to fall and was at 2.2% in this period.
- 2.3 TransPennine Express's PPM for Period 11 was 86.1%, again slightly down on the same period last year where their PPM was 88.1%. This too is the highest PPM for TransPennine Express since April last year. The level of

trains without the required capacity has gone up slightly from last period to 0.81%. The level of significant lateness and cancellations has continued to fall and was at 5.2% in this period.

- 2.4 Following the performance issues of last year the need for additional performance data has been strengthened. Transport for the North is proposing an alternative approach to performance monitoring which better reflect the impact on passengers, particular by bringing emphasis to the importance of performance in peak periods. A presentation was given to the Rail North Committee on the 7 February 2019, which presented work in progress, the result of which appear to be encouraging. More information will be presented at a later stage, in future performance reporting is likely to adopt this proposed model.

West Yorkshire Combined Authority Train Operators' Forum

- 2.5 Current performance and actions being taken to improve passenger confidence, were an early focus of the inaugural meeting of the Train Operators Forum on 30 January 2019. The meeting set out to discuss the key issues and priorities in the coming year ahead. Northern, TransPennine Express, Network Rail and Transport Focus attended and explained their plans for 2019. These include:
- Northern's current focus is on restoring performance on the Calder Valley line and ensuring available capacity is provided where needed;
 - Both operators outlined plans to introduce new trains and offered assurances that the necessary workforce training would be in place; and
 - The importance of planning and communication of the disruption which may arise around new infrastructure projects was discussed.
- 2.6 Cllrs Groves and Firth stressed the need for better communication and engagement with the travelling public as being key to restoring passenger confidence.
- 2.7 Following the meeting, one of the train operators confirmed that they had found the meeting very useful.
- 2.8 The Managing Directors of Northern and TransPennine Express were invited to update the Combined Authority on plans to restore confidence in rail services at its public meeting on 14 February 2019. This provided an opportunity Network Rail were invited but did not attend.

Transport Focus Rail Passenger Survey Autumn 2018

- 2.9 Transport Focus is the independent transport user watchdog. In Spring and Summer each year it undertakes the National Rail Passenger Survey (NPRS). The results for Autumn 2018 were published on 29 January 2019 and show a sharp decline in passenger satisfaction;
- Overall satisfaction with journeys on Northern was 72%, down 11% on the previous year's results. Commuter satisfaction was lower still at 56%;

- Overall satisfaction with journeys on TransPennine Express was 73%, down 12% on the previous year's results. Commuter satisfaction was 58%; and
- Passengers expressed their greatest dissatisfaction with how the TOCs dealt with delays. Only 20% of Northern and 22% of TransPennine commuters were satisfied with this aspect of the service.

Forthcoming Rail Service Changes

2.10 The usual spring change to rail timetables will take place on Sunday 19 May 2019, when a number of alterations to services will take place, in some cases significant. A fuller, line by line breakdown will be forwarded to Committee members once timetables are confirmed. The principal points for each line, based on information available so far (timetables have not yet been confirmed) are:

Harrogate line	Weekday daytime increase between Leeds & Harrogate from 2 trains per hour (tph) to 3tph: new hourly train stopping only at Leeds, Horsforth, Hornbeam Park and Harrogate. No improvement to evening services. The planned LNER Harrogate – Leeds – London KGX train every other hour will not be introduced until later – possibly December 2019.
Wharfedale (Ilkely) line	No significant changes
Airedale (Skipton and Leeds – Bradford FS) line	No significant changes to local services. One additional early-morning train Leeds to Lancaster, returning in the late morning. Some changes to other trains' times on the Lancaster and Carlisle routes.
Calder Valley line	Hourly Leeds – Bradford – Manchester Victoria train is extended to run in most hours on to Warrington and Chester, but not on Sundays. York – Preston trains are extended to Blackpool, as before May 2018. December 2018's loss of east Leeds – Bradford / Halifax links remains, and from May will apply on Sundays as well as weekdays. Changes to hourly clockface service pattern towards Leeds (eastbound) mean uneven services from Halifax and Bradford (half-hour gaps). Sunday service Leeds – Bradford – Manchester remains only 1tph, but clockface patterns change. Low Moor still only receives 1tph daily. Later last trains from Leeds to most destinations (including Bradford and Halifax), though concerns at some Sunday exceptions (Low Moor, Brighouse, Sowerby Bridge, Mytholmroyd) have been raised. No major changes expected to Grand Central Bradford – London services
Huddersfield line (via Dewsbury and Huddersfield – Wakefield)	No major changes to TPE services expected (but limited information received). Issue with AM-peak services at Cottingley to be clarified. Northern weekdays-only Leeds – Dewsbury – Brighouse – Calder Valley service largely unchanged.

	Huddersfield – Wakefield Kirkgate weekdays-only service is extended to Normanton and Castleford, with earlier first and later last trains.
Penistone line (Huddersfield – Barnsley – Sheffield)	No significant changes
Hallam line (Leeds – Wakefield Kirkgate – Barnsley – Sheffield)	No significant changes
Wakefield West Riding line (Leeds – Wakefield Westgate – Doncaster / Sheffield)	No significant changes to Northern services on weekdays. However currently poor Sunday services (irregular but roughly every 2 hours) become hourly to both Doncaster and Sheffield with better spacing (giving 2tph between Leeds and Fitzwilliam). No significant changes to LNER services expected, but “missing” Leeds to London trains (11:45 and 17:45) should be reinstated, possibly earlier than May, linked to the introduction of the first Hitachi “Azuma” trains. No changes are expected to Cross-Country trains towards Sheffield and Birmingham (but limited information received).
Pontefract line (Leeds – Knottingley – Goole via Wakefield or Castleford)	No significant changes
Dearne Valley line (York – Pontefract – Sheffield)	Weekday service increases from 2 trains per day to 3, but times remain poor so the service remains of limited practical use such as to commute into York or Rotherham / Meadowhall / Sheffield. Issue raised with Northern. Sunday service remains nominal at 2 trains per day.
York and Selby lines	No major changes to TPE services expected (but limited information received), but first new trains should appear (on Liverpool – Leeds – York – Scarborough services) by the timetable change, adding capacity. Weekday standard Northern (stopping) services to York and Selby largely unchanged, but some apparent <i>loss</i> of peak trains: clarification sought from Northern. Sunday Northern services switch to pattern similar to weekdays: <ul style="list-style-type: none"> • Increase to 1tph regular service Leeds – Selby stopping • 1tph Leeds – York stopping all stations except Church Fenton • 1tph Blackpool – Leeds – York stopping only at Church Fenton (see comments under Calder Valley line) No changes are expected to Cross-Country trains towards York and Newcastle/Scotland (but limited information received).

2.11 In summary, the May 2019 timetable change can be seen on Northern as an incremental step towards delivering the improvements planned for December 2017 and December 2019. While they represent significant progress, shortfalls remain:

- Weekday service frequencies on Harrogate, Calder Valley and Wakefield West Riding lines have not yet reached committed levels;

- First and last trains on several routes (especially on Sundays) fall short of commitments, especially on Calder Valley, Hallam and Pontefract lines;
 - Some evening and Sunday services remain below committed levels, such as on the Harrogate and Calder Valley lines; and
 - Through linkages, especially from Bradford to Manchester Airport, Liverpool, Nottingham and Hull, have not yet been provided (though some were only planned to be operated from December 2019).
- 2.12 In general, these “gaps” are in line with expectations given the known infrastructure constraints especially around Leeds and Manchester, though others, such as in evening or Sunday services as well as first and last trains, are disappointing. Also disappointing is that improvements to journey times have yet to be delivered on several routes; notably, on the Calder Valley Network Rail has recently invested around £150m and delivered significant line speed improvements, despite which some journey times are no faster than they were in the early 1980s. The Combined Authority is continuing to bring pressure to bear to maximise what can be delivered on current infrastructure, to understand what further measures are required to deliver these services in full – and to obtain a commitment to carrying these out.
- 2.13 The Combined Authority has asked to be able to have a closer role in planning the next timetable change, in December 2019, in order to help ensure that the best decisions are made as to what services are operated given known infrastructure constraints, and that issues we have identified with existing timetables are addressed wherever possible. The Rail Operators’ Forum lends itself to this role.

Richard George commission and findings

- 2.14 Richard George was appointed by the Department for Transport in late summer to work with Transport for the North (TfN) and across rail industry bodies in the north. The appointment came in response to a letter sent by the Chairman of Transport for the North on 2 August to Chris Grayling, Secretary of State for Transport. This letter called for a single person to oversee both infrastructure and train operations with the objective of restoring reliability, working closely alongside Transport for the North.
- 2.15 Richard is an independent railway expert and not aligned to any of the train operating companies or their owning groups, nor to Network Rail, the Department for Transport, or Transport for the North.
- 2.16 Since his appointment, Richard has been working with industry (train operators and Network Rail) to develop a comprehensive understanding of the way the network has been performing, the operational difficulties it has been facing, and associated governance and decision-making processes. Richard has presented to the Rail North Committee on a number of occasions to share his findings as his work has progressed. He has also worked with Councillor Blake to inform the Rail North Review that she is undertaking with the Rail Minister, now Andrew Jones.

- 2.17 Richard presented an update to the public session of the TfN Board on 7 February 2019. A copy of his presentation is available on the TfN website (Item 9, **Appendix 1**). In summary, Richard notes the following issues:
- The railway in the North of England is now much busier than it has been for decades; in consequence, it requires much greater operating discipline to operate reliably. This will require some culture-change, as well as greater co-ordination between different parts of the railway where operations are critical.
 - There are significant capacity issues around the network, and these will become worse. This extends to issues such as depots and stabling (places to store trains when not in passenger service) which have not yet been addressed, where inadequate capacity is creating operating problems.
 - Some of the industry structures and governance arrangements are not helping. The industry is inter-connected, and this becomes increasingly evident as the network becomes busier.
 - There are no 'quick fixes' – many of the identified issues will require long term effort.
- 2.18 The recommendations from Richard and his team, which the industry has accepted, include:
- Planning no additional trains on already congested corridors – the Castlefield corridor in central Manchester, and also between Leeds and York until work is undertaken to create more capacity.
 - A more systematic approach to planning for timetable changes, including performance modelling and decision making processes. Also to include much earlier planning at key locations, such as Leeds station workings.
 - A programme of training to improve train dispatch (getting trains away on time) across many key stations, and a 'one team' approach across different railway bodies responsible for day to day operations at Manchester Piccadilly.
 - The development of robust contingency planning for introduction of new trains.
 - The need for a plan for depot and stabling investment.
- 2.19 Noting that train performance has significantly stabilised since the December 2018 timetable change, a risk Richard raised was that presented by the wide-scale introduction of new trains during 2019, both in terms of when they will be introduced, and also the technical and operational issues their introduction could cause. New trains tend to be inherently unreliable in their early months of operation, and their introduction requires careful and detailed management. The train operators committed to circulate a detailed roll-out programme for their new trains.
- 2.20 The focus is now on ensuring that the May 2019 timetable change takes place seamlessly, together with establishing a clear position and publishing (by May 2019) when all new service promises of the last few years will be met and/or which will not be met.

- 2.21 Many of the issues raised by Richard's work (particularly structural and governance) will be considered and addressed through the Rail North Review (Blake / Jones), and also wider national Williams Review. The re-structuring of Network Rail is also a response to many of the issues identified.

Trans-Pennine Route Upgrade (TRU)

- 2.22 An announcement from the Secretary of State was due in April 2018 but is still awaited, for what appears to be described as a "first phase" of TRU, to be implemented within the rail industry's Control Period 6 (CP6, i.e. 2019-24).
- 2.23 Details of the scope of works covered by this "first phase", and of what level of commitment would be given to subsequent phases, are not clear. However, it has been acknowledged by TfN that Phase 1 is likely to include:
- Electrification between Manchester Victoria and Stalybridge, between Leeds and Huddersfield and Colton Junction to Church Fenton (near York);
 - Four tracking and grade separation between Huddersfield and Ravensthorpe;
 - Capacity works at Stalybridge and Huddersfield stations;
 - Easing the curves and raising speed restrictions at Miles Platting and Morley;
 - Widespread asset renewal and some line speed improvements that will help deliver journey time reductions and improved performance;
 - Digital signalling and 'traffic management' between Cottingley (Leeds) and Stalybridge to enable improved performance, recovery from delays and potentially more capacity
- 2.24 While a figure of £2.9bn has come into the public domain in relation to Government's proposed spending on TRU allocated within CP6, but spent within CP6 and CP7, DfT have not confirmed how much of this relates to actual enhancements as opposed to renewals that would be required on the route anyway, nor the proportion of the budget that relates to contingencies and optimism bias, nor the price basis (present-day cash value or prices as at a different year) to which the quoted £2.9bn figure relates. Therefore it is considered that the figure should be treated with caution.
- 2.25 The Combined Authority has supported TfN's proposed TRU configuration, which analysis suggests could support either a mix of fast, semi-fast and local services, or at least two trains per on all local services (operating with optimised clockface frequency and connections) alongside at least 4tph of fast intercity trains (as a step towards delivering 6tph either under TRU or through Northern Powerhouse Rail), plus an hourly freight path. The full benefits need

four-tracking (Huddersfield to Ravensthorpe) as suggested by Network Rail's work, plus full electrification from York to both Manchester stations.

- 2.26 From the limited information that is now in the public domain regarding this "Phase One" of TRU, it appears that it would be unlikely to deliver the above outcomes: it may deliver only limited journey-time benefits and modest additional capacity for local services, and may be unlikely to achieve the performance target as set out in the Client Development Remit for the scheme. Phase One appears only to include partial electrification of sections of the route (and does not include Huddersfield to Stalybridge, Leeds to Church Fenton Micklefield to Selby), and also to contain no new provision for freight (either paths or gauge-clearance for large containers), and the major northern ports have voiced concerns.
- 2.27 A failure to deliver the full scheme could therefore lead to unacceptable trade-offs having to be made between local and inter-regional rail services. This could have implications for the new stations programme.
- 2.28 It is suggested that the Combined Authority should seek an unequivocal commitment from DfT to the ultimate delivery of the full TRU scheme, and would agree with TfN that their TRU configuration should be prioritised for development through business case and technical design stages. The content of the first phase of works, to be carried out in CP6, should then be guided by the most efficient and logical steps towards delivering the full TRU scheme, rather than being a self-contained scheme. The Secretary of State should also give a commitment that any contingency allowances that are released as "Phase One" works continue (i.e. that prove not to be required) can be spent on increased programme scope, i.e. buying more of what TfN want and delivering more of TRU within CP6.
- 2.29 Given the scale of work anticipated for TRU, it is envisaged that Transport and Works Act Order (TWAo) will be required for some elements of work which cannot be accommodated within the existing railway boundary. TWAo enables various types of consent and approval, and generally take a minimum of three years, but could take longer. It is envisaged that public consultations will be carried out by Network Rail in spring 2019 and later part of 2019. Information events will also be held before a TWAo submission is made.
- 2.30 There are opportunities to align TRU schemes with schemes that are led and funded by the Combined Authority and district partners to maximise benefits to the local areas and communities. We will work closely with the TRU team to maximise those synergies.

Northern Powerhouse Rail Update

- 2.31 On 7th February 2019, the Transport for the North Board agreed to move forward and submit proposals to invest up to £39 billion in a modern rail network for the North. The Strategic Outline Business Case (SOBC) for Northern Powerhouse Rail has now been submitted to Government. It outlines how the investment could increase the capacity, speed and resilience of the

North's rail network. In doing so, passengers will experience faster and far more reliable journeys between the North's economies, as well as its largest international airport.

- 2.32 With options including significant upgrades and new railway lines, work to implement the transformational network could start as early as 2024. In approving the case, the North's leaders issued clear, statutory advice to Government to:
- Signal full commitment to Northern Powerhouse Rail, ensuring long-term capital investment is assigned in the next Spending Review;
 - Commit long-term development funding to ensure Northern Powerhouse Rail develops toward detailed consent stage by the early 2020s, enabling first phase construction from 2024;
 - Consider a significantly strengthened role for Transport for the North in design and implementation of HS2 Phase 2b, TransPennine Route Upgrade and the Network Rail renewals programme in the North, ensuring all rail investment can be designed and delivered cohesively; and
 - Recognise the critical role of Northern Powerhouse Rail in regeneration and growth, working with the North's 11 Local Enterprise Partnerships (NP11) to refresh the Northern Powerhouse Strategy and provide funding to develop Northern Powerhouse Rail Growth Strategies.
- 2.33 The SOBC, which remains confidential whilst being considered by Government, outlines several concepts that will form the basis of further detailed development over the next 18 months, funded by an additional £37 million allocated in last autumn's Budget. It features high-level concepts aimed at fully integrating with HS2 including:
- A new line linking Leeds and Manchester via Bradford, including the option for a Bradford city centre station;
 - A new twin-track line linking Liverpool to HS2 and onwards to Manchester and other Northern cities, via Warrington and Manchester Airport;
 - Significant upgrades and integration with HS2 linking Leeds and Sheffield;
 - Significant upgrades between Sheffield, Leeds and Hull;
 - Significant upgrades of the Hope Valley corridor between Manchester and Sheffield;
 - Significant upgrades between Newcastle and Leeds; and
 - Hub concepts for Northern Powerhouse Rail stations.
- 2.34 The Combined Authority will continue to work with Transport for the North, the Department for Transport, rail industry and district partners, in pursuit of our ambitions for NPR.

Rail North Partnership and Williams Reviews

- 2.35 The Rail North Partnership Review undertaken by Cllr Judith Blake and the Minister for Rail Andrew Jones was considered by the Transport for the North Board on 7 February 2018 and is expected to be published in early April 2019. The report seeks to strengthen the devolved arrangements for managing the

Northern and TransPennine rail franchises and to ensure that customers are placed at the heart of decision making. In particular the review will seek to enable a more meaningful role for Northern political leaders in shaping and directing the North's rail service.

- 2.36 As reported previously to members 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. A call for evidence has now been made, with an overall deadline of 31 May 2019. Initial views were sought during the 'listening' phase of the Review, with a deadline of 18 January 2019. An initial submission from the Combined Authority was submitted in consultation (through email correspondence) with Local Authorities and Transport Committee Members, the executive summary of which is attached as **Appendix 2**.
- 2.37 There is an opportunity to submit further evidence, including later on during the review in response to specific questions. A further report on this subject will be brought for the Committee's consideration as and when appropriate during 2019.
- 2.38 The Rail North Partnership Review will also make recommendations into the Williams Review identifying the benefits of devolving key decisions about the region's railways to the North.
- 2.39 As an input to the Williams Review, the Rail Delivery Group recently published proposals to overhaul the country's rail fares system. More information can be found on the following website:
https://www.raildeliverygroup.com/files/Publications/2019-02_easier_fares_for_all.pdf

Network Rail restructuring

- 2.40 Network Rail announced details of its restructuring on 12 February 2019. Thirteen 'routes' will be created (an increase from the current eight); each of these 'routes' which will have responsibility for delivery of its own operations, maintenance and renewals, together with responsibility for day to day delivery of train performance working closely with train operators. West Yorkshire and York will fall within the North East Route. It is proposed for the East Coast Mainline to be covered by its own 'route', but details of this are still being considered.
- 2.41 The routes will be supported by five new 'regions' each led by a managing director. West Yorkshire and York are within the new Eastern Region. Previously centralised functions will be devolved to these regions and routes, with the objective of making decision making closer to operations and also more locally accountable.
- 2.42 The principle of this move is welcome. The Regions are based on a radial geography from London, which has some merit in terms of the structure of the national rail network. However, this means that we will rely on close working

between the North East Route in the Eastern Region and the LNW North Route in the London North Western Region to ensure a coherent approach is taken to cross-Pennine routes.

- 2.43 Network Rail intends to have the basics of the new structure in operation from June 2019. Further details will be presented to Transport Committee once known. More information, including maps of the new geography, is available on the Network Rail website here:

www.networkrail.co.uk/puttingpassengersfirst

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 11 (2 February 2019) has shown an improvement since the December timetable change but has still not reached a satisfactory level.
- 7.2 That the Committee notes the progress being made on other rail matters affecting West Yorkshire as presented in the report.
- 7.3 That the Committee endorses the positions adopted in progressing the Combined Authority's ambitions for the railway, and that further communications work be undertaken in pursuit of them.

8. Background Documents

Richard George Update report. **Appendix 1** to Item 9 – Transport for the North Board meeting, 7 February 2019. Available via:

www.transportfornorth.com/meetings

9. Appendices

Appendix 1 Rail operator performance

Appendix 2 Executive summary of the Combined Authority Williams
Review response

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
 Period 10: 9 December – 5 January 2019
 Period 11: 6 January – 2 February 2019

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: 90.4% (Period 11)

Target CaSL: 2.0% (Period 11)

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%
10	82.3%	85.5%	3.5%	5.0%
11	86.7%	90.5%	2.2%	5.2%

Northern – West and North Yorkshire - Local

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%
10	88.1%	93.0%	1.7%	3.7%
11	89.0%	96.0%	1.4%	4.5%

Local

Wakefield line route to Sheffield

Airedale line – shorter routes

Wharfedale line routes

Pontefract line routes

Southport-Leeds Calder Valley route

Northern – West and North Yorkshire – Inter Urban

Period	PPM		CaSL	Short Formed
	2018	2017		
1	85.9%	92.7%	3.3%	5.8%
2	81.0%	90.5%	4.6%	4.9%
3	75.4%	90.1%	3.8%	9.2%
4	74.7%	93.2%	3.9%	9.3%
5	74.8%	91.2%	5.3%	7.9%
6	82.2%	90.3%	3.0%	7.6%
7	74.9%	86.5%	3.7%	7.8%
8	66.7%	74.7%	3.7%	10.4%
9	63.3%	80.9%	3.8%	14.1%
10	80.1%	87.1%	2.9%	7.5%
11	84.4%	90.5%	1.6%	6.2%

Inter Urban

All Calder Valley routes (except Southport-Leeds)

Harrogate line routes

York and Selby line routes

Longer distance Airedale line routes

Huddersfield line routes

Wakefield line route to Doncaster

TransPennine Express

Target PPM: 90.0% (Period 11)

Target CaSL: 4.3% (Period 11)

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%
10	82.8%	82.1%	6.4%	0.64%
11	86.1%	88.1%	5.2%	0.81%

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%
10	83.1%	83.8%	5.6%	0.25%
11	86.0%	89.3%	4.9%	0.43%

Other Train Operators

Public Performance Measure

TOC	Cross Country		East Midlands Trains		Grand Central		Virgin Trains East Coast / LNER	
Period	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%
10	79.8%	85.3%	90.9%	90.4%	81.3%	80.4%	76.3%	81.8%
11	90.0%	91.3%	90.2%	92.4%	81.3%	86.1%	76.1%	82.7%

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Appendix 2 – Williams Rail Review: Call for Evidence

Submission of the West Yorkshire Combined Authority

1. Executive Summary

- **The chaos unleashed on passengers and the economy since May 2018 confirms that the current UK organisational and commercial railway frameworks are not working for our region.** As a founding member of Rail North and Transport for the North, West Yorkshire Combined Authority and Leeds City Region Local Enterprise Partnership (the LEP) welcome the Williams Rail Review as the catalyst for the fundamental shift that is needed in the way the rail network works for passengers and for the country.
- **The railway should be much more focussed on delivering the service that passengers and freight customers want and need.** A reformed framework is urgently needed to ensure customers (passengers and freight) in all parts of the UK receive a level of service comparable to the best in the world. Structures should be re-configured in a way that places the delivery and planning of current and future rail services (and requisite infrastructure), with passengers and freight customers at the heart of everything. Devolution of the funding, decision-making levers and accountability for rail outcomes to locally elected Members is needed.
- **Form should follow function - the railway should not exist in a bubble, and requires urgent reform so that it provides the mobility that our society needs, equally well across the country.** The railway's structure should be derived from its purpose. To deliver a railway that can support our objectives for sustainable, inclusive, economic growth, our region needs greater devolution of decision making powers about rail outcomes to the sub-national and local levels where the requirements for and impact of those outcomes are best understood.
- **The North of England needs a railway structure that supports the 'Northern Powerhouse' programme of regeneration, rebalancing and productivity growth through investment, which should primarily be about providing a service to customers and society, with profit being a second order priority.** Following decades of under-investment, the north is engaged in a multi-generational programme of economic re-balancing. We need a railway focussed on this long term mission, which supports changing and growing labour markets, which recognises that the investment case in the north will be different to that elsewhere, and which is affordable to all in society. The current system is not delivering and has conflicting objectives and drivers.
- **The railway network is a system. We need a railway framework with aligned objectives, structures and organisational/commercial models.** We need a railway structure that treats the network as a system that can get the basics right, but which is also focussed on the delivery of growth in demand for, and improvement of, the passenger and freight railway.

- **Rail franchising is not working for our region.** Alternative approaches are needed that integrate track and train, and that deliver the services that our region and customers actually want, now and in the future.
- **The railway needs to be totally accountable to democratically elected government at national and sub-national levels for rail outcomes.** There needs to be a clear, golden-thread of transparent accountability between the strategic objectives for rail set and agreed between national, sub-national and local politicians, and the ultimate service delivered and decisions made day to day by the rail industry, to and on behalf of customers. Effective accountability will in turn allow detailed industry decisions to be taken within the industry.
- **The railway needs to be open for business.** As a third party investor in the railway with a planned rail investment portfolio currently worth £250m, we often find the railway hard to do business with.



Report to: Transport Committee

Date: 15 March 2019

Subject: **West Yorkshire Bus Alliance - Update**

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1. Purpose of this report

- 1.1. The purpose of this report is to provide an update on the development of the West Yorkshire Bus Alliance. Following the last meeting of the Committee, work has progressed in developing the work stream delivery plans, governance arrangements and next steps for the communication and engagement, all of which will form the basis of the Alliance.
- 1.2. To set out the next steps in developing the Alliance to a formal agreement incorporating key performance indicators and a delivery plan.

2. Information

Background

- 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. On the 11 January 2019 Transport Committee endorsed the Commitments proposed for delivery through the West Yorkshire Bus Alliance. The table below provides a summary of the themes, work streams and commitments.

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

Delivery Plan and Performance Management Update

- 2.3. West Yorkshire Combined Authority, alongside the West Yorkshire Districts and Bus Operators are currently in the process of identifying a delivery plan for each commitment identified in Table 1.
- 2.4. The Delivery Plans will identify the following:
- Description of the output for the commitment.
 - How the commitment will be delivered.
 - Funding -identification of source of funding or requirement for funding.
 - Outputs that can be delivered early.
 - A three year delivery plan by commitment.
 - Performance management -how the output will be measured.
- 2.5. It is intended that the West Yorkshire Bus Alliance will be supported by a legal Voluntary Partnership Agreement. The Performance Management Indicators

identified as part of the Delivery Plans will be used to inform the Voluntary Partnership Agreement.

To help inform the development of the West Yorkshire Bus Alliance the West Yorkshire Combined Authority attended the Transport Select Committee enquiry on the *Health of the Bus Market* in Liverpool. The scope of the enquiry is to understand:

1. Effectiveness and ambition of the Department for Transport's policies on buses.
2. Factors affecting bus use, including the reliability of the bus service, congestion, the ways bus companies are dealing with congestion, and the effectiveness of bus priority measures.
3. The provision of services to isolated communities in rural and urban areas, and the reliance of particular communities and groups of people on bus services.
4. The viability and long-term sustainability of bus services, including the effectiveness of funding, fare structures and public grants.
5. Regulations affecting the provision of bus services and the adequacy of guidance to operators and local authorities.

A transcript of the evidence heard at the enquiry can be found here: www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2017/health-of-bus-market-17-19/

Communication and Engagement Strategy

- 2.6. Transport Committee asked for further information on the approach to communication and engagement. A Commitment included as part of the West Yorkshire Bus Alliance is to develop a Communication and Engagement plan that will focus on working with operators and the West Yorkshire Ticketing Company Ltd to provide clearer promotion of the bus and encourage behavioural change. This will be supported by a number of engagement opportunities to understand from customers and non-bus users what would encourage them to use the bus.
- 2.7. The 2019 'Big Meet Up' is planned for mid March 2019. This is attended by officers. This will bring together the West Yorkshire Combined Authority, West Yorkshire Districts, employees from the bus operators working across the organisations and other interest groups, such as Transport Focus.
- 2.8. The aim of the 2019 Big Meet Up is to understand expectations from the West Yorkshire Bus Alliance and provide discussion and challenge to the work stream delivery plans. As Chair of the West Yorkshire Bus Alliance Councillor Groves will lead the Big Meet Up.
- 2.9. Alongside the Big Meet Up the formal launch of the Alliance will also take place. Transport Committee members have been invited to take part in the launch event.

Governance and Reporting

- 2.10. Transport Committee asked for further information on the approach to governance. Councillor Groves, as Chair of the Transport Committee will be the lead signatory for the West Yorkshire Bus Alliance, with co-signatories from each West Yorkshire district. The Alliance will have strong participation from bus operators. Transport Focus will represent passenger interests and there will be close liaison with local authority highway teams.
- 2.11. It should be noted that the West Yorkshire Ticketing Company Ltd will continue to function as a company in its own right, it is available as a partner to oversee and deliver ticketing and travel information activities jointly funded by the partners.
- 2.12. It is proposed that the Alliance is managed through a Steering Group. **Appendix 1** sets out the proposed Governance Structure and initial items for consideration as part of the draft terms of reference for the West Yorkshire Bus Alliance Steering Group.
- 2.13. In addition to the West Yorkshire Bus Alliance Steering Group it is proposed that a West Yorkshire District Working Group is established. It is anticipated that this is in addition to the existing district Bus Partnership Groups. This is to ensure operational issues are still discussed and managed on a regular basis.
- 2.14. The District Bus Performance Group will provide coordination across all bus partnership groups to provide opportunity to maximise resources and identify some network efficiencies; enable the sharing of best practice; and provide collaborative challenge on the delivery of the overall Alliance.
- 2.15. As it is proposed a member of the District Working Group attends the West Yorkshire Bus Alliance Steering Group then a direct link from the operations of the bus network is provided into the Steering Group.

Forward Plan

- 2.16. The next steps for the Alliance are to formalise the work plans and key performance indicators. This will be endorsed by Transport Committee in May and allow for the Voluntary Partnership Agreements with operators to be signed in the summer.

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 The report to be noted.

8. Background Documents

None.

9. Appendices

Appendix 1 – West Yorkshire Bus Alliance Governance Structure and Draft Terms of Reference.

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West Yorkshire Bus Alliance

Governance

Terms of Reference for the Steering Group will include:

1. Meet monthly to oversee the Programme
2. Monitor progress of the deliverables against tolerances and key performance indicators
3. Take decisions that have been escalated from the District Bus Performance Group
4. Obtain additional resource for the work streams where required
- 401 5. Ensure the West Yorkshire Bus Alliance work towards delivering the overall West Yorkshire Bus Strategy
6. Oversee the approach to external stakeholder engagement where required
7. Oversee the external political governance where required

The following slide summarises the governance structure for the Steering Group

Governance Structure

West Yorkshire Bus Alliance Steering Group

District Group
Representative:
TBC

Arriva
First
Transdev
ABOWY

Chair: Cllr Kim
Groves
Deputy Chair:
Cllr Eric Firth

Senior
Responsible
Owner: Dave
Pearson

Passenger
Representative:
Transport Focus
Louise Collins

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Customers at the Heart

Work streams:
Network Legibility
Travel Information
Customer Service
Ticketing and Retail
Ticketing and Affordability
Communications and
Engagement

West Yorkshire Ticketing
Company

Keeping Buses Moving

Work streams:
Highway Infrastructure
Service Provision

A Sustainable Bus Network

Work streams:
Air Quality
Economy of the Bus
Network

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Report to: Transport Committee

Date: 15 March 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

Light Rail (and other forms of rapid transit systems): Call for evidence by the DfT

- 2.1 The DfT have issued a “Call for Evidence” to act as a stimulus for new ideas, and as a means to gather input from a wide range of stakeholders, including those overseas, on the scale of the opportunity for light rail and similar rapid transit solutions. This will form an important part of the Government’s work on the Future of Mobility Grand Challenge, established in the Industrial Strategy, and on “smart places”; work which is considering the use, value and deployment of emerging transport technologies and services.
- 2.2 The Call for Evidence highlights that there are currently eight light rail systems in operation in England and national statistics highlight these forms of transport are popular, with over 267 million passengers journeys made in

2017/18. Indeed, three percent of transport journeys in England are made on a light rail system. The Government has also made significant investments in recent years to extend existing light rail systems, including in Nottingham, Manchester and the West Midlands.

- 2.3 The documentation is available through the weblink below¹ and the principles of the draft response will be brought to the May Transport Committee meeting, ahead of the response being submitted by the 19 May 2019 deadline.

Funding issues

Clean Bus Technology Fund

- 2.4 Late in 2018, the Combined Authority and Leeds City Council were successful in two bids totalling £4.2m from the DEFRA Clean Bus Technology Fund. The scheme will see the retrofit of 300 mid-life buses across West Yorkshire – approximately 30% of the West Yorkshire bus fleet to the latest Euro VI emission standard. Work is in progress and buses are currently being upgraded.
- 2.5 On 6 February, DEFRA invited the Combined Authority and other authorities who were successfully awarded funding under the Clean Bus Technology Fund project to apply for up to £3m of further funding to enable the retrofit of more buses to help bring local NO₂ concentrations within statutory limits. An application was submitted for £2.9m to equip a further 179 vehicles which must be spent by end September 2019.

Bus issues

Bus Service Changes In Kirklees

- 2.6 The Combined Authority has recently reviewed the supported bus network in Kirklees in line with Transport Committee guidelines. This resulted in minor changes to Combined Authority funded services from the weekend of 23/ 24 February enabling a saving to the Combined Authority in line with budget. The service changes were largely in North Kirklees and the Holme Valley areas.
- 2.7 In parallel Arriva has reviewed its North Kirklees commercial network and made changes to services from 23 February. Overall the company are slightly increasing bus resources and are focussing on routes with greater commercial potential. Whilst these changes will increase the frequency of some services, they also reduce and withdraw others as well as breaking some current links. Arriva undertook an engagement exercise to inform customers of the proposals. A separate report on this agenda considers a petition submitted to the District Consultation Sub Committee in this regard.

¹ <https://www.gov.uk/government/consultations/light-rail-and-other-rapid-transit-solutions-in-cities-and-towns-call-for-evidence>

Rail Issues

- 2.8 New rail stations update – Design work on White Rose and Thorpe Park rail stations are progressing following consultation last year. It is envisaged that Outline Business Cases for both stations will be completed by spring 2019.

To support the expected growth at Leeds Bradford Airport (LBA) and to support job creation in the wider north-west Leeds, the Combined Authority is working with partners at Leeds City Council, Leeds Bradford Airport and key stakeholders to bring forward a series of proposals to improve connectivity to LBA. There will be joint consultation on the LBA parkway station and the LBA Link Road from 18 February to 12 April 2019. Public drop-in sessions will be held at local areas and information cards will be distributed at wider areas including Leeds city centre, Bradford, Harrogate and York. Further details of the consultation and information about future consultation / engagement activities are available through www.yourvoice.westyorks-ca.gov.uk.

Strategic transport issues

Skills issues in the transport sector

- 2.9 The pipeline of developments in transport represent a significant opportunity and challenge for the Leeds City Region in terms of skills and talent, particularly to deliver major transport infrastructure schemes:
- HS2 will create 25,000 jobs in the UK, peaking around 2025 with a uniquely high proportion of high level skills;
 - Growth Deal and other public sector investments, particularly the West Yorkshire Transport Fund, will create significant numbers of employment opportunities but there are already skills shortages in the construction sector and these schemes will face competition from other sectors and schemes;
 - Even though industry faces skill shortages relatively few women enter these industries and occupations. Around 90 per cent of civil engineers and 80 per cent of construction project managers in Yorkshire and the Humber are male.
- 2.10 The Combined Authority, in partnership with Local Authorities, delivers a range of skills initiatives which will contribute to addressing the skills shortages in the transport sector:
- The Enterprise in Education programme is currently engaged with 175 (86%) secondary schools and colleges to improve employer linkages, careers information and inspiration, and to bring about better outcomes for young people. Through this programme, over 134,000 employer encounters have been delivered including 37,771 employer encounters for disadvantaged young people. The Combined Authority is working with companies including Engie, Arriva, BAM Nuttall and Northern Rail to promote the range of opportunities within the Rail and Infrastructure sector. On 4 March, we supported Northern (Arriva Rail North) to welcome young women from across the Leeds City Region

to spend a day in the rail industry to learn first-hand the exciting careers opportunities available in the industry.

- Through careers campaigns, targeting young people and key influencers as well as career changers, over 250,000 people will be supported to make better informed career choices in 2019/20. The #futuregoals campaign targets 11 - 19 year olds and their influencers, to inspire and inform career choices, with a focus on key skills gap areas including the construction of major infrastructure schemes.



- The £9m Employment Hub – funded through European Social Fund and delivered in partnership with Local Authorities – will support over 6,000 young people to access apprenticeships and employment
- Through the devolved Apprenticeship Grant for Employers, almost 3,000 businesses have been supported to recruit apprentices for the first time.
- The [re]boot programme, funded through European Social Fund, will support graduates and career changers to upskill and re-train to access career opportunities in the sectors that are most important to our economy
- Through Delivery Agreements with the seven Further Education Colleges in West Yorkshire, the LEP and Combined Authority are challenging colleges to ensure that provision better meets businesses' current and future skills needs
- £79 million has been invested in improving college facilities in Leeds City Region to ensure our key sectors and sources of growth are supported by high quality skills and education facilities.

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: 15 March 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 9 January 2019 and 6 February 2019.

2 Information

- 2.1 The recommendations not within the remit for Investment Committee approval for projects that were made by Investment Committee meetings in January and February 2019, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 14 February or delegated for approval to the Combined Authority's Managing Director.

The following projects were presented at the Investment Committee meeting on 9 January 2019 - 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.

Headrow City Centre Gateway

- 2.3 The scheme comprises a set of significant on-street enhancements to bus, pedestrian and cycling infrastructure and public realm in Leeds City Centre to

the north of the city centre's main pedestrian area. Improvements will be made to the Headrow, Westgate, Vicar Lane, New Briggate, Cookridge Street, Harrison Street, Eastgate and parts of some adjacent streets.

Bradford Interchange Station Gateway - Phase 1

- 2.4 The scheme will deliver an improved gateway environment at Bradford Interchange which will improve the customer experience and the pedestrian environment.

Bradford Forster Square Station Gateway

- 2.5 The scheme will deliver an improved gateway environment at Bradford Forster Square which will improve the customer experience and the pedestrian environment.

The following projects were presented at the Investment Committee meeting on 6 February 2019 - Capital Spend and Project Approvals

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

A647 Bus Priority Corridor

- 2.7 The scheme consists of a series of improvements along the Leeds A647 corridor to improve bus journey times and reliability and increase bus patronage. It involves extending sections of existing bus lanes, introducing bus priority measures at traffic signals, the relocation and reorganisation of bus stops and changes to the Ledgard Way/Armley Road junction.

Corridor Improvement Programme Phase 1 - Huddersfield Southern Corridors

- 2.8 The scheme will deliver highways, junction and traffic signal improvements, enhancement to pedestrian footpaths and crossing facilities, new cycle crossing provision, bus stop improvements, and public realm enhancements to address the causes of congestion and constraints to economic growth on the southern side of Huddersfield town centre.

Rochdale Canal – Cycle Safety Fund

- 2.9 The scheme will deliver a high quality 6km cycle route between Hebden Bridge and Todmorden. It will form part of the Calder Valley cycle route and is part of the CityConnect programme.

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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**MINUTES OF THE MEETING OF THE
LEEDS DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY, 4 FEBRUARY 2019 AT COMMITTEE ROOM A -
WELLINGTON HOUSE, LEEDS**

Present:

Councillor Michael Lyons OBE (Chair)
David Brady (Deputy Chair)
Councillor Kayleigh Brooks
Councillor Kim Groves
Linda Bishop (Public Representative)
Charlotte Davenport (Public Representative)
Howard Dews (Public Representative)
Kat Handy (Public Representative)
Catherine Keighley (Public Representative)
Mark Parry (Public Representative)
Judith Rhodes (Public Representative)
Eric Smith (Public Representative)
Russell Stead (Public Representative)
Brannoc Stevenson (Public Representative)
Bill Tymms (Public Representative)
Leslie Webb (Public Representative)
Clive Woods (Public Representative)

Transport Committee
Public Representative
Transport Committee
Transport Committee
Public Representative
Public Representative
Public Representative
Public Representative
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Public Representative
Public Representative
Public Representative
Public Representative
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Public Representative
Public Representative

In attendance:

Councillor Paul Wadsworth
Megan Atkinson
Pete Myers
Graham Meiklejohn
Stuart Fillingham
Will Pearson
Paul Flanagan
Dwayne Wells
Jonathan Woodhouse
Dave Pearson
Helen Ellerton
Tom Gifford
Ruth Chaplin

Leeds City Council
Arriva Rail North Limited
Arriva Rail North Limited
Transpennine Express
First Group
First Group
Arriva Yorkshire
Arriva Yorkshire
Arriva Yorkshire
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority
West Yorkshire Combined Authority

10. Apologies for Absence

Apologies for absence were received from Councillor Neil Buckley and public representatives Peter Dixon, Rob Greenland, Mike Leighton and Clare Mason.

11. Declarations of Disclosable Pecuniary Interests

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

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

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

13. Minutes of the meeting held on 22 October 2018

Further to minute 6, Operator Updates, further information on the park and ride usage and Connecting Leeds programme would be provided to the Sub-Committee.

Resolved: That the minutes of the meeting held on 22 October 2018 be approved.

14. Open Forum

The Sub-Committee was advised that Councillor Mick Lyons was standing down as a Councillor in May 2019 and this would be his last meeting of the Leeds DCSC. On behalf of the Sub-Committee, Councillor Groves thanked Councillor Lyons for all his hard work over many years and for sharing his knowledge and expertise in respect of public transport. Dave Pearson, the Combined Authority's Director of Transport Services paid tribute to Councillor Lyons and highlighted some of the achievements realised during his leadership as Chair of the former Passenger Transport Authority and Integrated Transport Authority.

In response, Councillor Lyons said he had been involved with the Authority in its many guises since 1985 and had seen many improvements to public transport during that time. He thanked members and officers for their support and hoped that everyone's hard work towards achieving the ambitions for the Leeds City Region would be successful.

The Sub-Committee was given the opportunity to raise any issues which were not covered on the agenda and the following comments were made:

- Members were disappointed that the Cycle Hub at Leeds Station had now closed and hoped the facility would re-open once the improvement works had been completed. It was reported that the lease with Network Rail and their tenant had expired and the Sub-Committee would be advised of any future developments.
- It was considered that the traffic signal improvements made at the junctions on Horsforth roundabout had not delivered the promised

reductions in bus journey times and the concerns would be brought to the attention of LCC's Highways Department. It was reported that consideration was being given to making funding available through the Connecting Leeds programme to improve bus priority at these junctions.

15. Operator Updates

The Sub-Committee was provided with updates from the bus and rail operators.

Northern provided an update on the long running industrial action which is continuing to disrupt Saturday rail services and the Sub-Committee expressed their disappointment that agreement had still not been reached.

It was noted that although performance had improved following the December timetable changes, issues did remain. Members reiterated that services were still failing to operate at an acceptable level and passengers and the local economy were being severely affected.

TransPennine Express circulated a report which provided an overview on recent developments with focus on the routes, services and stations they operate within the region. The proposed introduction of being able to make bike reservations up to 2 hours before departure was welcomed by the Sub-Committee.

First highlighted the key points of their note which was circulated at the meeting and the following issues were raised:

- In response to concerns regarding the reliability of digital information displays on new vehicles, First advised that they were aware of the problem and work was being undertaken to rectify this.
- First's engineering department had also been made aware of the issue of bells ringing more than once on some vehicles.
- First agreed to look whether there was any flexibility to address the gaps in the timetable for Services 33/34 after 9 pm on the A65 route.
- The Government's scheme to provide concessionary fares passes and their associated costs to the Combined Authority was discussed.
- First will clarify whether a monthly ticket for 16-19 year olds was available.
- The need for better communication with passengers was raised and the work being undertaken as part of the West Yorkshire Bus Alliance was discussed.

Arriva/Yorkshire Tiger provided an update on recent service changes in the Leeds district and the Sub-Committee made the following comments:

- The concerns raised at the previous meeting regarding Arriva's Leeds urban ticket excluding Rothwell and Woodlesford were reiterated.
- The new electronic timetables in shelters which tracked 110 services were not accurate and this would be investigated. The Combined

Authority were responsible for the displays and the Sub-Committee was asked to report any specific issues.

Resolved: That the train and bus operators' updates be noted.

16. Consultation Item: Planning for Growth: The City Region Connectivity Strategy

The Sub-Committee considered a report and was given a presentation on 'Planning for Growth: The City Region Connectivity Strategy.

It was reported that the Transport Committee had endorsed 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, including mass transit.

Members' discussed the strategy and the following points were made:

- Should the main focus be on Northern Powerhouse Rail and not faster journey times to London?
- Looking ahead to 2033, would hope that more routes are covered.
- Improvements to infrastructure is essential in order to deliver better services.
- Cycling and walking infrastructure should be included – this would help to improve air quality.
- Got to expand to improve and HS2 would provide additional capacity as it is a new railway.
- Better links to Leeds-Bradford airport needed.
- Steel rail.

It was noted that subject to feedback received through the conversation, 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. The importance of ensuring that connectivity addresses the needs of local communities and businesses in the whole city region was stressed.

Members were thanked for their comments and suggestions and were asked to forward any further comments on the questionnaire provided at the meeting or by email to: governanceservices@westyorks-ca.gov.uk.

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

17. Information Report

The Sub-Committee considered a report on matters of information relating to the Leeds district.

Budget Update

It was noted that in setting the budget for 2019/20, it was expected to continue the £1m reduction in the Transport Levy for a second year. The Sub-Committee was advised that difficult decisions would need to be made regarding services and the Combined Authority would be looking for efficiencies on an area by area basis.

Combined Authority Senior Roles

It was noted that Neale Wallace, Head of Transport Operations, and Diane Groom, Head of Customer Services, were leaving the organisation and the Sub-Committee sent their best wishes and thanks to them.

West Yorkshire Bus Strategy

In respect of ticketing, comment was made that travel should be affordable with a focus on young people and a simpler fares structure.

Leeds Station

In noting the temporary closure of bus stops at Leeds Station, comment was made that it was disappointing that the airport bus service could not now stop at the station although taxis were unaffected.

Service 39

It was noted that Service 39 would cease to operate from 18 February 2019. Whilst this was disappointing, it was unlikely that an alternative operator would be willing to provide the service as three operators have been unable to make it viable.

Resolved: That the information report be noted.

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MINUTES OF THE MEETING OF THE KIRKLEES DISTRICT CONSULTATION SUB-COMMITTEE HELD ON WEDNESDAY, 6 FEBRUARY 2019 AT RECEPTION ROOM, HUDDERSFIELD TOWN HALL

Present:

Councillor Manisha Kaushik (Chair)	Transport Committee
John Appleyard (Deputy Chair)	Public Representative
Councillor Martyn Bolt	Transport Committee
Councillor Eric Firth	Transport Committee
Anne Baldwin (Public Representative)	Public Representative
Ian Bangay (Public Representative)	Public Representative
Bruce Bird (Public Representative)	Public Representative
Mark Denton (Public Representative)	Public Representative
Christopher Jones (Public Representative)	Public Representative
Shaun Jordan (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
Mark Wylie (Public Representative)	Public Representative

In attendance:

Mark Fenwick	Arriva Yorkshire
Stuart Fillingham	First Group
Tim Lawrence	Kirklees Council
Graham Meiklejohn	Transpennine Express
Pete Myers	Arriva Rail North Limited
Will Pearson	First Group
Dwayne Wells	Arriva Yorkshire
Dave Pearson	West Yorkshire Combined Authority
Tom Gifford	West Yorkshire Combined Authority
Diane Groom	West Yorkshire Combined Authority
Erica Ward	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

10. Apologies for absence

An apology for absence was received from public representative Kelvyn Waites.

11. Declaration of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests at the meeting.

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

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

13. Minutes of the meeting held on 24 October 2018

Under minute 8 of the concerns raised at the previous meeting members wished to clarify that the frustration regarding the lack of time was held by members of the Sub-Committee and not one member alone.

Under minute 8 members reiterated the need to alternate venues between Huddersfield and Dewsbury. It was also noted that it would be preferable to use the Huddersfield Town Hall Council Chambers in future and look into the possibility of webcasting the meeting.

Resolved: That the minutes of the previous meeting be approved.

14. Open Forum

The Open Forum section of the agenda was taken in tandem with operator updates for each item.

15. Operator Updates

Arriva provided an update to the Sub Committee regarding the upcoming changes to bus services in North Kirklees which aim to improve services and increase patronage. A member of the Sub-Committee submitted alternative proposals to Arriva who will respond direct.

Councillor Bolt presented a petition entitled 'Save the 253 Bus'. The Sub-Committee was informed that the petition would be considered at the next meeting of the Transport Committee on the 15 March.

A representative from Mirfield Free Grammar attended the meeting to express concerns regarding the impact which the services changes would have on their students. Issues raised included potential lateness due to timetable changes and concerns around longer journeys with safeguarding concerns exacerbated by sixth formers in plain clothes. Arriva and officers from the Combined Authority informed the Sub-Committee that they were investigating this issue and will make the necessary arrangements.

A member noted the lack of pop up sessions in Mirfield given that many of the services changes impacted that area of Kirklees. Arriva informed the Sub-Committee that Mirfield had not originally been selected as it lacked a central point to capture customers but stated that they would be happy to have a pop up session in Mirfield if that was desired. An additional pop session was agreed to at Mirfield Grammar.

The Sub-Committee expressed concerns regarding the adequacy of information and publicity around the upcoming service changes. It was also suggested that service destinations use 'via' more to promote destinations.

Councillor Smaje was in attendance and raised concerns about the possibility that some services in North Kirklees contravened the Combined Authority's policy of a maximum 10 minute walk to a bus stop / shelter. The application of this policy was explained by officers.

A query was raised around the 324 service which is operated by First during the day and Yorkshire Tiger in the evening and that Yorkshire Tiger should accept first tickets.

First presented the Sub-Committee with a handout which provided an update on its services.

Jean Margetts submitted a paper to First and the Combined Authority following her observations and social media survey on the Colne Valley corridor services.

A member criticised the decision to withdraw the last trip of the 138 service at 17:55 which meant that no service was provided at peak times in the evening.

Transpennine reported a marked punctuality improvement of around 20% following their December 2018 timetable changes. Transpennine provided an update on the new Nova 3 and Nova 1 trains each with five carriages which are expected to come into service in Spring and Summer respectively. The Sub-Committee was advised about the changes to cycle reservations on trains, the new facilities at Dewsbury station, including a waiting shelter, toilets and accessibility improvements at Marsden.

The Sub-Committee raised performance issues with the service at Slaithwaite. It was also noted that Transpennine website does not sell the cheapest tickets between Slaithwaite and Manchester. Transpennine informed the Sub-Committee that they would feed this back to their officers.

Northern informed the Sub-Committee that the dispute with RMT had been suspended and that a normal service would be provided on future Saturdays. Northern also noted that there had been an improvement in rail performance and provided an update on the refurbishment of trains and the phasing out of pacers.

In addition to the operator updates the Sub-Committee also discussed the importance of cycling and walking routes. The Sub-Committee was informed that a new cycling and walking group was due to meet on 20 February and issues could be raised there. Tim Lawrence, on behalf of Kirklees Council informed the Sub-Committee that they were looking at walking and cycling improvements and further details would be provided at the next meeting.

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

16. Consultation Items

The Sub-Committee considered a report and was given a presentation on 'Planning for Growth: The City Region Connectivity Strategy.

It was reported that the Transport Committee had endorsed 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, including mass transit.

Members' discussed the strategy and the following points were made:

- A member queried whether the plans were Leeds-Centric. The Sub-Committee was informed that the current plans were a starting point to be further developed across the districts.
- Whether a 3.5% decrease in car trips is ambitious enough?
- Connectivity in the south-west of Kirklees was underdeveloped in the plans.
- The possibility of re-opening rail lines and the need for better cycle routes.
- Concerns were raised regarding the importance of strategic oversight across the districts in order to strengthen key corridors.
- Councillor Smaje also questioned the ease of access to hospitals via bus routes.

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

17. Information Report

The Sub-Committee considered an information report on matters relating to the Kirklees district. The following points were raised:

- The importance of serving new housing at Dewsbury's riverside was stressed.
- Questions were raised regarding 2.48 of the information report regarding the engagement with walking and cycling groups.
- The Sub-Committee wished to express its thanks to both Diane Groom and Neale Wallace of the Combined Authority as this was the last round of DCSC meetings for both.

Resolved: That the information report be noted.

**MINUTES OF THE MEETING OF THE
BRADFORD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON MONDAY, 11 FEBRUARY 2019 AT COMMITTEE ROOM 1,
CITY HALL, BRADFORD**

Present:

Gareth Logan (Deputy Chair)	Public Representative
Councillor Hassan Khan	Transport Committee (Up to minute 18)
James Craig (Public Representative)	Public Representative
David Hill (Public Representative)	Public Representative
Andrew Jewsbury (Public Representative)	Public Representative
Norah McWilliam (Public Representative)	Public Representative
Graham Peacock (Public Representative)	Public Representative
John Prestage (Public Representative)	Public Representative
Keith Renshaw (Public Representative)	Public Representative
Barrie Rigg (Public Representative)	Public Representative

In attendance:

Stuart Fillingham	First Group
Phil Jolly	Transdev
Brandon Jones	First Group
Pete Myers	Arriva Rail North Limited
Lee Watson	Arriva
Neale Wallace	West Yorkshire Combined Authority
Tom Gifford	West Yorkshire Combined Authority
Megan Hemingway	West Yorkshire Combined Authority

12. Apologies for Absence

Apologies for absence were received from Councillor Taj Salam and from Public Representatives Nasreen Khan and Peter Ketley.

13. Declaration of Disclosable Pecuniary Interests

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

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

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

15. Minutes of the meeting held on 29 October 2018

Resolved: That the minutes of the meeting held on 29 October 2018 be approved.

16. Operators Updates

The Sub-Committee was provided with updates from the bus and rail operators.

Arriva updated the Sub-Committee on network changes due to take place on 23 and 24 February in the Bradford area. A new 268 timetable would improve punctuality and journey stability. Consultation had taken place with stakeholders and customers on the Dewsbury to Bradford route and this was to be withdrawn as the route was covered by other buses.

The Sub-Committee was informed that there would be a service to Mirfield Grammar School running in both directions at school times. It was also acknowledged that there is a need for a Bradford to Mirfield service for Mirfield Grammar and that this is being looked at.

Members commented that there is no direct Leeds to Mirfield service but were informed that there are other services which cover this route.

Northern updated the Sub-Committee that the long running dispute of 2 years was now over and officially suspended with normal Saturday service being resumed from next week.

Performance has improved to 85% in terms of reliability due to the changes made in the December 2018 timetable, this also now means that other issues can be more easily identified. Further changes are planned in 2019:

- From May 2019 Huddersfield to Wakefield Kirkgate will now extend to Castleford and
- York to Preston will go on to Blackpool.
- December 2019 will see the introduction of Northern Connect across the Calder Valley with a link to Manchester Airport.

The Sub-Committee was informed that new trains are now in the UK and are being tested. The first electric service will be Doncaster to Leeds in May 2019 and at the same time the new diesel and electric trains will be phased in to be mainly out by December 2019. The on-going refurbishment of trains will be completed by the end of the year with Pacers gone by then.

Northern are also working with the West Yorkshire Combined Authority regards the new Elland Station and the car park extensions planned in the Calder Valley.

Members asked the following questions:

- Are there plans to extend the length of platforms to accommodate the longer trains? It was confirmed that there were some plans to extend some platforms but others could not be extended, however the new trains would adapt to this and only open appropriate doors at stations and making this clear to passengers.
- Are there plans to increase parking facilities at Cross Flatts Station? Facilities are inadequate and resulting in a number of cars parking on the road side. Northern confirmed that there will be a small extension to the station car park and acknowledged that there is a very high demand for car parking at a number of stations at present.
- Will there be provision for bicycles on the new trains? It was confirmed that there will be a larger area provided on the new trains and 2 or more will be allowed to be carried on. There is no need for advanced booking on Northern trains.
- Will more trains be stopping at Low Moor Station? Currently there are no plans to increase trains but Northern are aware of requests for trains to go to Manchester.

It was announced that the Manchester, Bolton to Preston line was electrified from today and the news was welcomed by all present.

First had provided the Sub-Committee with a note for information. They referred to the service changes announced in the last meeting and the subsequent feedback received. In response to this First confirmed that they have added additional morning services. This was welcomed by the Sub-Committee.

Transdev gave their apologies that no one attended the last meeting. They confirmed they are liaising on the A650/ Manningham Lane proposals.

The Combined Authority confirmed that the petition for the Keighley to Halifax service had been received by the Transport Committee, where it was accepted that there was a strategic case but unfortunately there was no funding available. The service did go out to tender for prices but currently there is no budget available. It was noted that there is now a Saturday service being ran by one operator.

Finally, the Sub-Committee was informed that the contracts for Airport Services –Airedale and Whafedale were up for renewal in October 2019.

Resolved: That the train and bus operators' updates be noted.

17. Consultation Items

The Sub-Committee considered a presentation by Tom Gifford on 'Planning for Growth: At the heart of the North- The City Region Connectivity Strategy'. Members were asked for their views on the strategy to inform its ongoing development.

The presentation was a starting point of a larger conversation around what transport looks like in the next 5 to 20 years. After examining the current situation areas have been identified for development. The following key points were made:

- Targets have been set to increase use – are these the right ones?
- New stations are proposed.
- High-speed line and the Northern Powerhouse plans are included as the Region is pushing Government for these as a priority.
- Are the geographical areas identified the right areas?
- Key goal is getting people to work – the specific routes and modes would be decided later.
- There are many new options becoming available for mass transit technologies which would be considered.

The Sub-Committee was informed that the information would be made available on the West Yorkshire Combined Authority website asking for feedback and therefore starting the official consultation.

Members noted that it was a challenge to get the public out of cars and onto public transport. It was acknowledged that any offerings had to be quicker, better and more convenient than a car to encourage people.

It was asked how the strategy links to the existing Transforming Cities Fund and confirmation was given that the bigger picture was always in mind. Due to funding having to be spent by 2023 the Combined Authority had already submitted some small bids with a view to possibly submitting a bigger bid in June 2019.

Members commented that the 300% target for increasing cycling was not ambitious enough given the current low levels. It was confirmed that the map does not identify any specific modes of transport so any of the proposed routes could be cycling and walking.

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

18. Open Forum

The Sub-Committee made the following suggestions and comments:

- There has been an issue at Low Moor Station ticket machines issuing only three tickets instead of four.
Northern agreed to look into this.
- On the Keighley to Bradford route many cars are parking on the roads making bus stop use difficult. Often passengers are standing in the road to hail a bus.
Members were informed that it is the local council's responsibility to put Traffic Regulation Orders (TRO's) in place to address such issues if they reflect local residents views.

- It was noted many people drive to stations and then park on the road to save money on parking.
- When there was a recent event in Bradford some bus stop information screens had been displaying incorrect information. In addition paper notices of bus stop closures were not removed for some time and hid the timetable.
The Combined Authority agreed to take this feedback back to the relevant service area.
- A member advised that en route to the meeting, the windscreen of his bus had been smashed. Passengers had to wait for a replacement bus. First Group confirmed that they do use 'Trojan buses' to catch perpetrators of such attacks and that the operators and the Combined Authority jointly fund a police sergeant who looks at particular incidents and the areas where they take place.

Public Representative James Craig informed the Sub-Committee that he is setting up a 'Clean Air Bradford' group and if anyone is interested in joining to please let him know.

19. Information Report

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

Budget

The budget will be formally approved at the Combined Authority on 14 February with a reduction of £1m per annum for supported bus services.

Boxing Day Services

A slight increase in passengers was seen this Boxing Day. It is not clear whether this is an continuing trend as the day of the week does move and the weather has impact. The biggest increase was seen particularly in relation to travel into Leeds due to the retail offering.

Real-Time Displays

The Sub-Committee queried as to real-time displays working only in a certain direction and not for all stops. The Combined Authority confirmed that there are limitations as to installation of displays because there has to be an accessible electricity supply and often the cost to connect a shelter can be too high. There is a programme to replace small blue screen displays to the new digital displays.

The busiest stops with no shelters have been looked at as to installation and information displays but currently there is no available capital to spend. Displays can be re-allocated but this needs to be properly assessed in relation to impact on communities losing a display.

Neale Wallace- Retirement

The Chair gave his thanks on behalf of the Bradford District Sub-Committee to Neale, and Diane for all of their advice and hard work over the years. It was noted this was Neale's last DCSC as he leaves the Combined Authority in March 2019.

Queensbury Tunnel

It was reported that phase 1 safety work was commencing in March to make the Queensbury Tunnel safe for contractors to carry out phase 2 of works; phase 2 being the planned abandonment of the tunnel. The Queensbury Tunnel Society wants to stop this abandonment happening and are waiting for planning to be submitted in order to appeal against this.

Bradford Council have confirmed that they have no funding available to take the tunnel on, but are open to looking at private funding with Highways England. The Society are seeking to gain Ministerial support to further their cause.

Resolved: That the information report be noted.

**MINUTES OF THE MEETING OF THE
CALDERDALE DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON TUESDAY, 12 FEBRUARY 2019 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
John Myddelton (Public Representative)	Public Representative
Richard Potter (Public Representative)	Public Representative
Kate Smyth (Public Representative)	Public Representative
John Whiteley (Public Representative)	Public Representative
Geoff Wood (Public Representative)	Public Representative

In attendance:

Tom Bridge	First Group
Chris Harmour	First
Johnny Sidebottom	First
Chris Hoesli	Calderdale Council
Roseanna Stoppard	Calderdale Council
Stephen Waring	Halifax and District Rail Action Group
Liz Hunter	West Yorkshire Combined Authority
Diane Groom	West Yorkshire Combined Authority
Michael Sasse	West Yorkshire Combined Authority
Erica Ward	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

10. Apologies for absence

Apologies for absence were received from public representatives Zaheer Khalil and Peter Melling.

11. Declarations of Disclosable Pecuniary Interests

There were no declarations of disclosable pecuniary interests at the meeting.

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

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

13. Minutes of the meeting held on 30 October 2018 and Feedback

A member commented that it would be more appropriate if Councillor Groves was listed as Chair of the Transport Committee instead of a Leeds City Councillor. It was also raised under minute 6 that the word used by Northern to describe their services was 'diabolical' and not 'poor'.

Resolved: That the minutes of the meeting held on 30 October be amended and approved.

14. Electrification of Calder Valley Rail

The Chair introduced Stephen Waring of the Halifax and District Rail Action Group. The Action group is campaigning for the electrification of the Calder Valley Line. The Sub-Committee was informed of the potential benefits of rail electrification, including improved efficiency and economic and environmental impacts.

15. A629 Presentation

The Sub-Committee was provided with a presentation regarding the A629 project. The project aims to provide improved accessibility to Halifax and Huddersfield, particularly with regard to walking, cycling and bus infrastructure.

The Sub-Committee made the following comments:

- The introduction of an express bus service which would alternate with the regular 503 service from Huddersfield to Halifax, calling at fewer stops and cutting journey time. The Sub-Committee expressed concerns that the express bus would not call at Elland. The Sub-Committee was informed that a consultation would be held in Elland and that there would still be 4 buses an hour between Halifax and Huddersfield via Elland and that the express bus would call at Lowfield.
- The Sub-Committee noted that cycle forums had been consulted on the planned improvement works.
- The Sub-Committee queried the extent to which the planned work would improve air quality. The Sub-Committee was informed that it was difficult to quantify the benefits to air quality as a result of the works but that a shift from private car use to walking, cycling and bus use would prove beneficial to air quality.
- A member expressed the view that in order to see a meaningful shift to bus patronage it was necessary to improve bus infrastructure, such as bus shelters and real time information services. The Sub-Committee heard that the project offered an alternative to car use by improving walking, cycling and bus infrastructure.
- The Sub-Committee was informed that there would be a public consultation for 5 weeks that further thoughts could be fed into that.

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

16. Open Forum

The Open Forum section of the agenda was taken in tandem with operator updates for each item.

17. Operator Updates

Arriva

Arriva informed the Sub-Committee of changes to services in the Calderdale area following the introduction of a new timetable. This included the introduction of the new 228 service from Brighouse to Huddersfield and timetable changes for the 255 and 256.

First

First provided the Sub-Committee with an update on local services. The Sub-Committee noted timetable changes to the 576 service in order to improve punctuality. First also provided the Sub-Committee with an update on cashless and contactless payments.

After the bus operator updates the Sub-Committee made the following comments:

- A member wished to state that the 547 Yorkshire Tiger service, which had been criticised in the past, was a much improved service.
- It was noted that bus services in Southowram were poor and having a negative impact on bus patronage particularly for young people.

Northern

Northern informed the Sub-Committee that the strike action had been suspended with the role of conductors to be discussed. Northern reported that their train refurbishment was on schedule with pacers set to be phased out by the end of the year.

Northern outlined their approach to the December 2018 timetable changes and indicated the major changes forthcoming in the May 2019 timetable. The following changes are expected to go ahead in May 2019:

- Huddersfield – Wakefield extension to Castleford.
- York – Preston train extension back to Blackpool
- Leeds – Bradford – Manchester extension to Warrington & Chester.

After the rail operator updates the Sub-Committee made the following comments:

- Timetabling information was too fragmented – spread across three timetables
- Requested information regarding the introduction of a service from the Calder Valley to Manchester Airport. The Sub-Committee was informed that the main issue preventing the introduction of the service was a lack of investment in Manchester. The Sub-Committee was informed that the Combined Authority was in discussion with Network rail to ascertain what was needed to improve.
- A member queried if evening services could be improved in the area. Northern explained that opportunities to address this were limited as Network rail have right of access in the evening.

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

18. Consultation Report

The Sub-Committee considered a report and was given a presentation on 'Planning for Growth: The City Region Connectivity Strategy.

It was reported that the Transport Committee had endorsed 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, including mass transit.

Members' discussed the strategy and the following points were made:

- That the target of a 3.5% decrease in car journeys was unambitious.
- That the electrification of the Calder Valley rail line was essential.
- It was noted that the vision of a 300% increase in cycle journeys would require a significant investment in cycling infrastructure.
- The Sub-Committee asked if operators were prepared for the projected increase in demand; 75% for rail and 25% for bus.

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

19. Information Report

The Sub-Committee considered a report on matters of information relating to the Calderdale district. The following points were raised:

- The Sub-Committee was updated on the progress of the bus alliance.
- The Sub-Committee noted under the budget update that the proposal to move the costs of providing transport information to a funding contribution by the operators was a way to make savings and still maintain the service.

Resolved: That the information report be noted.

**MINUTES OF THE MEETING OF THE
WAKEFIELD DISTRICT CONSULTATION SUB-COMMITTEE
HELD ON THURSDAY, 14 FEBRUARY 2019 AT OLD COURT ROOM,
WAKEFIELD TOWN HALL**

Present:

Councillor Kevin Swift (Chair)	Transport Committee
Usman Ali (Deputy Chair)	Public Representative
Councillor Matthew Morley	Wakefield Council
Nigel Ashton (Public Representative)	Public Representative
John Churms (Public Representative)	Public Representative
Peter Daniels (Public Representative)	Public Representative
Thomas Randall (Public Representative)	Public Representative
David Young (Public Representative)	Public Representative

In attendance:

Paul Flanagan	Arriva Yorkshire
Pete Myers	Arriva Rail North Limited
Peter Taylor	Arriva Yorkshire
Neale Wallace	West Yorkshire Combined Authority
Helen Ellerton	West Yorkshire Combined Authority
Megan Hemingway	West Yorkshire Combined Authority

11. Apologies for absence

Apologies for absence were received from Councillor David Dagger and Public Representative Cliff Baker.

12. Declarations of Disclosable Pecuniary Interests

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

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

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

14. Minutes of the meeting held on 1 November 2018

Resolved: That the minutes of the meeting held on 1 November 2018 be approved.

15. Open Forum

The Sub-Committee made the following suggestions and comments:

- The Knottingley to Leeds Train via Wakefield Westgate does not stop at Outwood and yet there seems time to stop there. Northern agreed to look at this as he agreed it may be an option.
- There is not enough capacity on the Outwood Service and concerns are being raised in regards health & safety of passengers. Passengers were pushing onto over-crowded trains as trains are already full when reaching the station.
- The 7.30am train is often unreliable so passengers are forced onto the next train of only two carriages. Northern are aware of the capacity issues at Outwood. The electrification at Bolton will release more trains and these will be put at stations where overcrowding is an issue- Outwood being one.
- Disability accessibility at Monkhill Pontefract is an issue for passengers using platform 1. This means they have to travel to Knottingley and get off there to travel back to Monkhill to use the accessible platform 2. Northern confirmed that it is the responsibility of Network Rail to provide accessible access. There is also an 'Access for all Fund' which can be bid for – criteria being foot-fall at the station, population and its locality. However, as foot-fall is low at Pontefract it is unlikely to qualify. Northern can only fund minor works such as hand rails. They checked and can confirm that Monkhill Pontefract was included in the recent bid.
- Northern was asked to clarify their mobility scooter policy. They confirmed that they do not take mobility scooters unless they are the folding type. They do however accept wheelchairs. There are a number of reasons why scooters are not accepted:

They do not fit on some of Northern's rolling stock.
They have lower ground clearance than wheelchairs.
By law, they are a vehicle not a mobility aid.
There is an issue as to having ramps at all stations.
There is no national standard for operators allowing scooters.

Northern did however inform the Sub-Committee that Leeds NW are running a trial permit system at present as they have accessible rolling stock. Northern's review is ongoing as they have to look at all stations as well as rolling stock.

As Pacer Trains are replaced it will be easier to look at this issue. Northern do want to take mobility scooters in the long term but also have challenges in terms of platforms accessibility.

The Sub-Committee felt that Northern should offer this service if other operators do and asked what would happen if passengers got stranded at a station. Northern confirmed that they would put passengers in a taxi at Northern's cost.

The sub-committee requested an update at a future meeting.

- Wakefield bus station has a real-time display missing at Stand 14. The Combined Authority agreed to look into this.
- 189 / 187 service Wakefield to Leeds has had a 29 seater on it on some occasions instead of a double-decker which is not fit for passenger numbers.

Arriva informed the Committee that some buses in their fleet are currently undergoing retrofit work and when this work is complete the right buses should be on the correct routes consistently. confirmed that ADL work Monday – Friday so have to fix buses during this time. There is an known issue as to reliability of double deckers which Arriva are working with.

- Signage for additional car parking near Kirkgate was still absent and causing issues. Northern agreed to chase this up to put signs in place.

16. Operator Updates

The Sub-Committee was provided with updates from the bus and rail operators.

Arriva updated the Sub-Committee on service changes due to take place in the Wakefield area on 23 and 24 February. A new 268 timetable would improve punctuality and reliability. The 446 was now pulling into Royds School due to previous safety issues. The Outwood School service was changing as buses kept getting held up in traffic.

New ticket machines are coming in April with the contactless facility like other operators. 19 new hybrid-electric buses are coming later this year.

Wakefield bus station- staff have moved upstairs and there are now 2 regular bus station managers to increase the help available to customers on the concourse. This will be in addition to existing security staff. Improvements are being made to signage and the tannoy is being upgraded.

Trojan bus operations have been taking place and being successful in identifying crimes in general.

The Sub-Committee noted that bus times were not always accurate. They were informed that the tracking systems should see buses but that there had been issues in Leeds City Centre. If a bus broke down then the journey should be able to be cancelled. However, at the moment Arriva's software doesn't allow a journey to be cancelled once it has started. This is being worked on by Arriva and the Combined Authority.

Northern updated the Sub-Committee on its services. The 6.57 service Doncaster to Leeds was supposed to be an electric train but there had been shortages due to time table issues so this had been moved. This service has been reliable recently.

The Sub-Committee was also informed that the long running dispute of 2years

was now over and officially suspended with normal Saturday service being resumed from next week.

Performance has improved to 85% in terms of reliability due to the changes made in the December 2018 timetable, this also now means that other issues can be more easily identified. Further changes are planned in 2019:

- From May 2019 Huddersfield to Wakefield Kirkgate will now extend to Castleford and
- York to Preston will go on to Blackpool.
- Additional trains each way York to Sheffield via Pontefract Baghill.
- On Sundays hourly trains from both Doncaster to Leeds and Sheffield to Leeds.
- December 2019 will see the introduction of Northern Connect across the Calder Valley with a link to Manchester Airport.

The Sub-Committee was informed that new trains are now in the UK and are being tested. The first electric service will be Doncaster to Leeds in May 2019 and at the same time the new diesel and electric trains will be phased in to be mainly out by December 2019. The on-going refurbishment of trains will be completed by the end of the year with Pacers gone by then.

Northern are also working with the West Yorkshire Combined Authority regards the new Elland Station and the car park extensions planned in the Calder Valley. Work is underway for Platform Zero at Leeds Station, this will help the West side of Leeds.

Members asked the following questions:

- Will they reinstate another platform at Castleford?
Transpennine are looking to run services to York from Huddersfield and may use the other Platform at Castleford.
In order for the other platform to be opened work would need to take place on the train lines by Network Rail.
- Can the Huddersfield to Castleford train be extended on to Scarborough in the Summer?
Leeds to Scarborough is being looked at, via Castleford.
- More connectivity would be welcomed around Pontefract also.

It was confirmed that Castleford station work will be taking place in April / May 2019. This was welcomed by the Sub-Committee.

Resolved: That the train and bus operators' updates be noted.

17. Consultation Items

The Sub-Committee considered a presentation by Helen Ellerton on 'Planning for Growth: At the heart of the North- The City Region Connectivity Strategy'. Members were asked for their views on the strategy to inform its ongoing development.

The presentation was a starting point of a larger conversation around what

transport looks like in the next 5 to 20 years. After examining the current situation areas have been identified for development. The following key points were made:

- Targets have been set to increase use – are these the right ones?
- New stations are proposed.
- High-speed line and the Northern Powerhouse plans are included as the Region is pushing Government for these as a priority.
- Are the geographical areas identified the right areas?
- Key goal is getting people to work – the specific routes and modes would be decided later.
- There are many new options becoming available for mass transit technologies which would be considered.

The Sub-Committee was informed that the information would be made available on the West Yorkshire Combined Authority website asking for feedback and therefore starting the official consultation.

Members noted that there were many key areas of Wakefield which had issues regards traffic flow, Denby Dale Road – the A636 and J39 being one. It was acknowledged that there were issues with all main arterial routes in the area and that the Combined Authority and Wakefield Council were looking at these.

The Sub-Committee raised the following questions:

- Are driverless cars being looked at?
Yes as a potential option.
- Are we looking at opportunities for re-generation in the South East of the District?
- Travel to industrial sites needs to be examined as often a lack of public transport to get workers there. Often low paid jobs and no car to get to work.
Arriva acknowledged that there used to be workers buses transporting them to factory sites historically. However the funding of providing such a service is often a problem and the businesses do not want to contribute. Sherburn Industrial Estate being a case in point – requiring a bus service since 2017 but no funding being available.
- Options other than mass-transit need to be explored, particularly for more rural areas as they are not in a neat corridor.
- The strategy needs to be about getting people into Wakefield to work and not just from Wakefield to work in Leeds. Also there is travel taking place from Wakefield to employment in Dewsbury and Huddersfield so public transport needs to support this.

Comment was made that there didn't seem to be a scale of people going from A to B in the slides and that it would be helpful to see levels of use. Helen confirmed that work has been done on this at the Combined Authority but it just wasn't included in the pack.

Resolved: That the report, presentation and Sub-Committee's feedback be

noted.

18. Information Report

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

Budget

The budget will be formally approved at the Combined Authority on 14 February with a reduction of £1m per annum for supported bus services.

Boxing Day Services

A slight increase in passengers was seen this Boxing Day. It is not clear whether this is a continuing trend as the day of the week does move and the weather has impact. The biggest increase was seen particularly in relation to travel into Leeds due to the retail offering.

Bus Shelters

There is a four hour call-out SLA regarding smashed glass at bus shelters and in relation to any offensive or racist graffiti. Any damage to a lesser degree falls under a 24hr SLA.

Neale Wallace- Retirement

The Chair gave his thanks on behalf of the Wakefield District Sub-Committee to Neale, and Diane for all of their advice and hard work over the years. This was seconded by a number of Members. It was noted this was Neale's last DCSC as he leaves the Combined Authority in March 2019.

Resolved: That the information report be noted.