

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 10 MAY 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**
 1. To highlight Appendices 1, 2 and 3 to Agenda Item 9 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.
 2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in paragraph 4.3 of Agenda Item 9.
 3. If the recommendation is accepted, to formally pass the following resolution:-

Resolved: That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of Appendices 1, 2 and 3 to Agenda Item 9 on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information and for the reasons set out in the report that in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 15 MARCH 2019

(Pages 1 - 10)

5. RAIL MATTERS AFFECTING WEST YORKSHIRE

(Pages 11 - 26)

6. TRANSPORT FOR THE NORTH UPDATE

(Pages 27 - 30)

For Decision

7. DFT 'CALL FOR EVIDENCE' ON LIGHT RAIL AND OTHER RAPID TRANSIT SOLUTIONS

(Pages 31 - 40)

8. ZERO EMISSION TRANSPORT WORKING GROUP

(Pages 41 - 46)

9. TRANSFORMING CITIES FUND

(Pages 47 - 64)

For Information

10. WEST YORKSHIRE BUS ALLIANCE UPDATE

(Pages 65 - 70)

11. SUMMARY OF TRANSPORT SCHEMES

(Pages 71 - 74)

Signed:



**Managing Director
West Yorkshire Combined Authority**

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 15 MARCH 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 Johnson	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
Councillor Alex Ross-Shaw	Bradford Council
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Ruth Chaplin	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

67. Chair's Comments

The Committee was advised that Councillor Lyons was standing down as a Councillor in May 2019 and this would be his last Transport Committee meeting. Councillor Groves thanked Councillor Lyons for his hard work over many years and his knowledge and expertise in respect of public transport. Councillor Bolt and Councillor Firth also thanked Councillor Lyons for his service to public transport and the people of Leeds. 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.

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

68. Apologies for absence

Apologies for absence were received from Councillors Khan, Kaushik, Ellis and Ian Cherry.

69. Declarations of disclosable pecuniary interests

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

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

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

71. Minutes of the meeting of the Transport Committee held on 11 January 2019

Resolved: That the minutes of the Transport Committee held on the 11 January 2019 be approved.

72. Integrated Transport Block Programme 2019-2022

The Committee considered a report which provided an update on the Integrated Transport Block Programme. A draft programme for the period 2019-2022 was attached at Appendix 1 which included proposed allocations to schemes within the three prioritised programmes previously identified by the Transport Committee; Asset Renewal, Healthy Streets, and Improving Public Transport.

The Chair welcomed the report and highlighted the proposed £2.5 million allocation to deliver pilot projects for demand responsive bus services as well as the Healthy Streets initiative.

In respect of the selection of Holbeck as the site for the Healthy Streets demonstration project it was reported that district partners had selected the locations and it was hoped that the proposals would be effectively integrated with current plans for the area at district level.

It was requested that future reports provide more detail around the Local Authority evidence and that the Transport Committee be updated on the

progress of the delivery of the current ITB programme from April 2017 to March 2019 including any underspend at a future meeting.

Resolved:

- (i) That the draft integrated Transport Block-funded programme for the next three years (2019 to 2022) be endorsed and the ITB programme be considered at the next available meeting of the West Yorkshire Combined Authority for approval.
- (ii) That the proposed programme set out in paragraphs 2.20 and 2.21 for Healthy Streets Demonstration Projects as part of the ITB programme delivery be endorsed.
- (iii) That a workshop be held in year one of the programme (2019-20) with West Yorkshire District Portfolio Holders, Members of the Inclusive Growth and Public Policy Panel, Place Panel and Green Economy Panel to help set ambition, scope, timetable and key milestones for the Healthy Streets Demonstration Projects.

73. Bus Information Strategy

The Committee considered a report on the draft Bus Information Strategy which was attached at appendix 1. The draft strategy sets out a plan for the future provision of passenger information on public transport and seeks to build on the success of the 2012-17 strategy to attract new customers and increase patronage.

The Committee discussed the strategy and the following points were raised:

- The importance of liaising with elected members and ensuring that young people were included in the consultation.
- It was identified that of the key objectives listed in the submitted report 'Always Live' and 'Network Wide' posed the biggest challenges.
- That real time bus updates relied on the information being provided by operators and wasn't only a matter of installing new technology.

It was noted that while further stakeholder engagement on the wider strategy was underway a number of actions would be undertaken and these were outlined at 2.16 in the submitted report.

It was emphasised that the current strategy was a draft and would be brought to a future meeting for approval.

Resolved:

- (i) That the key objectives within the Bus Information Strategy as summarised in paragraph 2.8 of the submitted report be endorsed.
- (ii) That the next steps set out in section 2.13 of the submitted report be endorsed.

- (iii) That the draft Bus Information Strategy be issued for wider stakeholder engagement prior to the Committee considering a final version for adoption.
- (iv) That the wider engagement on the communications strategy include consultation with young people through schools, universities and colleges.

74. Bus Service Matters Referred from District Consultation Sub-Committees

The Committee considered a report which set out the Combined Authority's response to a petition submitted at the Kirklees DCSC regarding the cancellation of the 253 bus service. It was noted that the changes to the 253 service had been made as Arriva sought to strengthen their services in North Kirklees and that overall there had been an increase in bus services across the area however there were connectivity issues emerging from the withdrawal of service 253.

It was reported that a substantial number of complaints had been received and the Chair advised the Committee that Tracy Brabin MP and Paula Sheriff MP had been on contact with officers of the Combined Authority and Arriva to try to resolve the issues arising. It was reported that steps had been taken to ensure that no area was without a bus service and the following comments were made:

- Members welcomed the ongoing work to resolve the gaps left in the service as a result of timetable changes made by Arriva and noted that 2 procurement packages had been curated.
- Whether DCSC meetings were regular / flexible enough to address changes as they occur.
- That arrangements made for school pupils should consider Sixth Form students who don't keep regular school hours.
- The new arrangements were causing bus congestion at the Heckmondwike hub and its capacity needs to be considered in future plans to upgrade infrastructure in the area.

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. It was recommended that the Combined Authority does not fund the reinstatement of service 253 but that Combined Authority officers continue to work with bus companies to address the issues arising from the withdrawal of this service.

A vote was taken on an amendment to the recommendations proposed by Councillor Bolt in respect of considering a review of service 253 and the use of temporal extensions of bus services through de minimis powers:

Against the amendment: 5
For the amendment: 3

Abstentions: 1

The Committee would be kept informed of any further developments.

Resolved:

- (i) That the Transport Committee notes the representations submitted to the Kirklees District Consultation Sub-Committee regarding bus service 253.
- (ii) 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 the report.

75. Transforming Cities Fund and Connectivity Strategy Update

The Committee considered a report which provided an update on the Transforming Cities Fund and the Leeds City Region Connectivity Strategy.

The Committee was updated on the progress of the four applications from the Transforming Cities Fund as part of tranche 1. Members welcomed the news that bids for Kirklees Cycling and Walking Early Gateway Transformation package and the York Station Gateway Cycle Route enhancements were successful. However, they were disappointed that bids for Leeds City Region Clean Bus Corridors and Bradford Forster Square had been unsuccessful.

Members expressed their dissatisfaction at the way Local Authorities and the Combined Authority had to constantly bid for funding, knowing that some bids would be unsuccessful, which prevented them thinking about transport plans in a holistic and strategic manner. In this respect reference was made to the bid for clean air corridors which had been turned down. This was disappointing given that it would address air pollution which was one of Government's key targets.

Resolved: That the Committee notes the updates on the Transforming Cities Fund and Connectivity Strategy.

76. Transport for the North Strategic Transport Plan

The Committee considered a report which provided an update on Transport for the North's (TfN) Strategic Plan, including the implications for the region.

The Committee noted that TfN had strengthened their position on carbon reduction – adding objectives that align with West Yorkshire Transport Strategy 2040. However, Members expressed their concerns that TfN's draft plan was not compliant with the Committee on Climate Change. It was noted that transport related emissions were expected to increase over the next 20 years.

It was proposed that a working group be established to consider transport's contribution to achieving the regional low carbon ambitions especially with reference to the forthcoming Energy Summit, organised by the Green Economy Panel.

Members also discussed the communication between TfN and regional partners and considered that TfN operated a 'top-down' approach with limited scope for input from the Transport Committee and the Local Authorities. It was agreed that the Chair would write to TfN seeking greater transparency and strengthened communication.

It was noted that Councillor Judith Blake was the Combined Authority's representative on the TfN Partnership Board and she ensured that the Authority's concerns were raised. It was proposed that Councillor Blake be invited to a future meeting.

Resolved:

- (i) That the Transport Committee welcomes Transport for the North's recommendations and notes the implications for the region.
- (ii) That a working group be established, working with the Green Economy Panel, to consider the contribution of transport to achieving the regional low carbon ambitions.
- (iii) That a letter be sent from the Chair to Transport for the North seeking greater transparency and strengthened communication with the Transport Committee and District Council portfolio holders.

77. Roads Update - Opportunities to Fund Improvements on Strategically Important Roads

The Committee considered a report which provided an update of recent announcements with implications for funding improvements on strategically important roads.

Members noted the information and update provided in the report and the appendices. It was reported that the Combined Authority would work with district partners to better understand their priorities for funding of the road network and a progress report would be brought to a future meeting.

Resolved:

- (i) That the report be noted.
- (ii) 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 Networks and for Large Local Major schemes.
- (iii) That the Transport Committee agrees that the Combined Authority continues to seek to influence the Department for Transport in respect of roads contained within the Major Road Network and funding opportunities for other roads that are excluded from the Major Road Network.

78. Rail Matters Affecting West Yorkshire

The Committee considered a report which provided an update on rail matters affecting West Yorkshire.

The Chair advised that she had recently met with Transpennine Express and she provided a service update. In respect of Northern, it was reported that they had advised that the new rolling stock would be delivered on time and it was hoped that they would attend a future meeting.

Members wished to register their frustration with the delays in the delivery of the Transpennine Route Upgrade. It was noted that the upgrade was much anticipated and would have significant benefits for Kirklees. Members discussed the need for an official announcement to enable districts to put contingency plans in place to prepare for the commencement of work and the importance of feeding into the public consultations to be carried out by network rail.

Resolved:

- (i) That the Transport 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 improvements since the December timetable change but has still not reached a satisfactory level.
- (ii) That the progress being made on other rail matters affecting West Yorkshire as presented in the report be noted.
- (iii) That the Transport 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.

79. West Yorkshire Bus Alliance Update

The Committee considered a report which provided an update on the development of the West Yorkshire Bus Alliance.

It was noted that work had progressed in developing the work stream delivery plans, governance arrangements and the next steps for communication and engagement.

The Chair informed the Committee that the Bus Alliance would be formally launched on 18 March and also that a meeting had been arranged with Lilian Greenwood MP, Chair of the Parliamentary Select Committee, which Members were welcome to attend.

The Committee was also updated with the latest performance indicators in which overall satisfaction had increased from 83% to 85%. It was noted that the challenge for the Bus Alliance was to improve on this.

In discussing the report, the following comments were made:

- It was considered that communications around bus service consultations should be improved using clearer language to ensure a good response.
- The importance for Transport Committee to review the Bus Alliance to ensure that an effective partnership is maintained.
- The Committee noted that a piece of work had been commissioned to look at future proofing bus networks for new developments.

It was noted that regular updates would be brought to future meetings of the Transport Committee.

Resolved: That the report be noted.

80. Leeds City Region Transport Update

The Committee considered a report which provided an update on current issues related to transport.

Members discussed the Clean Bus Technology Fund and the invitation to apply for up to £3 million additional funding to enable the retro fitting of extra buses to Euro VI standard. Members noted that a bid of £2.9 million was submitted, Members of the Committee questioned whether the requirement for the money to be spent by September 2019 was too demanding and unrealistic. It was reported that steps were being made to achieve this and that the Chair of the Combined Authority was challenging the Government in respect of unrealistic timescales on this and other programmes.

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

81. Summary of Transport Schemes

The Committee considered a report which provided an update on the transport related schemes considered by the West Yorkshire and York Investment Committee.

Members noted the various projects and also welcomed the first Investment Committee joint workshop with Transport Committee.

Resolved: That the report be noted.

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

82. Leeds - 4 February 2019

Resolved: That the minutes of the Leeds DCSC held on 4 February 2019 be approved.

83. Kirklees- 6 February 2019

Resolved: That the minutes of the Kirklees DCSC held on 6 February 2019 be approved.

84. Bradford - 11 February 2019

Resolved: That the minutes of the Bradford DCSC held on 11 February 2019 be approved.

85. Calderdale - 12 February 2019

Resolved: That the minutes of the Calderdale DCSC held on 12 February 2019 be approved.

86. Wakefield - 14 February 2019

Resolved: That the minutes of the Wakefield DCSC held on 14 February 2019 be approved.

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Report to: Transport Committee

Date: 10 May 2019

Subject: **Rail Matters Affecting West Yorkshire**

Director: Dave Pearson, Director, Transport Services

Author(s): Lynne Triggs, James Nutter, Mick Sasse, Helen Ford, 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. Rob McIntosh, Route Managing Director for London North East and East Midlands, will be in attendance at the start of the meeting.

2. Information

Rail Operations Performance Update

- 2.1 Rail performance figures for the period April 2018 to March 2019 are set out in **Appendix 1**.
- 2.2 Northern's PPM (industry performance measure) for Period 13 (3 March – 31 March 2019) was 86.7%. Whilst this is slightly down on the same period last year when the PPM was 87.5% it is remaining at a consistent level following the December 2018 timetable change. The percentage of trains with less capacity than specified was 5.4%. The level of significant lateness and cancellations has risen and was at 3.0% in this period.
- 2.3 TransPennine Express's PPM for Period 13 was 83.5%, again slightly down on the same period last year where their PPM was 84.0% and is lower than the

previous period. The level of trains without the required capacity was 0.84%. The level of significant lateness and cancellations has risen and was at 7.3% in this period.

- 2.4 Following the performance issues of last year and the major impact on passengers, the need for additional performance data has been strengthened. Working with its partner authorities including the Combined Authority, 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. This information is now available. Combined Authority officers propose to introduce this in to the report for the next Transport Committee as a change in how Public Performance Measure is calculated was introduced on the 1 April 2019 and therefore the new reporting will be on this basis.

Rail infrastructure matters

- 2.5 As previously reported to the Committee in November 2018, following the problems of the May 2018 timetable change, rail industry expert Richard George was appointed by the Department for Transport to work with Transport for the North (TfN) and across rail industry bodies with a focus on restoring reliability to the North's rail network.
- 2.6 A clear message from Richard George's analysis is the finite capacity of the current rail infrastructure in the North to accommodate additional services and longer trains.
- 2.7 A programme of platform extensions has been underway across the network in anticipation of longer trains. This work is ongoing, but is well advanced. Significant improvements were also delivered on the Calder Valley line in 2018 to improve capacity, reliability and ultimately to speed up journeys. These projects were reported to Transport Committee on 9 November 2018.
- 2.8 Other infrastructure work is underway, but not as anticipated in initial industry plans. The main example of this locally is the work to create a new Platform 0 at Leeds station, together with changes to Platforms 1 to 6 to accommodate more frequent and longer trains. As widely reported in late March, this work is necessary to allow longer 6-car trains to operate on the lines to Skipton and Ilkley, impacts on the ability to run more trains on the line to Harrogate, and is also an important part of LNER's proposal to run additional services through to Bradford Forster Square and Harrogate. The initial programme anticipated this project would be complete for December 2019. Ultimately, DfT agreed the final scope and funding for this scheme in summer 2018 for delivery by the December 2021 timetable change.
- 2.9 Leeds station and the network around central Leeds is crucial to the effective operation of services across the City Region, since almost all trains run to and from or through Leeds. As confirmed by the initial Richard George analysis, the effective operation of the network in and around Leeds, together with central Manchester, is crucial to the effective operation of the network across the North.

- 2.10 It is becoming increasingly clear that Leeds station and its associated network is one of the main local constraints to running more frequent and longer trains across the City Region. For example, the full benefit of the significant works completed on the Calder Valley line in 2018 cannot be fully realised unless network constraints in and around Leeds (and central Manchester) are addressed.
- 2.11 The benefit of platform extensions at Woodlesford and stations in the Five Towns area can only be fully realised if Platform 17 at Leeds station is lengthened. At present it can only accommodate two trains if they are both of two carriages maximum. Failure to extend Platform 17 (or otherwise address this problem) will constrain the ability to increase capacity on the lines to Castleford, Pontefract and Barnsley and beyond and wider on the City Region network. Together with the Calder Valley line constraints highlighted above, these are examples of why addressing network capacity and capability in and around Leeds station has a wide-ranging impact across the City Region.
- 2.12 Together with the ongoing work being led by Richard George, Network Rail is now also leading packages of work to understand the implications of the network constraints in and around Leeds station which are a barrier to service improvements. Combined Authority officers are participating in this work. The focus is on what network infrastructure work is necessary to reliably deliver the existing service commitments in the short term, through to developing a clear strategy in the medium to longer term to accommodate ongoing growth on City Region rail services in the context of HS2 and Northern Powerhouse Rail proposals. It is important that this work is well-resourced to secure clarity as soon as possible what the short and long term investment plans need to include.
- 2.13 Other than the Platforms 0 to 6 project currently underway and set out above, there are no other funded enhancement projects to address network capacity and capability in and around Leeds station. Any projects that are identified as required by the analytical work currently underway will need to be promoted through the new Rail Network Enhancements Programme (RNEP) process for funding.
- 2.14 The current RNEP funding programme for Control Period 6 (2019 to 2024) is understood to be over-subscribed, although DfT has not published details. It is therefore important to ensure that this investment is recognised as a high priority across the City Region and through the TfN Investment Programme process.
- 2.15 Together with unlocking network capacity in central Manchester, addressing network capacity in and around Leeds is a crucial component for delivering almost all potential service improvements across the City Region in terms of running more or longer trains.

TransPennine Route Upgrade

- 2.16 At the time of writing, a formal announcement on TransPennine Route upgrade is awaited. An announcement was initially expected around the turn of the year. Government has reiterated it is committed to spending £2.9 billion on the TransPennine Route Upgrade, which forms part of the commitments from the RNEP from 2019 to 2024.
- 2.17 A detailed update on TransPennine Route Upgrade was provided at Transport Committee on 15 March 2019, and Combined Authority officers continue to work in close liaison with officers from Kirklees Council and Leeds City Council together with Network Rail to influence detailed design and implementation matters.

Williams Rail and Rail North Partnership (Blake Jones) Reviews

- 2.18 The Williams Rail Review was commissioned by Government following the collapse of rail services in May 2018. It is a root and branch review of the entire rail industry, with its proposals for reform to be published in autumn 2019, alongside a Department for Transport White Paper on implementation.
- 2.19 The Review has now launched two calls for evidence so far, both of which the Combined Authority has responded to. Combined Authority Leaders and Transport Committee members have inputted to and endorsed both responses via correspondence.
- 2.20 In the latest call for evidence, the Review team are testing their thinking on:
- Proposed objectives for the railway;
 - The high-level problems that successful reform will need to tackle;
 - Assessment criteria that the Review will use to drive the subsequent phases of its work and use as a basis for trade-offs as described below; and
 - Views on how the assessment criteria should be balanced to help decide on trade-offs in the future.
- 2.21 Cllr Blake on behalf of TfN, and the Minister for Rail at the Department for Transport (DfT) undertook a joint TfN/DfT Review into the issues following the May 2018 timetable debacle, “The Rail North Partnership Review”. A small review team was established consisting of officials from TfN, DfT and West Yorkshire Combined Authority and views were obtained from Local Transport Authorities in the North, LEPs, Transport Focus, train operators, TfN, DfT and the Rail North Partnership.
- 2.22 It is anticipated that the Rail North Partnership Review will be published in May 2019.

Access for All

- 2.23 The Combined Authority has welcomed the announcement that our joint bid with train operator Northern, has resulted in two West Yorkshire rail stations being selected to benefit from additional funding being made available to extend the 'Access for All' programme. Both Todmorden and Menston rail stations will, subject to a feasible design being possible, receive an accessible, step free route into the stations, as well as to and between every platform over the next five years.
- 2.24 It is however disappointing that station nominations for Batley, Ben Rhydding, Knottingley and Pontefract Monkhill were unsuccessful. Following DfT advice, stations requiring access improvements along the Transpennine route, with the exception of Batley which is accessed by a stepped subway, were not included in the station nominations due to the Transpennine Route Update.
- 2.25 The announcement, which can be found at the following website, also confirms that locations selected for funding in 2014 and which have not yet been implemented, would be completed during this current railway budget period. Garforth rail station falls into this category:

<https://www.gov.uk/government/speeches/access-for-all-73-stations-set-to-benefit-from-additional-funding>

- 2.26 The Combined Authority also supported the successful North Yorkshire County Council and Transpennine Express bid for Selby station.
- 2.27 The Combined Authority will continue to work towards more stations being made fully accessible including the development of station improvements which will form part of the Transpennine Route Upgrade and the projects currently being developed for Cross Gates and Horsforth which will be funded by the Leeds Public Transport Investment Programme (LPTIP).

Rail Operations Performance Update

- 2.28 Rail performance figures for the period April 2018 to March 2019 are set out in **Appendix 1**.
- 2.29 Northern's PPM (industry performance measure) for Period 13 (3 March – 31 March 2019) was 86.7%. Whilst this is slightly down on the same period last year when the PPM was 87.5% it is remaining at a consistent level following the December 2018 timetable change. The percentage of trains with less capacity than specified was 5.4%. The level of significant lateness and cancellations has risen and was at 3.0% in this period.
- 2.30 TransPennine Express's PPM for Period 13 was 83.5%, again slightly down on the same period last year where their PPM was 84.0% and is lower than the previous period. The level of trains without the required capacity was 0.84%. The level of significant lateness and cancellations has risen and was at 7.3% in this period.

- 2.31 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. This information is now available. Combined Authority officers propose to introduce this in to the report for the next Transport Committee as a change in how Public Performance Measure is calculated was introduced on the 1 April 2019 and therefore the new reporting will be on this basis.

Forthcoming Rail Service Changes and New Rolling Stock

- 2.32 Further to the report provided to the Transport Committee's March meeting, little further information is currently available regarding rail service changes.
- 2.33 LNER, TransPennine Express and Northern were all due to start introducing new trains in 2018. These will provide a combination of benefits, including more seats, better passenger facilities, more trains, and retirement of outdated trains, notably Pacer trains.
- 2.34 LNER has announced that its new Azuma trains will start entering service from 15 May 2019. It is expected that most of the services to and from Leeds will change over to the new trains by summer. These trains will provide a substantial increase in the number of seats available on the LNER route.
- 2.35 TransPennine Express is expecting to introduce two new fleets of trains in Yorkshire in 2019. The first fleet, 'Nova 3', was initially expected in service from May 2018, but it will be summer 2019 before these trains start to enter service.
- 2.36 New trains on TransPennine Express are crucial for providing extra capacity. The May 2019 timetable change will further limit the ability to run existing trains in six car formation at peak times. Trains to be shortened under a plan to improve the reliability of services are understood to include the 17:18 from Leeds to Dewsbury, Huddersfield and Manchester Airport, reduced from six to only three carriages. TransPennine Express remains hopeful that this will be a short-term issue, but there are clear ongoing risks associated with the introduction of brand new trains.
- 2.37 More positively, on 12 April 2019, TransPennine Express announced that they had accepted the first of 44 new five-carriage trains, the 'Nova 3' train, following the completion of a comprehensive approvals process. The first two new 'Nova 3' trains to be introduced into regular service are planned to operate the following peak time trains:
- 05:56 Liverpool Lime Street to Scarborough
 - 06:56 Liverpool Lime Street to Scarborough
 - 16:44 Scarborough to Liverpool Lime Street
 - 17:44 Scarborough to Liverpool Lime Street

- 2.38 Northern was due to introduce new diesel and electric trains in West Yorkshire in 2018 bringing a welcome boost to capacity and improved passenger experience. However, these fleets are also running behind schedule as teething problems with the new trains are ironed out. Notwithstanding this, the plan remains to introduce new electric trains on the Leeds – Doncaster local services from May, with new diesel trains following later in the year on services on the Calder Valley line.

East Midlands Rail Franchise

- 2.39 On 10 April 2019 DfT announced that the East Midlands rail franchise is to be awarded to Abellio, to start from August 2019. While the franchise primarily serves parts of the country beyond the immediate Leeds City Region, it is of some relevance:
- It was expected that the small number of daily trains connecting Leeds with Loughborough, Leicester and stations to London St Pancras would cease running, but in fact Abellio are committed to retaining them – though sadly not making the service all-day and regular as the Combined Authority had advocated in the consultation;
 - Connections from East Coast (LNER) services to locations in Lincolnshire should significantly improve, including Doncaster – Lincoln; Grantham – Sleaford – Skegness and Peterborough – Spalding (Peterborough – Norwich will continue as now).

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 This paper has been fact-checked with Network Rail, and is based on information provided by the train operating companies.

7. Recommendations

- 7.1 That the Committee notes the progress being made on rail matters affecting West Yorkshire as presented in the report.
- 7.2 That the Committee urges DfT and Network Rail to prioritise the technical capacity analysis needed to determine the rail network requirements in and around central Leeds necessary to bring clarity on the investment required to

deliver committed service improvements and accommodate growth across the City Region.

- 7.3 That the Committee endorses the activity necessary to prioritise the importance of addressing rail network capacity in and around central Leeds for improved services across the Leeds City Region and beyond, and the need for ongoing activity to make a strong case for investment by working with the rail industry and Transport for the North to make sure this is reflected in investment plans.

8. Background Documents

- 8.1 None.

9. Appendices

Appendix 1 Train Operator Performance Graphs

Appendix 1

Train Operator Performance

The graphs 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
- Period 12: 3 February – 2 March 2019
- Period 13: 3 March – 31 March 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.

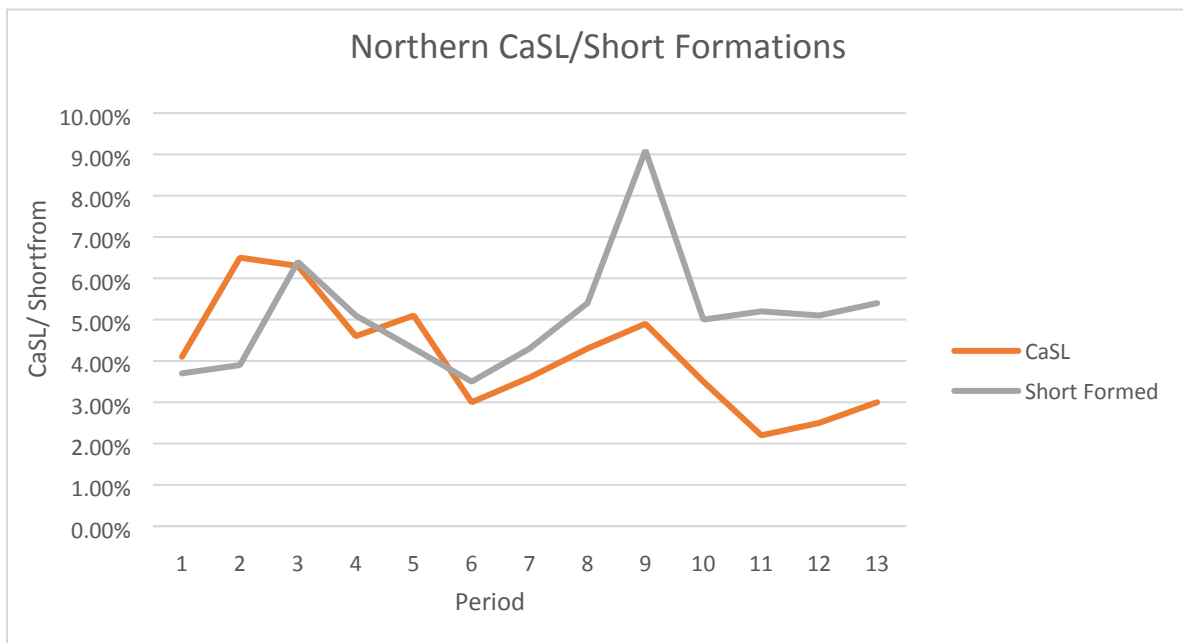
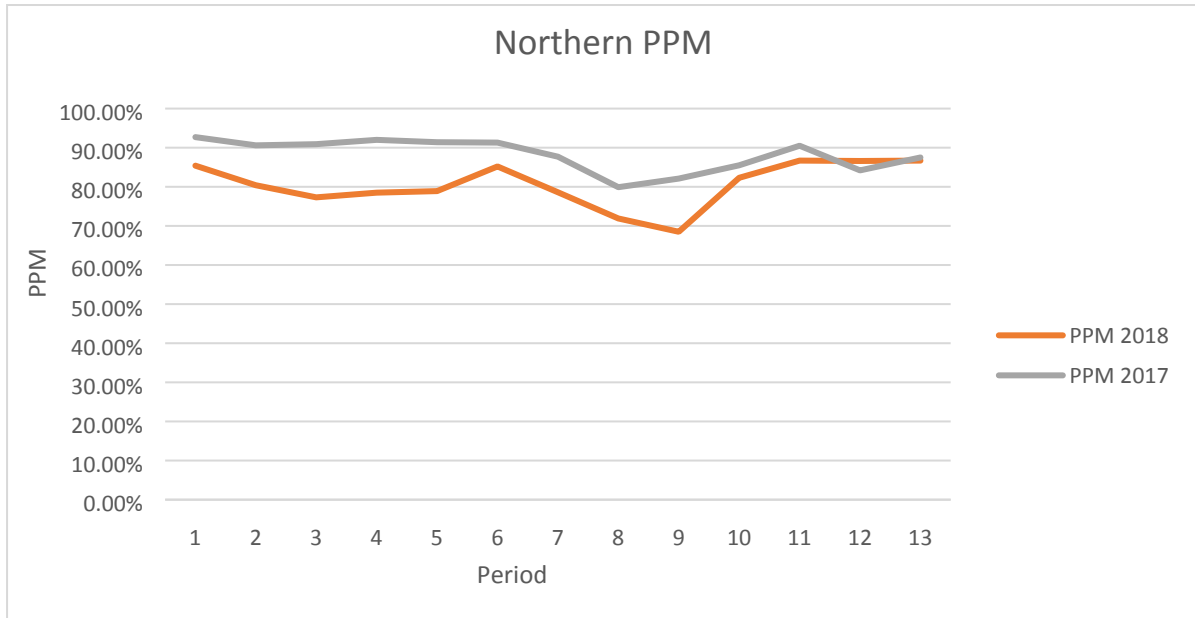
Short Formed – the percentage of trains which run with less than the planned capacity.

Northern

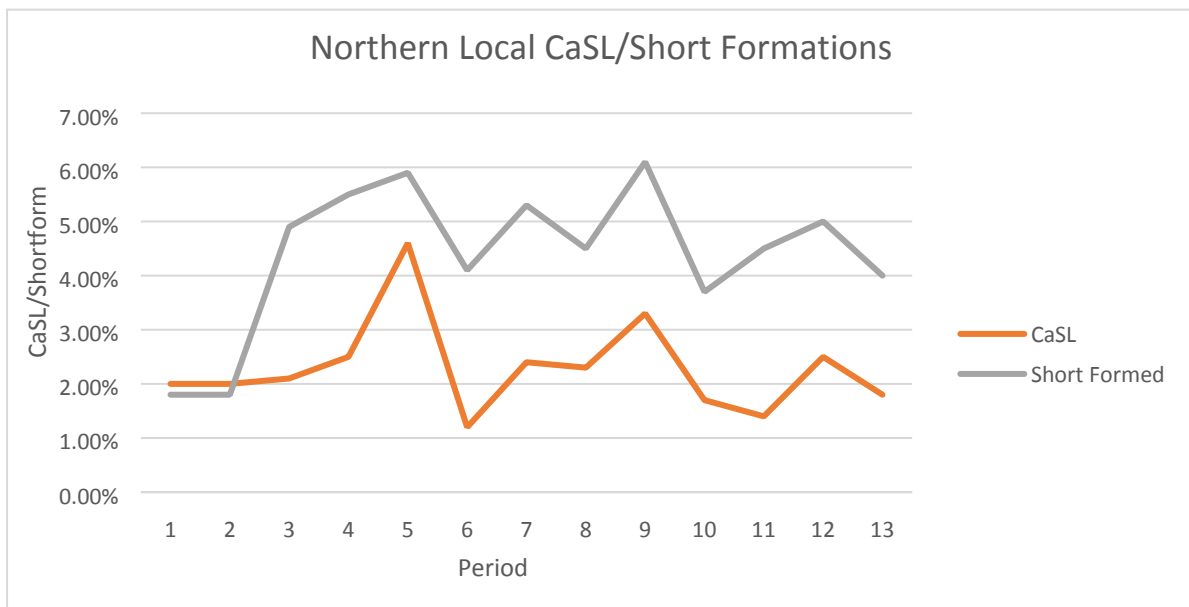
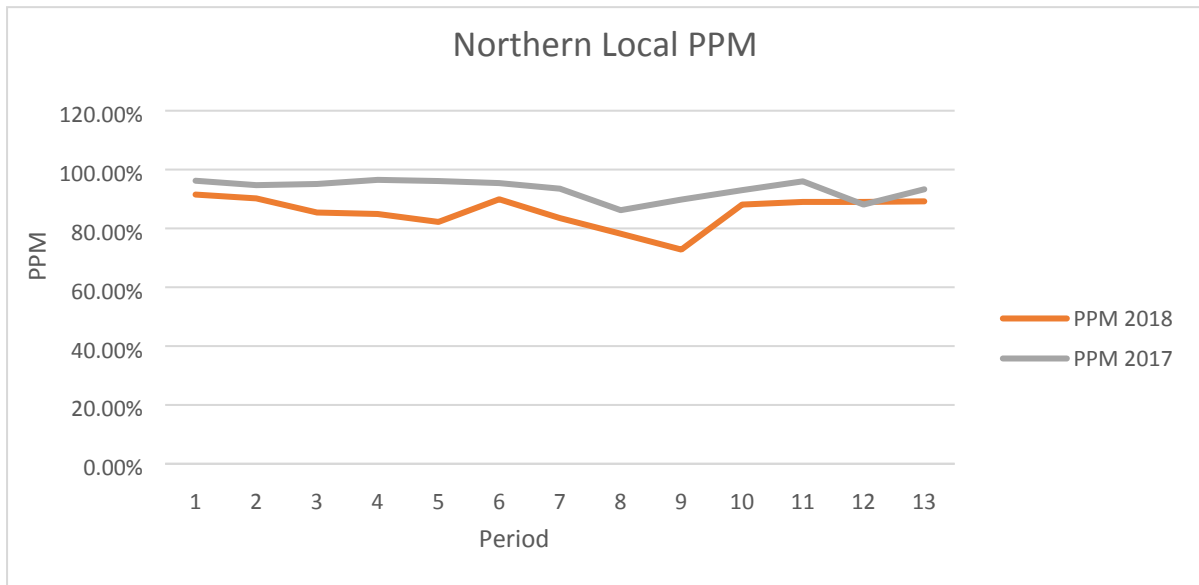
Target PPM: 92.1% (Period 13)

Target CaSL: 1.7% (Period 13)

Northern – All services across franchise



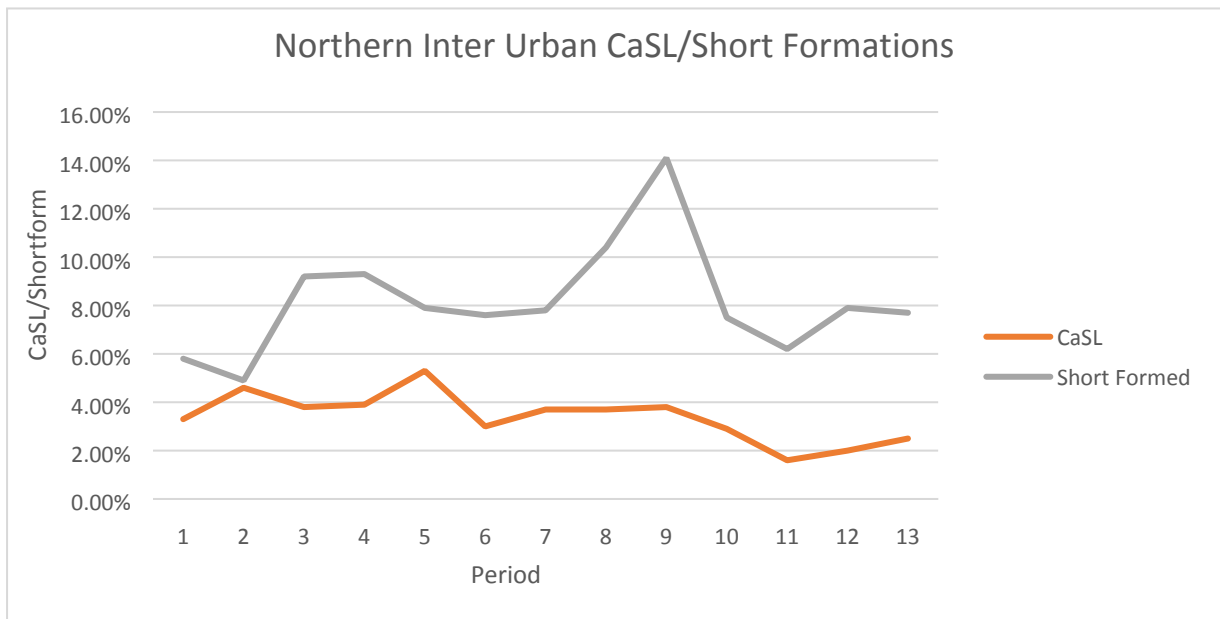
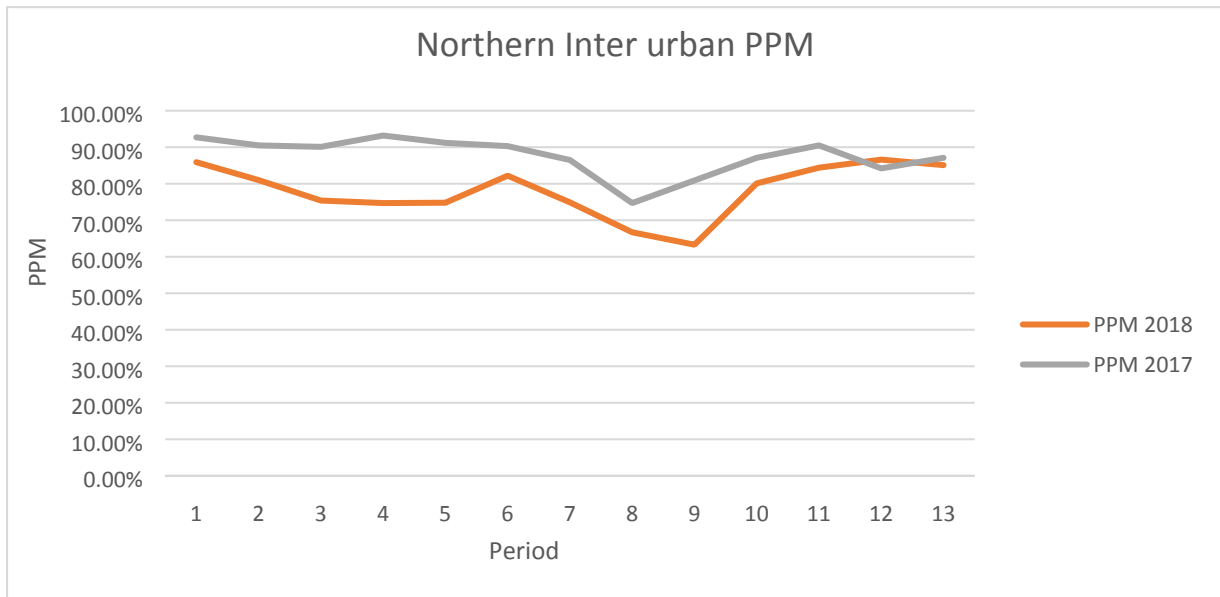
Northern – West and North Yorkshire – Local



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



Inter Urban

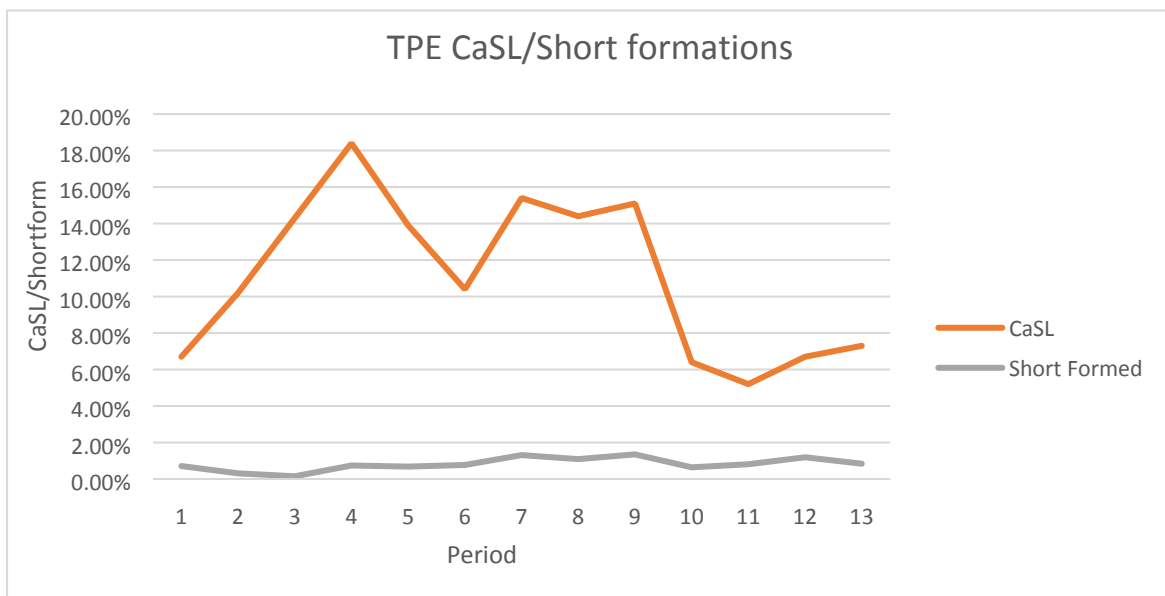
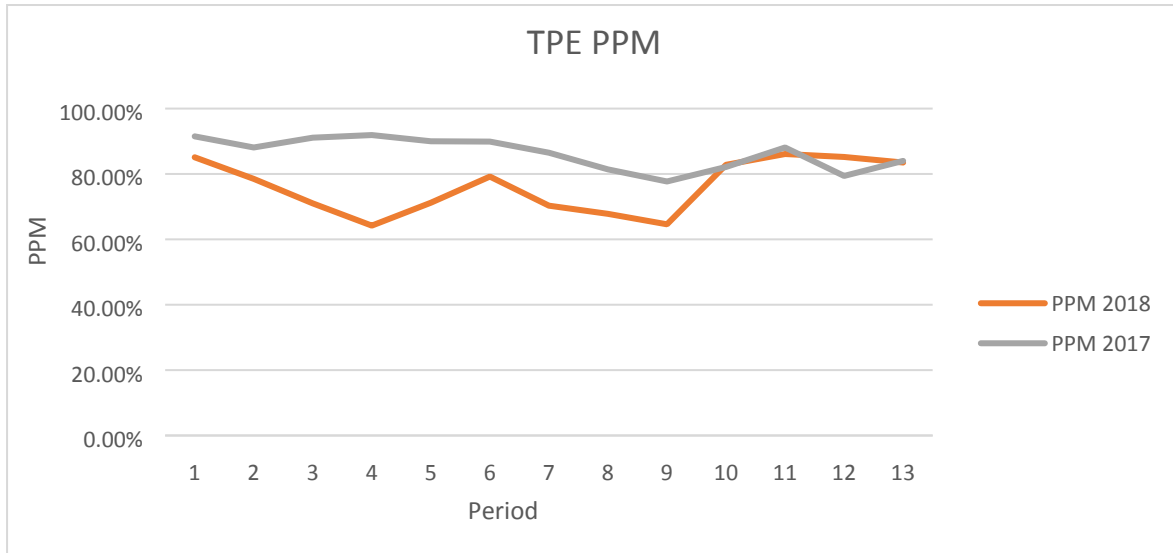
- All Calder Valley routes (except Southport-Leeds)
- Harrogate line routes
- York and Selby line routes
- Longer distance Airedale line routes
- Huddersfield line routes
- Wakefield line route to Doncaster

TransPennine Express

Target PPM: 90.9% (Period 13)

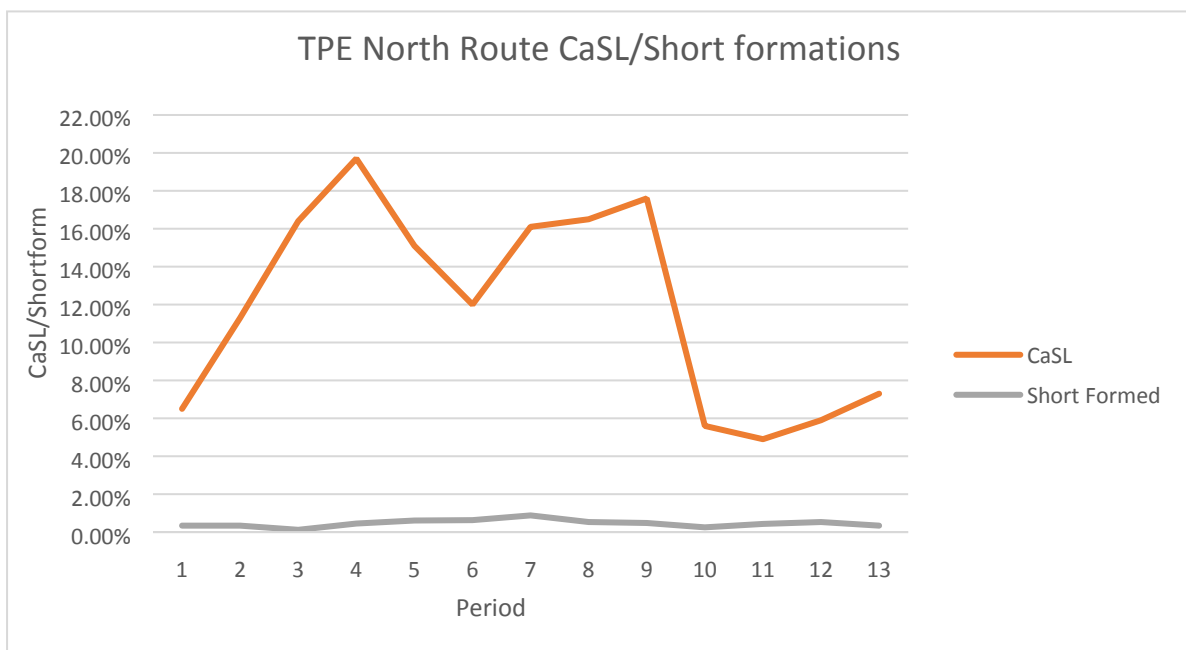
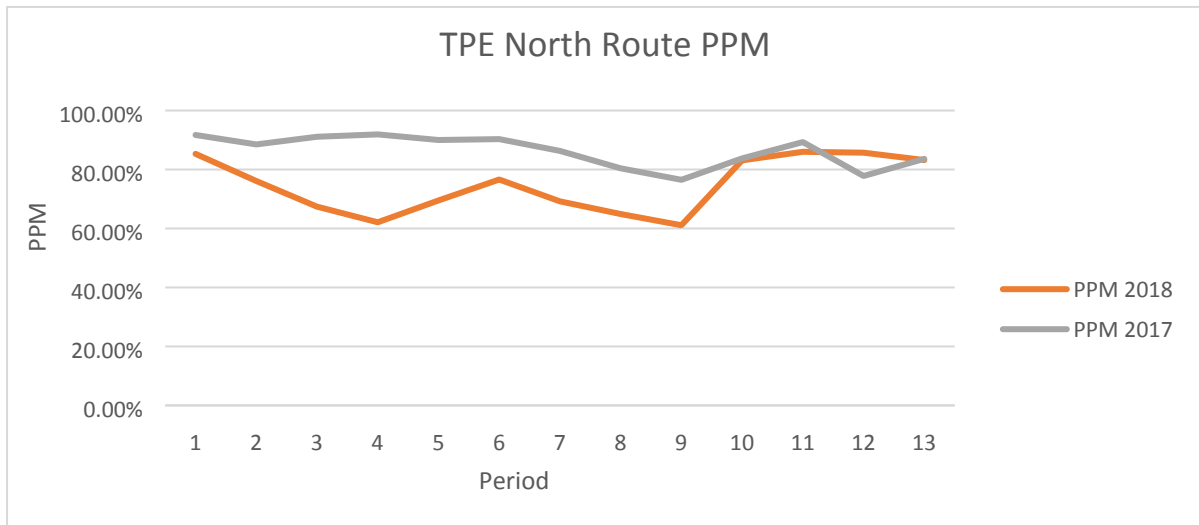
Target CaSL: 3.6% (Period 13)

TransPennine Express – All Routes

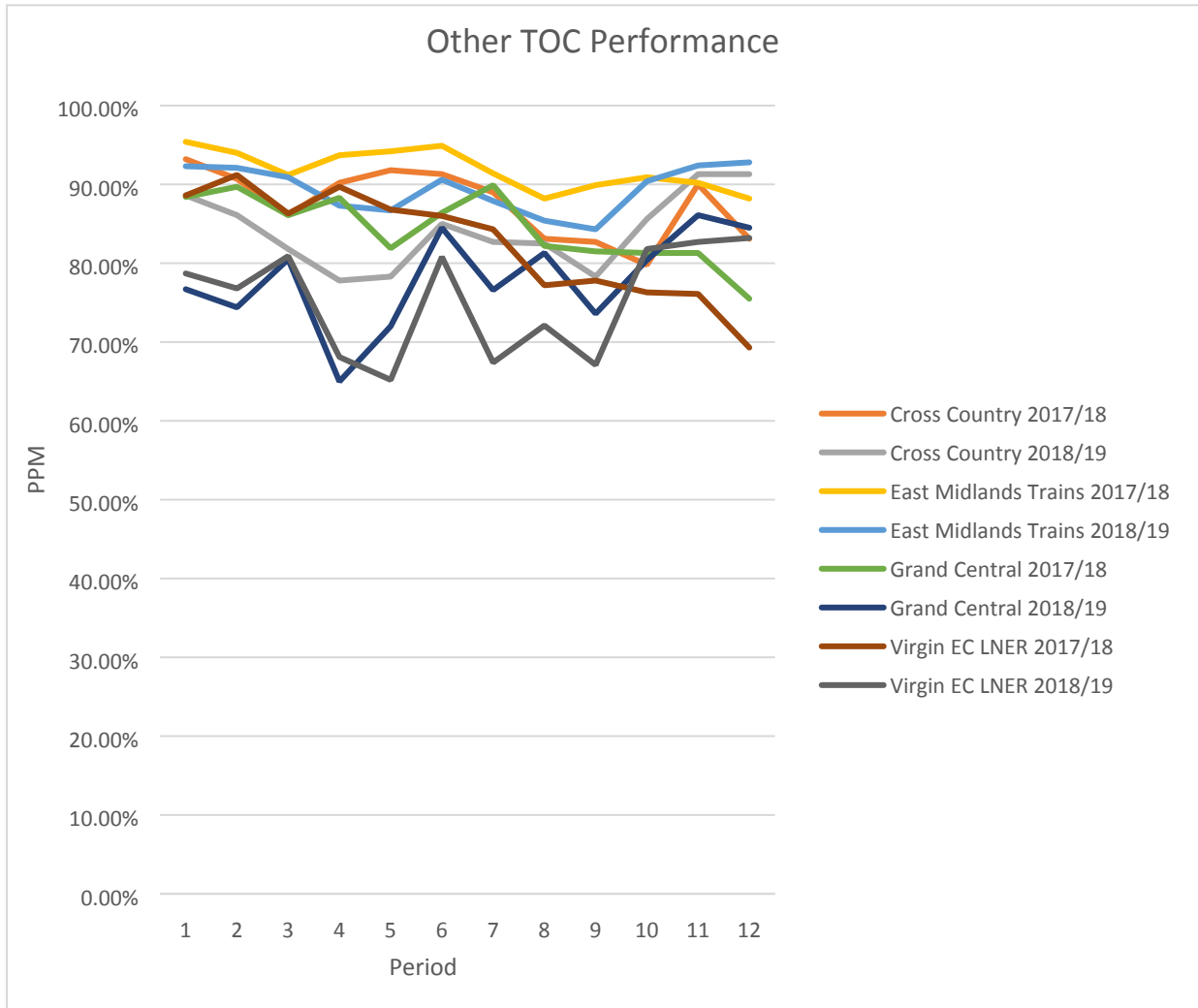


TransPennine Express – North Route

(Liverpool/Manchester/Manchester Airport to Hull, York, Scarborough, Middlesbrough and Newcastle).



Other Train Operators



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Report to: Transport Committee

Date: 10 May 2019

Subject: Transport for the North Update

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 Transport for the North (TfN) will be attending Transport Committee to update Members on the role and remit of TfN, the Strategic Transport Plan, and the Investment Programme.

2. Information

Background

- 2.1 Under the Local Transport Act 2008, amended by the Cities and Local Government Devolution Act 2016, TfN has been established as the first Sub-National Transport Body, with the purpose of developing and implementing a transport strategy and programmes for the North. TfN's aim is to plan and ensure the development of new infrastructure and the delivery of the improvements needed to truly connect the whole of the North with resilient, reliable, efficient transport connectivity, driving economic growth and supporting the creation of a Northern Powerhouse.

- 2.2 The Department for Transport, in the capacity as the funder for TfN, must have due regard to the priorities identified by TfN when making decisions

affecting the North. The constituent authorities of TfN must exercise their transport functions with a view to securing the implementation of the proposals contained within TfN's Strategic Transport Plan.

- 2.3 TfN is accountable to local citizens through its constituent authorities, through the TfN Board. This consists of the 20 local transport authorities. Representation at the TfN Board also includes the 11 Local Enterprise Partnerships, the Department for Transport, Highways England, Network Rail, and HS2 Ltd. In addition to the TfN Board, there is a Scrutiny Committee, Rail North Committee, and an Audit and Governance Committee comprising representation from members of constituent authorities ensuring oversight of the development of TfN's work.
- 2.4 At the Transport Committee in March 2019, Members reviewed a paper detailing the launch of the Strategic Transport Plan. A West Yorkshire local launch of the Strategic Transport Plan took place on 17th April 2019.
- 2.5 The Strategic Transport Plan is TfN's statutory advice to Government, setting out its policy positions for investment in strategic transport across the North through to 2050. The Strategic Transport Plan sets out TfN's proposals to contribute towards sustainable transformational economic growth, explaining the need for investment in transport and identifying priority areas for improved connectivity. It also sets out how its role will add value and complement the work of local transport authorities.
- 2.6 Alongside the Strategic Transport Plan, TfN published an initial Investment Programme. This has included the outputs of interventions identified through work on Strategic Development Corridors, Northern Powerhouse Rail, the Major Roads Network, and achieving the minimum standards in the Long Term Rail Strategy.
- 2.7 Robin Miller-Stott, Senior Strategy Officer and David Hoggarth, Strategic Rail Director, will attend the meeting and present how the Strategic Transport Plan will make a difference in West Yorkshire and will highlight the key schemes in the investment programme that will impact the transport network in this region. They will also discuss the development of the Long Term Rail Strategy.
- 2.8 As agreed at the last Transport Committee, the CA continues to seek changes to the Northern Powerhouse Rail map to reflect the economic importance of places in our region. 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 presence at the meeting and agrees to invite Transport for the North to subsequent meetings to engage Members on the details of their work programme.

8. Background Documents

8.1 There are no background documents referenced in this report.

The Strategic Transport Plan can be accessed at:

<https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf>

The Investment Programme can be accessed at:

<https://transportforthenorth.com/wp-content/uploads/TfN-final-investment-programme-19-20.pdf>

A copy of the previous Transport Committee paper detailing the relevant schemes for this region from TfN's plans can be found [here](#).

9. Appendices

9.1 None.

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Report to: Transport Committee

Date: 10 May 2019

Subject: **DfT ‘Call for Evidence’ on Light Rail and other rapid transit solutions**

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

1. Purpose of this report

- 1.1 The Department for Transport has commenced a ‘call for evidence’ around Light rail and other rapid transit solutions in cities and towns. The DfT ‘Call for Evidence’ focuses on the various forms of ‘light rail’, including Trams, Tram-Trains¹, Very Light Rail² and systems often seen in airports such as Personal Rapid Transit/Automated Transit systems; examples are provided in in the DfT ‘call for evidence’ document³.
- 1.2 The purpose of this report is to provide the context and discuss the high level principles of a West Yorkshire Combined Authority response ahead of the 19 May deadline.

¹ For example, Sheffield Tram-Train

² Such as in Stourbridge, West Midlands <http://www.parrypeoplemovers.com/>

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776601/li-ght-rail-and-other-rapid-transit-solutions-a-call-for-evidence.pdf

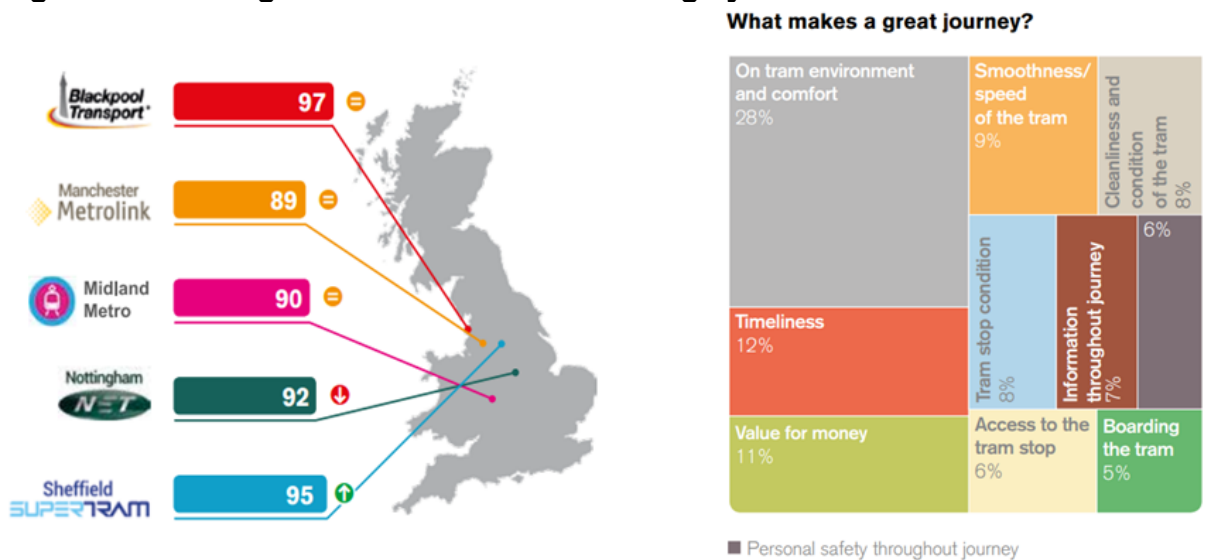
2. Information

- 2.1 In recent years, the Department for Transport has provided funding to extend existing light rail systems in operation in a number of Cities, such as Nottingham, Manchester, Edinburgh, Sheffield, Blackpool, Birmingham and Croydon.
- 2.2 The industry, through UK Tram has been working to reduce the costs of systems for the future, with many of the systems now being delivered on time and within agreed budgets.
- 2.3 The 21st century is seeing rapid shifts in how mobility is provided, with the adoption of broader and more sustainable approaches, such as cycling and car sharing. Social and economic trends are also changing people's behaviour and attitudes. The digital revolution, emphasis on smart cities and places, and a greater emphasis on sustainability and environmentally friendly ways of travel, create new transport challenges and opportunities. Transport is changing and over the medium to long term we will be seeing radical changes to mobility services offered in our towns and cities.
- 2.4 The DfT Consultation paper sets out that light rail (and other forms of rapid transit system) continues to play a very useful role in many communities, and has the potential to play a still greater role in future. There are 11 modern Mass Transit systems in the British Isles, which are served a combination of various Mass Transit vehicles:
- Edinburgh Trams
 - Luas Dublin
 - London Tramlink
 - West Midlands Metro
 - Sheffield Supertram / Tram-Train
 - Manchester Metrolink
 - London Docklands Light Railway (DLR)
 - Tyne And Wear Metro
 - Glasgow SPT Subway
 - Blackpool Tramway
 - Nottingham Trams ('NET')
- 2.5 Together, these systems have seen significant capital investments and expansion, with billions cumulatively invested by Government and the private sectors in their technologies over the last 5 years alone. Every single one of these systems are planning and / or currently constructing further network expansions, as it set out in the Appendix 1. Some are looking to Transforming Cities Fund to fund the extensions, other are using private finance.
- 2.6 Department for Transport statistics illustrate that patronage continues to grow across each of these systems. The past decade has seen total passenger journeys increase by around 45%, to a record 275 million passengers in 2016/17. The Nottingham and Edinburgh systems are seeing 10% year on year patronage growth – as is the case with heavy rail, demand for mass transit is

growing. The Belfast Glider guided bendy bus project has also had a positive reception since opening last year.

- 2.7 In addition, passenger satisfaction with these existing mass transit systems is much higher than with bus based alternatives. Department for Transport / Transport Focus research highlights that customer satisfaction for mass transit systems is well ahead of other forms of public transport including on bus. *“Overall tram passenger satisfaction remains high at 91 per cent. The key factor that drives the passenger’s view of either a satisfactory, or that much-valued great journey, is the comfort and environment of the vehicle.”*⁴

Figure 2: Passenger Satisfaction with existing systems⁵



- 2.8 The DfT is seeking views regarding how light rail, or similar rapid transit systems, could be incorporated into the transport networks in our towns and cities in the future, and how they will help to complement and integrate new modes and trends. These include autonomous vehicles, car sharing, bike sharing and initiatives that offer ‘Mobility as a Service’, in addition to rail, buses, cycling and walking.
- 2.9 The Call for Evidence invites responses on how we can help harness the opportunities for building on the popularity of light rail, with the hope of introducing these systems into our cities and towns.
- 2.10 It is proposed that the West Yorkshire response to the DfT ‘Call for Evidence’ focuses around our current position as set out in the 9 November 2018 report to Transport Committee titled “Planning for Growth: the emerging City Region Connectivity Strategy” and the ‘Clean Growth Strategy’ which sets the ambition to become a zero carbon economy by 2036

⁴ <http://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2018/03/20110417/TPS-autumn-2017-key-findings-report-V2.pdf>

⁵ <http://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2018/03/20110417/TPS-autumn-2017-key-findings-report-V2.pdf>

- 2.11 The Transport Committee report summarised how transforming connectivity in the communities of greatest economic need will help to raise productivity, living standards, and improve air quality, thereby helping to deliver Inclusive Growth, through enhancing access to colleges/universities, future housing and employment sites, supporting wider regeneration and providing the capacity to meet future demand. The report also opened a conversation around the potential role of future advanced mass transit technologies to help (as part of integrated public transport offer) achieve these aims.
- 2.12 Our response to the Call for Evidence will focus around this previously reported position to Transport Committee, which is essence that:
- The Leeds City Region economy is forecast to grow rapidly in the coming years, creating thousands of new jobs and significant numbers of additional trips to our urban centres
 - Whilst we are already investing now to create a transport network fit for the future, our existing local transport system will be unable to cater for the additional demands placed on it by this jobs growth. Investment in local transport is needed to ensure we are ‘HS2 and NPR ready’ – so that the benefits of HS2 and NPR can be distributed across the entire region
 - Different modes of transport serve different needs and provide different levels of capacity. Technologies have moved forwards significantly in the last decade. For example, new battery technologies, hydrogen propulsion and autonomous innovations are changing advance mass transit vehicle technologies, which also improve air quality. There are a range of pros and cons for each individual vehicle technology option.
 - Based on the forecast levels of demand, our future transport network is likely to require some form of mass transit system including Park and Ride, which is capable of transporting larger numbers of people than bus, bikes and cars can accommodate. The mass transit vehicles would be just one element of integrated future pipeline; the system would need to be integrated within the wider public transport offer, for example through bus services feeding the mass transit services. Bus will continue to have a very important role in the transport network.
 - The 9 November 2018 report to Transport Committee set the background to this and identified the key ‘places to connect’ for the four corridors examined so far have been identified. The Transport Committee report identified that some of these services have the potential to require entirely new infrastructure and whilst complementary to the existing transport system, offer the opportunity to reimagine how other modes such as bus and rail can integrate with it. Together these new services would form the first tranche of the ‘City Region Transit Network’ to open in parallel with HS2 opening in 2033.
 - This is only the start of the conversation around future technologies. Through the conversation with stakeholders and the public as well as through the development of the business cases, other modes such Bus Rapid Transit or Tram-Train will continue to be assessed and may be more suitable for example, where there lower levels of capacity are

required or where there is direct interface with the heavy rail network respectively.

- However, lessons learnt from elsewhere suggest that there are also significant challenges associated with delivering mass transit. These include for example, the scale of costs involved, integration with bus within the deregulated market, engineering / deliverability challenges, as well as ensuring value for money for both users and investors. Funding and financing is a major challenge both for development and construction - early identification of the funding strategy is essential. Whilst the cost of implementing mass transit can be high, the scale of benefits which it delivers are also high. Other cities in the UK and beyond are demonstrating mass transit does offer high value for money and can also open up new funding opportunities.
- The analytical and evidence based approach applied here is focused on connecting communities in greatest economic need/opportunity. This is the logical and evidenced based next step in the City Region's plans for transport investment.
- There is much evidence that almost all of the UK schemes have built up a strong positive image since opening. There is also evidence that the improved image has, in turn, contributed to attracting inward investment as well as business and in some areas tourist visitors. While the improvement to a city's image is clear, identifying what economic benefits have been delivered is very difficult. This is because investment in mass transit is usually one of a package of measures aimed at tackling economic decline and because it is impossible to know what would have happened without the intervention.

2.13 A detailed response to the twenty questions raised through the 'Call for Evidence' needs to be submitted to the DfT by 19 May 2019. A draft consultation response is being developed to the detailed questions and will be circulated for comment to Portfolio Holders and Transport Committee members ahead of the publication.

3. Financial Implications

3.1 None as a result of this report.

4. Legal Implications

4.1 None as a result of this report.

5. Staffing Implications

5.1 None as a result of this report.

6. External Consultees

6.1 None as a result this report.

7. Recommendations

- 7.1 That Transport Committee notes the ‘call for evidence’ and endorses the principles of the West Yorkshire response to the ‘call for evidence’.

8. Background Documents

Light Rail (and other rapid transit solutions) A Call for Evidence on the opportunities available to introduce new Light Rail Systems or other rapid transit solutions into towns and cities in England.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776601/light-rail-and-other-rapid-transit-solutions-a-call-for-evidence.pdf

9 November 2018: Transport Committee – “Planning For Growth: The Leeds City Region Connectivity Strategy”: Agenda Item 7 (plus appendices):

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=138&MId=730&Ver=4>

9. Appendices

Appendix 1: Summary of Existing UK systems

Appendix 2: DFT ‘call for evidence’ detailed questions

Appendix 1: Summary of Existing Mass Transit Networks

Financial year 2017/18	Passenger trips (Millions)	Stops / Stations	Vehicles in service	Annual Revenue	Notes / Extensions
Nottingham Express Transit	17.8	50	37	£19.1m	<ul style="list-style-type: none"> £450m NET2 extension recently opened Further extension planned through TCF
Midland Metro	5.7	26	21	£9.8m	<ul style="list-style-type: none"> £1.3billion extension programme in procurement/construction through 6 extensions to network
Sheffield Supertram	12.3	48	32	£13.9m	<ul style="list-style-type: none"> £75m Tram-Train extension recently opened. Additional vehicles purchased
Tyne and Wear Metro	36.4	60	90	£50.9m	<ul style="list-style-type: none"> £1billion route and vehicle placement procurement currently underway
Manchester Metrolink	41.2	93	120	£74.8m	<ul style="list-style-type: none"> Phase 1: £275m (Bury, Altrincham and Manchester city centre) Phase 2: £245m (Salford Quays, Eccles) Phase 3: £755m (now in operation) Additional vehicles purchased through TCF (c. £ 80m) £350m Trafford Park extension currently under construction Further extension through Airport planned Tram-Train extensions under consideration
Blackpool Tramway	5.2	39	28	£6.7m	<ul style="list-style-type: none"> £85m full modernisation undertaken in recent years with new vehicles. £22m Extension to Blackpool north in construction. Further extension to Airport planned.
Docklands Light Railway	119.6	45	149	£172.2m	
London Tramlink	29.1	39	35	£24.1m	<ul style="list-style-type: none"> London Tramlink commenced a Wimbledon service in April 2016 utilising a new vehicles
England	267.2	400	512	£371.5m	

Source: Based on publically available information and DfT Statistics

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Item 7 – DfT ‘Call for Evidence’ on Light Rail and other rapid transit solutions: Appendix 2

Call for Evidence Questions

Q1 What is the potential scale of the opportunity for further light rail (or other rapid transit) systems to be introduced in England?

Q2 Is there an appetite for new systems to be introduced in our cities and towns?

Q3 Is there evidence to support this appetite?

Q4 What would the environmental, economic and congestion benefits be?

Q5 What impact would it have on jobs?

Q6 Does light rail open up new housing or business developments or improve the urban fabric of the area?

Q7 What can we learn from the experience of other countries in adopting new systems?

Q8 What issues have helped progress light rail schemes or acted as barriers to their development?

Q9 What and where are the future opportunities here in England for new light rail systems or alternatives?

Q10 What are the key issues that are preventing light rail schemes from being delivered?

Q11 How can we deliver systems within a budget as has happened?

Q12 What are the key lessons from Europe in progressing light rail and in what way are these different to the U.K.?

Q13 What does the future of light rail look like with new generation transport schemes coming forward?

Q14 How do you see light rail aligning with new initiatives such as autonomous vehicles; cycling and walking; and wider Mobility As A Service initiatives?

Q15 How can promoters leverage funding from sources beyond central Government?

Q16 Is there an appetite for considering Very/Ultra-light rail or Personal Rapid Transit as an alternative transport solution to light rail?

Q17 What are the estimated costs of delivering such systems and the wider benefits on offer? Please provide evidence.

Q18 Should such a system be a concept that is promoted?

Item 7 – DfT ‘Call for Evidence’ on Light Rail and other rapid transit solutions: Appendix 2

Q19 How would this system provide a positive contribution to the economic productivity and development of a city or town? Please provide evidence.

Q20 What are the barriers for developing such systems, particularly those with elevated sections? For example, public acceptance, or environmental sensitivities?



Report to: Transport Committee

Date: 10 May 2019

Subject: **Zero Emission Transport Working Group**

Director: Alan Reiss, Director Policy, Strategy and Communications

Author(s): Noel Collings

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. The purpose of this report is:

- To provide an update on progress to establish a Zero Emission Transport Working Group.
- To gain approval for the draft Terms of Reference for the working group.
- To nominate members of Transport Committee for the working group.
- Nominate a Chair for the working group.

2. Information

Background

- 2.1. The Leeds City Region Energy Strategy and Delivery Plan (ESDP) was adopted by the West Yorkshire Combined Authority (Combined Authority) in December 2018.
- 2.2. The ESDP sets out how the ambition of the Strategic Economic Plan (SEP) for the City Region to become a resilient, zero carbon energy economy underpinned by high-quality green and blue infrastructure could be achieved.

- 2.3. As part of the ESDP, forecasts of future carbon dioxide emissions were calculated for the industrial and commercial, domestic and transport sectors. While industrial and commercial, and domestic sector carbon dioxide emissions are forecast to reduce over the next 20 years transport, carbon dioxide emissions are forecast to increase by 28 percent.
- 2.4. In 2036 the transport sector is forecast to contribute 37 percent of overall City Region carbon dioxide emissions. This will be the biggest contributor of emissions by any sector. The industrial and commercial sector and domestic sector are forecast to contribute 33 percent and 30 percent respectively.
- 2.5. Recognising the increasing importance of decarbonising the transport sector Transport Committee at their 15 March meeting asked that a working group be established with the Green Economy Panel to consider the contribution of transport in achieving regional carbon dioxide emission reduction ambitions.
- 2.6. While the focus for establishing the working group is the forecasted rise in transport sector carbon dioxide emissions, there is an intrinsic link between carbon dioxide emissions and air quality issues. As such the new working group will ensure these issues are considered alongside each other.
- 2.7. This report provides an update on progress to establish a joint working group between the Transport Committee and Green Economy Panel, now proposed as the Zero Emission Transport Working Group.

Aims

- 2.8. The draft aims of the working group are:
 - To support the delivery of the ESDP and its carbon dioxide emission reduction ambitions.
 - To recommend the actions that will decarbonise the transport sector and improve air quality within the City Region.
 - To work with / influence partners, including regional organisations and government to deliver actions that decarbonise the transport sector.
 - To provide oversight of the delivery of outputs and outcomes of low-carbon / low emission transport related projects being developed by the Combined Authority.
 - To align activity on decarbonising the transport sector with activity to improve air quality in the City Region.

Membership

- 2.9. It is currently proposed that the working group is be made up of members from Transport Committee and the Green Economy Panel, plus key sector experts who can assist us in developing solutions.
- 2.10. Given that the focus of the working group will be reducing a range of harmful transport related emissions, including carbon emissions, it is proposed that the chair is a member from Transport Committee.

2.11. In addition to the working group, the chair will be invited to attend meetings of the steering group that oversees the delivery of the ESDP. This is currently made up of members of the Green Economy Panel, BEIS and the Combined Authority.

2.12. Officers from the Combined Authority will provide support for the activities of the working group

Terms of Reference

2.13. Draft Terms of Reference for the working group are included at **Appendix 1** of this report. Members are asked to provide comments on and approve the draft Terms of Reference subject to any changes recommended by the Committee.

Frequency of meetings

2.14. It is proposed that meetings of the working group will take place on a quarterly basis with the first meeting taking place in early July.

2.15. A set of workshops are being run in June relating to the delivery of the ESDP. The purpose of the workshops are to establish the collaborations, coalitions and actions that will enable the transformational carbon dioxide emission reduction actions to take place in the City Region. This work will build on the actions identified in the ESDP.

2.16. Four workshops are being planned focussing on power, buildings, industry and transport. A combination of topic area and local delivery experts will be invited to the workshops. Members of the working group will be invited to attend the transport sector workshop. This workshop will take place in early June.

2.17. The initial focus will be to review the outputs of the transport sector workshop and prioritise those actions to progress.

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 contents of the report are noted and comments provided.

- 7.2 That the draft Terms of Reference are approved.
- 7.3 That Transport Committee agree to nominate members to be part of the working group.
- 7.4 That Transport Committee agree to nominate a Chair for the working group.

8. Background Documents
None.

9. Appendices

Appendix 1. Zero Emission Transport Working Group – Draft Terms of Reference

Terms of Reference Zero Emission Transport Working Group

1. Purpose

- 1.1. The transport sector is currently the highest carbon dioxide emitting sector in the Leeds City Region. This trend is expected to continue over the next 20 years with the transport sector forecast to account for over a third of all carbon dioxide emissions in the Leeds City Region.
- 1.2. The Leeds City Region Strategic Economic Plan (SEP) sets out the ambition to become a resilient, zero carbon energy economy. To ensure the transport sector contributes to this regional ambition and improves local air quality the West Yorkshire Combined Authority (herein after referred to as the Combined Authority) will establish a Zero Emission Transport Working Group (herein after referred to as the Working Group).
- 1.3. The aims of the Working Group are:
 - To support the delivery of the ESDP and its carbon dioxide emission reduction ambitions.
 - To recommend the actions that will decarbonise the transport sector and improve air quality within the City Region.
 - To work with / influence partners, including regional organisations and government to deliver actions that decarbonise the transport sector.
 - To provide oversight of the delivery of outputs and outcomes of low-carbon / low emission transport related projects being developed by the Combined Authority.
 - To align activity on decarbonising the transport sector with activity to improve air quality in the City Region.

2. Membership

- 2.1. The Working Group will comprise members from Transport Committee and the Green Economy Panel.
- 2.2. The Chair for the Working Group will be one of the Transport Committee members.
- 2.3. The Working Group will regularly report progress to the Transport Committee and Green Economy Panel.
- 2.4. The Working Group will be supported by officers from the Combined Authority.

3. Functions and responsibilities

- 3.1. Working with officers of the Combined Authority and partners the Working Group will:
 - Oversee the delivery of actions that decarbonise the transport sector while improving air quality in the Leeds City Region.
 - Monitor progress to decarbonise the transport sector in the Leeds City Region.

- Assist in the prioritisation, identification and recommend low-carbon / low emission transport related interventions in the Leeds City Region.
- Provide expertise and support for low-carbon transport related projects being developed by the Combined Authority.
- Monitor the delivery of outputs and outcomes of low emission transport related projects being developed by the Combined Authority
- Act as champions for low emission transport related projects in the Leeds City Region influencing partners, including regional organisations and government, to decarbonise.
- Provide regular updates to Transport Committee and the Green Economy Panel.

3.2. All decision-making will be through the Combined Authority's decision making structures.

4. Meetings

4.1. Meetings of the Working Group will take place on a quarterly basis.



Report to: Transport Committee

Date: 10 May 2019

Subject: **Transforming Cities Fund**

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	3

1. Purpose of this report

1.1 To set out the approach, ahead of submission for the:

- Tranche 2 'big bid' Transforming Cities Fund Strategic Outline Business Case which must be submitted in draft form by 20 June 2019; and the
- Future Mobility Zone Transforming Cities Fund Expression of Interest which must be submitted by 24 May 2019.

1.2 Both of which are central to contributing to the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21st century transport and enabling clean growth.

1.3 The process is set out this public report. The public report is accompanied by a number of confidential appendices which set out the content and risks associated with the forthcoming bids.

2. Information

2.1 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund (TCF) 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.

Stage 1

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 submission were developed through a series of workshops, one-to-ones 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 corridor 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:

Stage 2 - 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.

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

- 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 On 13 March 2019, as part of the Spring Statement, the Combined Authority was notified that two of the tranche 1 bids – Kirklees Cycling and Walking Early Gateway Transformation Package and York Station Gateway Cycle Route Enhancements – were successful. These packages amount to £2.2 million.
- 2.9 Headline feedback on the tranche 1 submission has been provided from DfT so far. Key points are as follows:
- Schemes put forward through TCF must demonstrate clear additionality where linked to existing funding programmes.
 - The transport outcomes (e.g. benefits to Bus, Walking and Cycling) of scheme proposals in TCF must be very clear – in particular where gateway projects are being put forward
- 2.10 The DfT have set out that they want to work much more collaboratively with promoters for the 'big bid' and officers are working to ensure the feedback from the Tranche 1 submission is taken into account. For example, an assessment framework has been implemented to enable monitoring of the development of schemes, and to ensure that the schemes that are coming forward for Tranche 2 fit with both TCF and Combined Authority Transport Strategy objectives. Co-development with DfT is already happening through monthly progress meetings and a recent DfT officer site visit which encompassed a meeting at Calderdale's offices and visiting a number of bus services, plus Halifax, Bradford as well as Elland Road P&R.

TCF Grant Awards to Date

- 2.11 Transforming Cities Fund is a £2.45 billion capital only fund, of which:
- £1.1 billion has been grant awarded to 6 Mayoral Combined Authorities (the grant award was based on a per capita basis). For example, the West Midlands have already received £341million through TCF, as a result of having a mayoral devolution deal
 - The 12 shortlisted non mayoral regions have already submitted 'Tranche 1' bids and been successful in being awarded shares of the £60m through the 'small bids' (as set out in paragraphs 2.8-2.11)
 - The 12 shortlisted non mayoral regions (which includes Leeds City Region) are 'allocated' £1.28billion over a 5-year period to 2022-23 and these areas are able to bid for a share funding – the Tranche 2 'big bids' (see paragraphs 2.15 onwards)
 - There is a separate £90 million TCF fund requiring a separate bid for the Tranche 3 - 'Future Mobility Zones'. (see paragraphs 2.36 onwards)
- 2.12 If the available £1.28billion were allocated on a per capita basis, the Leeds City Region would receive in the region of £300m through TCF. However there are no guarantees that this level of funding will be made available by the DfT to

Leeds City Region as a result of the competitive bidding process which the shortlisted non-mayoral areas must follow. The risks associated with the big bid are set out in Appendix 2.

Stage 2 - Tranche 2 (the 'big bid')

- 2.13 The guidance for Tranche 2 has now been published by the Department for Transport². It sets out that 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. Final submissions are to be made by 28 November 2019. The SOBC is for a share of the £1.28billion available to the 12 successful non-mayoral areas, to be spent on 'capital only' and in full by March 2023.
- 2.14 The DfT guidance sets out that the submission needs to be for a coordinated package of proposals, which deliver transformed local public transport. The key elements of the DfT Criteria are summarised in Table 2.2.

Table 2.2 DfT Criteria for 'big bid' inferred from guidance document

Essential Criteria <i>(i.e. schemes 'must' support)</i>	Desirable Criteria <i>(i.e. schemes should support)</i>
<ul style="list-style-type: none"> • Improving capacity on commuting trips, access to employment / development centres • Reduce Carbon Emissions • Value for Money <ul style="list-style-type: none"> • Benefits to bus users • Benefits for walking and cycling • Deliverable by 2023 • Be Financially Sustainable to DfT • Match Funding Maximised 	<ul style="list-style-type: none"> • Social Value <ul style="list-style-type: none"> • Eg support Skills/Apprenticeships • Improve accessibility • Directly support housing delivery • Improve Air Quality • Integrates with Future Mobility Grand Challenge • Prioritised as part of Stage 1 TCF submission • Links to Prioritised TCF Corridors

- 2.15 The DfT anticipates receiving 12 draft SOBC submissions in June from the 12 Shortlisted non-mayoral areas. Each will be scrutinised by the DfT and feedback will be provided in order to inform the final SOBC submissions in November. Whilst the SOBC does not need to be fully completed, the strategic case (covering fit with existing policies, approach to shortlisting and narrative of the SOBC) are anticipated to be completed. The DfT have highlighted that the economic appraisal is not expected to be finalised for the draft submission in June.
- 2.16 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

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/786857/transforming-cities-tranche-2-applications.pdf

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. The risks associated with our submission are set out in **Appendix 1**.

- 2.17 The guidance sets out that the economic appraisal for the SOBC should be consistent with Web TAG principles but should be carried out in a proportionate way. It also reiterates that as with Growth Deals, schemes should be at least "High" VfM (i.e. with a Benefit Cost Ratio of 2:1), and if not, then they should only be developed in exceptional circumstances which are clearly identified. Each scheme will require a VfM statement.

Draft Vision & Narrative for the 'big bid'

- 2.18 The draft vision for the Leeds City Region TCF submission is set out in **Appendix 2**.

TCF Tranche 3 – 'Future Mobility Zone'

- 2.19 Department for Transport announced the bidding process for Future Mobility Zone funding in March 2019. £90 million funding has been made available to the 19 areas which have been successful in the first stage of TCF bidding process. £20m of this funding was awarded to the West Midlands as part of the Budget announcement last year. Details regarding the Future Mobility Zone can be found in **Appendix 3**.

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. This is being used on consultancy support to develop the economic case for the 'big bid' and the 'Future Mobility Bid'.
- 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 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.

- 4.2 As this is a competitive bidding process, the details of the submission are confidential until the submission is deposited in November 2019 at which point the bid submission will be published on the Combined Authority website.
- 4.3 The information contained in **Appendices 1,2 and 3** have been identified as exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future negotiations.”

5. Staffing Implications

- 5.1 The development of the TCF submissions has required significant internal resource, which has been led by the Combined Authority’s Transport Policy and Strategy team, with significant input from district partners. Some elements of the bid (in particular the economic analysis has been undertaken by external consultants Mott MacDonald).

6. External Consultees

- 6.1 The Transforming Cities Fund has been developed in partnership with District partners.

7. Recommendations

- 7.1 That Transport Committee notes the risks associated with the Tranche 2 ‘big bid’ set out in Appendix 2.
- 7.2 That Transport Committee endorses the approach for the Tranche 2 ‘big bid’ outlined in Appendix 1 and notes that there are further member working groups and conversations with Leaders around the finalised scope, ahead of submission of the draft SOBC submission to DfT officers on 20 June.
- 7.3 That Transport Committee endorses the approach that an Expression of Interest be submitted for a Future Mobility Zone for region by 24 May 2019 as outlined in **Appendix 3**.

8. Background Documents

Transforming Cities Fund: Supplementary Guidance for Shortlisted City Regions for Tranche 2:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/786857/transforming-cities-tranche-2-applications.pdf

Future Mobility Zones Fund call for outline proposals guidance:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784621/future-mobility-zones-call-for-proposals.pdf

9. Appendices

Appendix 1: Roadmap to submission of the 'big bid' & Risks and Challenges associated with the big bid

Appendix 2: Draft Vision and Narrative for the 'big bid'

Appendix 3: Draft approach for the Future Mobility Zone bid

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Report to: Transport Committee

Date: 10 May 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 plans, performance management and Voluntary Partnership Agreement, which will form the basis of the Alliance.
- 1.2. To set out the next steps in finalising the West Yorkshire Bus Alliance.

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. The overarching outcomes from the West Yorkshire Bus Alliance are to improve customer satisfaction and increase patronage.
- 2.2. On the 11 January 2019 Transport Committee endorsed the Commitments proposed for delivery through the West Yorkshire Bus Alliance. At its meeting

on 25 April, the Combined Authority endorsed the steps taken to develop the West Yorkshire Bus Alliance and the commitments to improve bus services and delegated the Transport Committee to oversee the development and signature of a Voluntary Partnership Agreement which will establish the form and processes of the Alliance.

- 2.3. The table below provides a summary of the themes, work streams and commitments of the Alliance.

Theme	Work Stream	Commitments
Customers at the Heart	Network Legibility	A bus network clearly identifiable to users and non-users
	Ticketing and Retail	Increasing off bus sales
	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
	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	Air Quality	Delivery of a low emission bus programme
	Economy of the Bus Network	Better data availability, review of the economy of the bus network

- 2.4. The 2019 'Big Meet Up' took place on the 18th March 2019. This was attended by the West Yorkshire Combined Authority officers and Transport Committee, West Yorkshire Districts, employees from the bus operators working across the organisations and other interest groups, such as Transport Focus.

- 2.5. Alongside the Big Meet Up the formal launch of the Alliance took place.

Delivery Plan and Performance Management

- 2.6. West Yorkshire Combined Authority, alongside the West Yorkshire Districts and Bus Operators, are currently in the process of finalising the delivery plans for each commitment identified in Table 1.

- 2.7. The delivery plans have been developed using a number of forums:
- Identifying co-leads for each work stream, this includes a WYCA lead and an Operator Lead.
 - An Officer and Operator Away Day was held to discuss each work stream in detail and ensure the deliverables covered the broadest requirement.
 - The Big Meet Up – a challenge session was undertaken at the Big Meet Up to allow for further discussion and review of the content of the delivery plans.
- 2.8. For each deliverable within the work stream the following is identified:
- 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.
 - Performance management -how the output will be measured, this may be number delivered or reflected within an indicator.

Voluntary Partnership Agreement

- 2.9. The Bus Services Act 2017 provides for Advanced Quality Partnership, Enhanced Partnerships and franchising; all are relatively new, untested, provisions. It is proposed that in the short term focus is placed on making tangible improvements for the customer rather than the negotiations and legal process needed to establish a statutory arrangement.
- 2.10. Based upon the evidence provided, DLA Piper advised that a Voluntary Partnership Agreement would be most appropriate next step. DLA Piper are working with the Combined Authority to develop the legal Voluntary Partnership Agreement that will support the West Yorkshire Bus Alliance.
- 2.11. The Voluntary Partnership Agreement will formalise the commitments identified in Section 2.2, which will be informed by the performance management Indicators identified as part of the Delivery Plans.
- 2.12. It is proposed that an over-arching Voluntary Partnership Agreement is developed and signed by all parties. This will include the over-arching agreements that will be used to structure the Alliance. This includes:
- Governance
 - The Work Streams and how they will be monitored
 - Funding and constraints
 - Data sharing, availability and data protection
 - Intellectual property rights
 - Terms of termination
 - Confidentiality
 - Competition and procurement law
 - Amendments

- 2.13. The performance management will include a number of customer focussed outcomes and principles that will be used to monitor benefits to the customer. This will include percentage targets for completion of delivery and customer benefits that can come from delivery of key propositions, such as highway infrastructure.
- 2.14. Setting the core principles will provide flexibility should new major highway infrastructure that is likely to reduce journey times for buses be developed and delivered over the course of the Alliance.
- 2.15. It should be noted that there is no compulsion on bus operators to sign up to the Voluntary Partnership Agreement. The following link summarises the Department for Transport Frequently Asked Questions on developing Voluntary Partnership Agreements.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664318/bus-services-act-2017-new-powers-and-opportunities.pdf

Next Steps

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

3. Financial Implications

- 3.1. The West Yorkshire Bus Alliance is being delivered through existing funding streams.

4. Legal Implications

- 4.1. The Voluntary Partnership Agreement will be a legal document.

5. Staffing Implications

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

6. External Consultees

- 6.1. No external consultations have been undertaken.

7. Recommendations

- 7.1. That the Committee notes the progress made in developing the West Yorkshire Bus Alliance and a report be submitted to a future meeting setting out the terms of a Voluntary Partnership Agreement.

8. Background Documents

- 8.1. None.

9. Appendices

9.1. None

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Report to: Transport Committee

Date: 10 May 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 13 March 2019 and 12 April 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 March and April 2019, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 25 April 2019 or delegated for approval to the Combined Authority's Managing Director.

The following projects were presented at the Investment Committee meeting on 13 March 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](#).

A61 (North) Bus Priority Corridor

- 2.3 The scheme consists of a series of improvements to bus prioritisation and complementary walking and cycling measures. This includes the extension of

bus lanes, the reallocation of road space to provide shared bus/cycle lanes and key junction improvements.

York Central: Access Road and Station Access Improvements

- 2.4 The scheme involves the delivery of infrastructure, accessibility and public realm improvements at York Central and York station to support the delivery of a major mixed-use scheme in the centre of the City.

The following projects were presented at the Investment Committee meeting on 12 April 2019 - Capital Spend and Project Approvals

- 2.5 The full agenda and papers for the Investment Committee meeting can be found on the Combined Authority [website](#).

Corridor Improvement Programme: A6177 Great Horton Road / Horton Grange Road

- 2.6 The scheme will primarily provide a new link road between the Horton Park Avenue / Cecil Avenue junction and the All Saints Road/Dirkhill Road junction, as well as improvements to the Great Horton Road / Horton Grange Road junction.

- 2.7 The new link road will allow traffic movements to bypass the Great Horton Road/ Horton Grange Road/ All Saints Road junction.

Corridor Improvement Programme: A6177 Thornton Road / Toller

- 2.8 The scheme focuses on traffic improvements at two junctions: the A6177 Whetley Lane / Toller Lane junction and the A6177 Thornton Road / Cemetery Road junction.

- 2.9 The improvements will be focused around provision of two lane approaches where feasible, provision of dedicated turning facilities, and improvements for pedestrians and cyclists.

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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