

## **LEEDS DISTRICT CONSULTATION SUB- COMMITTEE**

**MEETING TO BE HELD AT 5.00 PM ON MONDAY, 4 FEBRUARY 2019  
IN COMMITTEE ROOM A - WELLINGTON HOUSE, LEEDS**

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### **A G E N D A**

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**  
Transport Committee Members only.
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE  
PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING HELD ON 22 OCTOBER 2018**  
(Pages 1 - 4)
- 5. OPEN FORUM**
- 6. OPERATOR UPDATES**
- 7. CONSULTATION ITEMS**  
(Pages 5 - 10)
- 8. INFORMATION REPORT**  
(Pages 11 - 30)

**Signed:**



**Managing Director  
West Yorkshire Combined Authority**

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

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**Present:**

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

**In attendance:**

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

**1. Apologies for Absence**

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

## 2. **Declarations of Disclosable Pecuniary Interests**

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

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

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

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

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

## 5. **Spending priorities for Transport Services**

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

The services funded through the levy include:

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

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

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

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

## 6. **Operator Updates**

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

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

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

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

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

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

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

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

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

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

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

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

## 7. Information Report

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

Discussion following the information report included the following:

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

**Resolved:** That the information report be noted.

## 8. Open Forum

The Sub-Committee made the following suggestions and comments:

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

## 9. Date of the next meeting - 4 February 2019



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**Report to:** Leeds District Consultation Sub Committee

**Date:** 4 February 2019

**Subject:** **Consultation Report**

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**Director(s):** Dave Pearson Director Transport Services

**Author(s):** Tom Gifford

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**1. Purpose of this report**

1.1 DCSC members' views are sought on the following:

- Planning for Growth: The City Region Connectivity Strategy

**2. Information**

2.1 In June 2017, the West Yorkshire Combined Authority endorsed development of the HS2 Connectivity Strategy, which seeks to distribute the benefits of the arrival of HS2 in 2033, across the City Region.

2.2 Since this time, Transport Committee have considered and supported the development of the Leeds City Region HS2 Growth Strategy and the associated Leeds City Region HS2 Connectivity Strategy throughout 2017-2018.

2.3 The most recent update was provided to the 9 November 2018 Transport Committee meeting, with the key points summarised below:

- The report develops the first tranche of Inclusive Growth Corridors (those areas with greatest economic need/opportunity), as identified in the HS2 Connectivity Strategy. The report sets out how transforming connectivity in the communities of greatest economic need will help raise productivity, living standards and improve air quality, thereby helping to deliver Inclusive Growth.
- The conclusions build on the current investment in transport improvements across York, Wakefield, Leeds, Bradford, Calderdale and Kirklees. Significant improvements are already being made through

programmes including Connecting Leeds and the West Yorkshire-plus Transport Fund across Walking, Cycling, Bus and Rail.

- This report seeks to ‘commence a conversation’ on future solutions to future capacity requirements and delivering inclusive growth - including maximising the positive impact of strategic transport investments (HS2/NPR).
- Subject to feedback received through the conversation, the proposed City Region Transit Network has the potential to form a key priority for delivery in the timeframe up to HS2 opening in 2033.
- The key ‘places to connect’ for the four corridors examined so far have been identified and are illustrated within Figure 1 below. The work to date proposes three new public transport services to increase capacity between key local urban communities into national hubs – the orange, green and blue lines. 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.
- It is important to note that for the proposals set out the map at **Appendix 1**, detailed alignments, confirmation around mode choice and business case value for money assessments would be developed as part of the next stage of development works and would also be informed by feedback and amendments as a result of from the proposed forthcoming engagement. At this stage Figure 1 is intended to illustrate the key communities to connect through transformed connectivity by 2033. It is likely that Mass Transit has an important role to play for some of these services given the scale of demand forecast and the economic needs of these communities.
- 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.
- The work undertaken to date and reported to Transport Committee highlights that Mass transit vehicles (i.e. vehicles which can carry between 200-300 people – a vehicle of this size requires a steel rail) are anticipated to be required to meet the capacity need in delivering some of these new City Region Transit Network services set out in Figure 1.
- 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.

- This is only the start of the conversation. 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.
- 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.
- Significant further development work is required on the City Region Transit Network and would be informed by the conclusions of the forthcoming engagement.

2.4 A business case considering all the technology options which meet this need will need to be developed, as part of which are there significant and exciting opportunities to explore linkages to the wider LEP Board around Green Blue Infrastructure, the Energy Strategy, the Hydrogen 21 project and within the 'Technology for Good' component of the Digital Framework.

2.5 Further information will be available shortly asking for views from stakeholders and the public on the map and the technologies which should be considered in its delivery.

2.6 DCSC members will have an opportunity to provide feedback at the meeting.

### 3. **Recommendations**

3.1 That the Sub-Committee's feedback on the Connectivity Strategy is recorded to inform the ongoing development of the strategy.

### 4. **Background Documents**

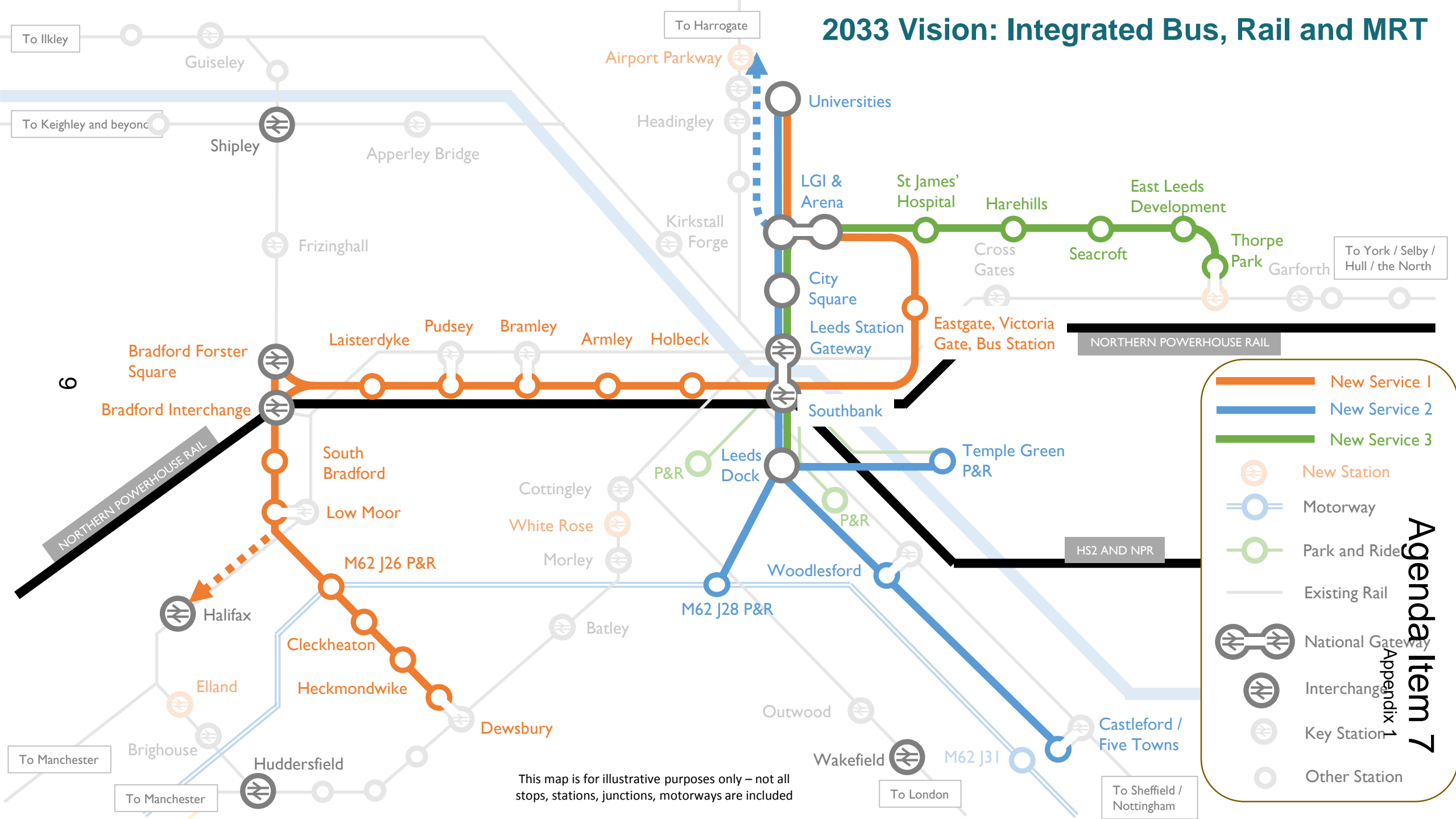
None.

### 5. **Appendices**

**Appendix 1 - 2033 Emerging City Region Transit Network with HS2**

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# 2033 Vision: Integrated Bus, Rail and MRT



- New Service 1
- New Service 2
- New Service 3
- New Station
- Motorway
- Park and Ride
- Existing Rail
- National Gateway
- Interchange
- Key Station
- Other Station

Agenda Item 7  
Appendix 1

This map is for illustrative purposes only – not all stops, stations, junctions, motorways are included

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**Report to:** Leeds District Consultation Sub Committee

**Date:** 4 February 2019

**Subject:** **Information Report**

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

**Author(s):** Various

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## **1. Purpose of this report**

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

## **2. Information**

### Budget Update

- 2.1 The Combined Authority will set its budget for the coming financial year on 14 February 2019 and is expected to continue the £1 million per annum reduction in the Transport Levy in line with the funding pressure across the local government sector. In November, the Transport Committee reviewed its budgets accordingly and endorsed an approach which sought a 20% reduction in the costs of supported bus services and maintaining current funding for young people's concessionary fares. Activities such as ticketing and information should move to a position where they are funded by income and contributions from transport operators and are therefore at no cost to the local taxpayer.

### Transforming Cities Fund

- 2.2 The Transforming Cities Fund (TCF) was announced in the Budget of November 2017 to "support intra-city transport, target projects to drive productivity by improving connectivity, reduce congestion and utilise new mobility services and technology". Through TCF, the Department for Transport has made £1.28 billion of capital funding available for competitive bidding by non-mayoral combined authorities up to 2022-23.
- 2.3 The Leeds City Region is one of the 12 non-mayoral areas to be successful in applying for TCF. On behalf of the Leeds City Region, the West Yorkshire Combined Authority is able to submit three competitive bids:

- A 'small bid' on behalf of the region with a value up to £10m. This was required to be submitted by 4 January 2019.
  - A 'big bid' on behalf of the region, which can be submitted as part of a strategic outline business case during 2019, for a proportion of the £1.28billion funding available.
  - A separate bid on behalf of the region to the separate £90m Future Mobility fund, to create Future Mobility Zones in which to trial new transport modes, services and digital payments.
- 2.4 The Department for Transport is currently reviewing the 'small bids' and is anticipated to reach a decision over the next month. Development work on the remaining bids is now underway. Further details on TCF can be found here: <https://westyorks-ca.gov.uk/transport/transforming-cities-fund/>  
West Yorkshire Bus Alliance
- 2.5 At its meeting in November 2018, Transport Committee endorsed that Bus 18 should move towards a non-statutory alliance (technically known as a Voluntary Partnership) with a view to migrating to a statutory partnership model as it matures.
- 2.6 The Bus Services Act 2017, which provides for Advanced Quality Partnership, Enhanced Partnerships and Franchising; are all relatively new, untested, provisions. It is proposed that in the short term focus is placed on making tangible improvements for the customer rather than entering into lengthy negotiations and legal process that are needed to establish a statutory arrangement.
- 2.7 The Alliance will be led by the Chair and Vice Chair of the Transport Committee with strong participation from bus operators. Transport Focus will represent passenger interests and there will be close liaison with local authority highway teams.
- 2.8 Ten work streams have been developed jointly by the Combined Authority, West Yorkshire districts and bus operators. The work streams contain a set of commitments and the anticipated outcomes for the customer.
- 2.9 It is important to ensure momentum is maintained from a transition from Bus18 into the West Yorkshire Bus Alliance, progress against delivery of the commitments and adoption of the governance arrangements progresses ahead of finalising the formal Voluntary Partnership agreement.
- 2.10 The next steps for the Alliance are to develop the work plans, key performance framework and supporting legal agreement.
- 2.11 Further information, including a summary of the themes, work streams and commitments is attached at **Appendix 1**.

### Local Public Transport Investment Programme - Connecting Leeds

2.12 Over the autumn and winter consultation activity has progressed across all of the corridors where there are planned improvements for public transport, walking and cycling. Further consultation is about to proceed, including consultation on:

- The A61 (N) Corridor, Alwoodley Gates Park and Ride and Harewood Junction from 11 February to 15 March.
- Leeds City Centre – Headrow, Infirmary Street and Park row from 4 March to 12 April. Further information about both phases will be available on [www.leeds.gov.uk/parking-roads-and-travel/road-improvement-schemes/connecting-leeds](http://www.leeds.gov.uk/parking-roads-and-travel/road-improvement-schemes/connecting-leeds)

2.13 A planning application for a new Park & Ride site at Stourton is under consideration. The first 200 additional real time bus displays have been installed throughout the City. First are planning the next wave of new buses which will operate on the Dewsbury Road corridor from later this month.

### Thorpe Park Rail Station

2.14 A new rail station with park and ride facilities is proposed at Thorpe Park on the Leeds to York/Selby line, approximately two kilometres east of the existing Cross Gates station. A station at this site would benefit a large number of local residents who currently commute to central Leeds or to York by creating an attractive and efficient connection with reduced journey times to the city centres. It would also attract people commuting by car from further afield who currently travel through East Leeds neighbourhoods, and would help to take cars off the road that will in turn improve air quality and reduce carbon emissions. The station could also offer opportunities for an interchange with bus services as these expand into the new housing areas to be developed in the East Leeds Extension and into Thorpe Park.

2.15 Public engagement on plans for the station was undertaken during summer 2018. 64% of respondents stated they were happy with the proposal for a new station at Thorpe Park. Further information is available online at [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk), where full details of the public engagement will be published shortly. It is envisaged that the outline business case for the station will be submitted to the Combined Authority for approval during summer 2019.

### White Rose Rail Station

2.16 A new rail station could be located in South Leeds on the Leeds to Dewsbury section of the main Trans Pennine rail route. Engineering, environmental and operational constraints mean the location of the proposed station, 750 metres south of the existing Cottingley station next to the White Rose Office Park, is mostly fixed. It is not finalised at this stage whether White Rose would be in addition to the station at Cottingley, or a replacement.

2.17 The area around the proposed site for the White Rose rail station is close to important business, employment and education sites at the White Rose Office

Park including Elliott Hudson College and the White Rose Shopping Centre. It is also close to the local communities of Cottingley, Churwell and Millshaw and there are plans to improve pedestrian accessibility in the area.

- 2.18 Public engagement on plans for the station was undertaken during summer 2018. 71% stated they were happy with the proposal for a new station at White Rose. Further information is available online at [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk), where full details of the public engagement will be published shortly. It is envisaged that the outline business case for the station will be submitted to the Combined Authority for approval during summer 2019.

#### Leeds Bradford Airport Parkway

- 2.19 The Combined Authority is developing outline design proposals for a new rail station on the Harrogate line to improve connectivity to Leeds Bradford Airport, and to provide park and ride facilities from North West Leeds to key urban centres such as Leeds, Harrogate, and York.
- 2.20 Preparations are underway for a period of public engagement to present proposals for the parkway station and the proposed link route and invite comments from members of the public. The public engagement is due to launch during February 2019 and will include a series of public events where members of the project team will be available to discuss the proposals. All information will also be made available online at [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk). Full details of the public engagement will be published shortly.

#### Leeds Station

- 2.21 The West Yorkshire Combined Authority, in partnership with Leeds City Council and Network Rail, is transforming the New Station Street area outside the main station entrance to create a more attractive space. This area is used by over 35,00 people every day to catch a train, bus, pick up a taxi or walk to/from the city centre. The plans include:
- Enlarging the pedestrian forecourt area and widening the pavement from there down to the Queen's Hotel.
  - Moving the bus shelters to line up with the new kerb line and space them out so there's more room to wait for a bus.
  - Creating a new additional pedestrian crossing to make it easier to get across New Station Street.
- 2.22 The proposed changes will improve the environment outside the main entrance, making it more spacious and easier to use for bus passengers and pedestrians. The facilities for taxis, cycle access and the bus services using the stops will remain the same.



- 2.23 Buses were diverted from New Station Street from midnight on Sunday 27 January to facilitate the enabling works for the scheme. The scheme is due for completion in autumn 2019, and buses will continue to be diverted during this period. The temporary diversions are detailed below:

Service no	Street	Bus stop no
4, 16, 16A	Boar Lane Wellington Street	T6 W1
5	King Street	W4
11, 11E	Duncan Street	K17
19, 19A	Infirmity Street	D
757	Wellington Street Bishopgate Street	S3 Z1
874, 875 Dalesbus	Bishopgate Street	Z1

- 2.24 Further information about the New Station Street scheme can be found at [www.yourvoice.westyorks-ca.gov.uk](http://www.yourvoice.westyorks-ca.gov.uk)
- 2.25 Network Rail is also carrying out work at Leeds rail station to install a transparent roof over the main southern concourse and to construct a new platform (platform 0). The work is due to be complete by the spring of 2021.
- 2.26 Construction of the new platform necessitates a reduction in long stay car parking spaces, which will be reduced in phases until May 2019, when the long stay car parks will be closed to the public. Details of alternative car parking facilities can be found at: [www.networkrail.co.uk/stations/leeds](http://www.networkrail.co.uk/stations/leeds)
- 2.27 Further details of the scheme are available at [www.networkrail.co.uk/running-the-railway/our-routes/lne-and-em/leeds-station-improvements](http://www.networkrail.co.uk/running-the-railway/our-routes/lne-and-em/leeds-station-improvements)

#### East Leeds Orbital Route

- 2.28 Work has started on the Outer Ring Road junctions which forms part of the East Leeds Orbital Route (ELOR). These improvements form a critical part of the wider transport improvements in the East Leeds Extension. The East Leeds Extension (ELE) is a large area of undeveloped land extending over 233 hectares around the edge of Swarcliffe, Whinmoor and Crossgates, including Redhall which has been identified for the development of around 5,000 homes. The development will require substantial new infrastructure, including a major new orbital road.
- 2.29 The outer ring road junction works include improvements to three junctions on sections of the existing outer ring road west of Red Hall. Initial traffic modelling work shows the A6120/Roundhay Park Lane junction is likely to risk being a traffic bottleneck in future years, particularly once ELOR is completed and housing in the ELE built. An improvement to this signalled junction will be completed as part of the overall package.
- 2.30 Further to the west, the A6120/A61 Harrogate Road and Stonegate Road junctions suffer from peak period congestion. Designs for the proposed improvements have been developed and the construction, which has started,

is expected to last for 15 months, until summer 2019. Separate studies are being carried out on the A6120/King Lane and King Lane/Stonegate Road junctions with the intention of incorporating improvements to these during the ELOR works programme.

2.31 ELOR will connect the Outer Ring Road at Red Hall around the east side of Leeds joining a new Manston Lane Link Road (MLLR) and connecting through Thorpe Park into junction 46 of the M1 motorway. ELOR will be a 7.5km dual carriageway which will provide the capacity to support increased traffic from allocated development in the ELE and vehicle access for the development areas, as well reducing the impact of traffic growth on the existing highway network.

2.32 Further information is available at:

[www.leeds.gov.uk/residents/east-leeds-extension](http://www.leeds.gov.uk/residents/east-leeds-extension)

[www.leeds.gov.uk/parking-roads-and-travel/road-improvement-schemes/east-leeds-extension-transport-improvements](http://www.leeds.gov.uk/parking-roads-and-travel/road-improvement-schemes/east-leeds-extension-transport-improvements)

#### Elland Road and Temple Green Park and Ride Schemes

2.33 Over two million journeys have now been made on Leeds Elland Road and Temple Green park and ride services.

2.34 Passenger journeys and the number of cars parked at the two sites have risen by a huge 48% year on year and the two millionth passenger journey was recorded on Thursday 27 December 2018.

2.35 Elland Road, with 800 permanent spaces and the 1,000-space Temple Green site are now removing around 9,000 cars from city centre roads each week as people take advantage of the service which cost from just £2.70 for parking and two-way travel.

2.36 Ultra-low emission, park and ride buses run into Leeds city Centre every 10-15 minutes, with a journey only taking 10 minutes from Elland Road, which opened in June 2014 and 15 minutes from Temple Green, which has been operating since June 2017.

#### Performance of Northern / Trans Pennine Express Rail Services

2.37 The rail industry uses the Public Performance Measure (PPM) which combines figures for punctuality and reliability into a single performance figure. For Trans Pennine Express (TPE) 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. Rail performance in the North deteriorated following the introduction of the May 2018 timetable, although steps were taken by the rail operators in the December 18 timetable change to try and add more robustness into the timetable and restore stability and reliability. The following summarises performance over the period October to December:

- Northern averaged 75.3% PPM in the whole region compared to 83.8% in the same period the previous year. Northern services in West and North

Yorkshire over the same period averaged 80.7% PPM compared to 90.6% in the previous year. Over the same period an average of 2.4% of trains have been cancelled and 4.9% of trains have operated in our region with fewer carriages than planned. Whilst overall this performance is better than the average across the north, this masks the fact that some routes such as Calder Valley have experienced a high level of delay and cancellation whereas other routes less so.

- Trans Pennine Express (TPE) averaged 69.6% PPM on its North route (via York, Leeds and Huddersfield) compared to 81.7% in the previous year. An average of 14% of trains have been cancelled and 0.54% of trains have operated in our region with fewer carriages than planned.

2.38 Autumn impacted significantly on both operators performance during the period due to the effect of leaf-fall on rail conditions. Northern particularly suffered from a number of wheel flats this year and investigations are ongoing why this is an increasing problem. Following the timetable change on Dec 9 2018 there were signs of improvement with the PPM for both Northern and TPE increasing to 82.3 and 82.8% respectively. TPE cancellations also reduced significantly on the North route to 5.6%. The ongoing industrial action at Northern continues to reduce the level of services operated on Saturdays.

2.39 Performance of rail services, and actions being taken to improve performance, will be an early focus of a new train Operators Forum. The Managing Directors of Northern and Trans Pennine Express have been invited to update the Combined Authority on plans to restore confidence in rail services at its meeting on 14 February 2019.

#### Northern & Trans Pennine Franchise / December 2019 Changes

2.40 The December 2019 timetable change was intended to mark the final implementation of the service improvements initially committed under the TransPennine Express and Northern franchises that commenced in April 2016.

2.41 It is expected that a number of changes will not now happen in December 2019, and in several cases there is no date for their implementation. The principal reason for this is infrastructure capacity: principally, a failure to deliver schemes that were assumed to be in place by December 2019 to increase network capacity. It is also, to an extent, due to changed assumptions as to what frequency of services can be accommodated on a given section of rail infrastructure with acceptable punctuality/reliability; the performance problems after the May 2018 timetable change suggested that previous assumptions were over optimistic.

2.42 As previously mentioned, work is expected to start at Leeds station in 2019 to provide extra platform capacity. In the short term this work could reduce capacity, which may delay the introduction of the promised 6-car trains on the Skipton and Ilkley lines.

2.43 The following service improvements will be delayed beyond December 2019:

- Leeds – Harrogate: increase to four trains per hour.
- New fast Bradford - Leeds – Sheffield – Nottingham.
- Extending the Calder Valley service to Manchester Airport and /or Liverpool.

2.44 The following changes are expected to go ahead, in either May or December 2019 :

- Liverpool – Newcastle Trans-Pennine Express extension to Edinburgh.
- Huddersfield – Wakefield extension to Castleford – expected May 2019.
- One extra train each way per day between Leeds and Lancaster expected - May 2019.
- Leeds – Selby extension to Hull – expected December 2019.
- York – Preston train extension back to Blackpool - expected May 2019.
- Leeds – Bradford – Calder – Manchester extension to Warrington & Chester - expected May 2019.
- Leeds – Harrogate increase from 2 trains per hour to 3 (new hourly train stopping only at Horsforth and Hornbeam Park) - expected May 2019.

2.45 Improvements to local services between Huddersfield and Stalybridge/ Manchester are expected to be introduced in December 2019.

2.46 It is not yet known what the status is of committed improvements to give earlier first and later last trains, as well as to a number of upgrades to Sunday services.

#### Trans-Pennine Route Upgrade

2.47 The Trans-Pennine Route Upgrade (TRU) programme is concerned with the modernisation of the York/Selby – Leeds – Huddersfield – Manchester railway line. This is a DfT-led project, though Transport for the North (TfN) has been asked to input its views and did so in late summer 2018. TfN recommended at its Board meeting in September that TRU should cover a programme of speed, capacity, reliability and efficiency improvements on the line, including its electrification and the provision of adequate capacity for freight as well as improved local services. The Combined Authority gave its support to TfN's position.

2.48 The Secretary of State has yet to make the expected announcement confirming his intentions as regards the scope, timescales and delivery of TRU. There are concerns that the Secretary of State may not provide a clear commitment to delivering a scheme that provides the benefits identified by TfN. The Combined Authority considers that any “watering-down” of the scope of TRU could have significant negative consequences for the region and for the North as a whole.

### Customer Service Excellence Standard 2018

2.49 The Combined Authority has again achieved the Customer Service Excellence Standard for its Transport brand, Metro. The Customer Service Excellence Standard is designed to operate on three distinct levels:

- as a driver of continuous improvement by allowing organisations to self-assess their capability in relation to customer focussed service delivery, identifying areas and methods for improvement,
- as a skills development tool by allowing individuals and teams within the organisation to explore and acquire new skills in the area of customer focus and customer engagement, and
- As an independent validation of achievement. By allowing organisations to seek formal accreditation to the Customer Service Excellence standard, demonstrate their competence, identify key areas for improvement and celebrate their success.

2.50 The Combined Authority submitted a wide range of evidence in order to meet the requirements of the Standard which was independently assessed over a three day period, including face to face visits to some of the services provided by the Combined Authority. Evidence submitted and assessed included customer insight and research, consultation, service design, development and improvement, front line service delivery. The Combined Authority was again successful in meeting all the criteria of the standard.

### Bus Service Changes

2.51 Arriva is making changes to some services from 23 February 2019. These changes include:

- Frequency enhancements on service 229, which will operate every 15 minutes between Heckmondwike and Leeds, and a better coordinated combined service between Leeds and the White Rose Centre.
- Service 221 and 223 will be renumbered 201 and 201A and only operate between Leeds and Heckmondwike.
- Service 220 will be renumbered 200 and operate between Leeds and Cleckheaton.
- Service 209 and X29 Heckmondwike – Birstall – Drighlington - Leeds will be withdrawn. Service 229 will now offer a direct service between Heckmondwike and Leeds via Leeds Old Road, Smithies Moor Lane, Birstall and Gelderd Road.
- Arriva service 222 Leeds – White Rose – Morley – Birstall- Gomersal – Heckmondwike will be withdrawn and will be replaced between Leeds and Gomersal by new service 200, and by a new hourly Mon-Sat daytime off-peak service 251.

2.52 Full details will be available at [wymetro.com](http://wymetro.com).

### Service 39

- 2.53 Bus service 39 provides an hourly service between north Leeds (Gledhow), Headingley, Kirkstall and White Rose. Whilst all of the communities served are within walking distance of regular buses to the city centre, service 39 provides links between these areas without travel through the city centre. The service was operated by First who withdrew as it was no longer commercially viable. It was then operated by Connexions and subsequently Square Peg. Square Peg have decided it is no longer commercially viable and have given notice to withdraw the service from 18 February. Whilst the Combined Authority will seek an alternative operator for the service, this is unlikely given three operators have been unable to make it viable.

### Boxing Day Bus Services

- 2.54 The Combined Authority supported the provision of a network of bus Boxing Day services throughout West Yorkshire. Services operated approximately every half-hour between 0900 and 1800 on main routes in West Yorkshire. A verbal update on take up of the services will be provided at the meeting.

### Wi-Fi in Bus Stations

- 2.55 Passengers at Bradford Interchange, Castleford, Dewsbury, Halifax, Huddersfield, Keighley, Leeds and Pontefract Bus stations can now take advantage of free Wi-Fi. Providing users with access free Wi-Fi at its eight busiest facilities is part of the Combined Authority's current project with BT to upgrade CCTV coverage across all of 25 of its West Yorkshire bus stations. Passengers using any of these eight bus stations, will have the option of connecting for free with 'WYCA Public' through the BT network. Connecting for the first time requires a one-time registration process to make sure their device is recognised on the next visit to one of West Yorkshire's bus stations.

### Real Time Displays

- 2.56 The Real Time Screens project is progressing, with 200 brand new four-line LED screens installed at new locations in the Leeds district funded by the Leeds Public Transport Investment Programme (LPTIP). A further 290 will be installed over the coming months. Work will commence in April to upgrade 750 screens across West Yorkshire, which will see the removal of blue monitor style units being replaced with clearer four-line LED units that provide better visibility units displaying more real time information for customers.

### Bus Shelter Maintenance

- 2.57 West Yorkshire Combined Authority is responsible for the cleaning, maintenance and repair of bus stops and shelters across West Yorkshire, which includes approximately 10,000 stops and 4,000 shelters. The Combined Authority's facilities and assets team have a 24 hour, 365 days a year emergency call out and repair service available for bus shelters or stops that are damaged and require repair.
- 2.58 Damaged stops and shelters can be reported using an online form at [www.wymetro.com/contact-us/](http://www.wymetro.com/contact-us/) or by phone to MetroLine on 0113 245 7676.

### Digital Payment Strategy

- 2.59 The Combined Authority's new Digital Payment for Travel Strategy aims to promote and stimulate flexible digital payment with all the benefits that brings, rather than create an entirely cashless system. It recognises that people often have to use different companies' services using a combination of bus and train and journeys, and the way people pay for them should be seamless and easy to understand. It also highlights that not everyone wants to or is able to pay online or via smartphone and these people, some of whom may not have bank accounts, must not be forgotten or excluded.
- 2.60 The strategy also recommends the development of the Mobility as a Service approach suggesting people would use a single point (such as an app or a web portal) to access different types of transport through single payments or retrospectively on an account basis, ensuring they get the best value travel. A Mobility as a Service app would also help make it easier for users to plan their journeys and then book and pay for their journey in one place.

### New Rail Cards

- 2.61 The Department for Transport has announced the launch of a new Railcard which will extend half price child rail fares to 16 and 17 year olds. The new 16 & 17 Railcard will be launched in September 2019, with up to 1.2 million young people guaranteed a 50% discount on rail travel to coincide with the new academic year.
- 2.62 Plans for the new rail card were announced on the same day that the rail industry launched the 26-30 Railcard, benefitting up to 4.5 million people with a third off their travel.

### Settle to Carlisle Rail Offer

- 2.63 WYCA and Northern Rail are offering a special flat fare day ranger ticket on either the Settle-Carlisle or Leeds-Morecambe scenic railway lines.
- 2.64 The offer is available to holders of Metro (West Yorkshire Combined Authority) issued English National Concessionary Travel Scheme (ENCTS) passes (Senior, Disabled and Blind).
- 2.65 Senior, Disabled and Blind Pass-holders can use their Pass to buy a Day Ranger ticket for £14.00 and can take up to four children along for a flat fare of £7.00 each. The offer is available on all trains except the 0551 Carlisle to Leeds via Settle and 0648 Lancaster – Leeds via Bentham Mondays to Fridays, and is valid all day at weekends and on Bank Holidays. The offer is available until Saturday 6 April 2019 (except for the week of Monday 18 – Saturday 23 February 2019 inclusive). Saturday services are currently being disrupted by industrial action.

### Walking and Cycling Strategy

- 2.66 As part of the Cycling and Walking Investment Strategy (CWIS), the Department for Transport has published guidance on development of Local Cycling and Walking Infrastructure Plans (LCWIPs) as part of planning walking and cycling networks, and for prioritising investment to deliver these networks.

The methodology brings together evidence and data on propensity and usage, with stakeholder input providing local intelligence.

- 2.67 LCWIPs are now being developed for each partner council area in West Yorkshire, which can be combined to create a West Yorkshire LCWIP. Leeds City Council is leading development of the Leeds LCWIP, with the Combined Authority playing a role in co-ordinating development of LCWIPs across West Yorkshire, to ensure a consistent approach is taken.
- 2.68 Development of a final LCWIP is anticipated to require delivery of several phases of work given the amount of resource and time required to develop a fully comprehensive plan. The current initial phase of work, planned to be completed by spring 2019, will focus on a specific geographic areas of focus within which key walking routes and cycling network desire lines will be identified, and resulting schemes assessed as part of a prioritisation process. Separate areas of focus have been identified for walking and cycling as part of this:
- Harehills corner (walking network area of focus) – identified as a suitable area of focus which would use the LCWIP approach to provide a “template” to be applied to other locations across Leeds in future phases, it is also an area not already covered by other programmes and a high priority for Public Health for tackling inactivity. The area is a busy local shopping area located at the junction of the A58 and Harehills Lane, within a high density residential area which has low car ownership and ranks high on the index of multiple deprivation. St James Hospital is also a significant generator of trips that lies within the walking catchment of Harehills corner.
  - North east Leeds (cycle network area of focus) – identified as a suitable area of focus as north east Leeds lacks core cycle routes and rail network, making public transport more limited than other parts of the city and meaning improvements to cycling infrastructure could enhance travel opportunities. The council has ambitions to improve cycling routes to link Leeds city centre to areas of north east Leeds on the A58/A61 corridors including Potternewton, Chapel Allerton, Moortown, Roundhay and Harehills.
- 2.69 Local stakeholders play an important part in LCWIP development walking and cycling specific events have been held with local ward members, stakeholders representing user groups, local community groups and organisations, and local authority officers.
- 2.70 These events provided local knowledge which will be used alongside data gathered by the consultants and work previously undertaken by partner councils, to develop the proposed cycling and walking networks and improvements required within the areas of focus.
- City Connect
- 2.71 Construction continues on the Leeds City Centre works being delivered as part of the CityConnect phase 2 programme, these works are planned to be



completed by summer 2019, details of the works and construction programme are available on the CityConnect website here  
[www.cyclecityconnect.co.uk/projects/leeds-city-centre-improvements](http://www.cyclecityconnect.co.uk/projects/leeds-city-centre-improvements)

- 2.72 A series of enhancement works to the cycle superhighways CS1 (Leeds-Bradford) and CS2 (Leeds-Seacroft) are complete and monitoring of use of these completed routes continues.
- 2.73 A further extension to the CityConnect programme through the Transport Fund has been approved to progress through the Combined Authority's assurance process with development funding approved. This extension includes additional proposed cycle route improvements in Leeds City Centre, Elland Road and Dewsbury Road. These projects are in development and delivery is expected by 2021.
- 2.74 CityConnect is currently delivering several initiatives across West Yorkshire which are aimed at helping people take every day journeys by bike or on foot; through support to schools, businesses and community organisations and a programme of adult cycle training targeted people accessing work, training and apprentices as well as overcoming mental and physical health barriers.
- 2.75 To date, over 230 businesses have been supported through the CityConnect Bike Friendly Business programme. Business are given advice and support to become bike friendly employers, with recent sign ups including Asda HQ, Amazon and Leeds College of Building. Businesses have also been able to access small grants to improve facilities at their organisations to encourage their staff to cycle to work. Organisations that have benefitted from the process have seen a 25% increase in staff cycling to work by bike.
- 2.76 CityConnect has also been working with businesses across West Yorkshire to become walk friendly employers. In partnership with the national walking charity, Living Streets, over 50 organisations have been supported through activities and advice to help their staff become more physically active as part of the working day. Businesses such as Kirkstall Forge and Wellington Place have seen the benefit of led walks, walking meetings and walking maps which show easier ways to get to work on foot.
- 2.77 West Yorkshire have been leading the development of a health referral programme with partners Cycling UK, where people with physical and mental health issues are referred on to a 12 week cycle training programme. 'Cycle 4 Health' has now completed a second year of training and these sessions were provided for 276 people in 2018. Courses are run out of Fearnville Leisure Centre in Seacroft.
- 2.78 CityConnect's free adult cycle training programme is also ongoing, with more than 1200 people being trained by partner *Bike Right!* to support them in their commute or rides just for fun. Courses are run out of Fearnville Leisure Centre and can be booked through the CityConnect website  
[www.cyclecityconnect.co.uk/cycle-training](http://www.cyclecityconnect.co.uk/cycle-training)

### Combined Authority Senior Roles

- 2.79 Alan Reiss joined the Combined Authority in October as Head of Policy, Strategy and Communications and will oversee transport policy work led by Liz Hunter. In December, Mark Gregory joined as Head of Assets responsible for transport assets including bus stations, shelters and stops. At the end of March, Neale Wallace Head of Transport Operations and Diane Groom Head of Customer Services will be leaving the organisation to pursue other interests. Both Neale and Diane have regularly attended and supported the District Sub Committees and have each made a positive impact on how people travel throughout the region over many years with Metro and the Combined Authority. Recruitment to both roles is currently under way and it is expected that the new recruits will be in post in the spring.

### **3. Recommendations**

- 3.1 That the information report be noted.

### **4. Background Documents**

- 4.1 None.

### **5. Appendices**

**Appendix 1 – West Yorkshire Bus Alliance**

The logo for West Yorkshire Combined Authority, featuring the text 'West Yorkshire' in a large, bold, teal font, with 'Combined Authority' in a smaller, teal font below it. The logo is set against a white circular background.

**West  
Yorkshire**  
Combined  
Authority

25

**West Yorkshire Bus Alliance**

**Agenda Item 8**  
Appendix 1

# The Vision



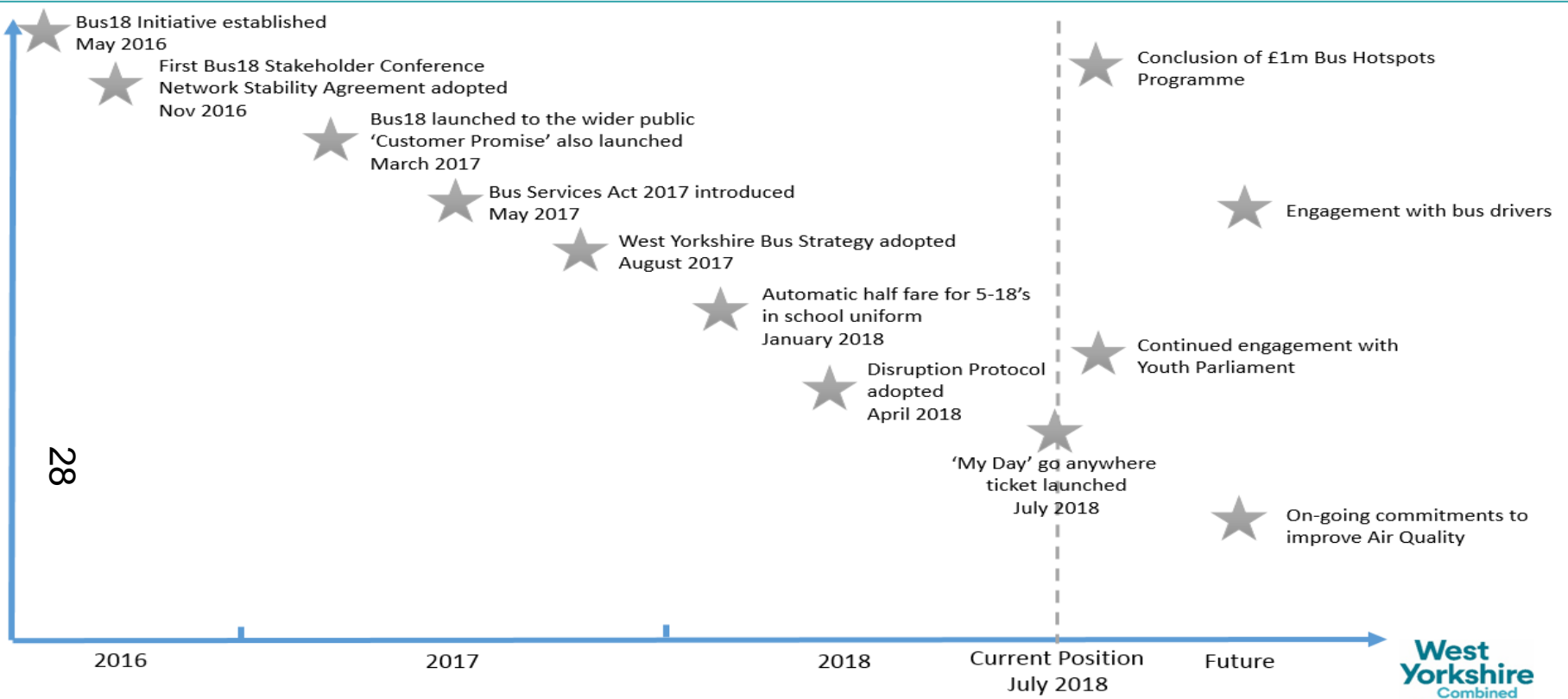
To create a modern, integrated and innovative bus system, which puts customers first and contributes to the delivery of the economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy.

# Objectives

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- The West Yorkshire Bus Strategy objectives are as follows:
  1. To enable economic growth in West Yorkshire by improving connectivity to areas of economic opportunity Provide a step change in the journey experience for customers
  2. To realise environmental aspirations, including significantly reducing local emissions Make the bus easy to use
  - 2.3. To support local communities by improving access to health services, education, employment, leisure and retail destinations
- With the following measures for success:
  1. Increased bus patronage - working towards increasing bus patronage by 25% across West Yorkshire and by 50% in Leeds
  2. Deliver a Reliable Service
  3. Increased Customer Satisfaction

# Our Progress To Date: Bus18



## Example of a Bus 18 Success

- MyDay was launched in July 2018 as the new all-day £2.60 county-wide bus ticket for West Yorkshire's under 19s, replacing the current half metro day ticket.
- August 2018 15,300 tickets were sold, whereas 12,000 equivalent tickets were sold in the same period last year.

# Next Step: West Yorkshire Bus Alliance

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- West Yorkshire Bus Alliance is the new voluntary partnership agreement between West Yorkshire Combined Authority, the West Yorkshire districts and the Bus Operators.
- The Alliance will be led by the Chair of the Transport Committee. Transport Focus will represent passenger interests and there will be close liaison with local authority highway teams.
- A timescale of 2019 to 2022 is proposed -not to suggest that the programme ends in 2022, the intention is to move to a further stage at this point
- The Alliance will provide:
  1. a structure for all parties to work towards improving the service offer for the customer
  2. the opportunity to implement measures to improve bus travel by ensuring the network is stable, affordable, reliable and punctual.
  3. opportunity to test the features of a statutory partnership without the legal implications

# West Yorkshire Bus Alliance Themes

Theme	Work Stream	Commitments
<b>Customers at the Heart</b>  30	Network Legibility	Single clearly identifiable brand
	Ticketing and Retail	Account based ticketing
	Ticketing and Affordability	Simple fares structure and fare offers for young people
	Travel Information	Live journey planning information, real time and disruption collaboration
	Customer Service	Consistent customer service offer, improved on board bus customer facilities
	Communication and Engagement	Promotional engagement to encourage behavioural change
<b>Keeping Buses Moving</b>	Highway Infrastructure	Highway Improvement Programme to reduce journey times, congestion relief programme, improved bus waiting infrastructure, development of a Transport Coordination Centre
	Service Provision	Extended operating hours, Review of the bus network structure, improved network security, better emergency planning, major highway events planning and resilience
<b>A Sustainable Bus Network</b>	Clean Bus Technology	Delivery of a clean bus technology programme
	Economy of the Bus Network	Better data availability, review of the economy of the bus network