

WAKEFIELD DISTRICT CONSULTATION SUB- COMMITTEE

**MEETING TO BE HELD AT 5.00 PM ON THURSDAY, 14 FEBRUARY
2019
IN OLD COURT ROOM, WAKEFIELD TOWN HALL**

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 1 NOVEMBER 2018**
(Pages 1 - 6)
- 5. OPEN FORUM**
- 6. OPERATOR UPDATES**
- 7. CONSULTATION ITEMS**
(Pages 7 - 12)
- 8. INFORMATION REPORT**
(Pages 13 - 28)

Signed:



Director of Transport Services

This page is intentionally left blank

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

Present:

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

In attendance:

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

1. Apologies for absence

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

2. Declarations of Disclosable Pecuniary Interests

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

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

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

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

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

5. Petition - Withdrawal of the Arriva 134 service

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

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 This service was withdrawn on the 2 September 2018, and Arriva confirmed to the Sub-Committee that this was because it was not commercially viable.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

Guidelines state that it is considered to be reasonable if residents are within 600m of an alternative bus stop. However, it was acknowledged that there may be issues around accessibility because of the demographics of the area. The Sub-Committee was informed that the Combined Authority would hold discussions with Arriva to try and find a solution and that the petition would be taken to the January meeting of the Transport Committee.

Resolved:

- (i) That the petition be noted.
- (ii) That the petition be brought to the January meeting of the Transport Committee.

6. Operator Updates

Northern updated the Sub-Committee on the impact of the timetable changes introduced in May 2018. Northern were told in January that the new timetable would no longer be possible due to a delay in the electrification of rail around Bolton. Northern reported that performance had stabilised but it was still down compared to last year. Planned changes for December 2018 will aim to stabilise the service with May 2019 seeing the introduction of changes originally planned for May 2018. In addition, the Sub-Committee was updated on the industrial action affecting northern services. Strikes have been called for the next two Saturdays and northern planned for industrial action every Saturday until Christmas. The dispute had been submitted to ACAS for arbitration but unfortunately this had proved ineffective. Northern expressed their hope to resolve the dispute but stated that no talks were currently planned.

Following the rail operator update the Sub-Committee had the following questions and comments:

- Questions were raised regarding the car park at Wakefield Kirkgate being too small. Northern explained the difficulty with any expansion to the car park due to lack of available land.
- The Sub-Committee also requested an update on the plans to install toilets at Wakefield Kirkgate. Northern informed the Sub-Committee that the toilets should be in place by December 2019.
- Northern responded to a query regarding the 0657 train from Doncaster to Leeds which is often cancelled or short-formed with only 2 carriages. Northern explained to the Sub-Committee that the train's pattern was unusual and included time idling at Leeds station. As a result it is one of the services which is short formed to assist other services as it has the least impact. Northern informed the Sub-Committee the service remains a 4 car electric service, but in cases where that is not possible, it will be a 3 car service.

Arriva provided the following update:

- It was noted that Paul Flanagan would attend DCSCs on behalf of Arriva in the future.
- The Sub-Committee was informed that the 163 and 166 services had been struggling to keep to time. Arriva have added an extra bus to the services to ensure that they are more consistent in the future.
- Arriva reported that they had changed the names of their school services.
- Arriva have committed to upgrade all their buses into Leeds to Euro 6 for 2020.

After the bus operator update the Sub-Committee had the follow questions:

- The Sub-Committee queried the 195 service which has seen a variety of older buses on the route. Arriva stated that because of the ongoing work to fleet some buses had to be substituted temporarily.
- It was pointed out that concessionary passes for young people and for people with disabilities were only valid after 9:30am which meant that concession holders couldn't use their passes to get to school / college. The Sub-Committee heard that the national scheme starts at 9:30am and this is funded by the government. The discretionary spend for the Combined Authority is prioritised for half fares for young people.

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

7. Spending priorities for Transport Services

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

The services funded through the levy include:

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

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

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

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

8. Information Report

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

Councillor Groves, Chair of the Transport Committee, attended the meeting and highlighted the following points:

- The Clean Transport Fund means that there will be 219 Euro VI buses operating in Leeds.
- The Combined Authority had progressed past the first round in the Transforming Cities Fund. Details of the bid were on the Combined Authority's website and further information in respect of the Wakefield District would be circulated to members.
- Highlighted the success of the Elland Road and Temple Green park and ride schemes with over 1000 vehicles and 700 vehicles respectively per day.
- 25% increase in bus patronage amongst young people following the introduction of the MyDay ticket.

Members of also discussed and commented on the following:

- Normanton rail station platforms and the potential for service to Huddersfield and Halifax that do not call at Leeds.

- The challenges involved in linking transport infrastructure with new commercial and residential developments in areas such as Castleford and Sherburn-in-Elmet.

Resolved: That the information report be noted.

9. Open Forum - Questions and Suggestions

There were no further questions.

10. Date of the next meeting - 14 February 2019

This page is intentionally left blank



Report to: Wakefield District Consultation Sub Committee

Date: 14 February 2019

Subject: **Consultation Report**

Director(s): Dave Pearson Director Transport Services

Author(s): Tom Gifford

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

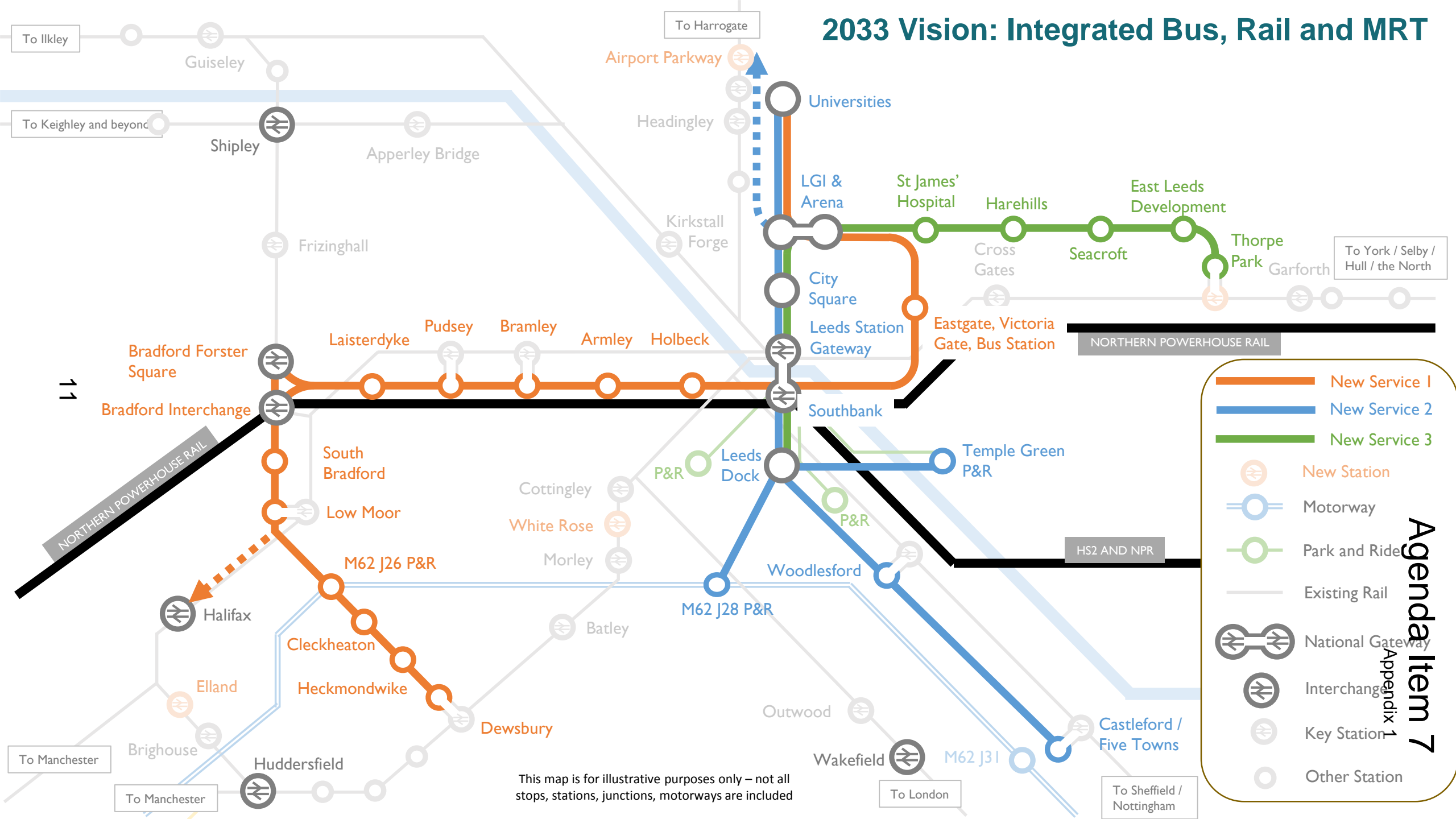
maximising the positive impact of strategic transport investments (HS2/NPR).

- 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 in 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**
- 4.1 None.
- 5. Appendices**
- Appendix 1 - 2033 Emerging City Region Transit Network with HS2**

This page is intentionally left blank

2033 Vision: Integrated Bus, Rail and MRT



This page is intentionally left blank



Report to: Wakefield District Consultation Sub Committee

Date: 14 February 2019

Subject: Information Report

Director(s): Dave Pearson Director Transport Services

Author(s): Various

1. Purpose of this report

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

2. Information

Budget Update

- 2.1 West Yorkshire Combined Authority 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 £1.28 billion funding available.
- A separate bid on behalf of the region to the £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, provides for Advanced Quality Partnership, Enhanced Partnerships and Franchising which 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 the 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, with progress against delivery of the commitments and adoption of the governance arrangements 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 A**.

Performance of Northern / TransPennine Express rail services

- 2.12 The rail industry uses the Public Performance Measure (PPM) which combines figures for punctuality and reliability into a single performance figure. For TransPennine 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.
- TransPennine 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.

2.13 Autumn impacted significantly on the performance of both operators 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 in December 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.

2.14 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 TransPennine 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 & TransPennine Franchise / December 2019 Changes

2.15 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.

2.16 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 overoptimistic.

- 2.17 Work is expected to start at Leeds station in 2019 to provide extra platform capacity, and in the short term, this work could reduce capacity and may delay the introduction of the promised 6-car trains on the Skipton and Ilkley lines.
- 2.18 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
- 2.19 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
- 2.20 Improvements to local services between Huddersfield and Stalybridge/Manchester are expected to be introduced in December 2019.
- 2.21 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

- 2.22 The Trans-Pennine Route Upgrade (TRU) programme is concerned with the modernisation of the York/Selby – Leeds – Huddersfield – Manchester railway line. This project is led by the Department for Transport, 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 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.
- 2.23 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

- 2.24 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.
- 2.25 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.

Wifi in Bus Stations

- 2.26 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

- 2.27 Work will commence in April to upgrade 750 real time 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

- 2.28 The 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.

- 2.29 Damaged stops and shelters can be reported using an online form at www.wymetro.com/contact-us/ or by phone to MetroLine on 0113 245 7676.

Boxing Day Bus Services

- 2.30 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.

New Rail Cards

- 2.31 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.
- 2.32 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

- 2.33 WYCA and Northern Rail are offering a special flat fare day ranger ticket on either the Settle-Carlisle or Leeds-Morecambe scenic railway lines.
- 2.34 The offer is available to holders of Metro (West Yorkshire Combined Authority) issued English National Concessionary Travel Scheme (ENCTS) passes (Senior, Disabled and Blind).
- 2.35 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.

Digital Payment Strategy

- 2.36 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 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.
- 2.37 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.

Walking and Cycling Strategy

- 2.38 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.
- 2.39 LCWIPs are now being developed for each partner council area in West Yorkshire, which can be combined to create a West Yorkshire LCWIP. Wakefield Metropolitan District Council is leading development of the Wakefield LCWIP, with the Combined Authority playing a role in co-ordinating development of LCWIPs across West Yorkshire, to ensure a consistent approach is taken.
- 2.40 It is anticipated that the development of a final LCWIP will require 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 for completion by spring 2019, will focus on specific geographic areas of focus within which key walking routes and cycling network desire lines will be identified. Resulting schemes will be assessed as part of a prioritisation process. Separate areas of focus have been identified for walking and cycling as part of this:
- Wakefield City Centre (walking network area of focus) – identified as a suitable area of focus, with an issue identified of the A61 around the city centre causing severance for walking journeys into the city centre from the communities of Eastmoor to the east and Pinderfields Hospital to the north.
 - Wakefield north and south corridors (cycle network area of focus) – identified as a suitable area of focus because Wakefield's urban and natural form effectively creates funnels into the city centre from the north and the south. In particular, to the south the A61 bridge over the river Calder acts as a "pinch point" for traffic from the south and east of the district, whilst to the north west the A61 and A650 are the main routes into the city. New developments and investment to the north of Wakefield could provide an opportunity to provide high quality cycling infrastructure to connect a new community, as well as a potential funding source for improvements identified by the LCWIP.
- 2.41 Local stakeholders play an important part in LCWIP development, and walking and cycling specific events have been held with local ward members, stakeholders representing user groups (e.g. the Wakefield District Cycle Forum, Wakefield Civic Society and the Ramblers Association), local community groups and organisations, and local authority officers. 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

- 2.42 The first phase of the CityConnect funded elements of the Castleford to Wakefield Greenway project between Fairies Hill Lock and Methley Bridge completed construction in late February 2017. Subsequent phases are approved for delivery. These include, extending the existing section of the greenway over the Hallam Line via a new bridge and on to the disused railway viaduct and a further phase following on from the Viaduct into Leeds district. These works are planned to be complete by early 2019.
- 2.43 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 link of the Castleford-Wakefield Greenway to the Trans Pennine Trail in Leeds.
- 2.44 CityConnect is currently delivering several initiatives across West Yorkshire which aim to help people take every day journeys by bike or on foot. Initiatives include support to schools, businesses and community organisations and a programme of adult cycle training aimed at people accessing work, training and apprenticeships as well as overcoming mental and physical health barriers.
- 2.45 To date, over 230 businesses have been supported through the CityConnect Bike Friendly Business programme. Local organisations who have benefited include Hagen Group in Castleford and Fieldhead hospital. Businesses have also been able to access small grants to improve facilities 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.
- 2.46 CityConnect has also been working with businesses across West Yorkshire to become walk friendly employers. In partnership with the national walking charity, Living Streets, we have supported over 50 organisations through activities and advice to help their staff become more physically active as part of the working day. Businesses such as Wakefield College have seen the benefit of led walks, walking meetings and walking maps which show easier ways to get to work on foot.
- 2.47 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 its second year of training sessions have been provide for 276 people. Courses are run out of Thornes Park in Wakefield.
- 2.48 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 Thornes Park in Wakefield. and can be booked through the CityConnect website <https://cyclecityconnect.co.uk/cycle-training>

Combined Authority Senior Roles

- 2.49 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

None.

5. Appendices

Appendix 1 – West Yorkshire Bus Alliance.

This page is intentionally left blank

West Yorkshire Bus Alliance

The Vision

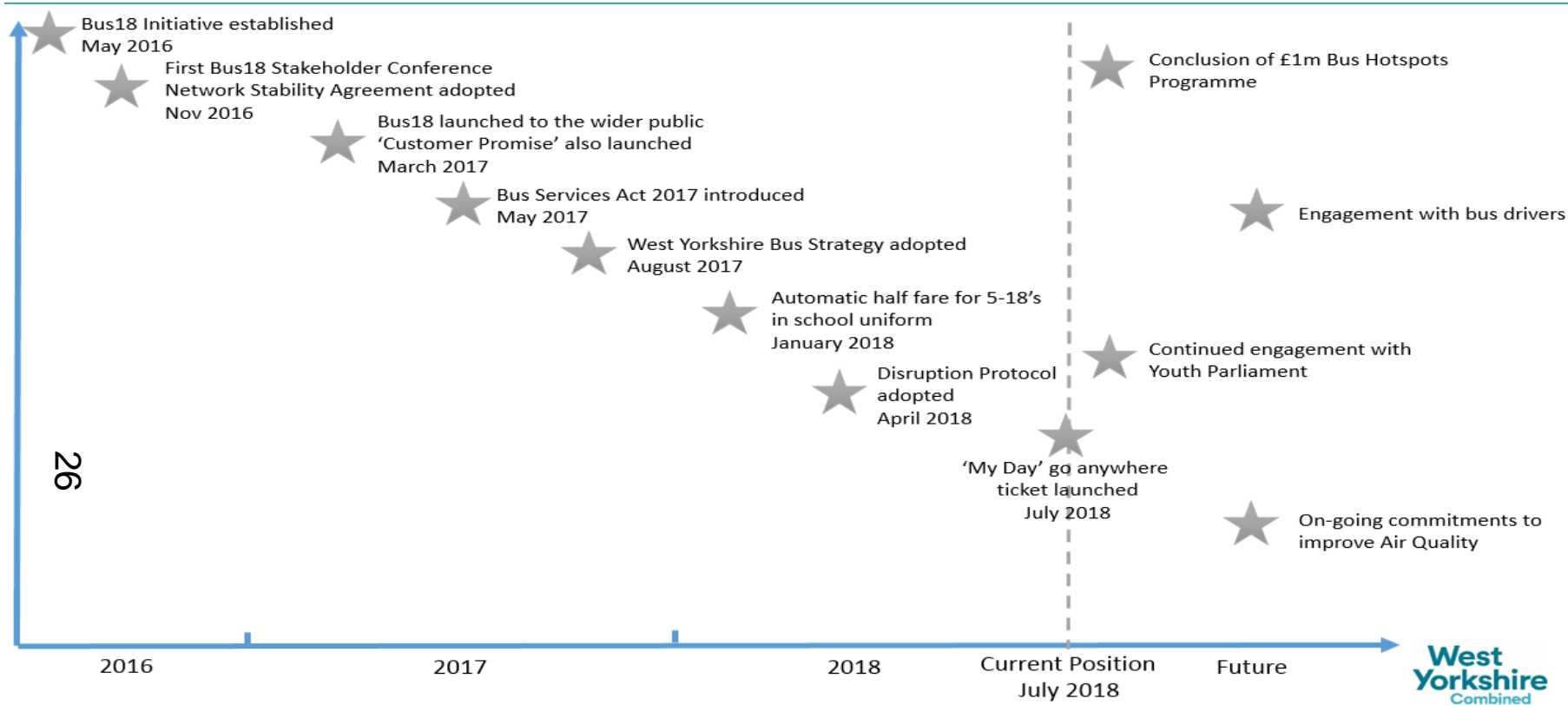


To create a modern, integrated and innovative bus system, which puts customers first and contributes to the delivery of the economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy.

Objectives

- 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
 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

- 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.
- 27 • 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
Customers at the Heart 28	Network Legibility	Single clearly identifiable brand
	Ticketing and Retail	Account based ticketing
	Ticketing and Affordability	Simple fares structure and fare offers for young people
	Travel Information	Live journey planning information, real time and disruption collaboration
	Customer Service	Consistent customer service offer, improved on board bus customer facilities
	Communication and Engagement	Promotional engagement to encourage behavioural change
Keeping Buses Moving	Highway Infrastructure	Highway Improvement Programme to reduce journey times, congestion relief programme, improved bus waiting infrastructure, development of a Transport Coordination Centre
	Service Provision	Extended operating hours, Review of the bus network structure, improved network security, better emergency planning, major highway events planning and resilience
A Sustainable Bus Network	Clean Bus Technology	Delivery of a clean bus technology programme
	Economy of the Bus Network	Better data availability, review of the economy of the bus network