

**MINUTES OF THE MEETING OF THE  
TRANSPORT COMMITTEE  
HELD ON FRIDAY, 6 SEPTEMBER 2019 AT COMMITTEE ROOM A,  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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**Present:**

Councillor Kim Groves (Chair)	Leeds City Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor Peter Carlill	Leeds City Council
Councillor Andy D'Agorne	York Council
Councillor Michael Ellis	Bradford Council
Councillor Sinead Engel	Bradford Council
Councillor Carmel Hall	Leeds City Council
Councillor James Homewood	Kirklees Council
Councillor Hassan Khan	Bradford Council
Councillor Matthew Morley	Wakefield Council
Professor Simon Pringle	Project Rome
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council

**In attendance:**

Phil Dawson	LNER
Dafydd Williams	Associated British Ports
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Kate Gifford	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

**16. Apologies for absence**

Apologies for absence were received from Councillor Peter Box and Mark Roberts.

**17. Declarations of disclosable pecuniary interests**

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

**18. Exempt information - possible exclusion of the press and public**

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

**19. Minutes of the meeting of the Transport Committee held on 5 July 2019**

**Resolved:** That the minutes of the meeting held on the 5 July be approved.

**20. Rail Matters Affecting West Yorkshire**

The Transport Committee was provided with a presentation from Phil Dawson on behalf of LNER.

LNER set out their plans for the rollout of the Azuma fleet and it was reported that seven sets were currently in service with up to 33 sets to be rolled out by the end of the year.

The Committee noted the timetable changes including additional services in Bradford and the introduction of a Huddersfield to London service. LNER acknowledged that the timings for the Huddersfield service, with a departure time of 05:50, was not ideal but that it was necessary as the route was congested.

LNER also addressed the issue with the barriers at Wakefield Westgate being unable to read M Cards. The Committee was informed that a solution had been identified and should be in place in October, but that it was dependent on a third party.

Members queried the availability of storage for bicycles on board LNER services and were informed that there would be up to 8 storage spaces available for use.

Representatives from Northern and Transpennine express were in attendance and invited to answer questions from Committee members.

Members queried the poor performance from Northern in the last period as well as the delay in the retirement of pacers. Northern recognised the difficulties regarding their rail performance and provided an update on the rollout of their new fleet and the training regime for drivers which was reported to be on schedule.

Regarding performance statistics Members asked if they could have

information which explained why services were late and not just the number of late-running services. It was noted that some delays were caused by factors outside of the operator's control and more in depth information would enable Members to identify trends and underlying causes in poor performance.

Members queried the fairness and consistency of the penalty fare policy in operation on Northern's franchise. In particular Members were concerned about the reliability of ticket machines at stations meaning that passengers could not obtain a ticket in good time in advance of their journey. Northern informed the Committee that penalty fares were mandated as part of their franchise agreement and that multiple ways of obtaining a ticket were available. Members were also notified that an appeals process was in place and were invited to meet the debt delivery team which was based in Bradford. Northern also offered to provide further details and statistics on penalty fares.

Members also discussed the industry approach to Leeds Station and the extent to which it was seen as a constraint to all operators due to a lack of capacity. The Committee was informed that Government had identified a senior civil servant who was providing a central point of contact to bring together the various owners of individual projects.

**Resolved:**

- (i) That the updates on the various matters outlined in the report be noted.
- (ii) That the Transport Committee endorses ongoing work by officers with train operators and Network Rail to secure franchise commitments, including restoration of and securing additional peak-time capacity.
- (iii) That the Transport Committee endorses the ongoing activity of the West Yorkshire Rail Forum in making clear to the rail industry the Committee's ongoing commitment to the daily reliable operation of the local rail network.
- (iv) That the Transport Committee endorses the approach set out to develop applications for the Department for Transport Access for All Mid-Tier Programme as set out in the submitted report.
- (v) That the Transport Committee approves the final submission of West Yorkshire Combined Authority to the HS2 Phase 2b Design Refinement Consultation response.

**21. Associated British Ports**

The Committee was provided with a presentation by Dafydd Williams from Associated British Ports. The presentation focussed on the transport infrastructure necessary to service ports in the Humber area.

The Committee was informed that 2500 lorries per day transported freight by road which caused increased congestion and pollution. Members noted that this could be reduced if the use of rail for freight was better provided for. APB registered their preference to use rail as it was a more efficient and more

environmentally friendly mode of transport for freight.

Members supported the principle of promoting rail transport for freight and discussed the need to ensure that freight was incorporated into rail infrastructure investment. It was agreed that a workstream to investigate opportunities to promote the use of rail for freight should be established and that a report would be brought to a future meeting of Transport Committee.

Resolved:

- (i) That the presentation be noted.
- (ii) That Transport Committee reaffirm its commitment to ensuring that freight, as well as passengers, is accounted for in the region's transport priorities.
- (iii) That Transport Committee endorse the principle that the volume of freight on our roads should be reduced to ease congestion and tackle climate change.
- (iv) That Transport Committee investigate, subject to resourcing, opportunities in the region for increasing the use of alternatives for road freight.

## **22. Bus Service Matters**

The Committee considered a report which set out issues affecting the bus service in West Yorkshire. Members discussed the West Yorkshire bus market in light of the fact that both First and Arriva have been put up for sale.

The Committee was informed that the Combined Authority intended to actively participate in the discussions around the sale of First to try to protect the bus service for West Yorkshire. The Committee was also informed that officers were awaiting a meeting with First and that West Yorkshire leaders had asked a consultant to support the Combined Authority team through this process. A draft letter to Baroness Vere had been circulated to members and would be sent in due course.

Resolved:

- (i) That the Committee notes the update provided in the report.
- (ii) That a further report be presented to the Transport Committee with respect to actions taken to reduce expenditure on supported local bus services in 2020/2021.

## **23. Connecting Leeds Progress Report**

Members considered a report which provided an update on the delivery of the Leeds Public Transport Investment Programme (Connecting Leeds).

It was noted that while money from the Leeds Public Transport Investment Programme was focussed on transport in Leeds, other funding opportunities such as Transforming Cities Fund would be used to look at corridors that extend beyond Leeds.

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

#### **24. Leeds City Region Transport Update**

Members considered a report which provided an update on transport matters in the Leeds City Region.

Members also discussed transport schemes that had progressed through Investment Committee including the A62 / A644 (Wakefield Road) Link Road scheme. Members registered their concern around the loss of ancient woodland and that the scheme as approved had not taken mitigating factors into account.

The Chair informed the Committee that a joint workshop with Transport Committee members and Investment Committee members had taken place and that another session had been scheduled to promote collaboration on the delivery of transport schemes.

Members discussed infrastructure improvements for cycling and walking and the need to ensure that cycle infrastructure was consistent along the entirety of the route and not just one section. Members also discussed the importance of maintaining the cycleways to ensure that they remain in good state and encourage a modal shift from car use to cycling. It was noted that ultimately this was the responsibility of the respective local authority but the case for increased maintenance spend would continue to be made.

**Resolved:** That the updates be noted.

#### **25. Leeds City Region Connectivity Update**

The Transport Committee considered a report which provided an update on the development of the Leeds City Region connectivity strategy.

Members were informed that the development of a pipeline of transport interventions was underway and would be brought back to the Committee at a later date for comment and further input.

Members discussed the advanced urban transit technologies market testing and the importance of ensuring that the scope, scale and deliverability of the potential technologies were thoroughly assessed.

Members discussed the need to ensure that the environmental impact / climate change impact of projects was taken into account when schemes were assessed. The Committee was informed that work to build in carbon impact into the assessment of schemes was currently underway.

Members discussed the mass transit plans around the Bradford and Dewsbury area especially around the Spen Valley greenway. Members discussed the importance of clarity that any mass transit work in the area should retain the cycling provision provided by the Spen Valley greenway.

**Resolved:**

- (i) That the progress with the development of the Leeds City Region connectivity plan and pipeline of interventions be noted.
- (ii) That the Advanced Urban Transit Technologies, soft market testing, which is an important next step in the development of the wider Connectivity Strategy be noted.

## **26. Summary of Transport Schemes**

Members considered a report which set out the transport related recommendations from the West Yorkshire and York Investment Committee held on the 11 July.

**Resolved:** That the report be noted

## **27. Transforming Cities Fund: 'Future Mobility Zone' Bid**

Members considered a report which provided an update on the development of the Transforming Cities Fund: Future Mobility Fund.

**Resolved:**

- (i) That the update on the Transforming Cities Fund: Future Mobility Zone (TCF FMZ) bid provided in the report be noted.
- (ii) That the final TCF FMZ bid submission be delegated to the Managing Director, in consultation with the Chair of Transport Committee