

TRANSPORT COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 6 SEPTEMBER 2019
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON
STREET, LEEDS**

A G E N D A

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATIONS OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
 1. To highlight Appendix 1 to Agenda Item 12 which officers have identified as containing exempt information within the meaning of Schedule 12A to the Local Government Act 1972, and where officers consider that the public interest in maintaining the exemptions outweighs the public interest in disclosing the information, for the reasons outlined in the report.
 2. To consider whether or not to accept the officers' recommendation in respect of the above information as set out in Paragraph 4.3 of Agenda Item 12.
 3. If the recommendation is accepted, to formally pass the following resolution:-

RESOLVED – That in accordance with paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, the public be excluded from the meeting during consideration of 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.

- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 5 JULY 2019**
(Pages 1 - 10)

- 5. RAIL MATTERS AFFECTING WEST YORKSHIRE**
(Pages 11 - 38)
- 6. ASSOCIATED BRITISH PORTS**
(Pages 39 - 40)
- 7. BUS SERVICE MATTERS**
(Pages 41 - 44)
- 8. CONNECTING LEEDS PROGRESS REPORT**
(Pages 45 - 50)
- 9. LEEDS CITY REGION TRANSPORT UPDATE**
(Pages 51 - 56)
- 10. LEEDS CITY REGION CONNECTIVITY UPDATE**
(Pages 57 - 62)
- 11. SUMMARY OF TRANSPORT SCHEMES**
(Pages 63 - 66)
- 12. TRANSFORMING CITIES FUND: 'FUTURE MOBILITY ZONE'
BID**
(Pages 67 - 106)

Signed:

A handwritten signature in black ink, appearing to be 'BAM', with a horizontal line underneath it.

**Managing Director
West Yorkshire Combined Authority**

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 5 JULY 2019 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Councillor Kim Groves (Chair)	Leeds City Council
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 Michael Ellis	Bradford Council
Councillor Sinead Engel	Bradford Council
Councillor Carmel Hall	Leeds City Council
Councillor James Homewood	Kirklees Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees Council
Councillor Hassan Khan	Bradford Council
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council

In attendance:

Councillor Lisa Mulherin	Leeds City Council
Councillor Alex Ross-Shaw	Bradford Council
Paul Matthews	First Group (from item 8)
Dwayne Wells	Arriva Yorkshire (from item 8)
Khaled Berroum	West Yorkshire Combined Authority (Item 14)
Megan Hemingway	West Yorkshire Combined Authority

1. Apologies for absence

Apologies for absence were received from Councillor D'Agorne, Councillor Morley, Councillor Box, Mark Roberts and Professor Simon Pringle.

2. Declarations of disclosable pecuniary interests

Councillor Salam declared that he is currently employed by First Bus.

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

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

4. Minutes of the meeting of the Transport Committee held on 10 May 2019

Resolved: That the minutes of the Transport Committee held on 10 May 2019 be approved.

5. Chairs Brief

The Chair acknowledged the following new members of Transport Committee:

- Councillor Peter Carlill
- Councillor Andy D'Agorne
- Councillor Sinead Engel
- Councillor Carmel Hall
- Councillor James Homewood
- Councillor Matthew Morley
- Simon Pringle
- Mark Roberts

and extended a welcome to those members present at the meeting.

The Committee was advised that the Combined Authority's Transforming Cities – Future Mobility bid had been successful and was through to the next round on to the short list. This positive news was welcomed.

A number of connectivity visits had taken place to both Nottingham and Birmingham, examining mass transit intelligence. Plans were progressing in terms of transit orientated planning across the city region and a number of meetings had taken place.

It was noted that there was uncertainty around bus operations given the recent announcement of the sales of bus companies. In terms of rail there had been discussions with operators around capacity issues and there had been visits to Leeds Station.

6. Governance Arrangements

The Chair noted the new appointments and meetings for the 2019/20 municipal year and invited comments from the Committee.

The Chairs for the District Consultation Sub-committees were confirmed by the Chair as follows:

- Bradford – Councillor Taj Salam
- Calderdale – Councillor Dan Sutherland
- Kirklees – Councillor James Homewood
- Leeds – Councillor Peter Carlill
- Wakefield – Councillor Kevin Swift

Members questioned the timing, purpose and frequency of meetings. They felt that there should have been more consultation with the DCSC chairs.

The Chair advised the Committee that there are three DCSC meetings per year, as there is also the joint one that takes place in the summer each year. The goal this year is to broaden the role of the Chairs with five planned events taking place to engage local people on local issues. For example- to engage with younger people. Further discussion on the above is on the agenda for the Joint DCSC taking place on Friday 19 July 2019.

Some Chairs had consulted with members of their committees and Bradford reported that 75/80% preferred the 2pm start time. Members were supportive of making the DCSCs more representative, for example consulting large employers in the area whose staff utilise public transport.

The Chair confirmed that she would meet with DCSC Chairs, the Committee's Vice Chair and the Leader of the Opposition to discuss further future plans.

The committee were asked to consider the re-establishment of the Local Bus Working Group and the Cycling and Walking Working Group. Members asked why the Rail Operators Forum was not listed and why the Committee had not been asked to re-approve the Zero Emission Working Group.

They were informed that the meeting with train operators was a forum not a working group, and that because the Zero Emission Working Group had only just been approved as a new group there was no need to re-approve. Alan Reiss confirmed that he was happy to circulate the Terms of Reference of the new group to members.

The Committee noted that a climate change emergency had been declared last week.

Resolved:

- (i) That the terms of reference for Transport Committee, attached as appendix to the submitted report be noted.
- (ii) That the following appointments made by the Combined Authority be noted:
 - Councillor Kim Groves as Chair of Transport Committee
 - Councillor Manisha Kaushik as Deputy Chair of Transport Committee
 - Councillor Martyn Bolt as leader of the opposition on Transport Committee
- (iii) That a District Consultation Sub-Committee for the 2019/20 municipal year be established for each constituent council area, with terms of reference as set out in the submitted report.
- (iv) That each Transport Committee member co-opted from a

constituent council as a voting member.

- (v) That the appointment of Chairs of each for District Consultation Sub-Committee be made as follows:
 - (a) Councillor Taj Salam – Chair of Bradford District Consultation Sub-Committee
 - (b) Councillor Dan Sutherland – Chair of Calderdale District Consultation Sub-Committee
 - (c) Councillor Manisha Kaushik – Chair of Kirklees District Consultation Sub-Committee
 - (d) Councillor James Homewood- Chair of Leeds District Consultation Sub-Committee
 - (e) Councillor Kevin Swift – Chair of Wakefield District Consultation Sub-Committee
- (vi) That the calendar of meeting dates for each District Consultation Sub-Committee, as set out in the submitted report, be approved.
- (vii) That the Local Bus Services Working Group be re-established for the municipal year 2019/20, with the terms of reference and arrangements as set out in the submitted report.
- (viii) That the Cycling and Walking Working Group be re-established for the municipal year 2019/20, with the terms of reference and arrangements as set out in the submitted report.

7. School Bus Guidelines

The Committee were presented with the revised School Bus Guidelines, the purpose of which was to enable young people to get to school and to focus spending where needed. Consultation had taken place as detailed in the report and revised guidelines produced on the back of this.

It was confirmed that there would be no sudden impact on services in September 2019 and any changes would be phased in.

Members noted that over half the consultation responses came from the Calderdale area due to having two selective schools in the area. They were reassured that discussions were taking place with Calderdale officers regards a self-financing offering which would be more efficient to meet demand.

The Committee commented that there was no Special Educational Needs (SEN) transport provision mentioned. It was confirmed that under the Transport Act the provision of SEN transport lies with each District Council, although the Combined Authority can assist with arrangements.

Within the report it stated that the Combined Authority will ensure routes are safe in order that pupils may cycle to school. Members asked whether the Combined Authority also ensure children have undertaken the bike-ability course and that there is provision of cycle storage at school. They also asked if there was any way to discourage car-use by parents.

The Chair confirmed that the Combined Authority is working with partner councils and schools to encourage walking and cycling to school and that there was a need to have a more transit orientated plan – such as the exemplar of Waltham Forest. A presentation was planned on this for a future meeting.

It was noted that a climate emergency had been declared last week at the Combined Authority's annual meeting on 27 June. Members felt that it was taking too long to see any output and suggested it would be useful to have a discussion at the next meeting.

Resolved:

- (i) That the Transport Committee approved the adoption of the revised School Bus Guidelines.
- (ii) That the implementation of the revised School Bus Guidelines be carried out as described in the report.

8. West Yorkshire Bus Alliance

The Committee considered a report which took the commitments from the Bus Alliance partnership and presented a proposed Delivery Plan. It was noted that the April 2019 Combined Authority meeting had approved this approach.

The Chair invited Dwayne Wells from Arriva and Paul Matthews from First to sit at the table to provide further information on the potential sales / restructuring of their respective companies. Members wanted to safeguard services and to drive up bus usage via the Bus Alliance but were concerned as to the impact of a change in ownership. Concern was also raised as to the ownership of new buses in the advent of a take-over.

First Bus confirmed that they were in the early stages of separating out the bus operation which could lead to a sale but there was no confirmation as yet. It was appreciated that this could lead to uncertainty amongst the Combined Authority, customers and staff.

The commitment to low emissions had already been made and would be honoured as a sale would take a number of years to complete. It was confirmed that the First Group PLC Chief Executive was meeting Councillor Groves and Councillor Blake shortly to address concerns.

Members commented that to increase bus patronage by the 25% target, groups needed to be engaged, specifically women and the use of social media. The operators acknowledged that this was a challenge and that the top concern for women was safety, hence the promotion of CCTV on vehicles. They welcomed any further suggestions.

The Chair noted that although bus usage figures were declining, the region is still strong in comparison with other areas of the country despite a £1 million per annum reduction in the Transport Levy available to help fund bus

provision.

Both operators present agreed that the growth target was achievable but there are still reliability issues. The Bus Alliance would strengthen this. However, Arriva informed members that due to congestion issues they had to add extra vehicles into the fleet this year and that with further infrastructure investment they would be able to re-deploy these extra vehicles.

The Combined Authority confirmed that they had launched a Bus Information Strategy consultation this week, with the primary focus on pricing, product and promotion.

Members discussed the following issues and areas of concern:

- The lack of services from Mirfield to Leeds – every 2 hours
- The need for regular services
- The requirement to serve rural communities, colleges and an ageing population (social isolation)
- The public want reliable and affordable services
- The success of the Young Persons M-Card
- Congestion needs to be addressed in Leeds City centre
- Areas around arterial routes need investment
- The option of mini-bus operators, perhaps on a demand response
- Arriva 'Click' service – demand responsive being tested in Leicester and Liverpool
- The impact of Uber on increasing congestion
- Need better public transport to support the clean air zones
- Access to employment is key

Resolved:

- (i) That the establishment of the West Yorkshire Bus Alliance as a voluntary partnership and the signature of the Voluntary Partnership Agreement by the Chair of Transport Committee be endorsed.
- (ii) That the West Yorkshire Bus Alliance Delivery Plans, as set out in the submitted report, be endorsed.

9. Presentation of Core Bus Network for Customers

Members were invited to look at examples posted around the room on ways of making the core bus network easier to use. These included a key routes map, coloured depending on key code and a new bus stop flag which was also colour coded. It was noted that First Bradford already had key coloured routes so any new concept would have to take this into account.

There was still a concern regards the reduction of the frequency of services and how this would affect publicised routes. It was confirmed that the main core network, as in the coloured routes, would be consistent services so not subject to change. The idea was at a concept stage at present, Members and customers' feedback will be helpful in refining the proposals.

Resolved: That the Transport Committee noted and advised on the work to date to provide a simplified presentation of the core bus network.

10. Transport Services Budget Update

The Committee was provided with a budget update. Key points to note were:

- There was a target to reduce expenditure on bus services to £15.8 million by 2021 which was on track at present. The Local Bus Working Group would be looking at this and bringing back to the committee later in the year
- A review of the discretionary Concessionary Travel budget
- Steps to reduce the cost to the taxpayer of administering the MCard and providing travel information are under consideration
- Targets were being set to increase revenue from external sources supported by a new asset management plan

Members were concerned that charging for toilet use at stations was affecting vulnerable groups and that not everyone carries cash. However, it was confirmed that the charging for toilet use was not purely revenue driven but was increasing patronage, due to reducing anti-social behaviour.

Resolved:

- (i) That the current progress towards meeting the 2019/20 revenue budget and medium term financial strategy as set out in the submitted report be noted.
- (ii) That the Local Bus Working Group be convened to review options to amend the Committee's policy guidelines in respect of supported bus services prior to the Committee's consideration of such revisions later in 2019.

11. Local Industrial Strategy

The Committee was given the background to the establishment of the Local Industrial Strategy (LIS) and how the Combined Authority was working closely with Government to draft a LIS for the Leeds City Region. Members were referred to paragraph 2.7 of the report where examples were given of regions who already had a draft LIS.

Key issues to developing a successful LIS were as follows:

- To understand what makes the region distinctive
- Explore regional links to national problems
- Future mobility
- Improving productivity – output per worker is lower than national average
- Inclusive Growth
- Carbon reduction and climate change

- Business to business interaction
- Skillsets meeting industry needs

Members were informed this was a first conversation. It was noted that the two regions who already had a draft LIS had identified the same examples as Leeds City Region would choose as also making their region distinctive, namely Health, Creative & Digital and Culture.

Suggestions were made of perhaps developing freight opportunities, promoting the region as a manufacturing leader and exploring the cross-over opportunities of different industries which could be innovative.

It was noted that in terms of being a leader in the arts the region was currently producing more than London and the North West or Midlands according to the Arts Council.

Members stressed the importance of ensuring that no specific areas of the region got left behind, geographically or otherwise, and that training and education were key to ensure no group was excluded in order productivity and inclusive growth goals were achieved. Transport being the key enabler.

The Chair agreed to arrange a presentation from the Hull Ports which were visited last week, in relation to freight opportunities.

Resolved:

- (i) That the progress made in developing a Local Industrial Strategy (LIS) for the Leeds City Region be noted.
- (ii) That feedback provided by the Committee, particularly in relation to transport and productivity growth be taken on board.

12. Leeds City Region Transport Update

The Committee considered a report which gave an update on Leeds City Region Transport matters.

Members queried why new stations are built with insufficient trains stopping at them; for example Apperley Bridge and Kirkstall Forge. It was appreciated that there are timetable issues but comment was made this could be better planned.

The Combined Authority agreed that planning in general needs to be better although it has improved. It was reported that trains are running as best they could at the moment. Improvements planned for December 2019 had been delayed by Manchester and Leeds issues.

It was noted from the report that the Calder Valley line was still under-performing due to the short forming of trains. Members asked whether Northern could confirm when new rolling stock would be delivered.

It was confirmed that new trains are now operating between Leeds to

Doncaster and that some Pacer trains will be used into next year as new rolling stock was taking longer than anticipated to be deployed. It was noted that Northern was not at the meeting due to staffing but that both the Chair and the Combined Authority had raised these concerns with them. Northern would be encouraged to attend the next Transport Committee. Members voiced extreme disappointment that the Pacers continued to be operational.

Members asked for an update from operators to be given at the next Transport Committee on plans to improve services. Concerns were raised again about over-optimistic updates provided by operators on deployment of new rolling stock for November/ December 2019.

The Chair confirmed that Councillor Blake will attend a future meeting to talk about the Blake-Jones Review, which is anticipated to be published in the Summer.

Members reiterated their support of HS2 and the suggestions of the Williams review and were hopeful that the new Prime Minister would share this view.

Resolved:

- (i) That the updates provided in the report be noted.
- (ii) That the amendments to the Bus Hotspots and Smartcard and Information Programmes, as detailed in the submitted report, be approved.

13. Local Cycling and Walking Infrastructure Plans

The Committee were provided with an update on the progress made developing the Local Cycling and Walking Infrastructure Plans. Stakeholder engagement had also begun on the plans with each partner council.

Questions and comments were invited from the Committee.

Members were concerned about the large amount of debris being found on the Shipley to Bradford cycle way and commented that large stones and glass were causing punctures and could deter users. This issue had also been raised at Leeds Council meetings along with the safety and lighting of the cycle paths. Members felt that maintenance of the paths needed to be more fully considered within the project delivery.

Councillor Buckley asked for an update on the Super Cycle Highway. The Chair promised Councillor Buckley an update.

Resolved: That the progress made on the development of the Local Cycling and Walking Infrastructure Plans, and the commencement of stakeholder engagement on the draft plans produced for each partner council, be noted.

14. Scrutiny Annual Report 2018- 19 and Statutory Guidance

The Committee considered a report summarising the work undertaken by the

Overview and Scrutiny Committee in 2018/19.

Members agreed that the scrutiny function was important and felt that only one scrutiny committee for the whole organisation was a concern regards being potentially overworked.

The Chair agreed that certainly in the event of devolution the function of scrutiny would be re-examined.

Resolved:

- (i) That the annual report summarising the work undertaken by the Overview and Scrutiny Committee in 2018/19, appended to the submitted report be noted.
- (ii) That the new statutory guidance issued by the government and next steps be noted.

15. Summary of Transport Schemes

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

Members noted the various projects.

Paragraph 2.9 of the submitted report on the small East Bradford link road scheme makes reference to the scheme as going through Holmewood. Members commented that they had been led to believe this road would eventually go to Leeds Bradford Airport via greenbelt land, transparency in this was questioned. It was confirmed that the SE Bradford link road near Holmewood was a defined scheme for the Transport Fund which did not include plans for any further expansion.

With reference to paragraph 2.7 of the submitted report, members questioned how the large schemes link to one another. It was reported that work was often taking place neighbouring one another and there needed to be planning to ensure bus lanes worked effectively and the provision of bus services and direct services to Leeds along the newly created corridors.

The Chair agreed that there should be more work done in relation to this with Portfolio holders, especially as it was Local Authority funding.

Members raised the ongoing issue of parking at Shipley and Frizinghall rail stations and the Chair agreed to feedback on this between meetings.

It was agreed that a joint meeting with the Investment Committee would be useful for members to be updated on schemes (as had happened previously). The Chair agreed that this would be arranged.

Resolved: The Committee noted the report.



Report to: Transport Committee

Date: 6 September 2019

Subject: Rail matters affecting West Yorkshire

Director: Dave Pearson, Director of Transport Services

Author(s): Richard Crabtree, Mick Sasse, Lynne Triggs, Neil Moore, Rebecca Cheung

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

1. Purpose of this report

- 1.1 To provide an update on several rail matters affecting West Yorkshire, for information.
- 1.2 To seek approval for the final submission of the Combined Authority's response to the HS2 Phase 2b Design Refinement consultation.

2. Information

LNER presentation

- 2.1 Representatives from London North Eastern Railway (LNER) will provide Transport Committee with an update. LNER operates inter-city services on the East Coast Mainline (ECML) connecting West Yorkshire with London and intermediate stops along the line. LNER is a private limited company ultimately owned by the Secretary of State for Transport.
- 2.2 LNER currently provides a core half-hourly service on Monday to Saturday between Leeds / Wakefield Westgate, Doncaster and London, with alternating stopping patterns that provide hourly through-services to Grantham,

Peterborough and Stevenage. Stopping patterns and frequencies vary on Sundays.

- 2.3 In addition, LNER operates daily through-services to and from Skipton / Keighley, Bradford Interchange / Shipley, and Harrogate / Horsforth by extending London trains beyond Leeds. A plan of the route with current typical weekday service patterns is included at Appendix 1.
- 2.4 LNER took over the operation of the intercity East Coast services in June 2018, following the early termination of the franchise with Virgin Trains East Coast. It has rolled forward many of the commitments made as part of the Virgin Trains East Coast contract, including those for operating faster and more frequent services. These commitments include:
- Introduction of an entirely new fleet of Azuma trains with better acceleration, increased capacity and better range of passenger facilities, with an overall increase in the number of trains in the operation.
 - Speeding up the average Leeds to London journey time to around 2 hours, around 15 minutes quicker than present.
 - Increasing the core frequency of Leeds to London services from two per hour to two and a half per hour (by adding an additional service every two hours).
 - Extending more London trains beyond Leeds to / from Dewsbury / Huddersfield (once to London in the early morning, once from London in the evening), to / from Bradford Forster Square / Shipley (every two hours), and to / from Horsforth and Harrogate (every two hours).
- 2.5 A comprehensive update on the Virgin Trains East Coast franchise commitments was provided to Transport Committee at its meeting in March 2018 (see **Background Documents**).
- 2.6 LNER operates Wakefield Westgate station. This underlies an ongoing issue that the automatic barriers at this station do not currently read MCards. The other current issue is the ongoing withdrawal of two southbound and two northbound services between Leeds and London Kings Cross since 13 August 2018. This has allowed for new train testing and crew training and has facilitated the smooth introduction of the new Azuma trains. It is understood these services will be reinstated shortly.
- 2.7 LNER will present an update on its proposals for delivering the improvements set out above, with an opportunity for members to ask questions.
- 2.8 Some of the service enhancements listed above rely on work by Network Rail to improve and upgrade the East Coast mainline railway. A programme of work is now underway, which will include major remodelling of tracks around Kings Cross station, major track works near Peterborough (Werrington grade separation), and further upgrades to the power supply. These works will result in periods of disruption to services over the coming 18 months.

- 2.9 Members will be aware that West Yorkshire Combined Authority is a member of the Consortium of East Coast Mainline Authorities (ECMA), and is represented by Cllr Groves. At its meeting on 11 July 2019, the Consortium confirmed Cllr Aspen (Leader, City of York Council) as its chair, and Cllr Groves as the vice-chair covering the northern England part of the route.
- 2.10 ECMA will be launching a campaign later in the year to make a strong case for future investment in the East Coast Mainline for reliability and future service development, based on an updated evidence base. Communications officers at the Combined Authority are helping to develop the main messages for this campaign. Details will be reported to a future meeting of the Committee.

December 2019 timetables

- 2.11 The next planned timetable change takes place on Sunday, 15 December 2019. At the time of writing, full timetables have not been received, but a summary of main changes expected is included at Appendix 2. This excludes information on changes to which trains are operating trains.
- 2.12 It can be seen that some changes that should have been introduced in December 2019 under Northern's Train Service Requirement will not be. These were summarised for Transport Committee at its meeting in January 2019. The main such improvements **not** taking place are:
- New Bradford Interchange – Leeds – Wakefield Westgate – Sheffield – Nottingham fast service.
 - Direct links from Bradford, Halifax and Calder Valley to Manchester Airport and to Liverpool.
 - New additional Bradford to Manchester train via Halifax and the Calder Valley.
 - Additional hourly service on Sundays the Calder Valley line Leeds – Bradford Interchange – Halifax – Manchester Victoria.
 - Additional semi-fast train every 2 hours between Leeds and Harrogate (bringing the total to 4tph across both LNER and Northern).
 - York – Scarborough: second hourly train provided by Northern, alongside existing TPE service (postponed to May 2020).

- 2.13 The main reasons for these services not being introduced are due to their being insufficient capacity at present on the network (especially around Leeds and Manchester) with some infrastructure schemes not having been delivered, and / or due to a shortage of diesel trains. The availability of staff to cover operation of additional services on Sundays is also an issue, and subject of ongoing discussion between Northern and trade unions. It remains a priority to ensure network capacity constraints to enable these services are addressed.

New trains – TransPennine Express

- 2.14 A comprehensive update on TransPennine Express' (TPE's) new trains was provided at the last Transport Committee (see **Background Documents**). On Saturday, 24 August TPE introduced the first of its new 5-carriage Nova 3 trains

into public service on the Liverpool – Manchester – Huddersfield – Leeds – York – Scarborough route. A second Nova 3 train is expected to enter daily service in September on the same route. TPE reports that initial passenger response to the new trains has been very positive. These trains bring welcome additional capacity, as well as releasing existing 3-carriage trains to re-strengthen peak time services; TPE has confirmed its first priority will be to use existing trains released for strengthening other peak services.

- 2.15 The delayed introduction of Nova 3 trains means it has so far not been possible to restore capacity on key peak-time services on the Manchester – Huddersfield – Leeds core route as planned. To compensate customers for this Transport for the North has agreed to a scheme where £25 travel vouchers are being made available to season ticket holders and walk up train users between Huddersfield, Dewsbury and Leeds. These customers would also receive a catering voucher enabling a hot drink to be obtained free of charge.
- 2.16 TPE has now also started to accept Nova 1 trains, and an intensive programme of staff training is underway. Four Nova 1 trains are expected to start operating in public service from late October on Liverpool – Manchester – Huddersfield – Leeds – York – Darlington – Newcastle services, bringing a further significant increase in capacity.
- 2.17 It has been a significant concern that peak time capacity would not be fully restored as the very busy autumn period approaches. It has been made clear to TPE at Rail North Committee and via the West Yorkshire Rail Forum that the first priority remains delivery of peak-time capacity.

New trains – LNER

- 2.18 LNER has continued to introduce its new Azuma trains onto an increasing number of Yorkshire to London services. The roll-out is understood to be going well, and feedback from passengers has been generally positive.

New trains – Northern

- 2.19 Northern successfully introduced new electric trains on the Leeds – Doncaster services in July. Training is now underway for introduction of these trains into service on the 'Leeds North West' services between Skipton / Ilkley / Bradford Forster Square and Leeds. The new trains are expected to start entering into service on these services from early September. This will release the older (non-air-conditioned) electric trains to go 'off-lease', and represents a welcome improvement in the quality of trains.
- 2.20 More important is the introduction of new diesel trains by Northern, which will help to offset continued problems with availability of diesel trains to strengthen peak-time services in particular, as well as to allow the withdrawal of Pacer trains.
- 2.21 Staff training is now underway to allow the new diesel trains to be introduced on Calder Valley line services, initially on Leeds – Bradford – Halifax – Manchester

Victoria – Chester services, and then on York – Leeds – Bradford – Halifax – Preston – Blackpool services. This is expected to happen in October / November this year. New trains are then expected to be introduced on Leeds – Wakefield Kirkgate – Barnsley – Sheffield – Nottingham / Lincoln services around the end of the year. These new trains will provide a significant uplift in the quality of passenger facilities, as well as additional capacity.

- 2.22 Officers continue to closely monitor the impact of short-formation of peak time trains, and this was a matter discussed with the operator at the West Yorkshire Rail Forum in August.
- 2.23 It is important that Northern does not prematurely withdraw Pacer trains until it has sufficient new trains in reliable service to run all the services (including peak strengthening) it has committed to. Northern has also agreed to keeping some Pacer trains in 'warm storage' to ensure that they are available should stock shortages occur, particularly through the autumn period.

Pacer trains

- 2.24 Pacer trains were meant to be progressively withdrawn by Northern from September 2018, with a profile that would have seen all 102 Pacer trains withdrawn by early November 2019. Northern relies on the introduction of brand new trains and the transfer of trains from other operators to achieve this.
- 2.25 The first Pacer train was withdrawn on Monday, 12 August 2019. The delay to the withdrawal programme is mainly as a result of delays to the introduction of brand new trains. It is now clear that Northern will need to keep around 23 of its Pacer trains in passenger service beyond the end of 2019, in diminishing numbers to achieve complete withdrawal by summer 2020. Whilst this situation is clearly unwelcome, the alternative is a potentially worse situation of having to cancel trains and / or reduce capacity of peak services.
- 2.26 Northern's proposal will see Pacer trains remain on a handful of lines and services predominantly in around South and West Yorkshire. This is based on reasonable factors such as staff familiarity and maintenance regimes.
- 2.27 In summary Northern proposes that a small number of very early morning and late evening trains will continue to be operated by Pacer trains on a number of routes. In addition, the majority of trains on the Penistone Line, on local services between Bradford and Huddersfield, on local services between Castleford and Huddersfield, and trains on the York – Pontefract – Sheffield service will continue to be operated by Pacers. This will ensure Pacers are not deployed on the busiest commuter services around West Yorkshire.
- 2.28 Pacer trains are widely regarded as failing to meet passenger expectations, and their timely removal from service was a significant and high-profile 'promise' when the new franchise was awarded. In combination with officers from South Yorkshire Passenger Transport Executive, officers are in discussion with Northern to secure passenger benefits for those areas that will have to rely on Pacer trains for local rail journeys beyond the end of the year.

- 2.29 A crucial further factor is the need for all trains to comply with the Persons of Reduced Mobility (PRM) regulations from 1 January 2020. These regulations require all trains to meet base requirements for accessibility and on-board facilities from that date. Pacers do not currently fully meet these requirements, and there is a national shortage of suitable and PRM compliant trains to use alternatively. There is a national backlog of work to bring older fleets of trains into compliance with the regulations. The most significant issue for Pacers relates to the accessibility of the toilets, but there is a range of other non-compliances.
- 2.30 Northern is engaging with its Accessibility User Group to test the mitigations it is proposing to put in place to address the non-compliances. This will include specific on-train and station-specific proposals, including an enhanced passenger assistance service. This package will form the basis of an application to the Department for Transport for a temporary dispensation from the regulations. Part of the process for this determination will include reference to the Disabled Persons Transport Advisory Committee (DTPAC). There will be a particular emphasis on where Pacer trains will be the only type of train calling at a station throughout the day. Northern is expected to make an application for a dispensation from the regulations in late August or early September.

Train Operator Performance

- 2.31 The latest Train Operator Performance Graphs are included at Appendix 3. Performance in 2019 has been improved compared to the service breakdown in 2018, but in recent weeks (Period 5, 21 July to 17 August) both Northern and TransPennine Express have suffered a significant decline in performance, with indications this has continued through late August. Driver availability has been an issue for the operators, together with a series of a significant disruptions on the network which have then impacted services for many hours afterwards. This reflects the ongoing challenge of reliably operating an increasingly congested network, and underlines the importance of investing in network capacity and resilience.
- 2.32 Short formations (trains running with fewer carriages than planned) at peak times has remained a big issue for Northern. The importance of improving on this situation was set out to Northern at the August meeting of the West Yorkshire Rail Forum. The steady introduction of new diesel trains should help this situation as we move into the busier autumn period.
- 2.33 Richard George as part of his work identified ways to improve day-to-day reliability, together with a programme of actions and small investments. An update on that programme is expected at Rail North Committee in September, and information will be relayed to Transport Committee when available.

TransPennine Route Upgrade: Transport and Works Act Order consultation

- 2.34 On 20 August 2019, Network Rail issued a press release about an upcoming consultation in relation to TransPennine Route Upgrade (TRU) between Huddersfield to Westtown (Dewsbury). The press release did not include details of the proposed enhancements nor a full commitment on TRU in terms of funding and scope.
- 2.35 Upgrading the section of railway between Huddersfield to Westtown (Dewsbury) is vital and an important part of TRU. Network Rail intends to submit a Transport and Works Act order (TWAo) application in autumn 2020. Prior to submitting the application, it is our understanding that Network Rail would like to consult the public which will help inform the further development of their proposals. Further information is available on Network Rail's website; a link is provided in **Background Documents**.
- 2.36 Officers have requested Network Rail brief members on the scheme and have scheduled briefing sessions with Leaders and Transport Committee members on 2 September 2019. It is an opportunity for members to ask Network Rail any further questions about TRU. The briefing sessions will take place in advance of any public consultation events.
- 2.37 Meanwhile, the Combined Authority continues to press the Government to make a full commitment on TRU and provide clarity on the overall scope of work. At the time of writing, a formal announcement is still outstanding.

Rail reviews

- 2.38 The Blake Jones Review of the Rail North Partnership was published on Friday, 19 July 2019. The review and its recommendations were subsequently endorsed by the Transport for the North Board at its meeting on 31 July 2019, together with an Action Plan to bring focus to delivery of early wins. The Combined Authority also endorsed the Review's recommendations at its meeting on 1 August 2019. The core theme running through the Review and its recommendations is the need to put rail passengers first.
- 2.39 The Review identifies five recommendations for immediate implementation and a further four recommendations for longer term implementation, and which are made to inform the William Review.
- 2.40 The Williams Review is now in its final stages. The review's findings and recommendations will be published in a government white paper in autumn 2019, with reforms from 2020 onwards.
- 2.41 Keith Williams delivered an interim speech at an event in Bradford on 16 July 2019. In this speech he highlighted that reform will be focused on five main areas:
- New passenger offer – customer service excellence;

- Simplified fares and ticketing;
- A new industry structure;
- A new commercial-model – “the current franchising model has had its day”
- Leadership, skills and diversity

2.42 Discussion has been ongoing over summer about how the proposed reforms can bring more effective accountability to rail service delivery and planning.

Department for Transport Access for All Mid-Tier Programme

2.43 The Department for Transport (DfT) announced last year that up to £300 million has been made available nationally to extend its Access for All programme as part of its ‘Inclusive Transport Strategy’. The Strategy document can be accessed here: <https://www.gov.uk/government/news/next-steps-towards-a-fully-inclusive-transport-network>.

2.44 It was reported to Transport Committee in May 2019 that Todmorden, Menston and Selby rail stations had been announced to form part of the extended programme which will, subject to a feasible design being possible, receive an accessible step free route into the stations, as well as to and between every platform over the next five years. It was also confirmed that deferred schemes selected for funding in 2014 but not yet implemented, would also be completed during the 2019-24 budget period. Garforth rail station falls into this category.

2.45 The ‘Inclusive Transport Strategy’ also included that a proportion of the funding would be made available for a new round of ‘Access for All’ Mid-Tier funding which will support station accessibility projects requiring between £250,000 and £1 million of Government support. The Mid-Tier programme was announced on 08 July 2019, available here: <https://www.gov.uk/government/news/20-million-fund-marks-one-year-on-from-the-inclusive-transport-strategy>. This is a £20 million fund open to applications from stations in need of accessibility improvements, leading to small-scale enhancements which enable more disabled people to access the rail network more easily, for example, tactile paving, handrails and Harrington Humps, which selectively increase platform heights.

2.46 The funding is only available for projects which have reached a credible stage in development having completed feasibility studies and after identification of other funding sources, including funding for operational, maintenance and renewal costs. Projects with third-party match funding will also be looked at more favourably. All projects will need to be completed by April 2024.

2.47 The Combined Authority proposes to work together with rail industry and council partners to identify accessibility improvements and develop potential funding applications. Transport Committee members will be consulted on potential applications before the next meeting in November 2019 in order to meet the DfT’s deadline for applications 18 October 2019. It is likely that Local Transport Plan funding will be required as match funding for applications. The views of other key local stakeholders will also be sought.

HS2 Phase 2b Design Refinement Consultation Response

- 2.48 HS2 Ltd is consulting on eleven proposed changes to the design of the HS2 Phase 2b route which includes one design refinement within West Yorkshire. The proposed change is in the height of the route for 8km between the centre of Leeds and Woodlesford so that the line is predominantly on a viaduct, rather than a combination of at ground level, cutting and embankment. The closing date for consultation responses is 6th September 2019.
- 2.49 The Combined Authority endorsed the principles of the consultation response in a meeting on 1st August 2019. These included welcoming the opportunity the refined design provides with regards to reducing travel disruption and congestion to both the public transport and highway network, ensuring visual intrusion and noise pollution is mitigated as much as possible, calling for further development work from HS2 to so that the viaduct undercroft area is developed to benefit local communities and reinforcing the need for a touchpoint on the HS2 network at Stourton with the conventional railway.
- 2.50 The proposed HS2 Phase 2b Design Refinement Consultation response is provided in Appendix 4. Links to the actual HS2 consultation and previous report presented to the Combined Authority paper are provided in the **Background Documents** section.

HS2 Independent Review

- 2.51 The Prime Minister has requested a review on “whether and how we proceed” with HS2 ahead of the ‘Notice to Proceed’ decision for phase 1 (London to West Midlands) due by the end of 2019. The review will examine whether HS2 Ltd is able to deliver the project effectively, look at the full range of costs and benefits for the project, the potential for cost reductions and to see if the assumptions behind the business case are realistic. The review covers all phases of the project.
- 2.52 The review has asked for specific cost reduction options to be considered which include building only phase 1 (London – West Midlands), combining phase 1 and 2a (West Midlands – Crewe), different choices of phasing of phase 2b (West Midlands – Leeds / Manchester), reductions in line speeds and making Old Oak Common the London terminus rather than Euston in the short term.
- 2.53 The review is chaired by Doug Oakervee who is an ex-chairman of HS2 and Crossrail and includes a panel of industry experts with a wide range of views on the project. The final report will be submitted to the Secretary of State for Transport in autumn this year with oversight from the Prime Minister and the Chancellor of the Exchequer.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

6.1 Northern, TransPennine Express and LNER have commented on the factual accuracy of parts of this report.

7. Recommendations

7.1 That the updates on the various matters outlined in the report be noted.

7.2 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.

7.3 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.

7.4 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.

7.5 That the Transport Committee approves the final submission of West Yorkshire Combined Authority to the HS2 Phase 2b Design Refinement Consultation response.

8. Background Documents

Virgin Trains East Coast franchise commitments and plans. Set out in **Item 9** – West Yorkshire Transport Committee, 16 March 2018. Available via:

<http://westyorkshire.moderngov.co.uk>

Franchise service changes planned for 2019. Set out in **Item 7** – West Yorkshire Transport Committee, 11 January 2019. Available via:

<http://westyorkshire.moderngov.co.uk>

New trains update. Appendix 2 to **Item 11** – West Yorkshire Transport Committee, 5 July 2019. Available via: <http://westyorkshire.moderngov.co.uk>

Huddersfield to Westtown (Dewsbury) consultation material on Network Rail website, available here: <https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/huddersfield-to-westtown-dewsbury/>

“Williams Rail Review: an update on progress”: transcript of Keith Williams’ speech. Available online here:
<https://www.gov.uk/government/speeches/williams-rail-review-an-update-on-progress>

Summary of Blake Jones Review of the Rail North Partnership, including recommendations. Contained in **Item 7** – West Yorkshire Combined Authority, 1 August 2019. Available via: <http://westyorkshire.moderngov.co.uk>

HS2 Phase 2b Design Refinement Consultation can be downloaded at -
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/807420/hs2-phase-2b-design-refinement-web.pdf

HS2 consultation response – **Item 6** – West Yorkshire Combined Authority, 1 August 2019. Available via:
<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=133&MId=834>

9. Appendices

Appendix 1 – LNER 2019 route and service plan

Appendix 2 – Summary of December 2019 timetable changes

Appendix 3 – Train Operator Performance Graphs

Appendix 4 – HS2 Phase 2b Design Refinement Consultation response.

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LNER 2019 route and service plan



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Item 5 Appendix 2

Summary of December 2019 timetable changes

The table below summarises the main timetable changes in the West Yorkshire area from the timetable change on Sunday, 15 December 2019. This is based on information shared by the train operators; full timetables have yet to be published.

Route	Changes (“tph” – trains per hour during daytime)
Harrogate Line	Remains 3tph on Northern New 0.5tph (every two-hours) Harrogate – Leeds – London LNER service with calls at Horsforth, by extending existing London – Leeds service.
Calder Valley Lines	Major changes (all Northern): <ul style="list-style-type: none"> • Normal hourly clockface times change – some service intervals e.g. Halifax – Bradford – Leeds better • Some faster journeys due to Network Rail investment in 2018, plus new trains • Current Huddersfield – Brighouse – Halifax – Low Moor – Bradford – Leeds ceases running, except Sundays • New Halifax – Low Moor – Bradford – Leeds – Selby – Hull train (not Sundays) • New Huddersfield – Brighouse – Halifax – Low Moor – Bradford train (not Sundays) • Existing weekday Chester – Manchester – Calder – Halifax – Bradford – Leeds gains stop at Low Moor, so the station now has 2tph (but only 1tph through to Leeds) • Existing Southport – Wigan – Manchester – Calder – Brighouse – Dewsbury – Leeds only starts from Wigan
Huddersfield (Dewsbury)	<ul style="list-style-type: none"> • Leeds – Dewsbury – Huddersfield local services: no major changes • Huddersfield – Wakefield – Castleford: no major changes • Leeds – Huddersfield – Manchester – Airport / Liverpool TPE fast services: no major changes • Huddersfield – Slaithwaite – Marsden – Manchester local services: the peak-only NT trains cease running • Hull – Leeds – Huddersfield – Manchester: these TPE trains will, in AM and PM peaks only, serve local Slaithwaite and Marsden, replacing Northern local trains
Leeds – Selby – Hull	<ul style="list-style-type: none"> • Leeds – Selby stopping trains replaced by new Halifax – Bradford – Leeds – Selby – Hull service • No major changes to TPE Manchester – Leeds – Hull trains

Route	Changes (“tph” – trains per hour during daytime)
Leeds – Garforth – York	<ul style="list-style-type: none"> • TPE Liverpool – Leeds – York – Newcastle trains to be extended to Edinburgh (To be confirmed) • TPE Manchester Airport – Leeds – York – Middlesbrough trains to be extended to Redcar
Dearne Valley (York – Pontefract – Sheffield)	Remains only 3 trains per day (2 on Sunday) but spacing improved, allowing “9 to 5” commuting into York (though not into Sheffield)
Bradford – Halifax – London	No changes known to Grand Central services
LNER services to and from London	Extension of an existing Leeds service to / from Horsforth and Harrogate every two hours (separate LNER update to be provided at the meeting)

No major changes are expected on the following routes and lines:

- Wharfedale Line (Leeds / Bradford – Ilkley)
- Airedale Line (Leeds / Bradford – Keighley, Skipton and Carlisle / Lancaster)
- Penistone Line (Huddersfield – Penistone – Barnsley – Sheffield)
- Hallam Line (Leeds – Wakefield Kirkgate – Barnsley – Sheffield)
- Wakefield Line (Leeds – Wakefield Westgate – Doncaster / Sheffield)
- Pontefract Lines (Leeds – Wakefield – Knottingley, and Leeds – Castleford – Knottingley – Goole)
- Cross-Country intercity services passing through West Yorkshire

It is also understood that further improvements to Sunday services, where these have not yet reached the levels committed under the Trains Service Requirements, are planned, but full details have yet to be received at the time of writing.

Item 5 Appendix 3

Rail Performance Summary Graphs

The graphs below provide a summary of performance by rail reporting in a way that allows performance to be compared with previous years. The Cancelled and Significantly Late (CaSL) and Short Formed figures are for 2018 onwards only.

Rail Period Dates

The rail industry reports performance and other data on the basis of a 13-period year. This year and last the rail periods are as follows:

Rail period	2018 / 19	2019 / 20
Period 1	1 April – 28 April	1 April – 27 April
Period 2	29 April – 26 May	28 April – 25 May
Period 3	27 May – 23 June	26 May – 22 June
Period 4	24 June – 21 July	23 June – 20 July
Period 5	22 July – 18 August	21 July – 17 August
Period 6	19 August – 15 September	18 August – 14 September
Period 7	16 September – 13 October	15 September – 12 October
Period 8	14 October – 10 November	13 October – 9 November
Period 9	11 November – 8 December	10 November – 7 December
Period 10	9 December – 5 January	8 December – 4 January
Period 11	6 January – 2 February	5 January – 1 February
Period 12	3 February – 2 March	2 February – 29 February
Period 13	3 March – 31 March	1 March – 31 March

Performance Terms

The Public Performance Measure (PPM) combines figures for punctuality and reliability into a single performance figure. For TransPennine Express it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival time.

Cancellations and Significant Lateness (CaSL) – the percentage of trains which are part or fully cancelled or arrive at their destination more than thirty minutes later than planned.

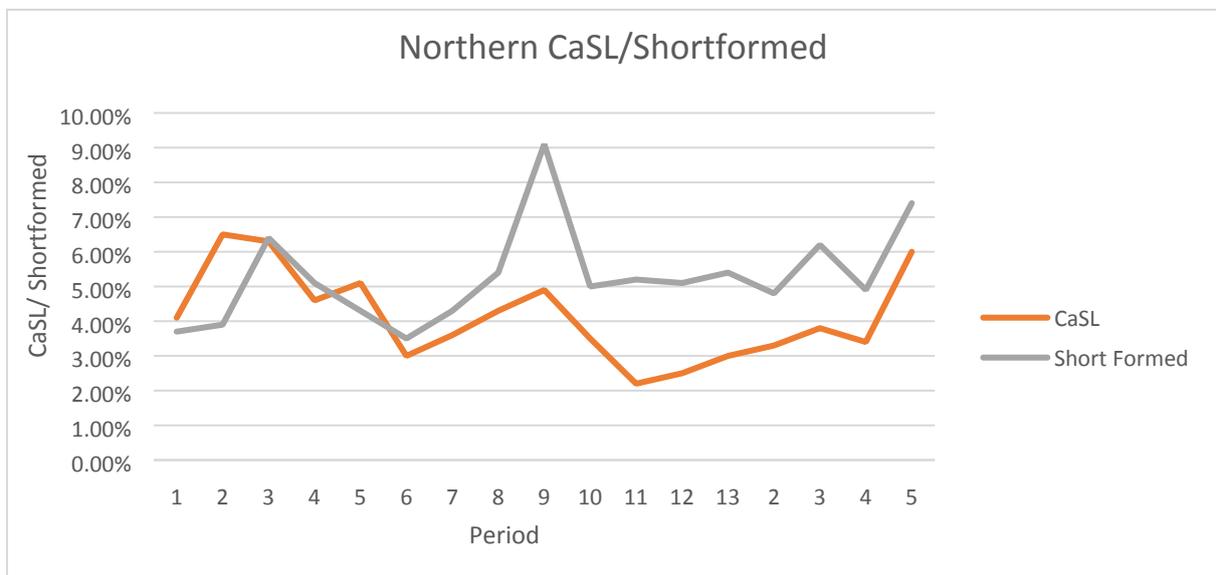
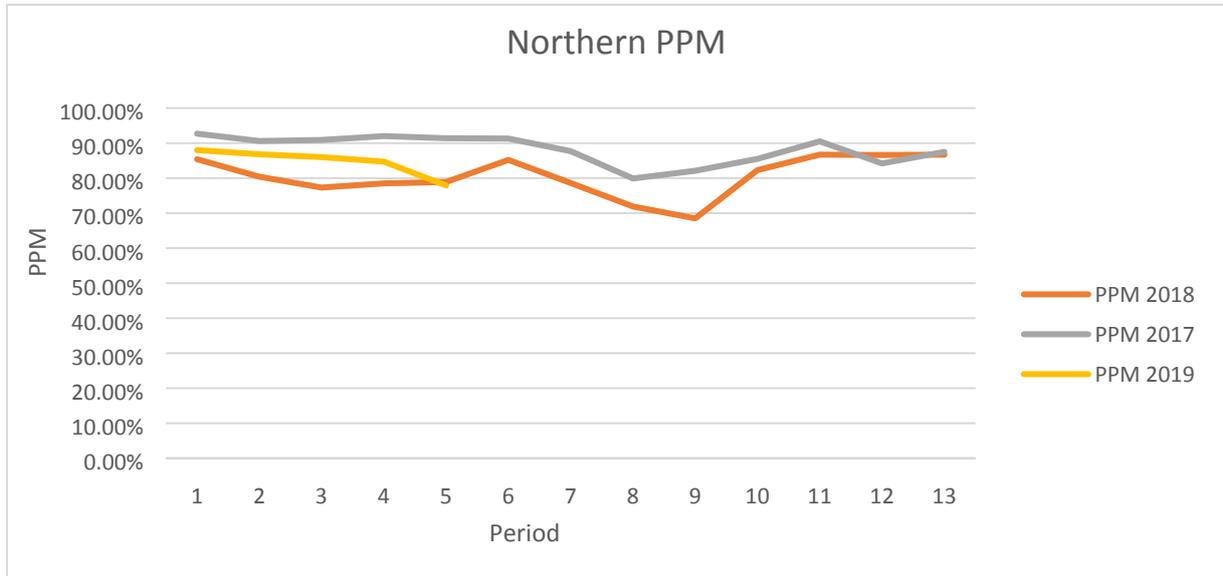
Short Formed – the percentage of trains which run with less than the planned capacity.

Northern

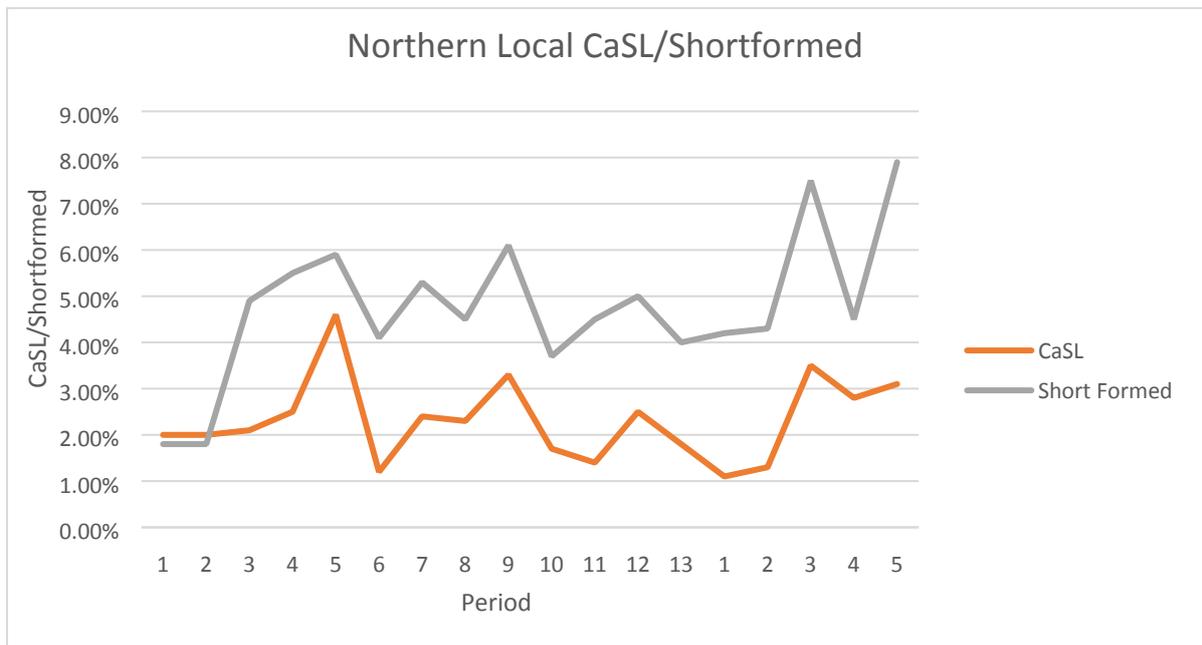
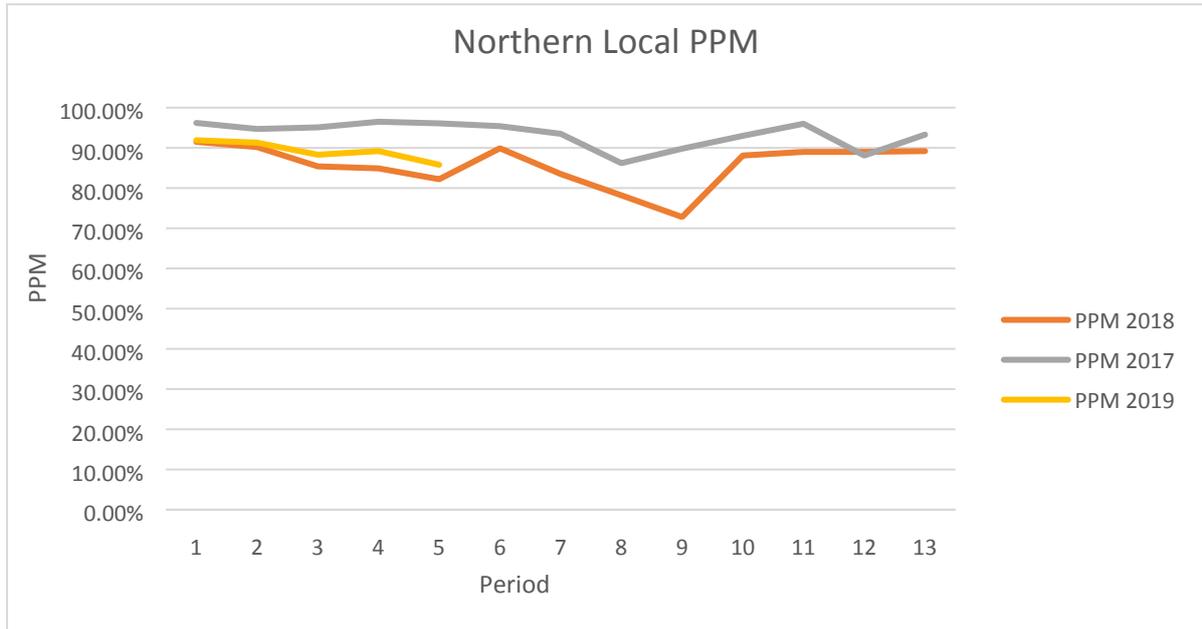
Target PPM: 84.8% (Period 5)

Target CaSL: 1.7% (Period 13)

Northern – All services across franchise



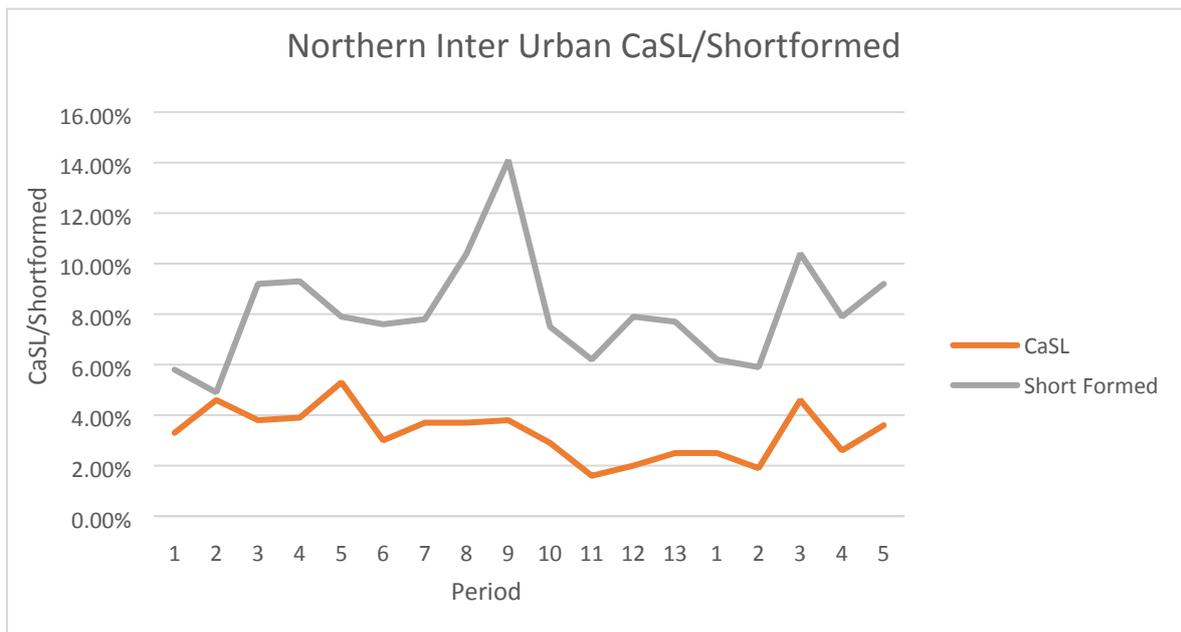
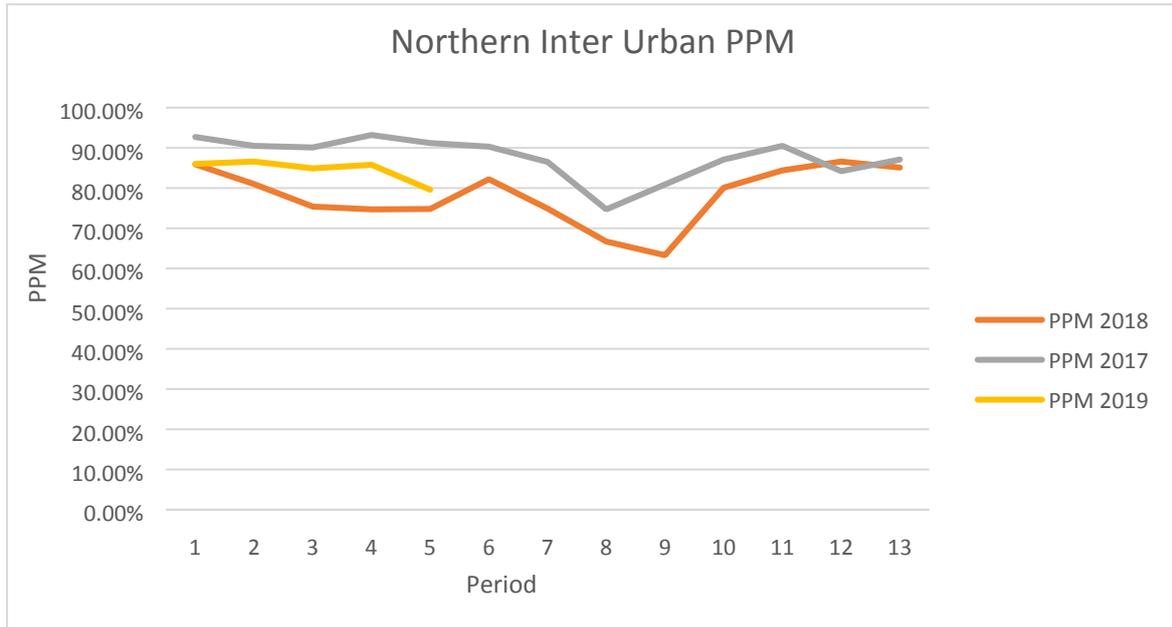
Northern – West and North Yorkshire – Local



Local

- Wakefield line route to Sheffield
- Airedale line – shorter routes
- Wharfedale line routes
- Pontefract line routes
- Southport-Leeds Calder Valley route

Northern – West and North Yorkshire – Inter Urban



Inter Urban

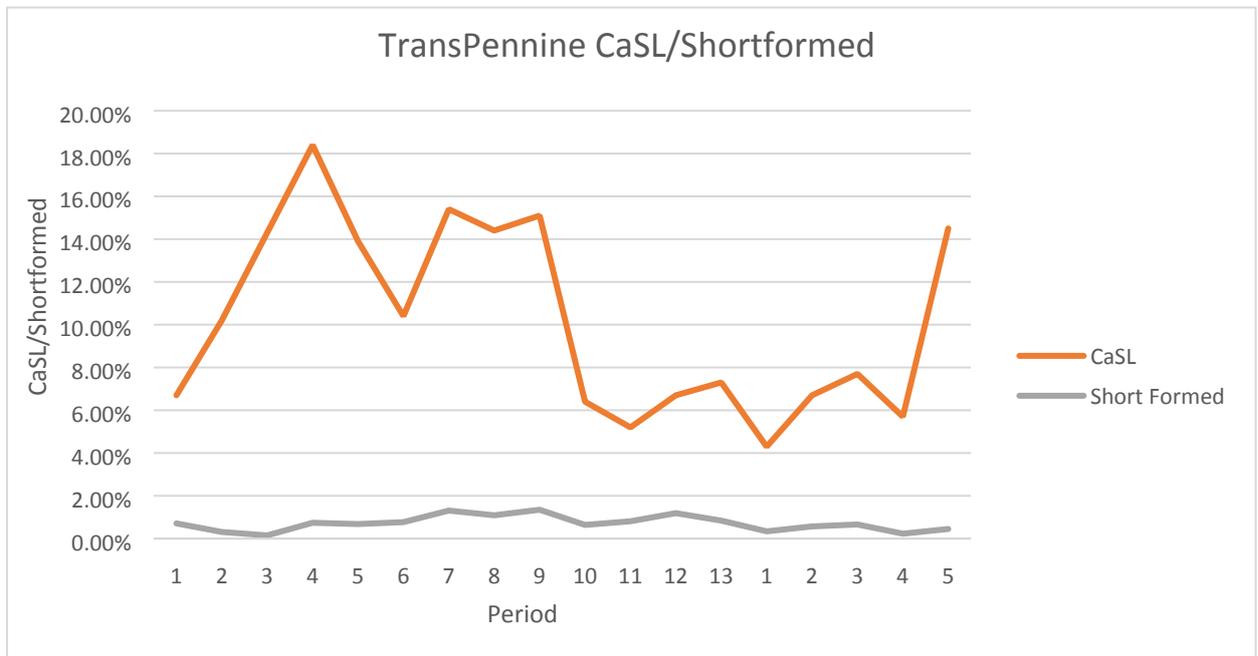
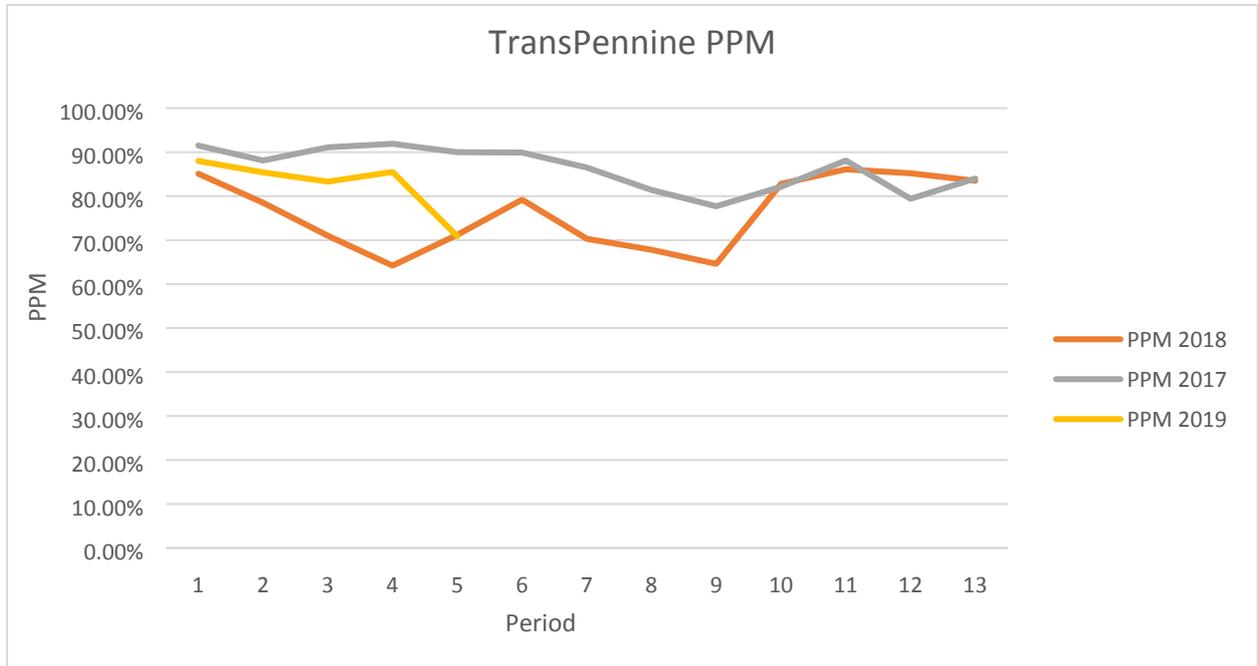
- All Calder Valley routes (except Southport-Leeds)
- Harrogate line routes
- York and Selby line routes
- Longer distance Airedale line routes
- Huddersfield line routes
- Wakefield line route to Doncaster

TransPennine Express

Target PPM: 87.7% (Period 5)

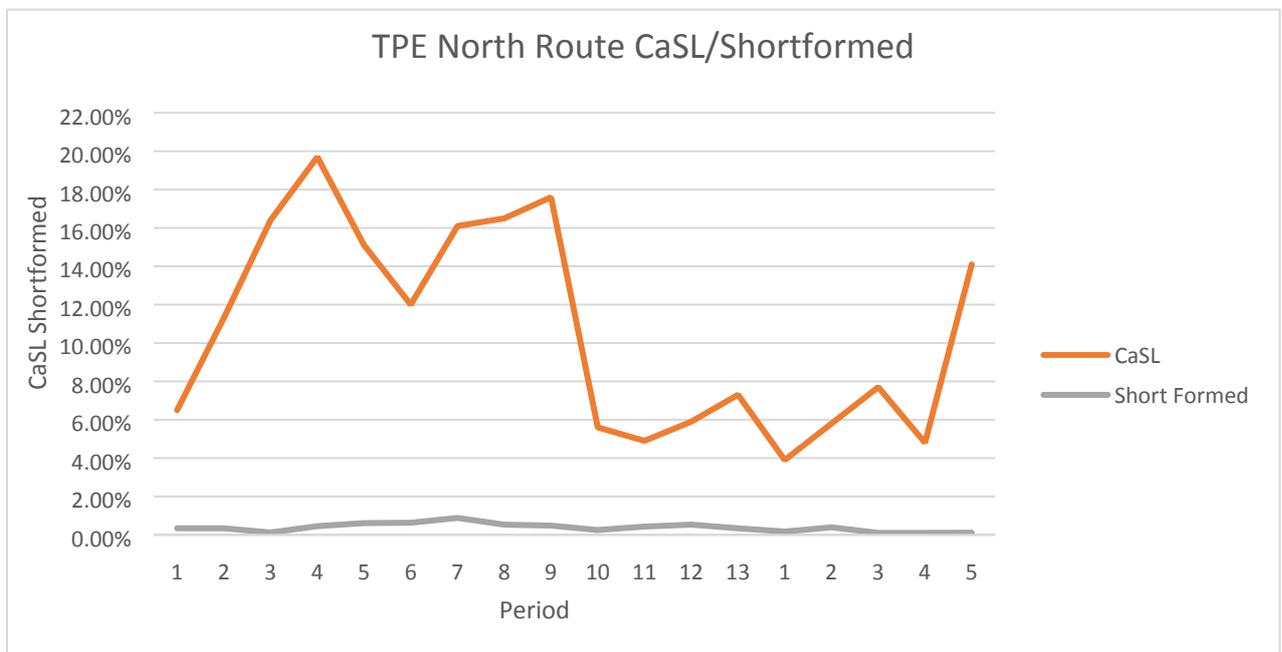
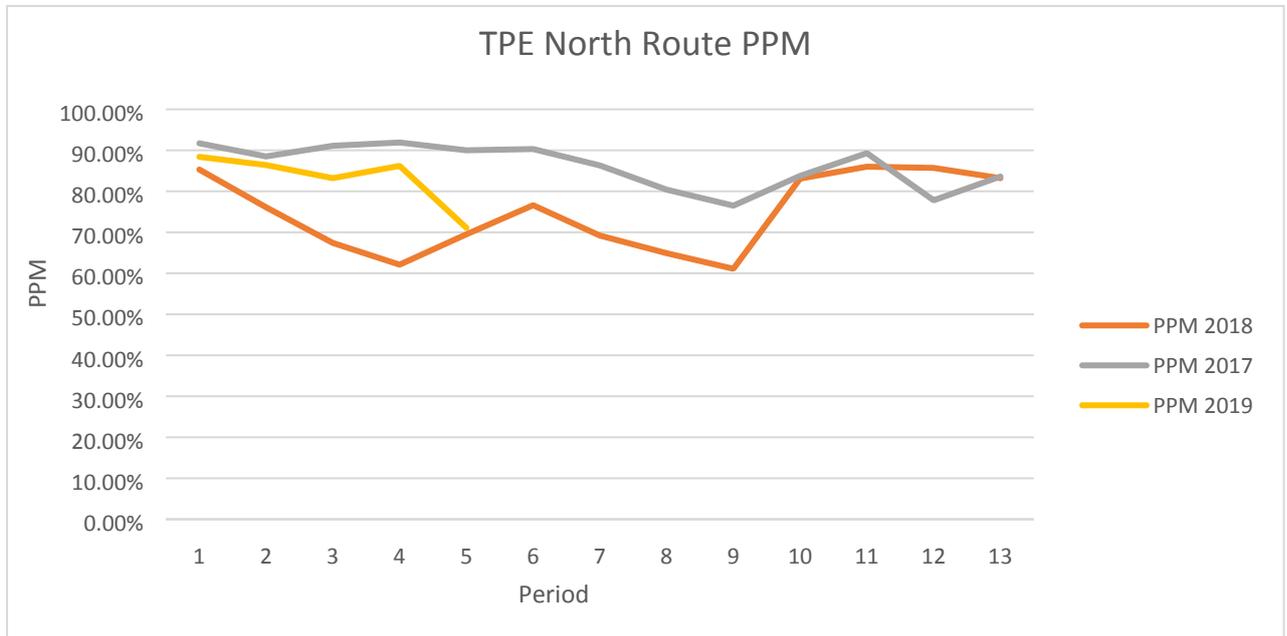
Target CaSL: 6.0% (Period 5)

TransPennine Express – All Routes



TransPennine Express – North Route

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



Item 5 Appendix 4

HS2 Phase 2b Design Refinement Consultation response

West Yorkshire Combined Authority – 6th September 2019

1 Introduction

- 1.1 This constitutes the response of the West Yorkshire Combined Authority to the HS2 Phase 2b Design Refinement Consultation.
- 1.2 The Combined Authority works to ensure that our region is recognised globally as a strong, successful economy where everyone can build great businesses, careers and lives. We bring together local councils and businesses to achieve this vision, so that everyone in our region can benefit from economic prosperity and a modern, accessible transport network.

2 West Yorkshire Combined Authority

- 2.1 West Yorkshire Combined Authority is the transport authority covering Leeds, Wakefield, Kirklees, Bradford and Calderdale districts. We are not a strategic or local planning authority and therefore have no statutory responsibilities relating to planning. The Leeds City Region Local Planning Authorities are committed to partnership working to ensure a joined-up approach to spatial planning including tackling cross-boundary issues and agreeing strategic priorities. These strategic priorities are reflected in the objectives of the Leeds City Region Strategic Economic Plan (SEP), specifically around Priority 4: Infrastructure for Growth.
- 2.2 As with any major infrastructure project, the impacts of the construction and operation of the HS2 would result in changes to the quality and character of neighbourhoods along the route. We expect that the individual planning authorities in the City Region will be responding to this consultation addressing these localised issues.

3 Leeds City Region Growth Strategy

- 3.1 West Yorkshire and our region's partners strongly welcome the arrival of high-speed rail to the UK's largest economy and population centre outside London. The Leeds City Region economy is the biggest outside London, worth over £65 billion and generating 5% of England's outputs. We have three million residents, a workforce of 1.9m, 119,000 businesses, fourteen further education colleges and nine higher education institutions, one of the largest concentrations in Europe. Our long-term vision is "to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone".
- 3.2 The eastern leg of HS2, HS2 East, will reshape the economic geography of the UK. It will bring together the city regions centred on Leeds, Sheffield, Nottingham and Birmingham into a coherent and integrated economic zone of over ten million people, five million jobs and some of the UK's most significant manufacturing clusters. Maintaining the deliverability of the eastern leg to

secure the benefits of HS2 is of paramount importance to the Combined Authority.

- 3.3 HS2 is much more than a transport project. It will act as a catalyst for regeneration and growth around our main transport hubs, it will improve connectivity to our towns and cities across the Leeds City Region and it will improve the skills and job opportunities for our workforce.
- 3.4 HS2 is part of our wider ambitions for inclusive growth across the Leeds City Region. This growth is essential in order to raise living standards and tackle deprivation, boost innovation, exports and create new jobs. HS2 helps to achieve our goals by strengthening business links, by opening up new markets and access to talent and by connecting people to jobs.
- 3.5 The Leeds City Region have committed to becoming the UK's first zero carbon city region. HS2 will not only improve long distance rail travel but free up capacity on the existing rail network enabling modal shift from private car and air travel for existing and future trips. HS2 as part of an integrated transport network provides an opportunity to de-carbonise public transport within the City Region.

4 HS2 and Northern Powerhouse Rail

- 4.1 Together HS2 and NPR form a new high speed rail network for the North which will provide more frequent services with much higher capacity. Transport for the North (TfN) work shows that this will lead to very significant economic benefits, bringing millions more people, and thousands of businesses, within reach of each of the key economic centres of the North. By 2050, nearly 10 million people in the North will be within 90 minutes reach of multiple economic centres in the North.
- 4.2 The current plans for the NPR network add to HS2, and the NPR network as envisaged cannot therefore be built without HS2. TfN's Strategic Transport Plan recognises that full delivery of the proposed HS2 network is estimated to generate £17.6 billion of wider economic benefits.
- 4.3 HS2 will carry over 300,000 passengers a day, releasing capacity on the existing rail network for both passenger and freight services by allowing the existing West and East Coast Main Lines, and the Midland Main Line, to be used in different ways, growing the overall capability of the rail network to meet future needs. How this released capacity can be used effectively to help the North's rail offer support the economy will be investigated through the Long Term Rail Strategy and the development of Northern Powerhouse Rail as integral components of a modern, dependable and responsive rail network.

5 What are your views on the proposal to change the height of the route on the approach into Leeds?

- 5.1 A previous consultation on 'Working Draft Environmental Statement' which covered the full HS2 phase 2b route was undertaken in autumn 2018. The

Combined Authorities response at this time called upon HS2 to plan for and mitigate as far as possible the following:

- The disruption to the transport network including where it will worsen congestion, increase journey times and have a negative impact on local bus and rail services.
- Where HS2 is expected to have an adverse environmental effect for example on existing green and blue infrastructure and air quality.
- Where businesses are affected particularly the need for support packages to be implemented well in advance of any relocation dates.
- To ensure that Leeds station is HS2 ready, with the full implementation of the masterplan
- To work with Transport for the North to properly integrate HS2 with Northern Powerhouse Rail.
- To continue to align plans for the depot with the plans for the Enterprise Zone (EZ) and compensate the Combined Authority for the loss of income that building the depot in the EZ has caused.

5.2 The revised proposals between Woodlesford and Leeds and resulting changes in impacts of construction and operation will result in changes to the quality and character of neighbourhoods along the route. Leeds City Council as the planning authority will be addressing these local issues.

Benefits

5.3 Based on the new HS2 assessment, the viaduct avoids the need to realign the Hallam line and requirement for lengthy closures which results in less disruption for rail passengers and freight movements into Leeds from the south.

5.4 The new design also removes the need to reconstruct nine bridges along the HS2 corridor between the M1 and Leeds centre and therefore avoids the need for 9 to 12 month road closures. Changes will still have to be made to the local road network, but this offers a significant improvement with regards to how the highway network will operate during construction compared to the previous proposals. Therefore, reducing the negative impacts on congestion and associated implications for bus passengers, non-motorised users and air quality.

5.5 The viaduct proposals reduce the amount of land take during construction and operation and offer the opportunity to utilise space under the viaduct for commercial enterprise or provide facilities for the local community.

5.6 It reduces constraints in the construction programme and brings about a cost saving which improves the deliverability of phase 2b of HS2 between Birmingham and Leeds.

Dis-benefits

5.7 There will be a significant visual impact of the viaduct structure through South Leeds including residential areas in Rothwell, Woodlesford, Hunslet and Belle Isle. The viaduct will have a typical clearance height of 5.7m and vary in width between 14m and 32m leaving large undercroft areas.

- 5.8 It will result in increased noise pollution for communities along the viaduct. Noise assessment data has not been made available, but mitigation measures may increase the visual impact or height of the structure.
- 5.9 The revised proposals require additional construction works in Rothwell Country Park and construction compounds closer to residents in Woodlesford (although it negates the need for a vent shaft in village which would also be disruptive).

The Combined Authority Requirements

- 5.10 The Combined Authority recognises the challenges and complexities of the construction of a high speed route into Leeds City Centre and welcomes the opportunity to reduce the impacts of construction and travel disruption to both the road and rail network and the knock-on effects on local communities and businesses as a result of congestion.
- 5.11 However, the final design of the viaduct should minimise visual intrusion and noise pollution with enhanced landscaping, high quality design and noise mitigation measures for local residents.
- 5.12 The Combined Authority alongside Leeds City Council requires from HS2 / DfT a funded development strategy and deliverable masterplan to develop the undercroft areas and adjacent land to the viaduct which supports the city's wider regeneration and place making ambitions. With a focus on active frontages and creating places that have the flexibility to accommodate a variety of uses and building types.
- 5.13 The undercroft also provides an opportunity to maximise cycling and walking connectivity along the viaduct corridor and includes the potential for new multifunctional public spaces aligning with the City Regions Green and Blue Infrastructure and Delivery Plan.
- 5.14 HS2 to do more to engage people about the opportunity the railway provides, including investing in skills so that local people can benefit from the jobs created by the investment.
- 5.15 The viaduct proposals must not compromise a touchpoint at Stourton which will link the HS2 network to the conventional railway to the south of Leeds City Centre. A touchpoint at Stourton offers a range of important benefits including:
- New routings between the North's core cities adding options for flexibility, opportunities to release capacity and reshape the national rail network.
 - Opens the potential for HS2 services to reach wider markets beyond Leeds, such as Bradford, Huddersfield and Hull. This could mean high-speed services arriving in Bradford 10 years ahead of the completion of Northern Powerhouse Rail.
 - It would also boost the commercial benefits of HS2's eastern leg and also provide the potential for new markets such as the North East and East Midlands as well as supporting more efficient operations through enhanced connectivity.

5.16 The Combined Authority has recently declared a climate emergency and called for urgent collaborative action to tackle emissions. There has been little information from HS2 beyond a high-level statement in a previous consultation indicating that measures will be implemented to manage dust, air pollution and odour during construction and that it is not predicted that there will be significant adverse route-wide air quality effects during operation. The Combined Authority will engage further with HS2 to assess the implications of HS2 on the climate emergency and to ensure it adheres to the West Yorkshire Low Emission Strategy. The strategy outlines measures to significantly improve air quality across the region and makes a series of recommendations which include planning and new development.

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Report to: Transport Committee

Date: 6 September 2019

Subject: **Associated British Ports presentation**

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

Author(s): Laura Simpkins

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

1. Purpose of this report

- 1.1 Daffyd Williams from Associated British Ports will be attending Transport Committee to update Members on the role and operations of the organisation.

2. Information

Background

- 2.1 Associated British Ports (ABP) is the UK's leading port operator and operates across 21 ports. ABP handles around 25% of the nation's seaborne trade, supporting over 115,000 jobs and contributing £7.5 billion to the economy every year. ABP also operates one of the UK's busiest rail terminals at Hams Hall in the Midlands.
- 2.2 Councillor Groves visited ABP's Hull operations on 19 June 2019 and has invited Daffyd Williams, Head of Communications & Corporate Affairs – Humber, to present information on current and future port operations.
- 2.3 The presentation complements work on the Leeds inland port project – this scheme aims to deliver a new wharf facility at Stourton to enable

transportation on non-perishable freight from the Humber estuary to Leeds. The inland port would help reduce congestion on the roads and generate carbon savings.

- 2.4 The presentation will discuss rail freight opportunities which could be significant to carbon savings targets as it is estimated that around 4000 vehicles each could be taken off the M62 if rail freight opportunities in West Yorkshire are maximised.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

- 6.1 No external consultations have been undertaken by the Combined Authority.

7. Recommendations

- 7.1 That Transport Committee notes the presentation and discusses the implications for the City Region.

8. Background Documents

- 8.1 There are no background documents referenced in this report.

9. Appendices

- 9.1 None.



Report to: Transport Committee

Date: 6 September 2019

Subject: **Bus Service Matters**

Director: Dave Pearson, Director of Transport Services

Author(s): Helen Ellerton, Edwin Swaris

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

1. Purpose of this report

- 1.1. To advise the Committee on issues affecting the bus service in West Yorkshire and to update the Committee on the Local Bus Working Group meeting to review actions in respect of the reduced budget for supported local bus services.

2. Information

West Yorkshire Bus Alliance

- 2.1. On the 5th July the Voluntary Partnership Agreement for the West Yorkshire Bus Alliance was approved for signing by the Transport Committee. The legal agreement contains a number of commitments for the West Yorkshire Combined Authority, West Yorkshire Districts and the West Yorkshire Bus Operators.
- 2.2. The success of the Alliance is an important first step to improving the bus offer for customers. Delivering a successful partnership is an important step to demonstrate that the Combined Authority and the bus operators of West Yorkshire can together deliver a successful bus network.

2.3. A number of customer focussed early deliverables are in progress:

- Young people initiatives –making it easier for young people to use the bus and promoting the opportunities available to save money on bus fare
- A driver training programme to deliver further training to improve driver interaction with customers.
- A proposal to make the bus network more legible and easier to use –on the 5th July Transport Committee approved the principles for a system that will be based around a map which identifies each corridor with a colour and a symbol these will highlight the key destinations on that corridor such as hospitals and universities. It is proposed to integrate the maps with the on-street furniture and the buses to support navigation
- Shared ticketing agreement which will allow customers to use services offered by different bus operators during times of disruption, such as bad weather, broken down vehicles and other major incidents. It is also proposed that where tender contracts change the customer will be able to use their ticket purchased from a different operator.

West Yorkshire Bus Market

- 2.4. On 29 May First Group PLC made an announcement to shareholders that it is “pursuing structural alternatives to separate our First Bus operations from the Group” as part of a process of re-structuring the company. Deutsche Bahn have also indicated its intentions to dispose of its Arriva business in the UK.
- 2.5. The Combined Authority intends to actively participate in the discussions around the sale of First West Yorkshire and York. Protecting the bus network for West Yorkshire residents is an overriding key objective. The West Yorkshire Bus Strategy 2040 sets out the vision, objectives and bus policies for the Region¹. It sets out the target to grow bus patronage by 25% in the decade up to 2027.

Reduction In Supported Bus Service Budget

- 2.6. On 8 August 2019 the Transport Committee Local Bus Service Working Group met to review progress to date on actions to reduce the spend on supported local bus services to £15.8m in 2020/21. To date savings have been found through applying the Transport Committee’s value for money guidelines, smarter procurement, reviewing school bus policy and optimising the school bus provision (for example by replacing two single decker routes with one double deck route). Whilst the savings target for 2019/20 will be met, further action will be needed to reduce spend in 2020/21.
- 2.7. The Working Group agreed that a further value for review exercise is carried out to identify poorly used journeys that may require withdrawal. The impact of this action will then be discussed initially with the District Consultation Committee Chairs to understand local issues prior to a further meeting of the Local Bus

¹ <https://www.westyorks-ca.gov.uk/improving-transport/bus-strategy/>

Service Working Group. A finalised package will then be referred to the Transport Committee in January 2020 for implementation from April 2020.

3. Financial Implications

- 3.1. There are no financial implications directly arising from this report. The actions detailed in 2.6 and 2.7 are necessary to ensure the Combined Authority meets its target to reduce expenditure on local bus services.

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

- 6.1. No external consultations have been undertaken to directly produce this report.

7. Recommendations

- 7.1. That the Committee notes the updates provided in this report.
- 7.2. 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.

8. Background Documents

- 8.1. None.

9. Appendices

- 9.1. None.

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Report to: Transport Committee

Date: 6 September 2019

Subject: **Connecting Leeds Progress Report**

Director: Dave Pearson, Director of Transport Services

Author(s): Helen, Ellerton, Richard Adams

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

1. Purpose of this report

- 1.1 To provide a progress report on the delivery of the Leeds Public Transport Investment Programme (Connecting Leeds).
- 1.2 The Programme aims to increase use of public transport in a manner which contributes to carbon reduction by encouraging modal shift away from the private car and supports inclusive growth by making it easier to access education, employment and public services.

2. Information

- 2.1 Buses are the most used form of public transport in Leeds. Around 15% of journeys to work in Leeds are made by bus (compared with less than 5% by train). That means buses provide a vital link to jobs, education, training, shopping and health services.
- 2.2 Improving the bus network is an important part of the transport strategy, over the next ten years the aim is to double the number of trips being made by bus. Better buses and a better bus network will help connect neighbourhoods and

make the city centre more easily accessible for everyone. More people travelling by bus helps reduce traffic congestion and air pollution.

- 2.3 The Leeds Public Transport Improvement Programme will provide a £60 million investment in bus infrastructure. The Programme includes bus priority measures on the A647, A660, A61N, A58 and the A61S, improvements at City Centre interchanges including The Headrow, Corn Exchange, Infirmary Street and Leeds Bus Station together with an expansion of Park & Ride capacity at Elland Road and Temple Green Park with new Park and Ride facilities at Stourton and Alwoodley.
- 2.4 The package will also fund improvements to rail infrastructure and to progress the development work to provide three new rail stations.
- 2.5 To improve customer access and knowledge of the bus network, this programme will improve waiting environments at Bramley Bus Interchange, Compton Road and Middleton. Access improvements for walking and cycling are also going to be made to Rothwell, Lincoln Green and within Pudsey. The programme will also improve the tools provided to the customer to help navigation of the network.
- 2.6 The remainder of this paper provides an update on the delivery of the programme. All consultations and engagements are available on either <https://leedstransport.commonplace.is/> or <https://www.yourvoice.westyorks-ca.gov.uk/>

Stourton Park and Ride and the A61 South Highway Improvements

- 2.7 Stourton Park and Ride will deliver 1200 spaces and be served by an all-electric dedicated bus service at least every 10 minutes into Leeds City Centre. This is supported by a package of bus priority measures on the A61 which will benefit all bus services on this corridor
- 2.8 Construction of Stourton Park and Ride and the bus priority measures on the A61 is due to commence in late August 2019, the Park and Ride is expected to open in January 2021. The Programme Team are continuing to work closely with local residents.

Elland Road and Temple Green Park and Ride Extensions

- 2.9 Elland Road Park and Ride opened in 2014 and provided 420 spaces. This was expanded in 2016 to provide 800 spaces. Construction work has started on a further extension to provide a further 500 spaces. This is due for completion in late summer of 2020.
- 2.10 Temple Green Park and Ride was first opened in 2017 and provides 1000 spaces. Consultation is underway to expand the Park and Ride to provide at least a further 300 spaces.

Alwoodley Park and Ride and A61 North Highway Improvements

- 2.11 Alwoodley Park and Ride will deliver 500 spaces in North Leeds. Consultation is expected to take place on this Park and Ride in September 2019.
- 2.12 The Park and Ride will be supported by a package of bus priority measures on the A61 North. Following a number of consultations, detailed design is underway on the package of measures. The improvements are expected to be delivered through 2020.

A647 Highway Improvements Package

- 2.13 A package of improvements on the A647 from Bradford through to Leeds is expected to reduce bus journey times and make the environment better for pedestrians. It is expected that construction will begin in February 2020.

Leeds City Centre Gateways

- 2.14 A key component of the Leeds Public Transport Improvement Programme is to transform the key gateways in the City Centre to improve the bus, pedestrian and cycle environment. Construction of The Headrow gateway commenced in August 2019 and is expected to complete later in 2020.
- 2.15 A communications strategy has been developed to manage the impact on bus passengers travelling through and interchanging in the City Centre.
- 2.16 In addition to The Headrow, the Corn Exchange and York Street will also be improved to transform the waiting environment for bus passengers and pedestrians. Consultation on the plans for the Corn Exchange and York Street will take place in October 2019.

Leeds Bus Station

- 2.17 Leeds Bus Station is a key gateway into the City Centre. As part of the Leeds Public Transport Improvement Programme proposals are being developed to improve the customer experience in the Bus Station. The proposals consider improvements to the retail offer, waiting environment, entrances to the bus station and overall pedestrian movements. Consultation on the proposals is expected to take place alongside the Corn Exchange and York Street proposals in October 2019.

Presentation of the Core Bus Network to Customers

- 2.18 Feedback obtained through the consultation undertaken as part of the development of the Bus Strategy and Leeds Transport Conversation highlighted that the bus network across West Yorkshire is difficult to navigate for infrequent bus users. Targets have been set to increase bus usage, it is therefore crucial to make the system easier to understand and use for people who don't habitually take the bus.

- 2.19 To aid simplicity of presentation, the system will be based around a map which identifies each corridor with a colour and a symbol these will highlight the key destinations on that corridor such as hospitals and universities. It is proposed to integrate the maps with the on-street furniture and the buses to support navigation.
- 2.20 Transport Committee approved the principles of the presentation of the Core Bus Network on the 5th July.

Transport Hubs and Public Transport Access Schemes

- 2.21 The Transport Hubs and Public Transport Access Schemes will improve access to the core bus corridors and interchange with bus in 6 locations across the City. Proposals to improve the waiting environment and operation of the buses at Bramley, Compton Road and Middleton have been developed.
- 2.22 In addition, improvements to the walking and cycling links to the public transport network are proposed in Rothwell, Robinhood, Pudsey and Lincoln Green.
- 2.23 Public consultation on these schemes is expected to take place in the autumn of 2019.

Expanding the Real Time Offer

- 2.24 490 new real screens have been installed across Leeds District funded by the Programme. This will be supplemented by a further 500 battery powered real time screens. These will be installed where access to power and communications is limited but where there is high passenger numbers. This expanded real time offer will substantially improve opportunities for customers to navigate the bus network.

Development of Three New Rail Stations

- 2.25 The Leeds Public Transport Improvement Programme had committed to develop proposals for three new rail stations. Initial consultation has taken place on the development of White Rose, Thorpe Park and Leeds Bradford Airport. Work is progressing towards Outline Business Cases. Also the programme is funding for accessibility improvements to Cross Gates, Morley and Horsforth to make them accessible. The programme has assumed that proposed works at Morley station will now form part of the Trans-Pennine Route Upgrade. Design work for Cross Gates and Horsforth continues but it remains uncertain as to whether these can be completed within the DfT's deadline to spend LPTIP funds by April 2021.
- 2.26 Funding has also been allocated to explore opportunities to substantially increase the parking capacity at New Pudsey rail station. Options to deliver these improvements are currently being considered with the aim of an outline business case submission by March 2020.

3 Financial Implications

- 3.1 There are no financial implications directly arising from this progress report. The Connecting Leeds programme is funded by a £173.5 million grant from DfT (for which the Combined Authority is the accountable body) plus £8.8 million contribution from Leeds City Council and “in kind” contributions in the form of new buses.

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 No external consultations have been undertaken to directly produce this report.

7 Recommendations

- 7.1 That the Committee notes the updates provided in this report.

8 Background Documents

- 8.1 None.

9 Appendices

- 9.1 None.

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Report to: Transport Committee

Date: 6 September 2019

Subject: **Leeds City Region Transport Update**

Director: Dave Pearson, Director, Transport Services

Author(s): Various

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

1. Purpose of this report

1.1 To provide the Transport Committee with an update on current issues.

2. Information

Major Roads update

2.1 Transport Committee (15 March 2019) agreed that the Combined Authority should work with its partner councils, Transport for the North (TfN) and the Department for Transport (DfT) to develop funding proposals for the government's National Roads Fund (NRF). A total of £3.5 billion has been set aside from the NRF for investment in the DfT's Major Road Network (MRN) in the second Road Investment Strategy (RIS2) period, 2020-2025. The DfT Investment Planning Guidance identified a central role for Sub-National Transport Bodies (e.g. Transport for the North, TfN) in developing their region's Regional Evidence Base to support bids, and in prioritising up to a maximum 10 MRN scheme bids for the whole of a region, to submit to DfT. MRN schemes cost £20m-£50 million. Local Highway Authorities could also bid for Large Local Major (LLM) schemes costing over £50 million.

- 2.2 TfN's Partnership Board on 31 July 2019 agreed the list of prioritised schemes that made up its bid to the Fund, which were then submitted to the DfT on the same day, accompanied by TfN's Regional Evidence Base and supplementary scheme documentation provided by the sponsor Local Highway Authorities. (The bid documents will be accessible from the TfN website at <https://transportforthenorth.com/>, once set up)
- 2.3 TfN included two West Yorkshire schemes in their funding bid: Bradford A650 Tong Street and Leeds Dawson's Corner/Stanningley Bypass. These are smaller MRN schemes, both costing circa. £20m. Bradford and Leeds Councils worked with TfN and DfT to finalise the details of the scheme bids. A date for the DfT's announcement of successful bids has not been confirmed.
- 2.4 The Combined Authority and partner councils had initially identified a long list of possible MRN and LLM schemes in West Yorkshire, which the partners then sifted and prioritised against the Fund's objectives and deliverability criteria to arrive at five locally prioritised schemes agreed with the Leaders of West Yorkshire Councils to put to TfN for their assessment and prioritisation:
- Bradford - A650 Tong Street widening
 - Calderdale - A629 Calderdale Way/ Calder & Hebble junction
 - Leeds - Dawsons Corner Junction Improvements & Stanningley Bypass repairs and safety scheme
 - Wakefield J32 (M62) / A639 Park Road Pontefract congestion improvement corridor
 - Kirklees Flockton by-pass
- 2.5 The DfT's bid timeline and criteria was challenging, essentially limiting the bid to schemes that had already had some significant development work and were "ready to go". The DfT required that schemes be developed to Strategic Outline Business Case or Outline Business Case (depending on programme entry year) with confirmed 15% local match funding. TfN additionally emphasised deliverability criteria, seeking schemes with good prospects for delivery in the RIS2 period.
- 2.6 This funding opportunity has highlighted the challenge of developing a pipeline of larger road schemes, and the need for development funding to progress proposals to an appropriate state of readiness. TfN is in discussion with DfT on what and how development funding may be made available to progress schemes that were not shortlisted for their bid.
- 2.7 For their bid TfN drew on the extensive evidence base already collected for their Strategic Transport Plan. The shortlisted schemes are supported as making a contribution to the economic performance of the North through improving the reliability and resilience of some of our most important roads. TfN also recognises its partner's requirements that growth is sustainable and investment is required to improve air quality and to reduce carbon emissions associated with road schemes. TfN has committed through its Strategic Transport Plan and the Regional Evidence Base submitted to this Fund, to work with partners to deliver a programme of carbon policies and measures to contribute towards

meeting the government's carbon reduction targets and are consistent with local authority declarations of Climate Emergencies. This will mean that strategic transport infrastructure is designed and constructed in a sustainable way (with e.g. sustainable drainage systems) and also that investment is made through TfN's and partner programmes in mitigations such as accelerating the delivery of Electric Vehicle charging points, and technological innovations.

Transforming Cities Fund Update

- 2.8 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund (TCF) aims to drive up productivity through improved connections between urban centres and suburbs. To do this, TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. Within TCF, there is a £1.2 billion capital only fund which the Combined Authority is eligible to bid into.
- 2.9 On behalf of the Leeds City Region, the West Yorkshire Combined Authority submitted a Strategic Outline Business Case (SOBC) to the DfT, as draft, on 20 June 2019. The SOBC puts forward funding scenarios for a share of the £1.28 billion available to the 12 successful areas, to be spent by March 2023.
- 2.10 As part of the co-development process with DfT, officers have now received helpful feedback on the draft SOBC which will be used to shape the final submission which is due on 28 November 2019.
- 2.11 As part of the process of developing the SOBC and TCF Programme, further work is required to ensure schemes are sufficiently developed and delivery ready by the time of a funding decision in March 2020. As such, on 1 August the Combined Authority considered a report to unlock up to £3m of development funding from the West Yorkshire + Transformation Programme to fund TCF development work in the short term. The recommendation was approved, delegating the release of funds for individual schemes to the Managing Direction in consultation with the Chair of Transport Committee. The full report can be found here
<https://westyorkshire.moderngov.co.uk/documents/s12979/Item%2010%20-%20Transforming%20Cities%20Fund.pdf>

Cycling and Walking Working Group

- 2.12 The second meeting of the Working Group was held in July 2019 and the group discussed a forward plan of items for future agendas. The group were updated on the Combined Authority's current delivery of behaviour change programmes, and development of network plans for cycling and walking through Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 2.13 Members discussed issues relating to the two topics under discussion, including:

- the need to identify potential funding sources for schemes identified in the LCWIPs and links to the Inclusive Growth Corridor development;
- the potential to develop design principles for walking and cycling;
- the need to ensure our behaviour change programmes reach new audiences that may be currently less likely to walk or cycle;
- opportunities around school travel to encourage more walking and cycling
- the impacts of the current behaviour change programmes, for example reducing sickness levels through the Bike Friendly Businesses programme

Active Travel Design Principles

- 2.14 The on-going delivery of the CityConnect programme has raised the standards locally for construction of new or improved cycling and walking infrastructure. Lessons learnt through delivery of schemes in the first phase of CityConnect programme, including the Leeds to Bradford Cycle Superhighway, has informed delivery in the second phase - for example through the segregated cycle tracks being introduced on the Canal Road scheme in Bradford. The CityConnect principles have also led to new ways of designing cycling and walking infrastructure in other investment programmes, such as the Leeds Public Transport Investment Programme and the West Yorkshire-plus Transport Fund through the provision of new segregated cycle tracks, separated and protected from vehicular traffic through junctions.
- 2.15 The development of these schemes now provides the opportunity for formalising the design principles for cycling and walking best practice, to provide consistency across West Yorkshire. It is therefore proposed to create a West Yorkshire design principles guide, which would align with the proposed Local Cycling and Walking Infrastructure Plans (LCWIPs) and would also ensure schemes delivered through the Transforming Cities Fund programme learn from City Connect and also meet the best practice standards.
- 2.16 The potential for the development and adoption of design principles for cycling and walking is currently under consideration, which would support the proposed Local Cycling and Walking Infrastructure Plans (LCWIPs) and the Transforming Cities Fund programme. These principles would be based on best practice being developed through programmes like CityConnect and in other exemplar cities, and could be supported by some detailed design guidance where relevant. Work to draft design guidance for segregated on-highway cycle provision has already been undertaken based on the experience gained through the CityConnect programme.
- 2.17 At their last meeting, members of the Cycling and Walking Working Group identified the possibility of developing design principles that the Combined Authority and partners could adopt. Although updated design guidance for cycling infrastructure (replacing the out of date Local Transport Note 2/08) is under development by Government, publication has been significantly delayed and a publication date is not yet known.

TransPennine Express Transform Grants Scheme

- 2.18 Bids are currently being sought for a share of the £50k TransPennine Express Transform Fund. Local community groups/projects that are aimed at tackling youth unemployment, promoting social inclusion and/or improving the environment, and are within a ten mile radius of a rail route or stations served by TransPennine Express can be submitted for a grant of up to £5,000.
- 2.19 Full information about the fund including how an application can be made online is available via the following link: <https://www.tpexpress.co.uk/about-us/community/transform-grants> . Bids can be submitted from now until the closing date of 27 September 2019. Last year, funding was provided to Mirfield in Bloom from this fund.

Wheelchair and defibrillator provision on TransPennine Express

- 2.20 Supported by Network Rail, TransPennine Express (TPE) is investing in new wheelchairs for its stations which will improve the experience for those customers needing assistance, especially where customers have luggage with them. In the coming weeks, these wheelchairs with luggage attachments will be deployed at Huddersfield and Dewsbury stations.
- 2.21 Automatic E Defibrillators (AEDs) will be installed this autumn at TPE managed stations, including Huddersfield and Dewsbury. They will also be installed on board all new Nova 3 and Nova 1 trains.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

- 6.1 No external consultations have been undertaken.

7. Recommendations

- 7.1 That the Committee notes the updates provided in this report.

8. Background Documents

- 8.1 None

9. Appendices

9.1 None



Report to: Transport Committee

Date: 6 September 2019

Subject: **Leeds City Region Connectivity update**

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

Author(s): Chris Dunderdale / Tom Gifford / Steve Heckley

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

1. Purpose of this report

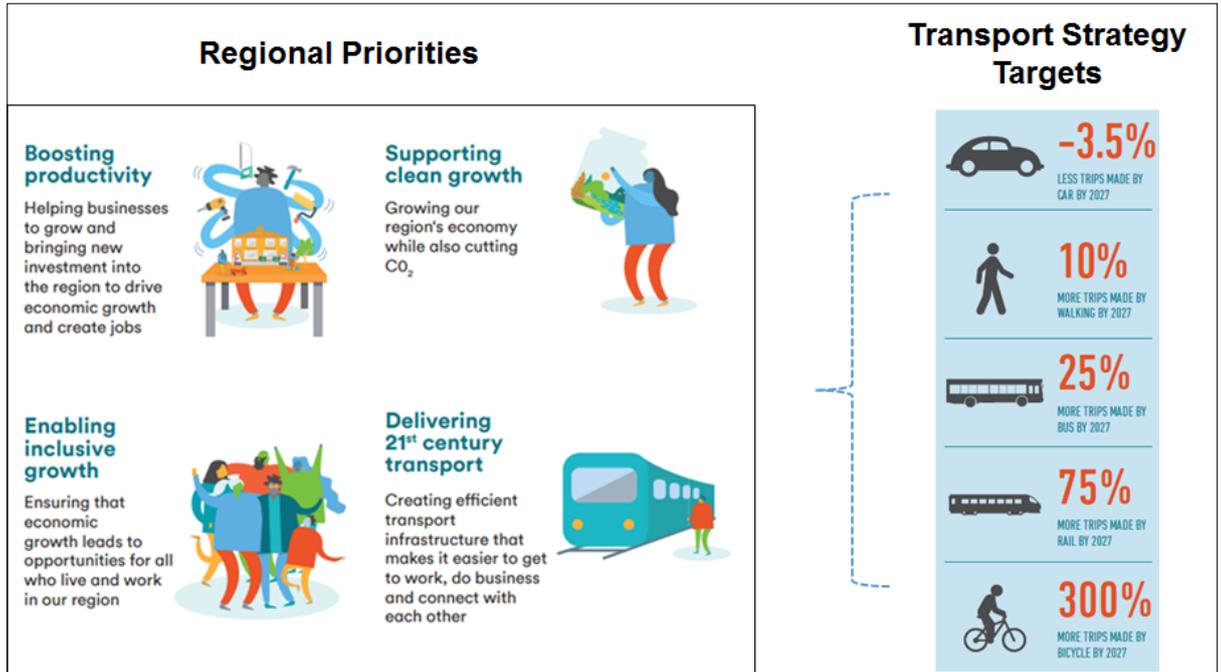
- 1.1. To provide Transport Committee with a progress update with development of the Leeds City Region connectivity strategy/plan, which is central to contributing to the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21st century transport and enabling clean growth.
- 1.2. To provide Transport Committee with a summary of the Advanced Urban Transit Technologies, soft market testing, which is an important next step in the development of the wider Connectivity Strategy.

2. Information

Background

- 2.1. The Combined Authority has four strategic priorities as illustrated in Figure 1 and to achieve these from a transport perspective, we have a series of interim targets (to 2027) for the transport system, which focus on delivering on increasing sustainable and active public transport modes and reducing car trips.

Figure 1: Leeds City Region Priorities



- 2.2. To support achieving these ambitions, Transport Committee have previously endorsed work to develop a detailed plan for improving the connectivity between our key places, which will provide a new spatial pipeline for transport interventions across the region up to 2040 to meet our targets and priorities. A report to the Transport Committee meeting of 9 November 2018 set out the objectives and approach to the connectivity strategy/plan.
- 2.3. The connectivity plan is set in the context of the Combined Authority's adopted West Yorkshire Transport Strategy 2040 and focusses on West Yorkshire, but also talks to both the Leeds City Region and Transport for the North agendas. A key output from this work will illustrate, spatially, the strategic transport interventions necessary within the region to help meet the regional priorities and transport modal targets set out in Figure 1.
- 2.4. The Combined Authority's formal declaration of a climate emergency, alongside those of the partner councils, and call for urgent collaborative action to tackle emissions can also be expected to influence the type of transport investments that will be delivered by the Combined Authority and partners in futures. Following a series of sector workshops held in the summer which included transport, the Combined Authority is now developing its understanding of a carbon budget for the region and the pathway for changes to transport systems to deliver zero-carbon targets which will shape the Connectivity Strategy.
- 2.5. The connectivity work will bring together and integrate the inputs from a range of work-streams, which include:

- LCR HS2 Growth Strategy¹ which identifies the need to distribute the benefits of HS2 and Northern Powerhouse Rail across the region and also identified a priority list of ‘corridors of greatest need for transformed connectivity’ across the Region; these were called the ‘Inclusive Growth Corridors’. There are 25 Inclusive Growth Corridors in total and development work on the individual corridors is underway. The first tranche of corridors were considered at the 9 November 2018 Transport Committee meeting. Work on a second tranche of 7 Inclusive Growth Corridors commenced in April 2019 with evidence collection and analysis and a series of workshops held with the partner councils, and will be ready to report emerging findings in the autumn. Work on the final tranche of 9 corridors will commence in September 2019 to run to December 2019. A more detailed update report on the Inclusive Growth Corridors and Options Appraisal Reports will be brought to the November meeting of Transport Committee, with the opportunity for a workshop, if required.
- Local Cycling and Walking Investment Plan (LCWIP) produced by each of the West Yorkshire partner councils, focus on a number of local centres, to provide the detailed case for improvements to cycling and walking facilities.
- The West Yorkshire District Bus Network Reviews which establish the key routes anticipated for traditional bus services over the next decade
- The Future Mobility Strategy and Transforming Cities Fund Future Mobility Zone Bids
- A vision and strategy for rail and work with Network Rail and Transport for the North to define our requirements for rail including capacity, connectivity and passenger implications
- The ambitious Transforming Cities Funding submissions to the DfT for delivery of schemes up to March 2023. These include walking and cycling schemes, bus priority measures and other improvements in rail and bus facilities.

2.6. National Infrastructure Commission are providing expert challenge to help the Combined Authority develop the new connectivity plan, which will inform funding asks to government for transport improvements in the city regions.

2.7. It is anticipated that the first draft of the Connectivity Plan and long term investment programme, collecting together all of the inputs from the Inclusive Growth Corridor studies and the aligned work streams, will be ready to share early in 2020 for the input of Transport Committee, with a view to finalising a draft for wider stakeholders in April 2020.

¹ <https://www.westyorks-ca.gov.uk/improving-transport/leeds-city-region-hs2-growth-strategy/>

- 2.8. To support the development of the connectivity plan and pipeline investment programme, Transport Committee considered a major report in November 2018 which opened a conversation around the geographic areas of the region where Mass Transit could play a role in meeting the future needs of the region through supporting our around raising productivity, delivering inclusive growth, addressing the climate emergency through clean growth, all of which is underpinned by a 21st Century transport system.
- 2.9. Since Transport Committee opened the conversation around the feasibility of a potential Urban/Mass Transit system in November 2018, Transport Committee have considered a number of updates at recent meetings, with the next stage of work focusing on preliminary/early stage development to support production of an Urban Transit Strategic Outline Business Case, which will be brought back to Transport Committee later in 2019.
- 2.10. Mass Transit would help to spread the benefits of High Speed 2, Northern Powerhouse Rail and Trans Pennine Rail Route Upgrade, and integrate with the wider public transport offer to provide the local connectivity / capacity necessary to support the region's key growth areas.
- 2.11. The need for a Mass Transit system for Leeds City Region has also been raised by the Rt Hon Elizabeth Truss MP and Prime Minister Rt Hon Boris Johnson MP over the last month.

Advanced Urban Transit Technologies Market Testing

- 2.12. To support the preparation of the Urban Transit Strategic Outline Business Case, the next steps are to establish the views of industry around how technologies are anticipated to change over the next decade, through a market testing/call for evidence².
- 2.13. The purpose of the Market Testing is to understand the views of Industry around how transit technologies are anticipated to evolve over the next decade is essential to developing a 'best in class' transport system, which 'leap frogs' the mass transit technologies used in other regions. It will also help meet the Authority's priorities of raising productivity, delivering clean and inclusive growth and delivering a 21st Century Transport system. The information gathered will also support the development of an Urban Transit Strategic Outline Business Case.
- 2.14. To enable this, in partnership with Universities of Leeds and Huddersfield (who are experts in this field) we would like to now commence an Advanced Urban Transit Technologies Market Testing, with all promoters, manufacturers, suppliers, constructors, engineers, system developers and operators of 'Urban Transit' systems from across the world. A Market Testing briefing document has been developed and would be in the public domain. This is based on

² <https://www.westyorks-ca.gov.uk/improving-transport/urban-transit/>

information which we have published already over the last 12 months and with communications focused on the trade press.

- 2.15. The market testing will shape the Authority's thinking on the scope, scale and deliverability of the potential technologies available, at the early stages of development. The feedback received through this market testing will help the Authority develop/design an 'advanced Urban Transit system' which integrates the public transport network together and allows us to remain at the forefront of technologies for many years to come. It will help to ensure design/development work is undertaken to create the most innovative system which meets our local priorities and is deliverable before 2033.
- 2.16. The Market Testing would started in early September, and would complete shortly after Christmas. It would be undertaken through a formal procurement process called a Prior Invitation Notice (PIN). This ensures a level playing field for all suppliers – however, this should not be seen as a procurement. It is an opportunity for us to talk to Industry to encourage inward investment in our region.
- 2.17. The Market testing document is available online on the Combined Authority website.
- 2.18. The Market Testing will help to inform the development of the Urban Transit Strategic Outline Business Case and also the Connectivity Strategy.

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

- 6.1 No external consultations have been undertaken.

7. Recommendations

- 7.1 That Transport Committee note the progress with development of the Leeds City Region connectivity plan and pipeline of interventions.
- 7.2 That Transport Committee note the Advanced Urban Transit Technologies, soft Market testing, which is an important next step in the development of the wider Connectivity Strategy.

8. Background Documents

- 8.1 Advanced Urban Transit Technologies: Market Testing brief
- 8.2 Advanced Urban Transit Technologies - Prospectus World Wide Market Testing: Call for Evidence

9. Appendices

- 9.1 None



Report to: Transport Committee

Date: 6 September 2019

Subject: **Summary of Transport Schemes**

Director: Melanie Corcoran, Director of Delivery

Author(s): Craig Taylor

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

1 Purpose of this report

- 1.1 To inform the Transport Committee of the transport related West Yorkshire and York Investment Committee (the Investment Committee) recommendations from its meeting on 11 July 2019.

2 Information

- 2.1 The recommendations not within the remit for Investment Committee approval for projects that were made by the Investment Committee meeting in July 2019, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 1 August 2019.

The following projects were presented at the Investment Committee meeting on 11 July 2019 - Capital Spend and Project Approvals

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

- Kirklees Cycling and Walking Early Gateway Transformation Package**
- 2.3 The Kirklees Cycling and Walking Early Gateway Transformation Package scheme will be majority funded from the Combined Authority's successful bid to the Department for Transport Transforming Cities (small schemes) Fund. The scheme will deliver a package of walking and cycling enhancements that will improve walking and cycling to and from Dewsbury and Huddersfield railway stations, as well as Huddersfield Bus Station.

- Ultra-Low Emission Bus (ULEB)**
- 2.4 The Ultra-Low Emission Bus scheme will enable seven zero-emission electric double deck buses to operate between the proposed Stourton Park and Ride (P&R) site into Leeds City Centre, supported by two new rapid charging units at Leeds bus station.

- A629 Phase 4**
- 2.5 The A629 Phase 4 scheme is phase four (of five), of the A629 Corridor Programme, and seeks to provide infrastructure improvements for bus users, cyclists and walkers, to enhance and complement the capacity improvements that will be delivered through phases 1a, 1b, 2 and 5, but also Halifax Station Gateway and Huddersfield town centre schemes.

- Harrogate Road - New Line Junction Improvement**
- 2.6 The Harrogate Road – New Line Junction Improvement scheme will improve the existing junction at Greengates including widening of the existing highway on all four arms of the junction, signal upgrades, junction improvements and improvements for pedestrians and cyclists.

3 Financial implications

- 3.1 The report outlines for information expenditure from the available Combined Authority funding as recommended by Investment Committee.

4 Legal implications

- 4.1 The payment of funding to any recipient will be subject to a funding agreement being in place between Combined Authority and the organisation in question.

5 Staffing implications

- 5.1 A combination of Combined Authority and District partner project, programme and portfolio management resources are identified and costed for within the schemes in this report.

6 External consultees

- 6.1 Where applicable scheme promoters have been consulted on the content of this report.

7 Recommendations

7.1 That the report be noted.

8 Background documents

8.1 None.

9 Appendices

9.1 None.

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Report to: Transport Committee

Date: 6 September 2019

Subject: **Transforming Cities Fund: 'Future Mobility Zone' bid**

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

Author(s): Kate Gifford

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

1. Purpose of this report

- 1.1 To provide the Transport Committee with an update on the development of the Future Mobility Zone funding bid.

2. Information

- 2.1 The Combined Authority's work on future mobility seeks to understand both the key drivers that will determine future trends in transport use and also to examine the advances in vehicle, app and other technologies that are set to transform the way in which we currently plan, book and pay for travel over the coming ten to twenty years. This work includes an examination of the impact which autonomous vehicles and e-scooters will have on our transport system and how we might best plan for these changes and future proof our existing infrastructure.
- 2.2 Department for Transport announced the bidding process for Future Mobility Zone (FMZ) funding in March 2019. £90 million funding has been made available to the 19 areas which have prequalified through the first stage of TCF bidding process. £20m of this funding was awarded to the West Midlands as part of the Budget announcement last year.

2.3 The Combined Authority has been successful in progressing to Stage 2 of the bidding process, alongside six other authorities. The Future Mobility Zone funding (FMZ) covers the period 2019/20 – 2022/23. DfT are looking to award funding to three or four areas.

2.4 The Leeds City Region FMZ Stage 1 submission is included in **Exempt Appendix 1**.

FMZ proposals for Leeds City Region

2.5 The FMZ bid developed for the Leeds City Region will enable the provision of more affordable, accessible travel in the City Region through introduction of small bus vehicles that respond to passenger journey requests and enable pick up / drop off from locations nearer to people's homes. We will test this in communities who would normally be left out of commercial operations to understand how they could become viable. The booking and provision of travel information will be more integrated and accessible through the provision of an app including the ability for people to book through voice activated software. New community hubs will provide ebikes, car club vehicles and smaller responsive bus services to complement the existing bus and rail networks. We will examine how more people can be encouraged to use transport services by reducing the cost of travel through mobility credits and by ensuring they can access the best fares even if they don't have a bank account. With a diverse economic geography we are well placed to test this at scale and monitor the outcomes for different communities.

2.6 The funding that could potentially be secured through this bidding opportunity will help towards the achievement of the following core aims, which are also reflected in the TCF large bid currently under development:

- **Enabling inclusive growth**, through connecting lower income households with access to future forms of mobility;
- **Boosting productivity**, by providing links between employment centres and communities which are currently not well connected to these opportunities and enabling better management of congestion;
- **Delivering 21st century transport**, through integration of traditional modes of transport with new mobility options, whilst providing these in an integrated customer experience; and
- **Enabling clean growth**, through examining ways in which the transition towards a zero carbon economy can be accelerated through the development of new mobility modes.

2.7 The timescales for the bidding process are as follows:

- Development of Expression of Interest for submission – 24th May 2019
- Notification of successful Stage 1 bids – 5th July
- Co-development phase for 6 shortlisted areas with DfT – July- Sept 2019
- Final proposals submitted – 30th Sept 2019
- Three winners announced – Sept/Oct 2019 (TBC)

Next steps

- 2.8 Combined Authority Officers are currently working with the Districts to develop the details behind each of the proposed projects and put together the information required for the stage 2 submission. Consultants WSP continue to assist in the process of developing the FMZ bid. A market consultation exercise currently underway, seeking information from suppliers and technology solution providers to inform the development of the FMZ stage 2 submission. This is focused exercise to gain an understanding of the type of solutions available and how these might operate in the Leeds City Region context.
- 2.9 The final FMZ bid will be circulated to Transport Committee members for comment before submission in September. In addition, the content of the bid will be discussed at the next West Yorkshire Leaders meeting.

3. Financial Implications

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

4. Legal Implications

- 4.1 On 13 December 2018, the Combined Authority delegated authority to Transport Committee to oversee and submit both the Transforming Cities Fund 'big bid' and the 'Future Mobility Zone bid' and to utilise member working groups to develop the detailed scope and specification of the bids.
- 4.2 As this is a competitive bidding process, the details of the submission are confidential until the submission is deposited on 30th September 2019 at which point the bid submission will be published on the Combined Authority website, in accordance with DfT FMZ guidance.
- 4.3 The information contained in **Exempt Appendix 1** have been identified as exempt under paragraph 3 of Part 1 to Schedule 12A of the Local Government Act 1972 as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that the public interest in maintaining the content of the appendix as exempt outweighs the public interest in disclosing the information as publication could prejudice current and future negotiations.

5. Staffing Implications

- 5.1 The development of the TCF submissions has required significant internal resource, which has been led by the Combined Authority's Policy and Strategy team, with significant input from colleagues across the organisation and from district partners. Technical support for the development of the bid has been provided by external consultants WSP.

6. External Consultees

- 6.1 The Future Mobility Zone proposals have been developed in partnership with District partners.

7. Recommendations

- 7.1 That the update on the TCF FMZ bid provided in this report are noted.
- 7.2 That the final TCF FMZ bid submission be delegated to Managing Director, in consultation with the Chair of Transport Committee.

8. Background Documents

Future Mobility Zones: Supplementary Guidance for Shortlisted City Regions for Tranche 2:

<https://www.gov.uk/government/publications/future-mobility-zones-fund-competition-process>

Future Mobility Zones Fund: call for outline proposals guidance:

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

9. Appendices

Exempt Appendix 1: FMZ Stage 1 bid submission

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