

## **TRANSPORT COMMITTEE**

**MEETING TO BE HELD AT 11.00 AM ON FRIDAY, 10 JANUARY 2020  
IN COMMITTEE ROOM A, WELLINGTON HOUSE, 40-50 WELLINGTON  
STREET, LEEDS**

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### **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**
- 4. MINUTES OF THE MEETING OF THE TRANSPORT COMMITTEE HELD ON 8 NOVEMBER 2019**  
(Pages 1 - 10)
- 5. CHAIRS UPDATE**  
  
**For Decision**
- 6. LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS**  
(Pages 11 - 116)
- 7. TACKLING THE CLIMATE EMERGENCY AND IMPROVING AIR QUALITY**  
(Pages 117 - 132)
- 8. BUS SERVICES ACT UPDATE**  
(Pages 133 - 140)
- 9. RAIL MATTERS**  
(Pages 141 - 150)  
  
**For Information**
- 10. WEST YORKSHIRE TICKETING COMPANY LTD**

## **PRESENTATION**

(Pages 151 - 152)

- 11. DISTRICT CHAIRS' UPDATE (DCSCS)**  
(Pages 153 - 156)
- 12. PUBLIC TRANSPORT PERFORMANCE UPDATE**  
(Pages 157 - 176)
- 13. LEEDS CITY REGION TRANSPORT UPDATE**  
(Pages 177 - 180)
- 14. SUMMARY OF TRANSPORT SCHEMES**  
(Pages 181 - 184)

**Signed:**

A handwritten signature in black ink, consisting of the letters 'BGM' in a stylized, cursive font. A horizontal line is drawn underneath the signature.

**Managing Director  
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE  
TRANSPORT COMMITTEE  
HELD ON FRIDAY, 8 NOVEMBER 2019 AT COMMITTEE ROOM A,  
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

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**Present:**

Councillor Kim Groves (Chair)	Leeds City Council
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor Peter Carlill	Leeds City Council
Councillor Andy D'Agorne	York Council
Councillor Sinead Engel	Bradford Council
Councillor James Homewood	Kirklees Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees
Councillor Hassan Khan	Bradford Council
Councillor Matthew Morley	(up to point 6) Wakefield Council
Councillor Taj Salam	Bradford Council
Councillor Daniel Sutherland	Calderdale Council
Councillor Kevin Swift	Wakefield Council

**In attendance:**

Councillor Clyde Loakes	Waltham Forest Council
Councillor Judith Blake CBE	(present for point 8) Leeds City Council
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Andrew Bradley	West Yorkshire Combined Authority
Megan Hemingway	West Yorkshire Combined Authority

**28. Apologies for absence**

Apologies for absence were received from Councillor Peter Box, Councillor Michael Ellis and Simon Pringle.

**29. Declarations of disclosable pecuniary interests**

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

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

**Resolved:** There were no exempt items for this meeting.

**31. Minutes of the meeting of the Transport Committee held on 6 September 2019**

**Resolved:** That the minutes of the meeting held on 6 September 2019 be approved.

**32. Chairs Update**

The Chair began the meeting by holding a one minutes' silence in memory of Councillor Kane and Councillor Walton, and a number of members paid respects to their former colleagues.

The Chair also gave thanks to Councillor Peter Box who had stepped down from his role as leader of Wakefield Council and had contributed greatly to both the Investment Committee and Transport Committee at West Yorkshire Combined Authority.

It was noted that yesterday Leeds Council had passed plans for an inland port at Stourton - to link to ports via rail. The Chair agreed to keep everyone updated on any progress.

Market testing has been taking place on mass transit options by the Combined Authority and the business case is starting to be outlined.

Finally, The Chair informed members that the Transforming Cities Fund Bid was due to be submitted on 28 November 2019, and gave thanks to all the leaders and portfolio holders input into this piece of work.

**33. Bus Information Strategy**

The Committee received a completed version of the strategy which now included their feedback from a previous Transport Committee. The public consultation which had taken place was highlighted and out of that the need for paper timetables was rated as important to a number of respondents, so the strategy was revised to reflect this.

Members made comment that the main group consulted was elderly white males and only a small number of young people. Also that only 1012 responses were received out of a population of 2.3 million in the region. It was acknowledged that this was perhaps the case due to consultations being held as drop-ins at bus stations, but young people are being consulted on an on-going basis as part of the Bus Alliance partnership. There is a rolling programme of engagement involving Youth Parliament and visits to schools and colleges. Visits to colleges had been taking place in November.

They also asked if the one page timetable sheet would be flimsy and disregarded as waste by passengers. The Combined Authority confirmed that a lot of unused timetables are currently recycled and the popularity of paper

timetables varies route to route. Costs of producing these and the public feedback on the options of what new timetables could look like had resulted in this decision.

Members highlighted the issue of out of date information being displayed at bus stops and technical information sometimes being incorrect. The Combined Authority are looking to improve overall accuracy and the use of all technology and better data.

It was requested that all reports include consideration of the climate emergency and have impact assessments. The Chair confirmed that all reports to the Combined Authority do already include this.

**Resolved:**

- (i) That the key objectives within the Bus Information Strategy as set out in paragraphs 2.21 to 2.24 of the submitted report be endorsed.
- (ii) That the next steps set out in Section 2.25 of the submitted report be endorsed.
- (iii) That the updated Bus Information Strategy 2019 - 2024 included at Appendix 1 of the submitted report be adopted.

**34. Waltham Forest Presentation & Streets for People Demonstration Programme**

Members received a presentation from Councillor Clyde Loakes of the London Borough of Waltham Forest on the projects being delivered through the council's Mini-Holland programme.

Key points were highlighted:

- They started with the busiest road in the borough and began to close roads to traffic
- There was an engagement and a consultation phase of 6 months
- Public demonstrated against road closures
- 12 roads were closed
- Enforced between 10am – 10pm
- 20mph speed limit
- The 'Hopper Bus' still allowed access
- After completion many were supportive of the positive impact
- Increased walking and micro-scooting

Before and after pictures were shared with members which showed increased pedestrian traffic, previously empty shops occupied by local businesses. There was a use of blended crossings which prioritised pedestrians rather than cars. Also the achievements became a key response to the climate emergency and public health issues.

Members thanked Councillor Loakes for an extremely interesting presentation.

They were then given the opportunity to ask questions and comment.

- In implementing newer routes for cycling and walking has rail use increased?

More people are using cycle parking at rail and bus stations and often have to use a new application to check 'parking' availability.

- Did the improvement of air quality in the area result in a negative impact to other areas?

Implementation did move more traffic back onto the main roads but not a high amount. It did mean that cars remain on A-roads rather than cutting through the borough to London.

- How were buses treated in the changes to roads?

Councillor Loakes said that bus use was on the decline in his district and they were seeing a 10% decrease every year. This was attributed to more working from home and treating leisure time differently. Bus lanes had actually been taken out. Bus gates were being used to enable ambulances to get through closed streets.

The Chair praised how had consultation worked well in this and the previous item. Members raised concerns as to the lack of consultation in regards to the New Mill Scheme, claiming that residents do not know what is actually being proposed. The Chair confirmed that she would come back to this at a later date.

Finally Councillor Loakes reiterated that engagement and consultation were really important as was meeting residents groups at each stage of the process. To take people on this transformational journey they must be invested in, as this is real change and will upset some people at first.

It was agreed that the presentation would be circulated to members after the meeting.

**Resolved:**

- (i) That the Committee thanked Councillor Loakes for his presentation.
- (ii) That the Committee noted the progress with the Streets for People demonstration projects being delivered in West Yorkshire through the integrated Transport Block Programme 2019-22.
- (iii) That the Transport Committee agrees to hold a workshop in January or February 2020 with West Yorkshire District Portfolio Holders and members of the Inclusive Growth and Public Policy Panel, Place Panel and Green Economy Panel to review progress and input into the further progression of the Streets for People Demonstration projects.

**35. Transport for the North Update**

The Committee was given an update on the main areas of Transport for the North's (TfN) work that the Combined Authority is currently engaged with. Councillor Blake reflected on the journey that TfN had been on since its establishment in April 2018. Especially in regards to its working with partners across the north and the overall lack of resilience in the railway system. They believed that there needs to be a pan-northern strategic infrastructure with a local focus which does not overlap the work of the Combined Authority. TfN aspires to be accountable and transparent and to not necessarily model London.

Councillor Blake noted that the Grayling Review had taken place and the Williams Review was now due, post-election. TfN have submitted proposals to Keith Williams and awaits the publication of the review before deciding formally what role we think TfN ought to have and what role local Members may want to have directly with the new structure (if taken forward by a new Government).

A change had taken place in that operators were now talking about the customer and ensuring passengers had a say. She felt that the current franchising arrangement was not delivering for the travelling public and that it was under 'active consideration' but that TfN could not disclose any detail at this time due to commercial sensitivity. Although everyone was aware of the high levels of dis-satisfaction, particularly with the ongoing use of Pacer trains.

The Committee was reminded that the Transpennine route upgrade was underway and had experienced setbacks but was moving forward. HS2 had seen significant investment which also needed to be seen in the North- there should not be a choice between Northern Powerhouse rail and HS2. A large level of investment was required in the North's infrastructure to unlock its economic potential. Also de-carbonisation was now at the centre of all deliberations.

One goal was to reduce congestion of the road network and to open up the Calder and Leeds waterways to use wharfs for freight. Socially the North required an integrated and smart travel arrangement similar to Oyster which TfN recognised.

Transport for the North informed the committee that they have a members group who are producing a Northern Transport Charter which should have a Northern budget attached. Members asked for sight of this Action Plan.

Members also noted that there was a belief that HS2 was not going to be delivered in the North and this had been widely held for some time by many parties. Councillor Blake appreciated that there had been objectors to HS2 but that in the main there was cross-party support. The scheme was originally Birmingham-Manchester- Leeds and strong economic arguments still supported this. The improvements to connectivity and capacity still presented an incredibly strong case. If HS2 was to be cancelled there were still many large outstanding pieces of work required to update old stations and system works as capacity was at its limit.

The Councillor recognised that there was fragmentation across operators and when the franchises were launched certain assumptions had been made as to planned infrastructure improvements. She acknowledged that the current level of disconnect between operators and Network Rail could not continue. It was felt it had been positive that recently Network Rail had been engaging with TfN, but that there were still issues.

The Committee thanked Councillor Blake for a comprehensive report.

**Resolved:** That the Committee notes the ongoing activity with Transport for the North.

### **36. Urban Transport Group Research**

The Committee was provided a summary of recently published research by the Urban Transport Group in respect of transport trends and challenges faced by UK city regions.

Members commented that the timing of the General Election would impact the proposed working group - made up of Portfolio Holders- taking place. It was noted that the Urban Transport Group was due to attend the January Transport Committee.

**Resolved:**

- (i) That Transport Committee noted the content of the Urban Transport Group's reports on Transport trends in the City Regions 2019.
- (ii) That Transport Committee noted the work to produce a West Yorkshire State of Transport Annual Monitoring report 2019.
- (iii) That Transport Committee agreed to hold a workshop with District Transport Portfolio holders to review performance data and provide input to the analysis and presentation of the West Yorkshire State of Transport Annual Monitoring Report 2019.
- (iv) That Transport Committee delegated to the Chair of Transport Committee the decision to sign-off for publication the West Yorkshire State of Transport Annual Monitoring Report 2019.

### **37. Future Bus Options**

Members were presented with a report to advise them of the decision taken by the Combined Authority to explore options arising from the sale of First West Yorkshire including, but not limited to, potentially participating in the sale. The Committee was also advised of the Combined Authority's decision to approve spending of up to £200,000 on legal and consultancy support to assist with the development of options for future bus services in West Yorkshire.

The Committee was updated on the progress with the West Yorkshire Bus Alliance and advised on the recent Government announcements regarding funding for bus services.

The Chair acknowledged that it was a time of unprecedented change and possibly the end of deregulation. There could be no speculation at this time as work was underway but it should be noted that the Combined Authority wanted the best service for its people. Members asked if the £200,000 had already been received and this was confirmed. They also asked if the work was of value given that current legislation clearly stated that Local Authorities and Combined Authorities were not allowed to buy or run companies.

Members were informed that Ernest and Young had already produced two out of three reports and they were aware of the current law but still could explore options to then present to Leaders. Members acknowledged that the Secretary of State had recently spoke of enabling Authorities more so perhaps a change may be ahead.

The Chair informed the Committee that there would be funding implications but that the Government needed to invest in tackling climate change and there would be opportunities for other bodies to contribute to transport. Both buses and rail required large investment. These would be large pieces of work for Portfolio Holders and members.

It was raised by members that assets and liabilities (such as pension schemes) would need to be discussed. Also any investment schemes must involve bus priority measures.

Members asked if there would be a similar discussion taking place regarding Arriva. The Combined Authority advised that as Arriva is not a public limited company there was no visibility as to what was going on with the proposed sale.

The Committee asked to see the details around the spending of the £200,000 as they had concerns regards the costs of running buses and felt that they should be fully informed. The Chair explained that all relevant information had to be gathered before being made public and that a move to own services could not take place without public consultation.

Finally members applauded the Combined Authority for exploring these options as buses are a public accountable service and thanked the Combined Authority for co-operating with York as they are also dependent on the current contract for their park and ride operations.

**Resolved:**

- (i) That the Transport Committee was updated on the development of options for future bus services in West Yorkshire including those which might emerge from the sale of First West Yorkshire Limited.
- (ii) That the Transport commit noted the recent Government announcements on funding for bus services and that a further update is provided to the next meeting.
- (iii) That, should it be necessary, the Managing Director be delegated to

apply for the additional Government funding in consultation with the Chair of the Transport Committee.

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

The Committee was provided with an update on current Leeds City Region transport issues.

Members commented that they felt it was not operators who were the main issue but National Rail. The Chair highlighted that the new Rail Forum had been formed to address these issues and that both Operators and National Rail attended.

**Resolved:** The Committee noted the updates provided in the report.

### **39. Summary of Transport Schemes**

The Committee received a report on the transport related West Yorkshire and York Investment Committee (the Investment Committee) recommendations from its meetings on 3 September 2019 and 1 October 2019.

Members again raised their concerns regarding there being no consultation plans for the Cooper Bridge scheme and that there appeared to be no plan for buses in the scheme.

The Chair noted that Investment Committee do look at if there is a need relating to public transport when reviewing a scheme and that she wanted to work more closely with Investment Committee so there is input from Transport Committee.

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

### **40. Zero Carbon and Air Quality Update**

The Committee was provided with a report updating them on carbon reduction and air quality improvement activities being progressed by the West Yorkshire Combined Authority and partner councils.

The paper gave a summary of the work currently being undertaken but it was pointed out that there is also much work being undertaken in the Districts which will be reported on at a future Transport Committee.

Members acknowledged that there has been a lot of positive work come out of the Zero Emissions Transport Working Group and it was positive that the scale of the challenge is being realised. It was queried if this working group could be expanded to include private industry and the public. They were informed both members and private sector representative currently sat on the group but it may be useful to include representatives from aviation, central government and new technology sectors.

**Resolved:**

- (i) That the Committee noted the updates on current carbon reduction and air quality improvement activities across the region.
- (ii) That further detailed reports on the West Yorkshire Zero Emission Bus Roadmap, West Yorkshire Transport Emission Reduction Pathways commission and West Yorkshire Low Emission Strategy Review and Delivery Plan are presented to a future meeting of the Transport Committee.

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**Report to:** Transport Committee

**Date:** 10 January 2020

**Subject:** **Local Cycling and Walking Infrastructure Plans**

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

**Author(s):** Ambrose White

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 seek Transport Committee’s endorsement of the draft phase one Local Cycling and Walking Infrastructure Plans (LCWIPs) produced for Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 1.2 To provide detail on the proposed approach to further development of the LCWIPs, and their integration into the Combined Authority and partners’ policies and programmes, including the development of a Future West Yorkshire Strategic Cycle Network Map.

## 2. Information

### Background

- 2.1 LCWIPs are being developed for the region, to help the Combined Authority and its partner councils prioritise future investment in walking and cycling infrastructure in West Yorkshire, enabling more people to walk and cycle for everyday journeys. Encouraging more people to choose active, clean modes of travel is central to our regional zero carbon ambitions to tackle the climate emergency.

- 2.2 LCWIPs will help inform future investment in provision for cycling and walking, and form part of a future connectivity pipeline across all modes of transport serving the Leeds City Region, as well as potentially helping to influence local planning processes. Future investment in walking and cycling, informed by these LCWIPs, will help to deliver the policies and targets of the West Yorkshire Transport Strategy 2040 - in particular:
- Its policies to provide strategic and local networks of high quality walking and cycling routes
  - its targets to increase the number of trips made on foot by 10% and by bike by 300%, by 2027
- 2.3 The Transport Strategy recognises that walking and cycling are ideal ways of making shorter journeys, and offer significant potential to reduce carbon emissions. The Leeds City Region Energy Strategy suggests that the current CityConnect scheme could save approximately 1 ktCO<sub>2</sub> per year, given the current number of cyclists, average cycling distances and vehicle emission data.
- 2.4 Future investment and delivery guided by the LCWIPs to support more walking and cycling will build on the Combined Authority and its partner councils' delivery to date of infrastructure provision and supporting behaviour change, through the CityConnect programme and wider transport investment programmes in the region.
- 2.5 LCWIPs are being developed for each partner council area in West Yorkshire that will be able to function as standalone Plans, enabling their adoption by individual partner councils. It is proposed that these plans be adopted by the Combined Authority as daughter documents of the West Yorkshire Transport Strategy 2040.

### **Phase one LCWIPs**

#### **Stakeholder engagement**

- 2.6 Intelligence and feedback from stakeholders in the development of the draft phase one LCWIPs has been sought through two separate periods of engagement. The first phase took place in winter 2018, when a cycle network workshop and walking street audit was organised for each partner council area.
- 2.7 These were facilitated by leading practitioners in planning for walking and cycling, and enabled local knowledge and experience of conditions on the ground to shape the development of the LCWIP proposals. Stakeholders invited to take part in these events included local ward members, community organisations, accessibility groups, user group representatives and local authority officers.
- 2.8 The second phase took place in September and October 2019 with a wider range of stakeholders including those already involved through the earlier

workshops and events, and other stakeholders identified as with an interest in the proposals. A range of regional stakeholders were also invited to respond including Train Operating Companies in the region (Transpennine Express and Arriva Rail North); West Yorkshire Bus Alliance members; Yorkshire Sport; British Cycling; Sheffield City Region; North Yorkshire County Council; Canal and Rivers Trust; Cycling UK; Living Streets; and Sustrans.

- 2.9 This group of stakeholders was invited to review the draft phase one LCWIP documents and a summary version via the Combined Authority's engagement portal, Your Voice. Comments on the LCWIPs were invited through an online survey, or by email.
- 2.10 Where necessary, activities complementary to the online engagement process were arranged by partner councils. These varied between authorities, but included members' briefings, user group meetings (such as cycle forum meetings) and community meetings.
- 2.11 The results of the engagement for the five LCWIPs are summarised below:
- 56 responses to the online survey received in total (some respondents gave feedback on more than one individual LCWIP)
  - 9 additional responses were received by email, and 7 additional questions and comments via the Your Voice portal "Q&A" function
  - 45 responses agreed in full with the idea of producing an LCWIP for the district
  - 28 responses related to feedback on cycling proposals only; 6 on walking only; and 20 on both walking and cycling
  - 16 responses were anonymous, with 40 submitted by named individuals.
  - Although the aim was to seek views from stakeholders representing specific groups or organisations and the survey was designed accordingly, 26 respondents identified themselves as responding in a capacity as a private individual rather than representing any group or organisation
  - Views on how easy the documents were to understand were mixed; although 24 responses identified the LCWIPS as easy or very easy to understand, 16 responses described them as difficult, or very difficult to understand
- 2.12 Stakeholders were invited to indicate the level of support for the proposals, and comment on the suggested routes and improvements identified for walking and cycling. The types of comment included:
- detailed comment on specific improvements that were felt to be missing (such as additional pedestrian crossings not identified through the street audit, or important walking and cycling routes missing from the proposed network maps)
  - changes to the suggested cycle route options based on views about their suitability, including the type of provision proposed
  - general comments about the approach taken to developing the proposals, in particular the need for high quality principles or standards for design of walking and cycling infrastructure
  - the need for measures to be taken to complement the routes and improvements identified, for example reducing through traffic on

surrounding streets to enable access to these main routes. This kind of approach is being tested through the Streets for People Demonstration Projects

- comments about the legibility of the plans

2.13 An Engagement Report will be published on the Your Voice portal with more detail on comments received and the changes made to the draft LCWIPs.

#### Updates to the Plans

2.14 The phase one LCWIP summary documents and detailed reports have been updated based on the feedback received. The summary documents include the main outputs of the work undertaken and are provided as Appendices 1 to 5. The detailed reports produced to develop the draft phase one LCWIPs will be published on the Combined Authority's website alongside the summary documents. These provide greater detail on the process adopted to developing the LCWIPs and the background to the proposals identified.

2.15 Many of the comments made by stakeholders related to issues that were common to all five summary documents and detailed reports, and these comments have been addressed as below.

2.16 Respondents wanted reassurance of the design standard of infrastructure to be built; text describing proposed design principles to be developed for West Yorkshire has been added

2.17 Respondents suggested a range of complementary measures needed to accompany the infrastructure proposals. Suggestions include: lighting, enforcement of parking restrictions and parking on footways, street furniture, behaviour change programmes, and neighbourhood-level treatments to reduce speed and volumes of traffic. Text has been added to recognise the need for complementary measures, although details of those that are feasible would have to be confirmed following more detailed feasibility design work.

2.18 Some respondents expressed difficulty with terminology and understanding the documents. Some improvements have been made to both the summary documents and detailed reports, including easier to understand terminology for cycle provision and improvements to maps included.

#### Integration

2.19 Government guidance highlights the importance of integrating LCWIPs into wider policy and strategy, and delivery programmes. Opportunities for integration are already being pursued as follows:

- Transforming Cities Fund: where appropriate, schemes identified in the draft phase one LCWIPs have been considered for prioritisation as part of the development of the Transforming Cities Fund (TCF) bid and some have been included in the final bid submitted in November 2019. Further detail on how the TCF bid will enable delivery of the phase one LCWIPs is

provided in the bid document, available on the Combined Authority's website [here](#)<sup>1</sup>

- Leeds City Region Connectivity Strategy: schemes identified in the draft phase one LCWIPs are being considered as part of prioritisation of interventions being undertaken through the Connectivity Strategy, and further development of LCWIPs in West Yorkshire will continue to inform development of the infrastructure pipeline for the region.
- Future funding opportunities: schemes identified through LCWIPs will also inform submissions to any relevant future funding programmes created by Government. This includes a potential £350 million Cycling Infrastructure Fund, with mandatory design standards for new routes, as set out in the Conservative's manifesto.

2.20 Members of the Working Group for Walking and Cycling have provided views on the approach to integration and adoption of LCWIPs into partners' policy, strategy and programmes. Members of the group provided steer that the most appropriate approach would be for integration and formal recognition (for example, adoption) by individual partner councils to follow approval by the Combined Authority.

2.21 Following endorsement by Transport Committee, it is proposed to seek approval of the draft phase one LCWIPs by the Combined Authority in April 2020. The LCWIPs will act as daughter documents of the West Yorkshire Transport Strategy 2040 and will inform the future investment pipeline being developed through the Leeds City Region Connectivity Strategy.

2.22 The approach to integration and adoption of the phase one LCWIPs produced for each partner council is likely to vary depending on individual circumstances; for example the existing policy framework, and status of the Local Plan, as well as the implications of the geographic coverage provided in the draft phase one LCWIPs.

### **Further development of LCWIPs in West Yorkshire**

2.23 In January 2019 Transport Committee endorsed a phased approach to LCWIP development and that further resource should be identified to deliver future phases of work. A funding allocation for cycling and walking network development was agreed as part of the 2019- 2022 Local Transport Plan Integrated Transport block programme approved by the Combined Authority, providing these resources.

2.24 Work carried out to date has indicated that the approach taken so far is resource intensive and replicating this approach to cover the remainder of the region may incur significant further costs and time. Approaches to further development of the LCWIPs to provide wider geographic coverage across the

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

region are currently under discussion and an initial way forward is outlined below.

- 2.25 Members of the Working Group for Walking and Cycling provided views on potential approaches to further development and tools that could be used, at their last meeting in October 2019.
- 2.26 Consideration will be given as to how evidence and data available can be used alongside input from stakeholders in a time- and cost-effective way, to ensure that the proposals identified through LCWIPs are underpinned by robust evidence that can support development of successful business cases. The need for local knowledge and expertise on the walking and cycling routes appropriate for different areas will also have to be considered.
- 2.27 Further development is expected to involve increased stakeholder engagement in developing network maps, routes and improvements for walking and cycling, working with a range of relevant stakeholders including local walking and cycling groups. Events and techniques used in phase one work as well as practice in Greater Manchester and Sheffield City Region, provide options to plan for a wider geographic area in a resource efficient way.

#### Walking

- 2.28 Focal points for walking – described as “Core Walking Zones” in government guidance - will be identified within each district, where there is greatest potential for walking trips to take place. Consideration of the number of local amenities expected to attract significant numbers of pedestrian trips (as suggested by government guidance), designations within adopted Local Plans and other locally important factors and priorities will be taken into account.
- 2.29 There are likely to be a large number of potential locations to focus on for walking and prioritisation is likely to be required in order to undertake more detailed assessment of issues and interventions required.
- 2.30 Stakeholder input will be used to identify issues and barriers for pedestrians, and potential improvements needed within the shortlisted areas of focus. Further work is needed to plan this engagement approach in more detail but experience gained through phase one will inform the approach.
- 2.31 A combination of online engagement (using the Combined Authority’s Your Voice portal) and local events could be used, depending on available resources. Street audits, as undertaken in phase one, could be used to provide greater insight into the particular barriers faced in locations where significant problems are identified by stakeholders.

#### Cycling

- 2.32 Work to further develop LCWIPs to cover the region will continue to draw on aspirations and plans already produced by partners. Proposals for future cycle routes have been identified by all partner councils as part of adopted or

endorsed cycling strategies, or other relevant policy and strategy. Excerpts from these strategies with published network maps are provided in Appendix 6.

- 2.33 These existing proposals and aspirations are being collated and updated as part of a schematic Future West Yorkshire Strategic Cycle Network Map. A draft of this network map is provided as Appendix 7 and a final version will be reported to Transport Committee at a future meeting, which will include details of routes delivered and planned for delivery through confirmed funding programmes.
- 2.34 For cycling, LCWIPs are proposed to be based around a principal cycle network made up of main cycle routes. The existing network plans and schematic maps will be used as the basis of this strategic network, including those published by each partner council, which identify the ambition for a range of key destinations to be connected by bike, as well as those published by other partners responsible for delivering cycling and walking routes such as Sustrans and the Canal and Rivers Trust.
- 2.35 Prioritisation of the desire lines identified in these existing plans will take place to provide a focus for route assessment work, as carried out in phase one in accordance with government guidance. Work will then be carried out to identify at a high level the sort of improvements and provision required on these routes, which will include provision of protected space for cycling separate from pedestrians and motor traffic, based on the existing conditions and level of service for cycling required.
- 2.36 The feasibility of delivering any such improvements in line with national design guidance and locally developed design principles will also be a factor in determining preferred route alignments and improvements to be made. More detail on design principles is provided in paragraphs 2.50 to 2.52 below.
- 2.37 This will result in the identification of the principal cycle network for each partner council area. In order to build up a cycle network of greater density, as advised by the government guidance, work to identify secondary cycle routes is likely to be required. Stakeholder input will be sought to help with this work to identify other cycling routes that will be important to reach the main cycle routes as well as destinations within local areas, and the improvements required to link streets which could be suitable for cycling without dedicated provision.
- 2.38 As with walking, a combination of stakeholder engagement approaches could be used, including Your Voice online engagement (and an online mapping tool where comments can be made and issues identified), local engagement events and drop ins, and network planning workshops similar to those carried out in phase one.

## Neighbourhoods

- 2.39 Stakeholder feedback during phase one identified the limitations of planning for walking and cycling focussed on specific routes and provision for those modes, without consideration of other measures needed within local areas to improve conditions for walking and cycling.
- 2.40 Stakeholders identified the need to carry out neighbourhood wide intervention to help create these conditions, including reductions in through traffic levels and speeds on residential roads, and making it easier for pedestrians to cross roads within neighbourhoods.
- 2.41 Evaluation of the Mini-Holland programme in London has shown that the biggest increases in walking and cycling arise from interventions that are implemented at a neighbourhood level rather than on individual corridors<sup>2</sup>, so in order to enable the levels of walking and cycling envisaged by the Transport Strategy, it is expected that further work to identify neighbourhood treatments will be required alongside improvements to cycle routes and addressing key barriers to pedestrians. Work to identify neighbourhoods for intervention could be linked to stakeholder engagement to identify secondary cycle routes and walking improvements given the focus on local area improvements.
- 2.42 The Streets for People Demonstration Projects will provide examples of approaches to neighbourhood-level interventions which can be used to inform the LCWIPs as they are further developed. Other guidance, such as Living Streets' "Low Traffic Neighbourhood Guidance"<sup>3</sup> could also help inform the approach.

## General

- 2.43 Although a detailed programme is to be developed for the further development of LCWIPs in West Yorkshire, it is expected that work will continue through 2020 as a minimum, given experience of work in phase one. This development work will also require staff resources that may also be required for other priorities, for example as the delivery of Transforming Cities Fund schemes.
- 2.44 Following initial development of LCWIPs to cover the region, these Infrastructure Plans will need to be kept under review to respond to changes in the regional context, such as development priorities identified through Local Plan processes, and emerging funding opportunities.
- 2.45 The overall approach identified to further development of the LCWIPs will be discussed with the Department for Transport and their supporting partners to ensure that they remain consistent with government guidance as it is updated to reflect the learning gained through the national LCWIP programme.

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<sup>2</sup> Aldred, R., Croft, J. and Goodman, A. 2019 "Impacts of an active travel intervention with a cycling focus in a suburban context"

<sup>3</sup> <https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf>

- 2.46 For both walking and cycling, it is important to ensure that improvements are designed to ensure that facilities will enable the greatest number of people to walk and cycle more, with direct, convenient, safe, comfortable and attractive routes. These factors form the basis of core design principles identified in government guidance and have shaped the development of the phase one LCWIPs.
- 2.47 Development of a set of design principles relating to provision for both walking and cycling in West Yorkshire is ongoing. These principles would be based on best practice developed through programmes like CityConnect and Connecting Leeds, and be aligned with national best practice and guidance, such as updated national cycling infrastructure design guidance (replacing the current Local Transport Note 2/08). These principles are expected to cover both the design and maintenance of new provision for walking and cycling, recognising the importance of appropriate condition and availability of facilities for walking and cycling for people on foot or on bike.
- 2.48 These design principles will be presented to Transport Committee at their next meeting, with potential adoption by the Combined Authority alongside the phase one LCWIPs in April 2020. It is proposed that these principles are also embedded into delivery of other investment programmes such as the Transforming Cities Fund.

#### **National LCWIP programme**

- 2.49 As previously reported to Transport Committee, work to develop LCWIPs in West Yorkshire is being undertaken as part of a national programme where authorities have been supported by DfT with technical and strategic support following submissions of expressions of interest.
- 2.50 As part of the national programme, the Combined Authority and its partner councils have taken part in events held between all participating authorities organised by DfT, including annual workshops, presentation and discussion sessions at national cycling and walking conferences and attendance at site visits organised as part of the programme.
- 2.51 These site visits included a visit to Waltham Forest Borough Council attended by the chair of the Transport Committee, and a visit in West Yorkshire organised and hosted by the Combined Authority.
- 2.52 Through liaison with DfT, the Combined Authority and its partner councils will continue to provide feedback on the methodology and guidance produced nationally on development of LCWIPs, based on lessons learnt and experience gained locally. The first phase of the national DfT programme of support has concluded and the Combined Authority has been invited to take part in evaluation of the effectiveness of the support programme to date.

### **3. Clean Growth Implications**

- 3.1 This report seeks endorsement of phase one LCWIPs, which set out network proposals and route improvements to enable more people to walk and cycle. As recognised by the West Yorkshire Transport Strategy 2040 and the Leeds City Region Energy Strategy, walking and cycling are ideal ways of making shorter journeys, and offer significant potential to reduce carbon. As an example of potential carbon savings, the Leeds City Region Energy Strategy suggests that the current CityConnect scheme could save approximately 1 ktCO<sub>2</sub> per year, given the current number of cyclists, average cycling distances and vehicle emission data.

### **4. Financial Implications**

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

### **5. Legal Implications**

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

### **6. Staffing Implications**

- 6.1 There are no staffing implications directly arising from this report. However, further development of LCWIPs will require further staff resources to be allocated to this work by the Combined Authority and partner councils.

### **7. External Consultees**

- 7.1 Stakeholder engagement has been undertaken on the draft phase one LCWIPs presented for endorsement in this report, as detailed in paragraphs 2.7 to 2.14.

### **8. Recommendations**

- 8.1 That the Committee endorse the draft phase one Local Cycling and Walking Infrastructure Plans (LCWIPs) produced for Bradford, Calderdale, Kirklees, Leeds and Wakefield, and recommend to the Combined Authority that they be adopted.
- 8.2 That the Committee endorse the proposed approach to further development of the LCWIPs, and their integration into the Combined Authority policy as daughter documents of the West Yorkshire Transport Strategy 2040.
- 8.3 That the committee note the progress made in developing a Future West Yorkshire Strategic Cycle Network Map and the draft version included as an appendix to this report.

### **9. Background Documents**

Report to Transport Committee, 11<sup>th</sup> January 2019

## **10. Appendices**

Appendix 1 – BRADFORD LCWIP – PHASE ONE SUMMARY DOCUMENT  
Appendix 2 – CALDERDALE LCWIP – PHASE ONE SUMMARY DOCUMENT  
Appendix 3 – KIRKLEES LCWIP – PHASE ONE SUMMARY DOCUMENT  
Appendix 4 – LEEDS LCWIP – PHASE ONE SUMMARY DOCUMENT  
Appendix 5 – WAKEFIELD LCWIP – PHASE ONE SUMMARY DOCUMENT  
Appendix 6 – EXCERPTS FROM PARTNER COUNCIL CYCLE STRATEGIES  
Appendix 7 – DRAFT FUTURE WEST YORKSHIRE STRATEGIC CYCLE  
NETWORK MAP

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# Bradford Local Cycling and Walking Infrastructure Plan – Phase 1

## Summary Document

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# Bradford Local Cycling and Walking Infrastructure Plan – Phase 1

## Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the phase one Bradford LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (south Bradford for cycling; Keighley for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the phase one LCWIP including the key outputs:

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

# Bradford Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Cycling Network for South Bradford

These network proposals include:

**A Network Map**, showing the main desire lines to provide connections across South Bradford – with two routes prioritised for further assessment in detail

<sup>2</sup>  
**Route alignments** for the prioritised desire lines.

*Two potential options were assessed for each route and will inform more detailed feasibility work to be carried out at a later stage*

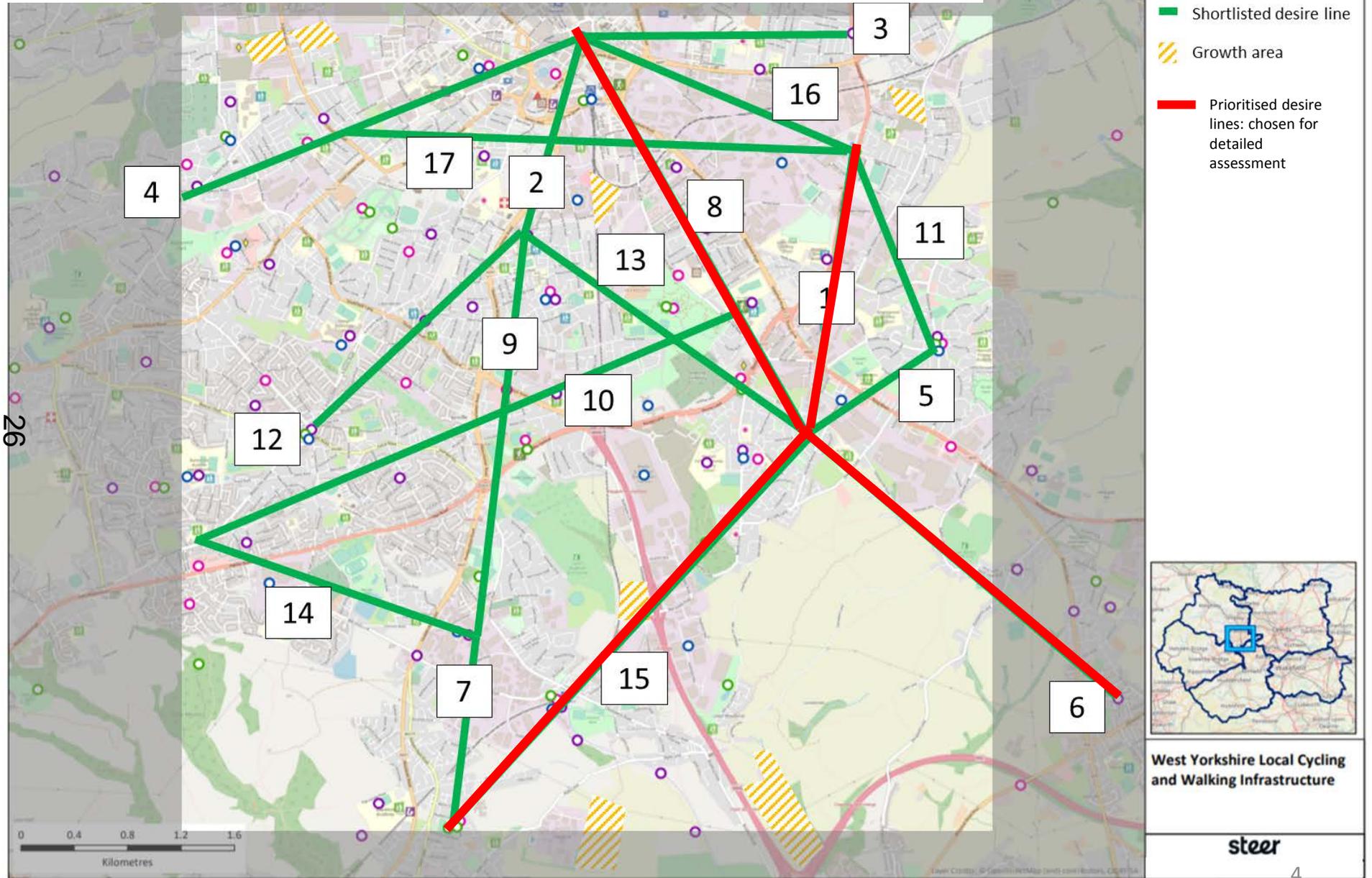
**Programmes of improvements for cycling** on the detailed route alignments

*These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.*

*The proposed cycling infrastructure may also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.*

*Complementary measures may include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking*

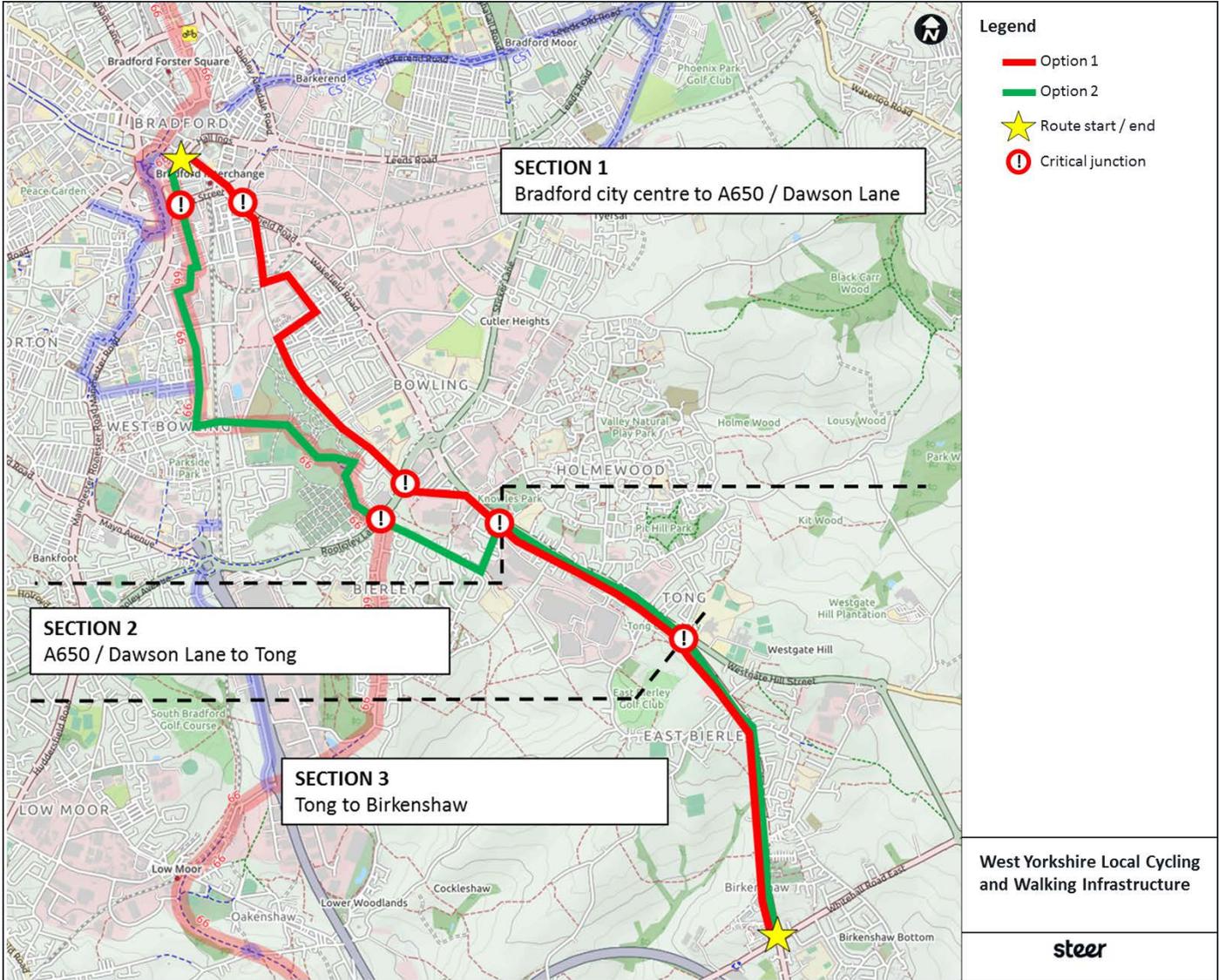
# Proposed Cycling Network Map



# Proposed Cycling Network: Detailed Route Alignment

## Route 1: Bradford to Birkenshaw

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# Proposed Cycling Network: Programme of improvements

## Route 1: Bradford to Birkenshaw

### Direct route (option 1)

Route section	Proposed provision	Indicative Cost
<b>1</b> City Centre to A650/ Dawson Lane 28	Mixed cycle route Hall Ings to Croft Street (315 m)	£0.2m
	Segregated cycle route, on highway Croft Street to Hall Lane	£0.3m
	Mixed cycle route Hall Lane to A650 Tong Street (2.8km)	£2m
	New at-grade toucan crossing over Rooley Ln (also part of Route 2)	£0.2m
	Segregated cycle route, on highway A650 (from A6177 to A651) (1.32km)	£1.5m
<b>2</b> A650/ Dawson Ln to Tong	Segregated cycle route, on highway A651 (A650 to A58) (2.53km)	£3m
<b>3</b> Tong to Birkenshaw	Segregated cycle route, on highway A651 (A650 to A58) (2.53km)	£3m

### Alternative route (option 2)

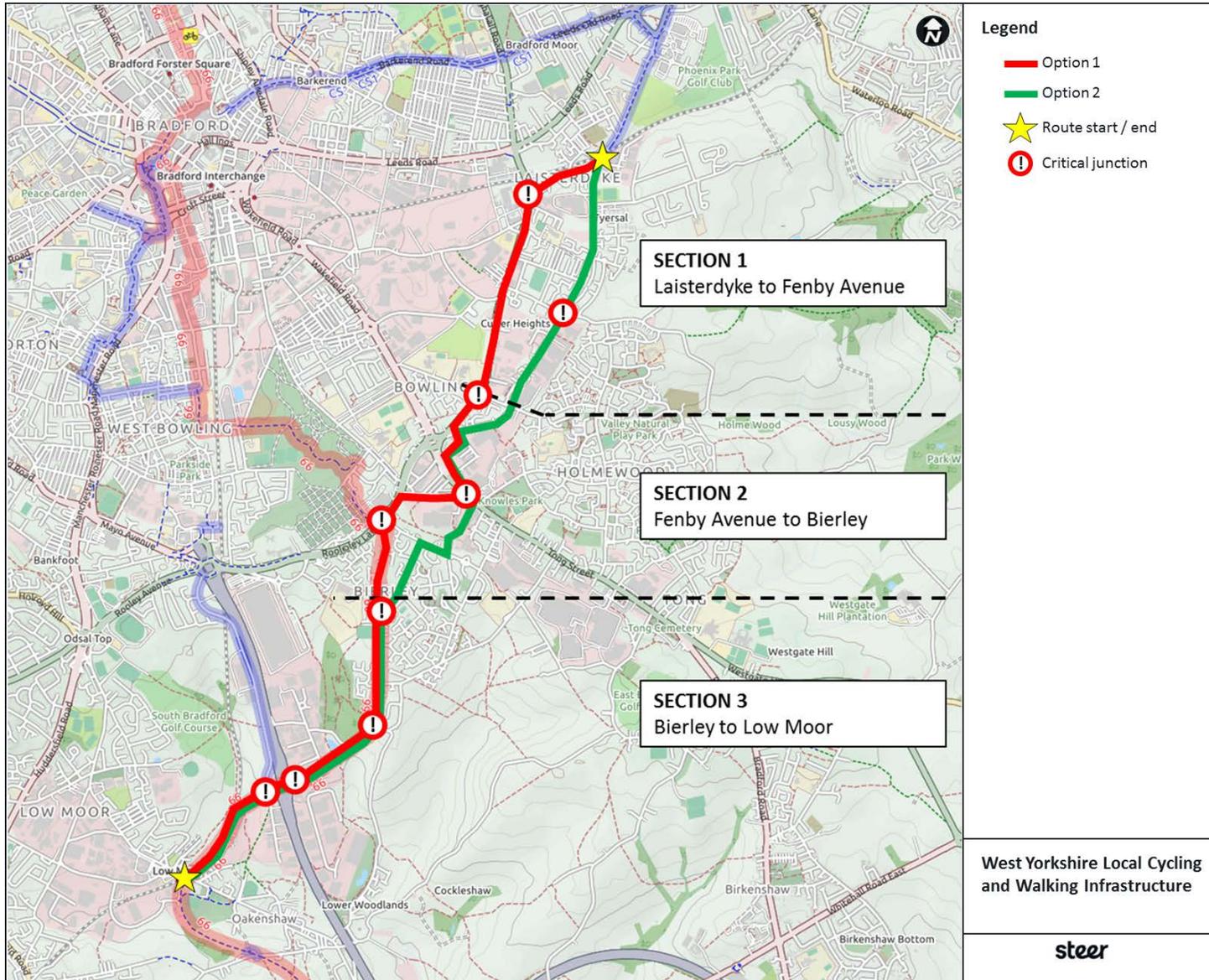
Route section	Infrastructure	Indicative Cost
<b>1</b> City Centre to A650/ Dawson Lane	Mixed cycle route Hall Ings to A650	£3.2m
<b>2</b> A650/ Dawson Ln to Tong	Segregated cycle route, on highway A650 (from A6177 to A651) (1.32km)	£1.5m
<b>3</b> Tong to Birkenshaw	Segregated cycle route, on highway A651 (A650 to A58) (2.53km)	£3m

More information on the types of provision proposed are provided on page 16

# Cycling Network: Detailed Route Alignment

## Route 2: Laisterdyke to Low Moor

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# Cycling Network: Programme of improvements

## Route 2: Laisterdyke to Low Moor

### Option 1

Route section	Proposed provision	Indicative Cost
<b>1</b> Laisterdyke to Fenby Avenue	Mixed cycle route Dick Lane to A6177 via New Lane (665m)	£0.5m
	Segregated cycle route, on highway New Lane/A6177 to Fenby Avenue (1.32km)	£1.5m
<b>2</b> Fenby Avenue to Bierley	Segregated cycle route, on highway Fenby Avenue to Cutler Heights Lane (245m)	£0.3m
	Mixed cycle route Cutler Heights to Bierley Lane roundabout (1.75km)	£1.2m
	At grade crossing of A650 at Rook Lane	£0.4m
	New at grade toucan crossing over Rooley Lane (also part of Route 1)	£0.2m
<b>3</b> Bierley to Low Moor	Mixed cycle route Bierley Lane roundabout to path off Kingsmark Freeway (2.13km)	£1.5m

### Option 2

Route section	Infrastructure	Indicative Cost
<b>1</b> Laisterdyke to Fenby Avenue	Segregated cycle route, on highway Dick Lane/New Lane to Fenby Avenue (1.93km)	£2.7m
	Segregated cycle route, on highway – 393m from Fenby Ave to School St	£0.5m
<b>2</b> Fenby Avenue to Bierley	Mixed cycle route – 1.75km from School Street to Bierley Ln roundabout	£1.2m
	At-grade crossing of A650 at Rook Lane	£0.4m
<b>3</b> Bierley to Low Moor	Mixed cycle route Bierley Lane roundabout to path off Kingsmark Freeway (2.13km)	£1.5m

# Bradford Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Walking Network: Keighley

These network proposals include:

**A Network Map**, showing the main routes for walking (“Primary” routes) and other important pedestrian routes (“secondary”), as well as a central destination area for walking trips (“Core Walking Zone”)

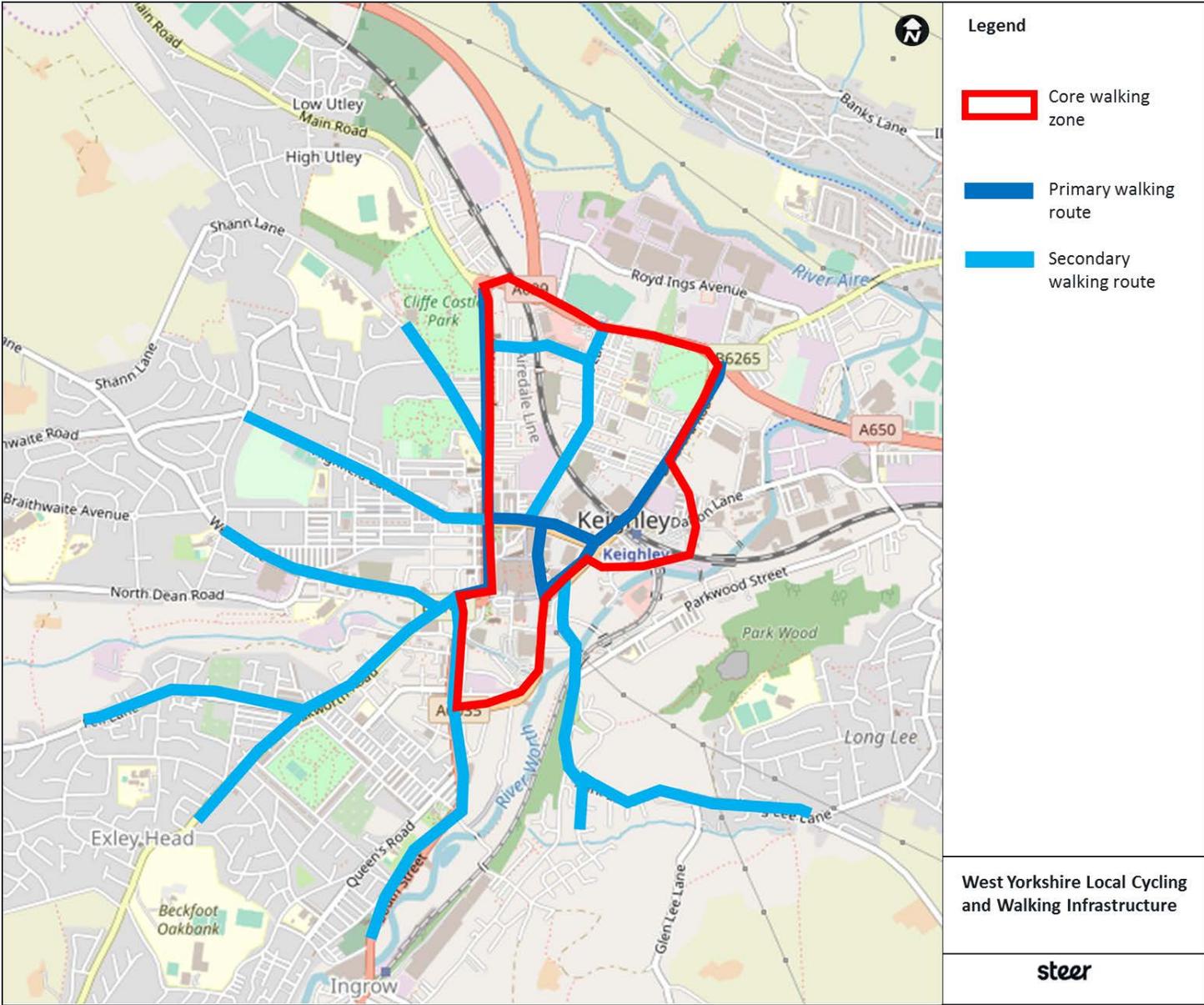
**Programmes of improvements for walking** within the Core Walking Zone

*These improvements have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop.*

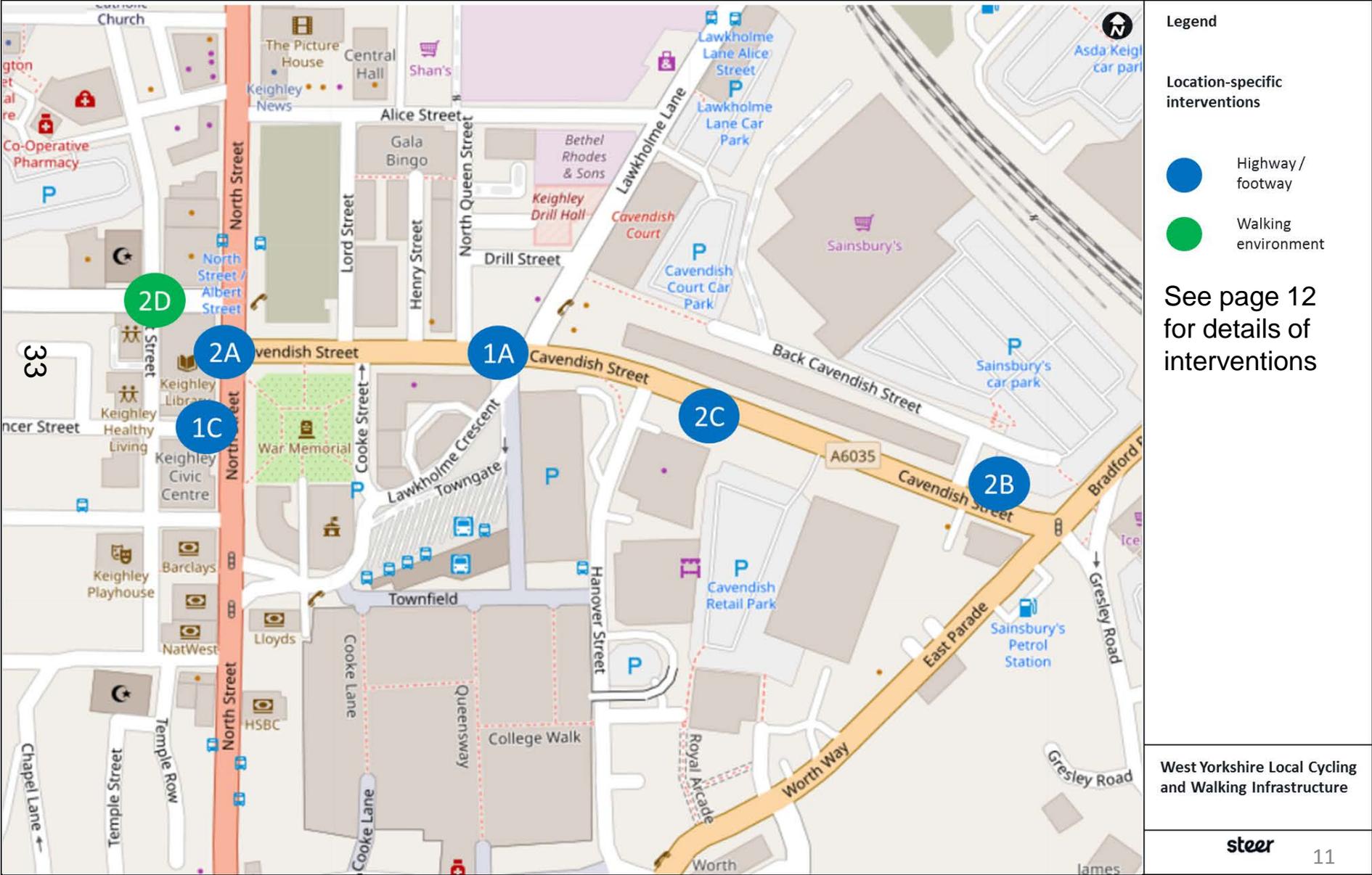
*The proposed walking infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development. Complementary measures could include new waiting/loading restrictions; improved enforcement of existing waiting/loading restrictions; behaviour change programmes; restrictions to general traffic; improved landscaping and lighting and accessible seating.*

# Proposed Walking Network Map

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# Proposed Walking Network: Programme of improvements



# Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
1A	Removal or reduction of vehicular traffic from Cavendish Street	<ul style="list-style-type: none"> <li>Minimal interventions (signage, change to road markings, legal costs)</li> <li>Series of extensive interventions (e.g. new pedestrianised area with cycle lanes, street planting, benches, other public realm interventions)</li> </ul>	Further study required	M – L  M – L
1B	Improved pedestrian crossing facility at Bradford Road / Cavendish Road intersection	<ul style="list-style-type: none"> <li>Install single stage puffin crossings across Bradford Road</li> <li>Reconfigure junction to reduce number of lanes/slip roads</li> <li>Widen footway (reduction of carriageway width)</li> </ul>	c. £50 – 60k  Further study required  Further study required	M  M  M
1C	Restrict access to side roads along North Street and install continuous footway / modal filters	<ul style="list-style-type: none"> <li>Modal filters at side roads (bollards)</li> <li>Continuous footway at side-roads</li> </ul>	£150-£350 per bollard  £10k-£20k side road	M  M
2A	Improved pedestrian crossing at North Street / Cavendish Street / Highfield Lane intersection	Install single stage puffin crossings across North Street and Cavendish Street	c. £50k-£60k per crossing	M
2B	Improved Hanover Street and Sainsbury's access side road crossings	<ul style="list-style-type: none"> <li>Installation of raised table crossings and altered road markings at two side roads</li> <li>Build outs to reduce junction width / turning radii</li> </ul>	c. £15k per crossing  Further study required	S - M  S – M
2C	Install zebra crossing on Cavendish Street at site of current courtesy crossing	Install zebra crossing	c. £20k-£35k	S
2D	Improve back streets parallel to North Street for walking and cycling	<ul style="list-style-type: none"> <li>Various public realm interventions</li> <li>Installation of implied zebras (currently being trialled nationally)</li> </ul>	Further study required Further study required	S  S
3A	Wayfinding	Install comprehensive wayfinding	c. £1k per finger post	S – M
3B	Installation of raised table pedestrian crossings at side roads	Installation of raised table crossings and altered road markings at side roads	c. £15k per crossing	M

# Bradford Draft Local Cycling and Walking Infrastructure Plan – Phase 1

## Supporting information



# Cycling – principles of design

**Core Design Outcomes** are well established principles for cycling infrastructure set out in Government’s LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

<b>Coherent</b>	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
<b>Direct</b>	<p>Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles.</p> <p>And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.</p>
<b>Safe</b>	Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
<b>Comfortable</b>	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
<b>Attractive</b>	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

# Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

## Segregated cycle route, on highway

Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre.

Typical features:

- Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means.
- Sufficient width to accommodate large flows of cyclists.
- Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane.
- Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'.
- Dedicated cycle crossing facilities across major roads, signalised where necessary.
- A feeling of safety so that unconfident cyclists feel comfortable using the route

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## Mixed cycle route

Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available.

Typical features:

- Continuous clear signage from one end to the other.
- Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road.
- Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors.
- Speed restrictions such as 20mph zones and traffic calming.

## Toucan Crossing

A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017  
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016  
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

# Walking principles of design

The **Core Design Outcomes** are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling.

<b>Comfort</b>	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
	Clearance widths generally in excess of 2m between permanent obstructions.
<b>Directness</b>	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
<b>Coherence</b>	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
	Footway and crossing materials consistent throughout core walking zone and along key walking routes
<b>Safety</b>	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
<b>Attractiveness</b>	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade

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# Calderdale Local Cycling and Walking Infrastructure Plan – Phase 1

## Summary Document

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# Calderdale Local Cycling and Walking Infrastructure Plan – Phase 1

## Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the draft Calderdale LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (Brighouse for cycling; Halifax for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the following key outputs contained within the draft LCWIP:

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements

# Calderdale Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Cycling Network for Brighouse

These network proposals include:

**A Network Map**, showing the main desire lines to provide connections across Brighouse– with two routes prioritised for further assessment in detail

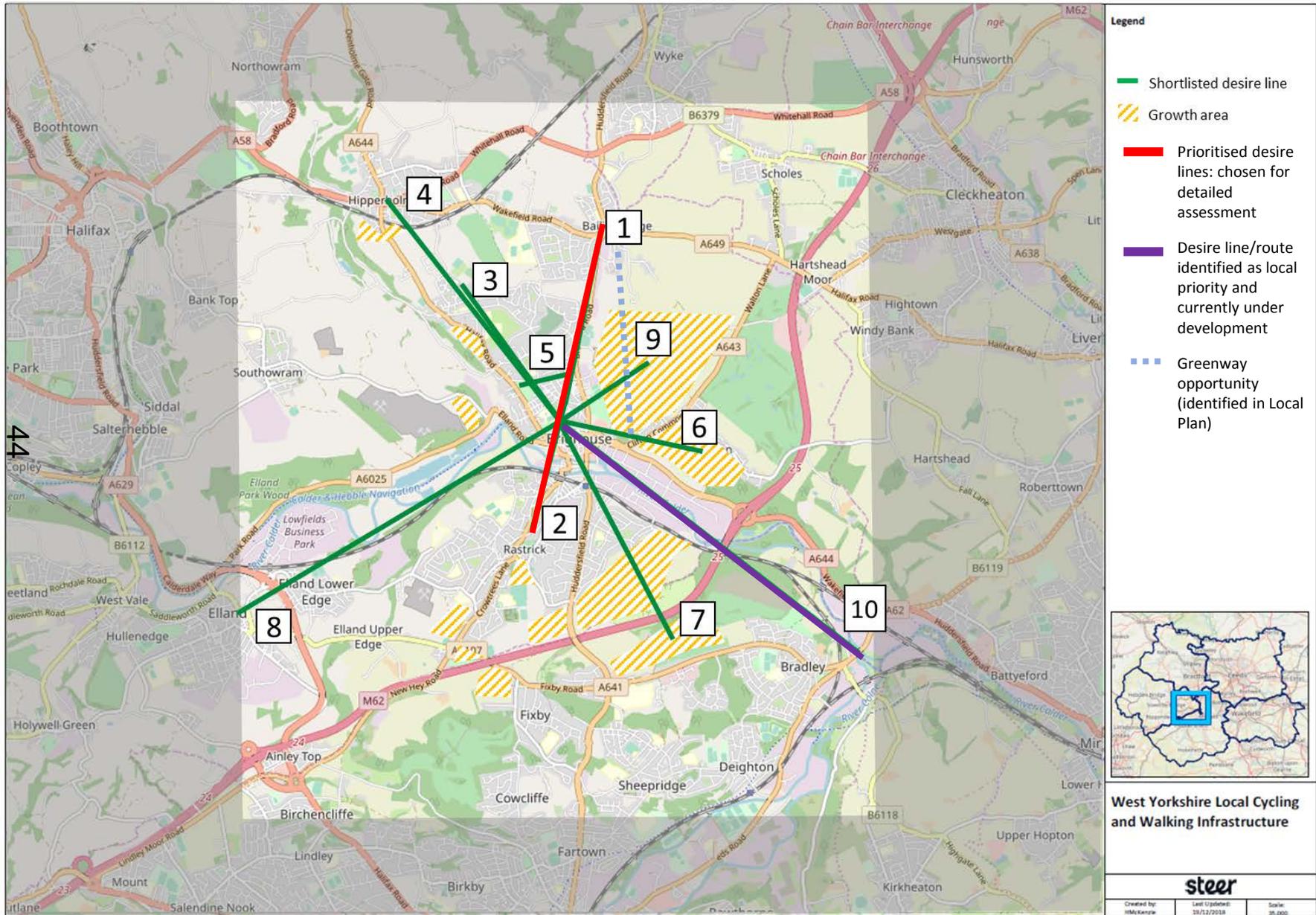
**Route alignments** for the prioritised desire lines.

*Two potential options were assessed for each route and will inform more detailed feasibility work to be carried out at a later stage*

**Programmes of improvements for cycling** on the detailed route alignments

*These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.*

# Proposed Cycling Network Map



- Legend**
- Shortlisted desire line
  - ▨ Growth area
  - Prioritised desire lines: chosen for detailed assessment
  - Desire line/route identified as local priority and currently under development
  - - - Greenway opportunity (identified in Local Plan)



**West Yorkshire Local Cycling and Walking Infrastructure**

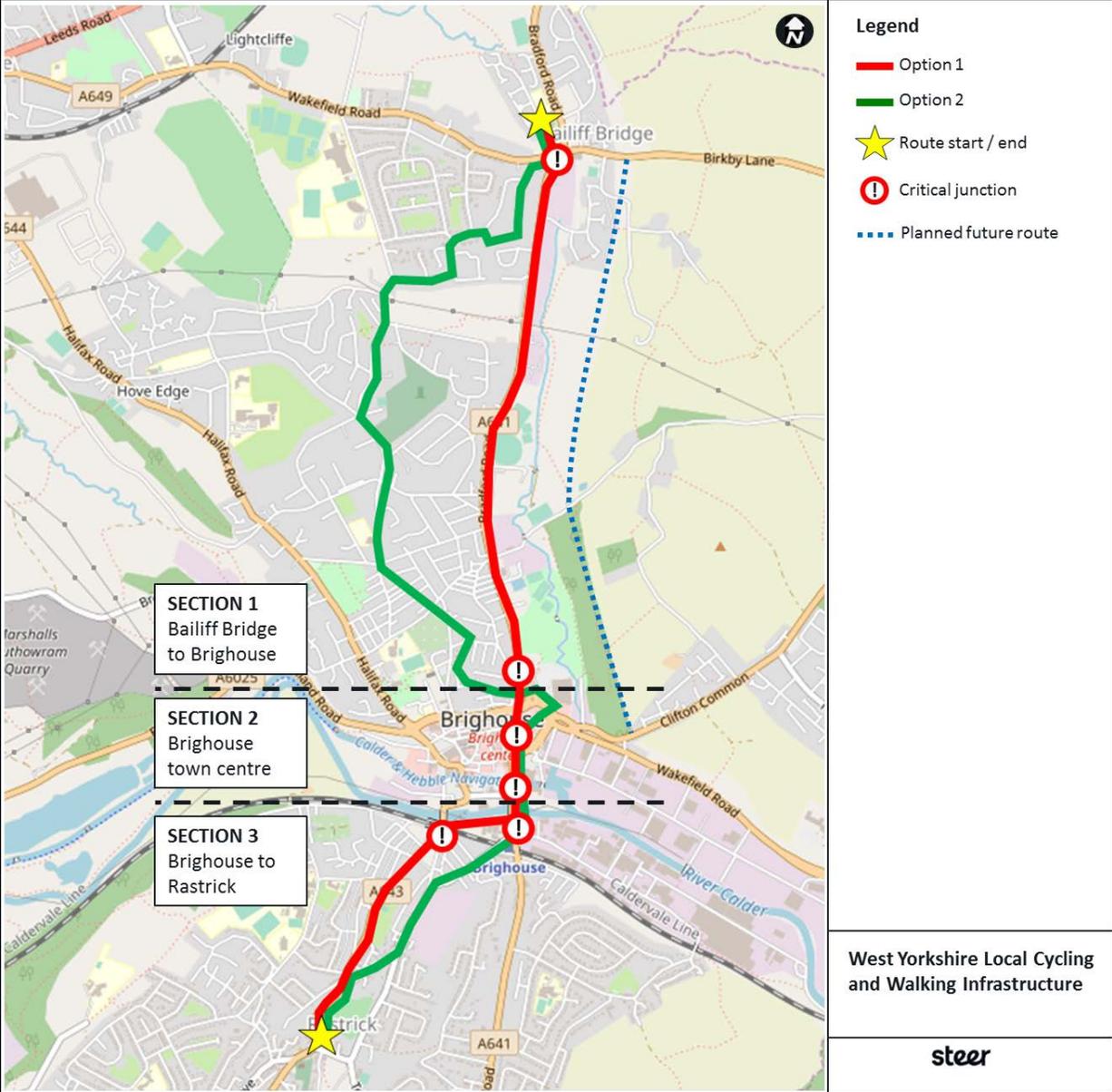
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# Proposed Cycling Network: Detailed Route Alignment

## Bailiff Bridge to Rastrick via Brighouse

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# Proposed Cycling Network: Programme of improvements

## Direct Route (Option 1)

Route section	Proposed provision	Indicative Cost
<b>1</b> <b>Bailiff Bridge to Brighouse</b>	Mixed cycle route Empire Court to A649 (115m)	£0.1m
	Segregated cycle route, on highway Bradford Road (2.15km)	£2.5m
<b>2</b> <b>Brighouse Town Centre</b>	Mixed cycle route Bradford Rd to A641/Bethel St roundabout (281m)	£0.2m
	Segregated cycle route, on highway A641/Bethel St roundabout to Cliffe Rd (294m)	£0.3m
	Remodelling of one major junction A641/Bethel St roundabout	£1.6m
<b>3</b> <b>Brighouse to Rastrick</b>	Mixed cycle route Cliffe Rd to Bramston St (396m)	£0.3m
	Segregated cycle route, on highway Bramston St to A643/Ogden Ln roundabout (~1km)	£1.1m

## Alternative (Option 2)

Route section	Proposed provision	Indicative Cost
<b>1</b> <b>Bailiff Bridge to Brighouse</b>	Mixed cycle route Empire Court to Bradford Road (3.23km)	£2.2m
<b>2</b> <b>Brighouse Town Centre</b>	Mixed cycle route Bradford Rd to A641/Bethel St roundabout (281m)	£0.2m
	Segregated cycle route, on highway A641/Bethel St roundabout to Cliffe Rd (294m)	£0.3m
	Remodelling of one major junction A641/Bethel St roundabout	£1.6m
<b>3</b> <b>Brighouse to Rastrick</b>	Mixed cycle route Cliffe Rd to A643 (983m)	£0.7m
	Segregated cycle route, on highway A643 to A643/Ogden Ln roundabout (~1km)	£0.3m

# Calderdale Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Walking Network: Halifax

These network proposals include:

**A Network Map**, showing the main routes for walking (“Primary” routes) and other important pedestrian routes (“secondary”), as well as a central destination area for walking trips (“Core Walking Zone”)

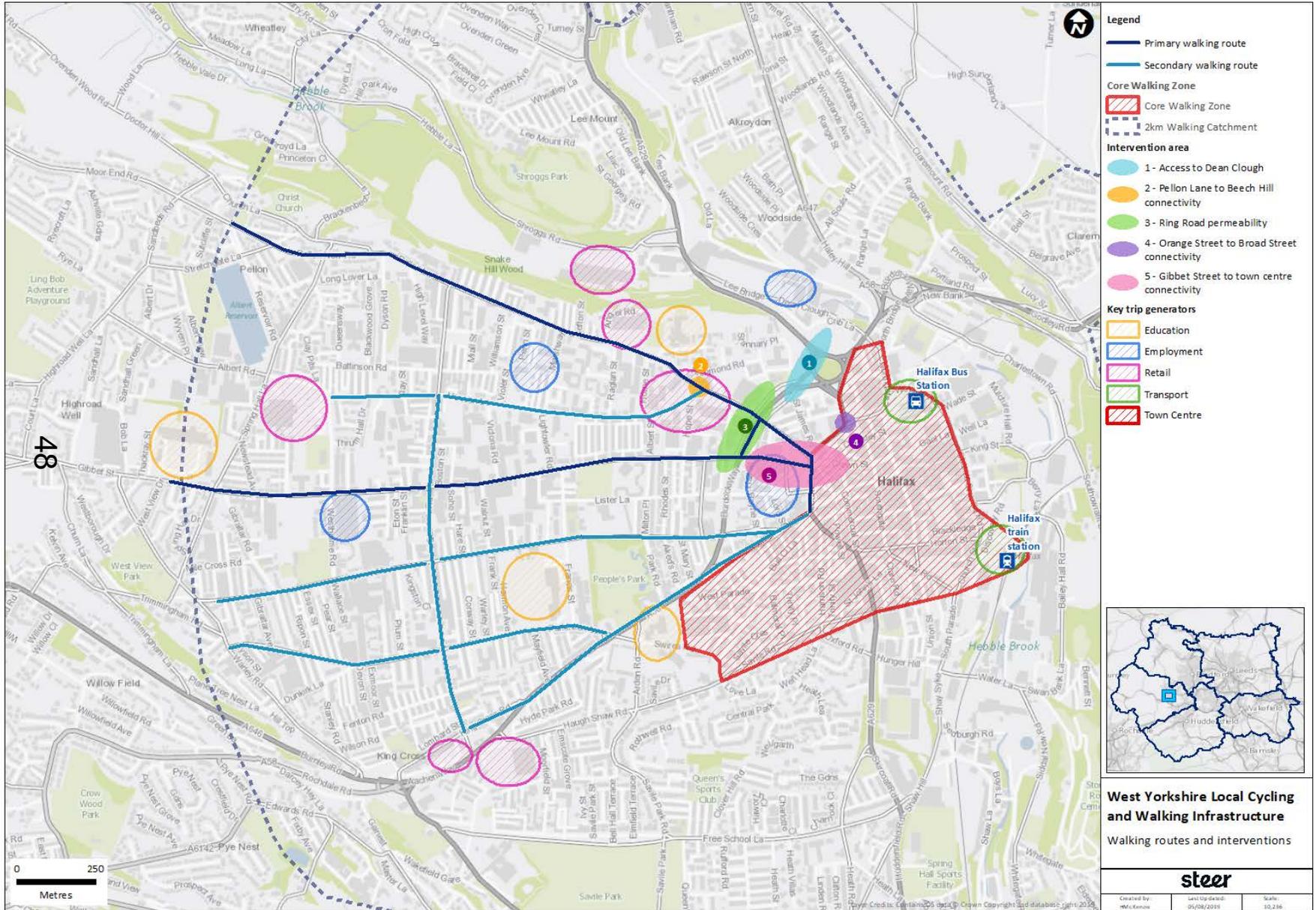
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**Programmes of improvements for walking** within the Core Walking Zone

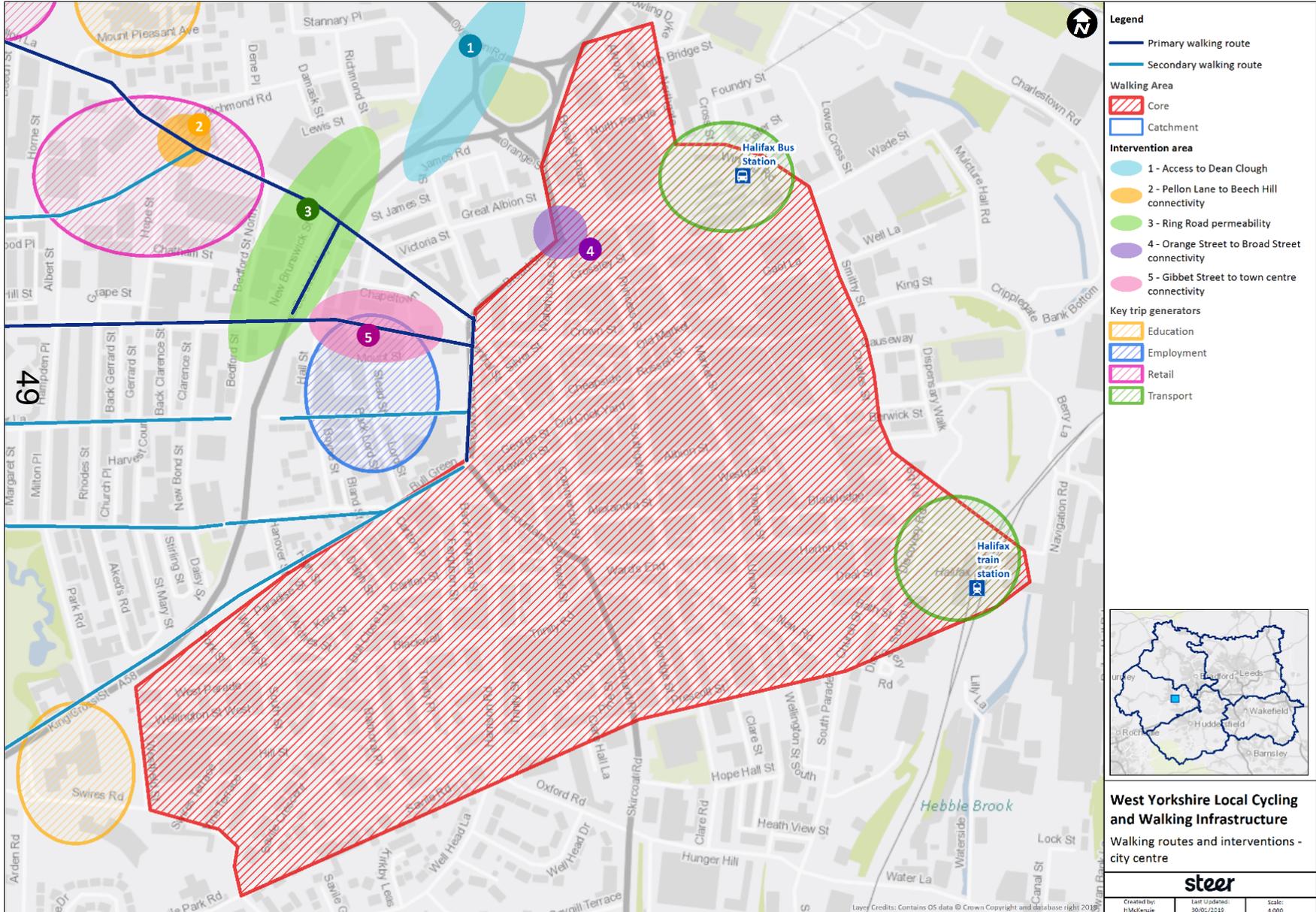
*These improvements have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop.*

*The proposed walking infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development. Complementary measures could include new waiting/loading restrictions; improved enforcement of existing waiting/loading restrictions; behaviour change programmes; restrictions to general traffic; improved landscaping and lighting and accessible seating.*

# Proposed Walking Network Map



# Proposed Walking Network Map



# Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
1	Improve access from town centre to Dean Clough and Beech Hill areas	Pedestrian overbridge	£1m-£1.5m	L
		Surface level signalised crossing points	£50k-£62k each	M
		Reduce foliage and repaint subways	£5k-10k	S
		Open out subway entrances and exits	Further study required	S
		Wayfinding and interpretation boards	Further study required	M
2	Improve pedestrian access across Pellon Lane and connection to Beech Hill	Zebra crossing at Hanson Lane	£20k-£33k	M
3	Improve pedestrian access along Gibbet Street, Pellon Lane and along New Brunswick Street and Burdock Way to enhance connectivity around ring road and along key routes	Raised table crossing with markings at New Brunswick Street/Gibbet Street	£14k	M
		Build outs to reduce junction width at New Brunswick Street/Gibbet Street	Further study required	M
		Signalised pedestrian crossings at Burdock Way/Pellon Lane on all arms	£50k-£62k each	M
		Restrict access to vehicles from Richmond Street to New Brunswick Street	Further study required	S
		Continuous footway across Richmond Street	£10k-£20k	M
		Modal filter cell for cycle access	£150-350 each	M
4	Adjust signal timings to improve accessibility at Broad Street / Orange Street intersection	Reduce pedestrian wait time and lengthen pedestrian green phase	Further study required	S
		Introduce pedestrian all-green phase with diagonal crossing markings	Further study required	S
5	Improve access and amenity at eastern end of Gibbet Street	Brighter LED lighting	£2.6k-3.2k per column	M
		Sealed path to north of tower block connecting to new crossing point	£200 per metre	S
		Wayfinding along length of Gibbet Street	Further study required	M
		Local business engagement	Further study required	S

# Proposed Walking Network: Programme of improvements

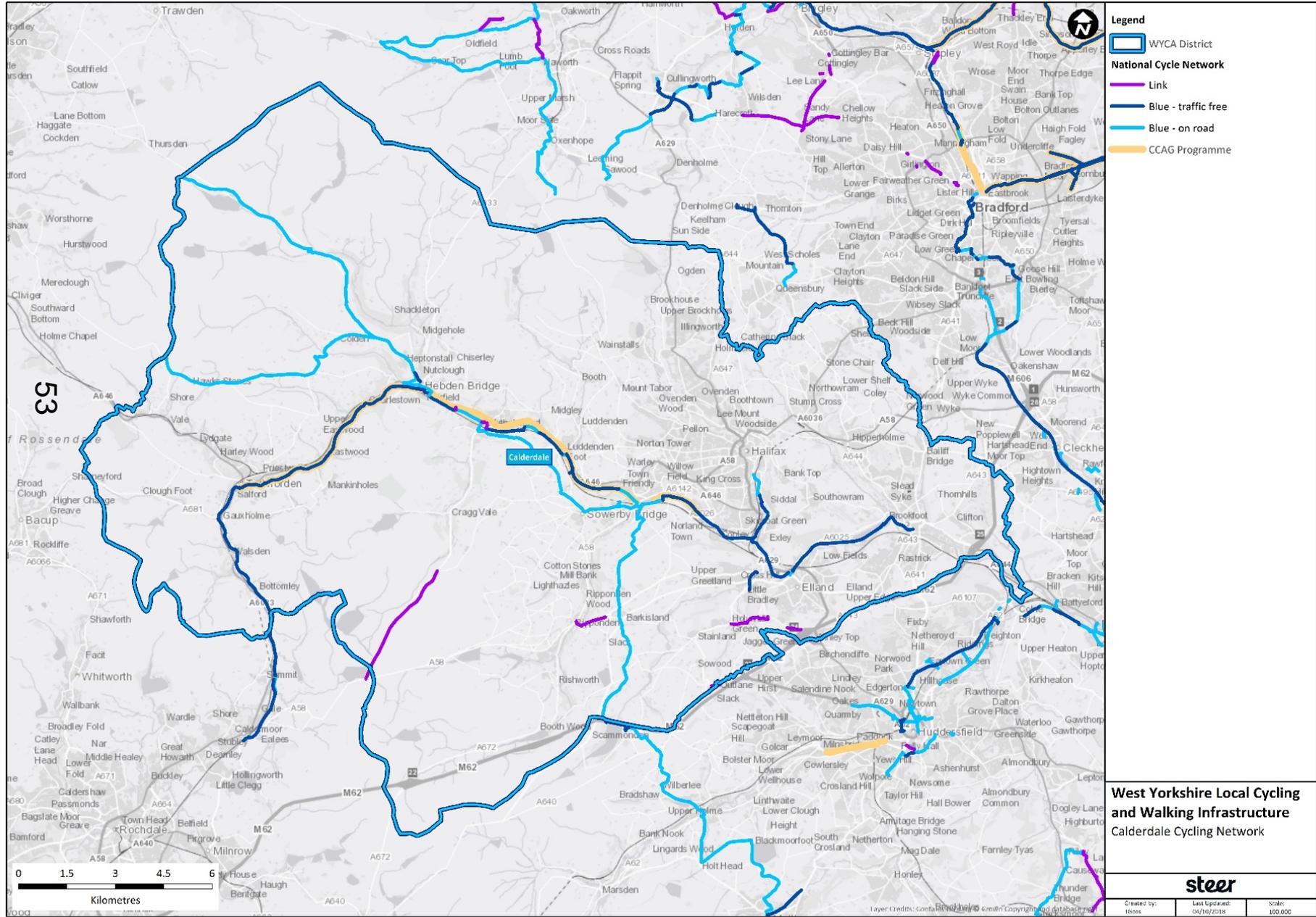
	Intervention	Intervention	Indicative Costs	Time scale
6	Improve perception of safety through brighter lighting	Install LED lighting across the core walking zone and surrounding area with supplementary task lighting where required	£2.6-3.2k per column	M
7	Improve perception of safety and walkability through footway maintenance and repair	Audit all existing footway to identify areas requiring repair or maintenance and locations lacking level access	Further study required	S
		Repairs to footway and crossing points	£200 per metre	M
		Raised table crossings at side roads to replace dropped kerbs	£14k per crossing	M
8	Enhance sense of community and reduce vehicle speeds through Park Ward	Gateway treatments at key access routes to Park Ward	£7-8k	M
		Modal filter treatment across Park Ward to restrict vehicle access, including pedestrianisation of lower portion of Hopwood Road	Further study required	L

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# Calderdale Local Cycling and Walking Infrastructure Plan – Phase 1

## Supporting information

# Existing Cycle Network



# Cycling – principles of design

**Core Design Outcomes** are well established principles for cycling infrastructure set out in Government’s LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

<b>Coherent</b>	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
<b>Direct</b> 54	Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles.  And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.
<b>Safe</b>	Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
<b>Comfortable</b>	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
<b>Attractive</b>	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

# Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

## Segregated cycle route, on highway

55

Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre.

Typical features:

- Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means.
- Sufficient width to accommodate large flows of cyclists.
- Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane.
- Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'.
- Dedicated cycle crossing facilities across major roads, signalised where necessary.
- A feeling of safety so that unconfident cyclists feel comfortable using the route

## Mixed cycle route

Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available.

Typical features:

- Continuous clear signage from one end to the other.
- Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road.
- Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors.
- Speed restrictions such as 20mph zones and traffic calming.

## Toucan Crossing

A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017  
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016  
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

# Walking - principles of design

The **Core Design Outcomes** are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

<b>Comfort</b>	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
<b>Directness</b>	Clearance widths generally in excess of 2m between permanent obstructions.
	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
<b>Coherence</b>	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
<b>Safety</b>	Footway and crossing materials consistent throughout core walking zone and along key walking routes
	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
<b>Attractiveness</b>	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade

# Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

## Summary Document

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# Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

## Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

This document provides a summary of the draft Kirklees LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (east Huddersfield for cycling; Dewsbury town centre for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the following key outputs contained within the draft LCWIP

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

# Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Cycling Network for east Huddersfield

These network proposals include:

**A Network Map**, showing the main desire lines to provide connections across east Huddersfield– with two routes prioritised for further assessment in detail

**A route alignment** for the prioritised desire line.

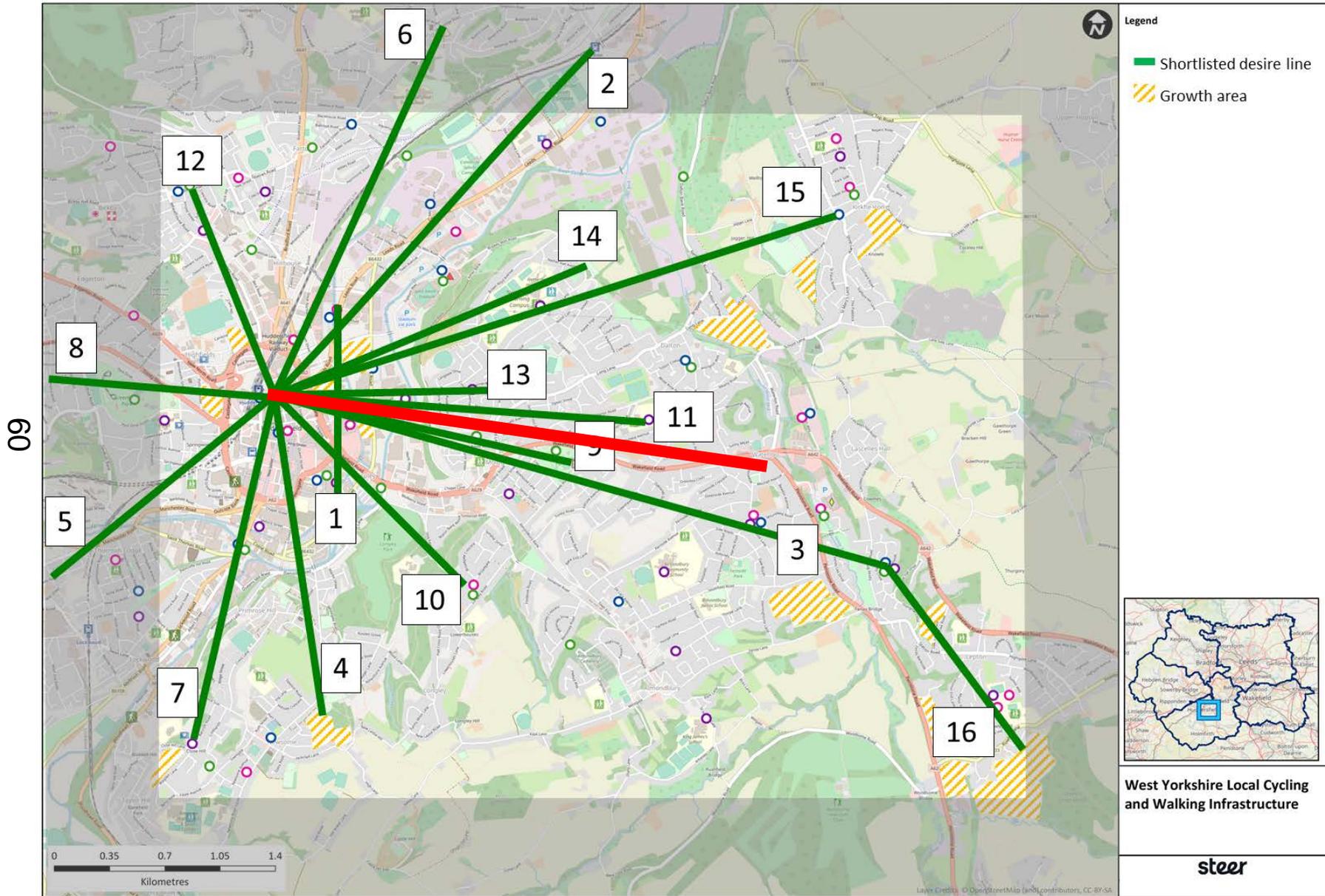
**Programmes of improvements for cycling** on the detailed route alignment

*These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.*

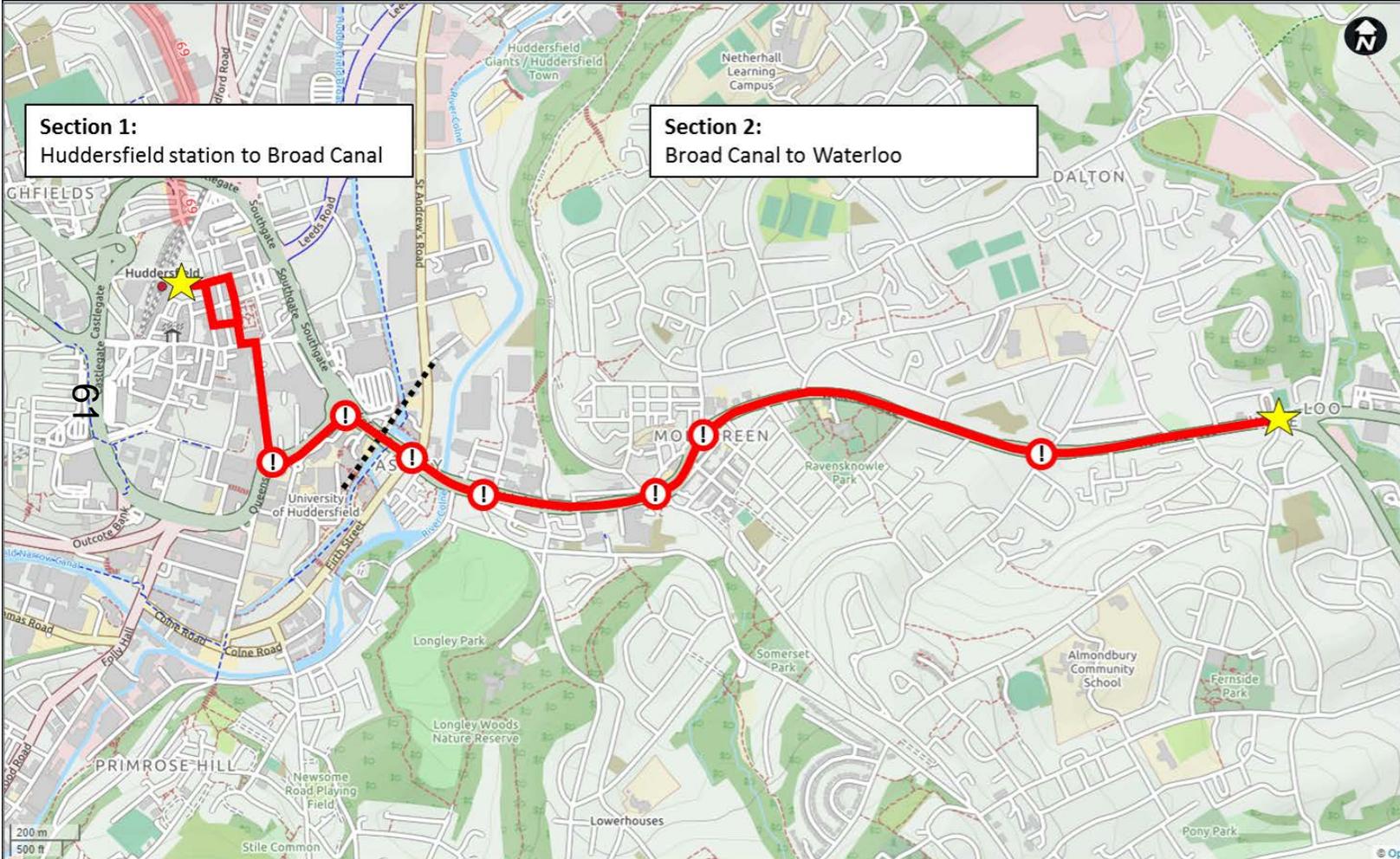
*The proposed cycling infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.*

*Complementary measures could include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking*

# Proposed Cycling Network Map



# Proposed Cycling Network: Detailed Route Alignment



- Legend**
- Priority route
  - Route start / end
  - Critical junction

West Yorkshire Local Cycling and Walking Infrastructure



# Proposed Cycling Network: Programme of improvements

Route section	Proposed provision	Indicative Cost
<b>1</b> <b>Huddersfield station to Broad Canal</b>	Mixed cycle route – 700m from Huddersfield station to Queensgate, via Queen Street	£0.4m
	Upgraded crossing of Queensgate	£0.2m
	Segregated cycle route, on highway – 370m on Queensgate / Wakefield Road	£0.5m
	Reconfiguration of Shorehead roundabout	£1.6m*
<b>2</b> <b>Broad Canal to Waterloo</b>	Segregated cycle route, on highway – 2.75km on Wakefield Rd to Waterloo	£4m

Indicative Costs are based on government guidance, which uses an average of implementation costs across a range of cities.

More information on types of provision is provided on page 15

\* costs may be higher, subject to feasibility design work

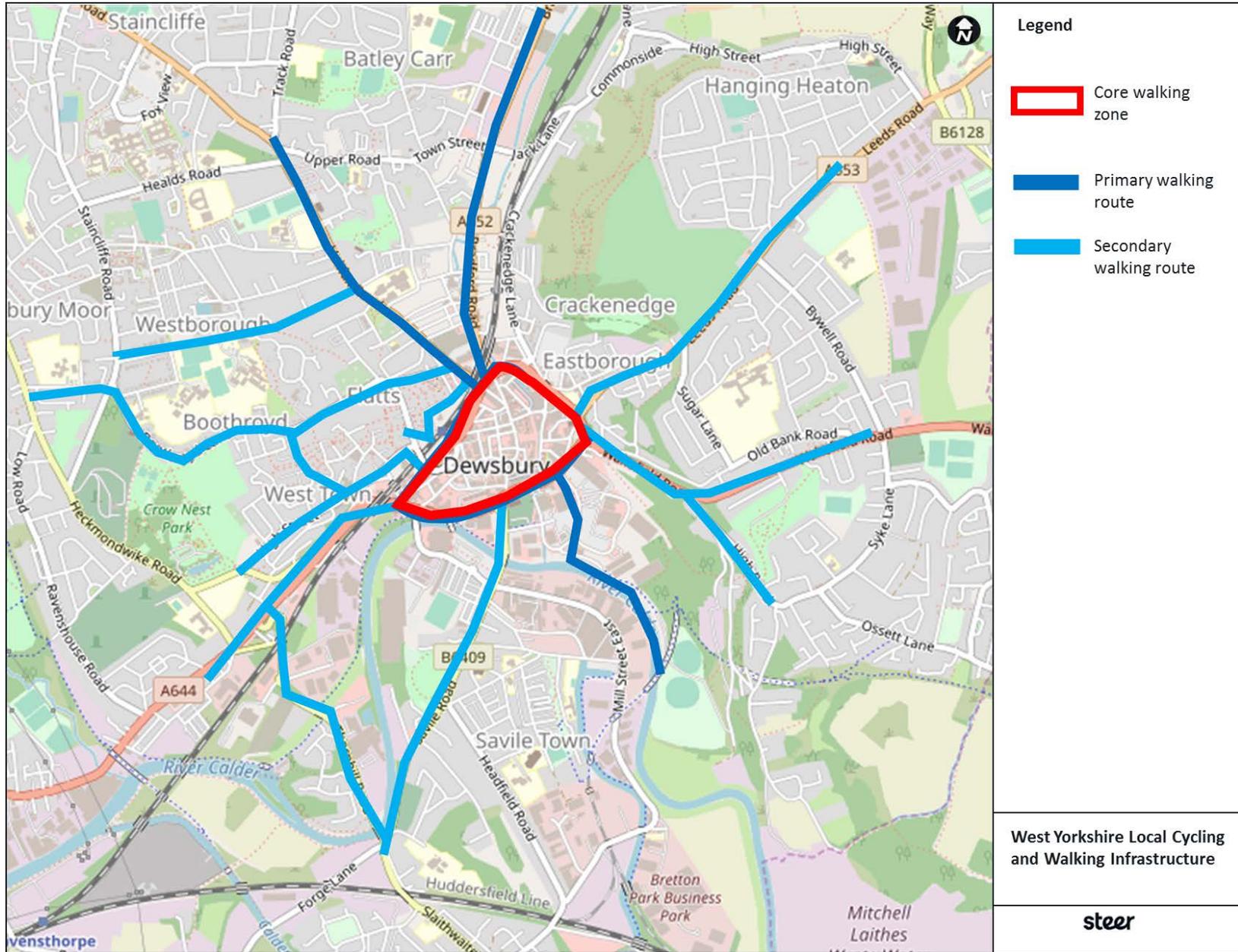
# Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Walking Network: Dewsbury town centre

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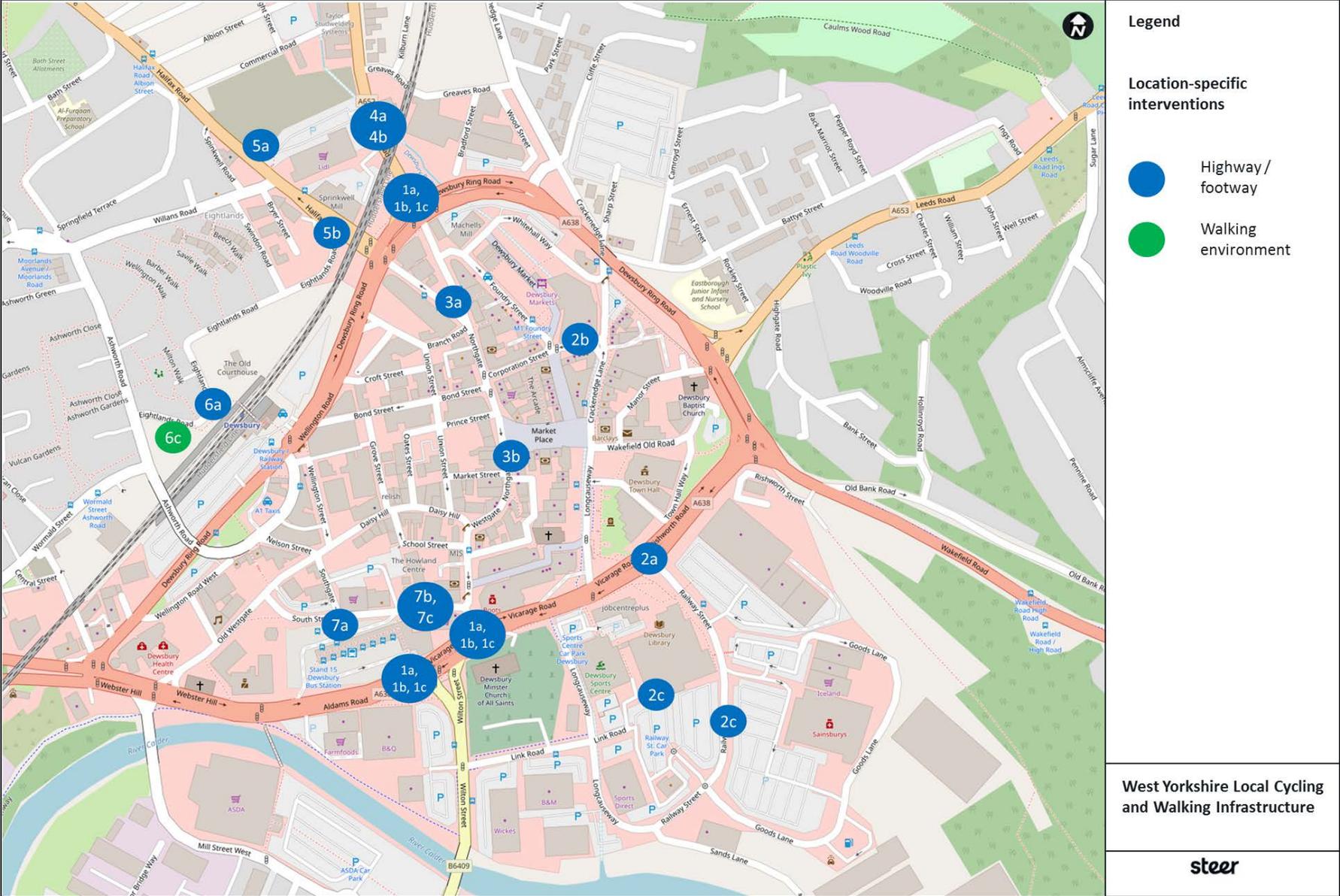
# Proposed Walking Network Map

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# Proposed Walking Network: Programme of improvements

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# Proposed Walking Network: Programme of improvements

	Intervention	Infrastructure improvement	Indicative Costs	Time scale
1	Improving ring road crossings for pedestrians –all crossings	<ul style="list-style-type: none"> <li>a. Upgrade ring road crossings to single stage</li> <li>b. Narrow vehicle lanes to allow for footway widening</li> <li>c. Widening the refuges as far as possible at multi-stage crossings</li> </ul>	<ul style="list-style-type: none"> <li>£50k-£62k per crossing</li> <li>Further study required</li> <li>Further study required</li> </ul>	<ul style="list-style-type: none"> <li>M</li> <li>M</li> <li>M</li> </ul>
2	Improve link from town centre to Railway St Retail Parks and through to NCN66 Calder Valley Greenway	<ul style="list-style-type: none"> <li>a. Improve subway from Railway Street to Longcauseway</li> <li>b. Upgrade to zebra crossing outside Matalan on Railway Street between retail parks</li> <li>c. Install continuous footway with raised side road crossings through retail park car parks</li> </ul>	<ul style="list-style-type: none"> <li>Further study required</li> <li>£20k-£33k</li> <li>£200 per metre and £10k-£20k per side road</li> </ul>	<ul style="list-style-type: none"> <li>S</li> <li>S</li> <li>S</li> </ul>
3	Pedestrian access to/through the emerging Pioneer Square	<ul style="list-style-type: none"> <li>a. Remove traffic from Northgate Road and inner section of Halifax Road to create pedestrianised space around Pioneer Square and improve access to markets</li> <li>b. Remove traffic from southern section of Northgate to create traffic-free route north-south through town centre</li> </ul>	<ul style="list-style-type: none"> <li>Further study required</li> <li>Further study required</li> </ul>	<ul style="list-style-type: none"> <li>M – L</li> <li>M – L</li> </ul>
4	Narrow Lidl access road from Bradford Rd	<ul style="list-style-type: none"> <li>a. Reduce width of junction mouth</li> <li>b. Install continuous footway with footway-level crossings along other side roads</li> </ul>	<ul style="list-style-type: none"> <li>Further study required</li> <li>£200 per metre and £10k-£20k per side road</li> </ul>	<ul style="list-style-type: none"> <li>S</li> <li>M</li> </ul>
5	Crossing points at Kirklees College on Halifax Rd	<ul style="list-style-type: none"> <li>a. Install puffin crossing outside the entrance to the college</li> <li>b. Install zebra crossing at the site of the current informal crossing on Halifax Road towards the town centre</li> </ul>	<ul style="list-style-type: none"> <li>£50k-£62k</li> <li>£20k-£33k</li> </ul>	<ul style="list-style-type: none"> <li>M</li> <li>M</li> </ul>
6	Improve rear entrance to railway station on Eightlands Road	<ul style="list-style-type: none"> <li>a. Ensure footway is continuous and of reasonable quality along Eightlands Road</li> <li>b. Install LED lighting across whole area</li> <li>c. Activating and cleaning the park</li> </ul>	<ul style="list-style-type: none"> <li>£200 per metre</li> <li>£2.6k-£3.2k per column</li> <li>Further study required</li> </ul>	<ul style="list-style-type: none"> <li>M</li> <li>M</li> <li>S</li> </ul>

# Proposed Walking Network: Programme of improvements

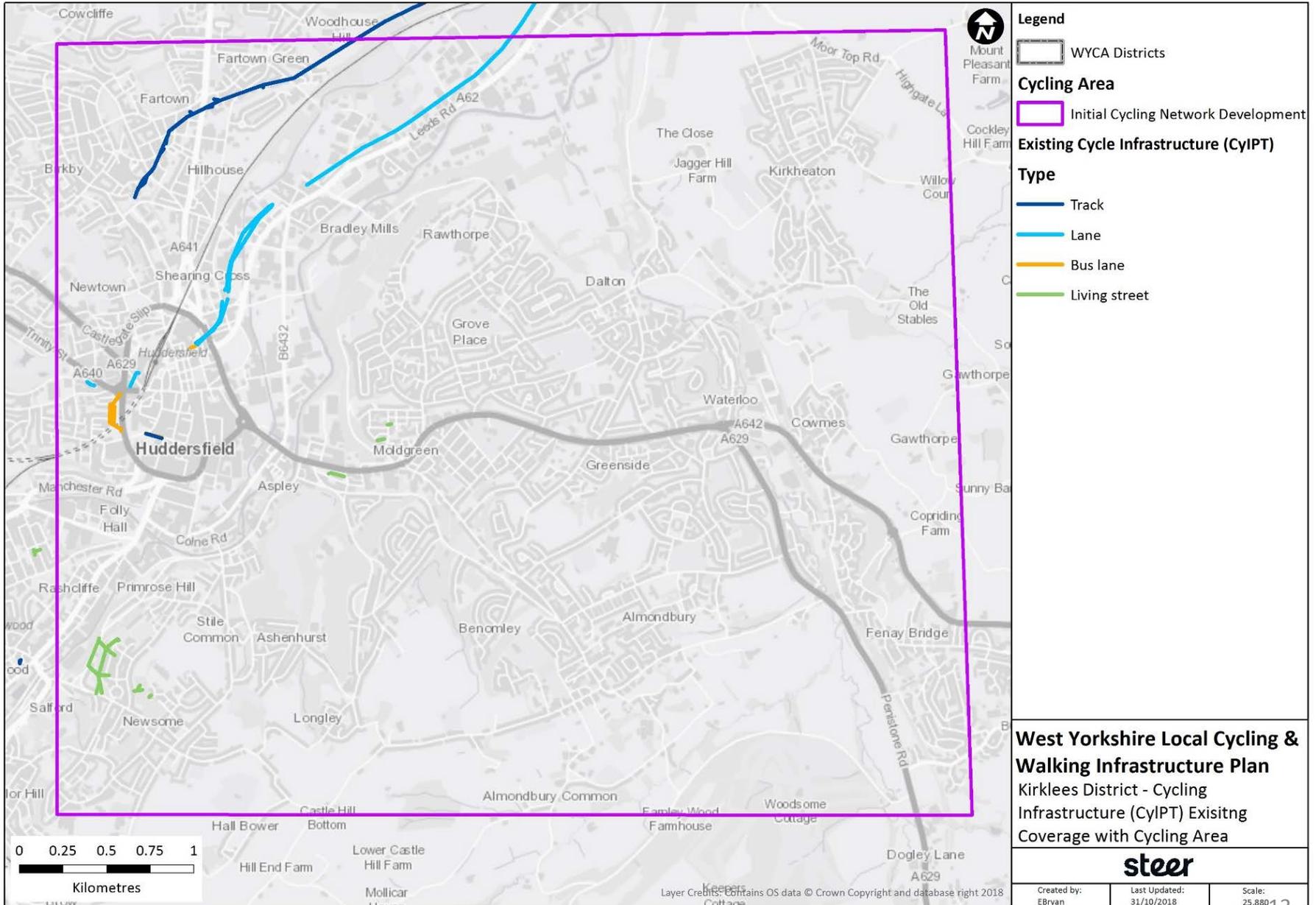
	Intervention	Infrastructure improvement	Indicative Costs	Time scale
7	Realign pedestrian access to bus station	a. Relocate taxi rank away from pedestrian desire line to bus station entrance b. Realign the courtesy crossing so it connects directly from Southgate to the entrance to the bus station c. Upgrade courtesy crossing to zebra	Further study required Further study required £20k-£33k	M M S
8	Install comprehensive wayfinding	Finger posts at every significant decision point with walking times	£1k per finger post	S
9	Rationalise clutter	Carry out further audit of entire CWZ and key routes to identify footway obstructions, missing dropped kerbs, signage that could be rationalised	Further study required	S
10	Improve lighting	Install brighter LED lighting across CWZ and linking routes	£2.6k-£3.2k per column	M

# Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

## Supporting information

# Existing Cycle Network

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# Cycling – principles of design

**Core Design Outcomes** are well established principles for cycling infrastructure set out in Government’s LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

<b>Coherent</b>	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
<b>Direct</b> 70	Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles.  And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.
<b>Safe</b>	Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
<b>Comfortable</b>	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
<b>Attractive</b>	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

# Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

## Segregated cycle route, on highway

71

Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre.

Typical features:

- Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means.
- Sufficient width to accommodate large flows of cyclists.
- Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane.
- Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'.
- Dedicated cycle crossing facilities across major roads, signalised where necessary.
- A feeling of safety so that unconfident cyclists feel comfortable using the route

## Mixed cycle route

Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available.

Typical features:

- Continuous clear signage from one end to the other.
- Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road.
- Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors.
- Speed restrictions such as 20mph zones and traffic calming.

## Toucan Crossing

A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017  
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016  
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

# Walking principles of design

The **Core Design Outcomes** are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling.

<b>Comfort</b>	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
	Clearance widths generally in excess of 2m between permanent obstructions.
<b>Directness</b>	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
<b>Coherence</b>	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
	Footway and crossing materials consistent throughout core walking zone and along key walking routes
<b>Safety</b>	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
<b>Attractiveness</b>	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade

# Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

## Summary Document

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# Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

## Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the phase one Bradford LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (south Bradford for cycling; Keighley for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the phase one LCWIP including the key outputs:

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

# Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Cycling Network for North East Leeds

These network proposals include:

**A Network Map**, showing the main desire lines to provide connections across north east Leeds – with two routes prioritised for further assessment in detail

<sup>75</sup>  
**Route alignments** for the prioritised desire lines.

*Two potential options were assessed for each route and will inform more detailed feasibility work to be carried out at a later stage*

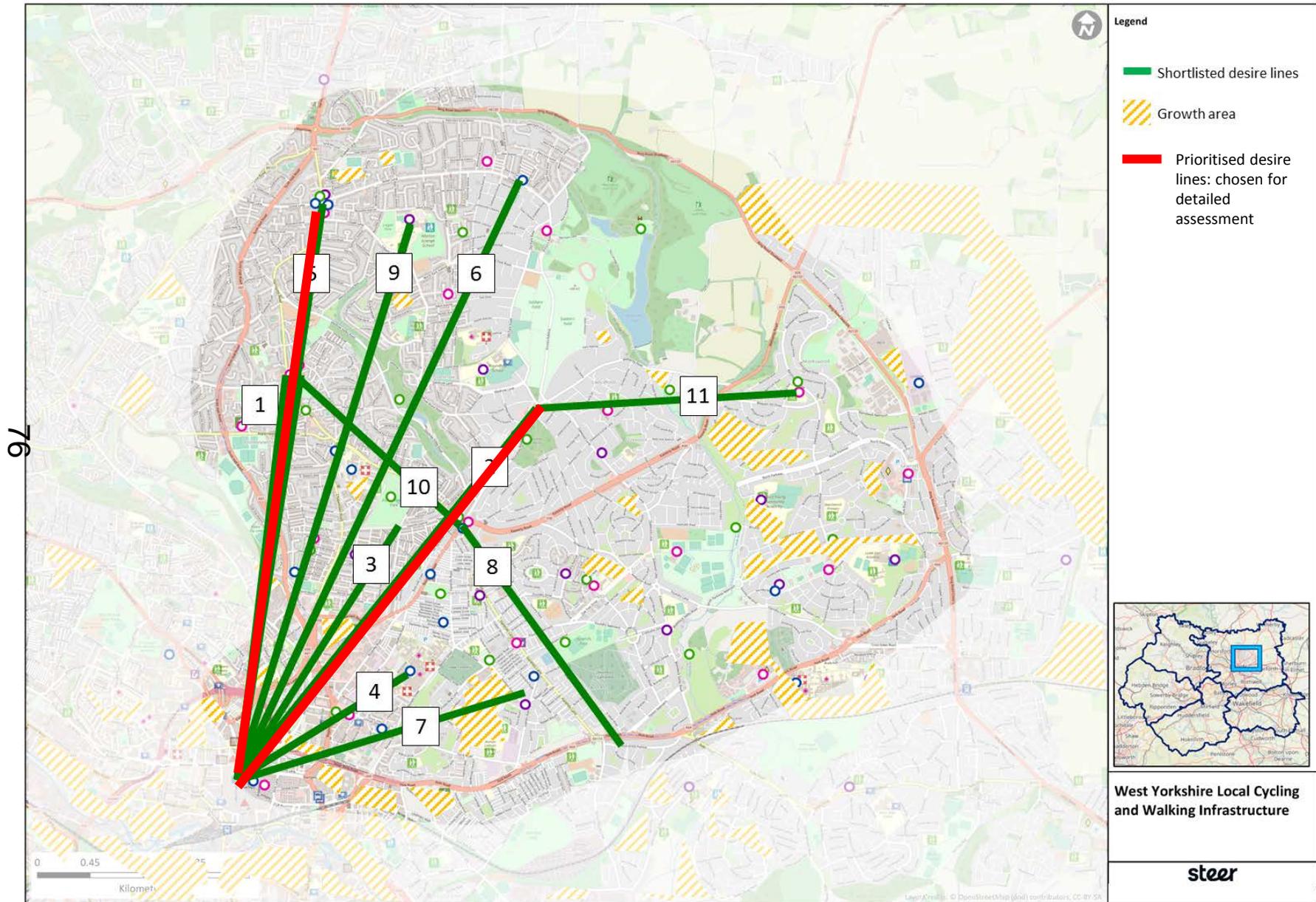
**Programmes of improvements for cycling** on the detailed route alignments

*These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.*

*The proposed cycling infrastructure may also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.*

*Complementary measures may include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking*

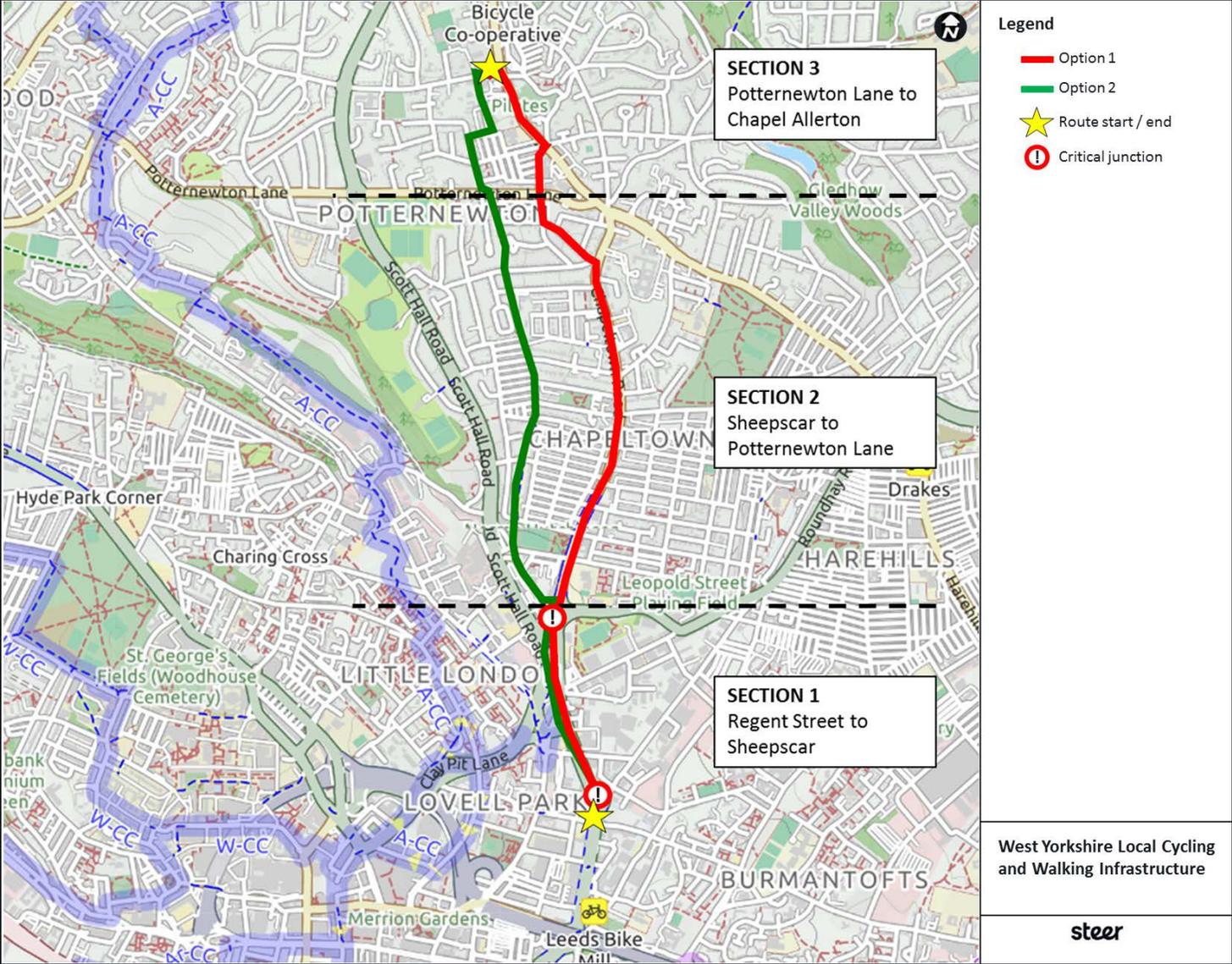
# Proposed Cycling Network Map



# Proposed Cycling Network: Detailed Route Alignment

## Route 1: Regent Street to Chapel Allerton

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# Proposed Cycling Network: Programme of improvements

## Route 1: Regent Street to Chapel Allerton

### Option 1

Route section	Proposed provision	Indicative Cost
<b>1</b> Regent Street to Sheepscar	Segregated cycle route, on highway 445m from Nortech Close to Barrack Road	£0.6m
<b>2</b> Sheepscar to Potternewtown Lane	Segregated cycle route, on highway 1.31km from Barrack Road St Martins Road	£1.7m
	Mixed cycle route – 369m from St Martins Rd to Potternewtown Lane	£0.3m
<b>3</b> Potternewtown Lane to Chapel Allerton	Mixed cycle route – 191m from Potternewtown Lane to Harrogate Road	£0.1m
	Segregated cycle route, on highway – 385m from Harrogate Rd to Chapel Allerton	£0.5m

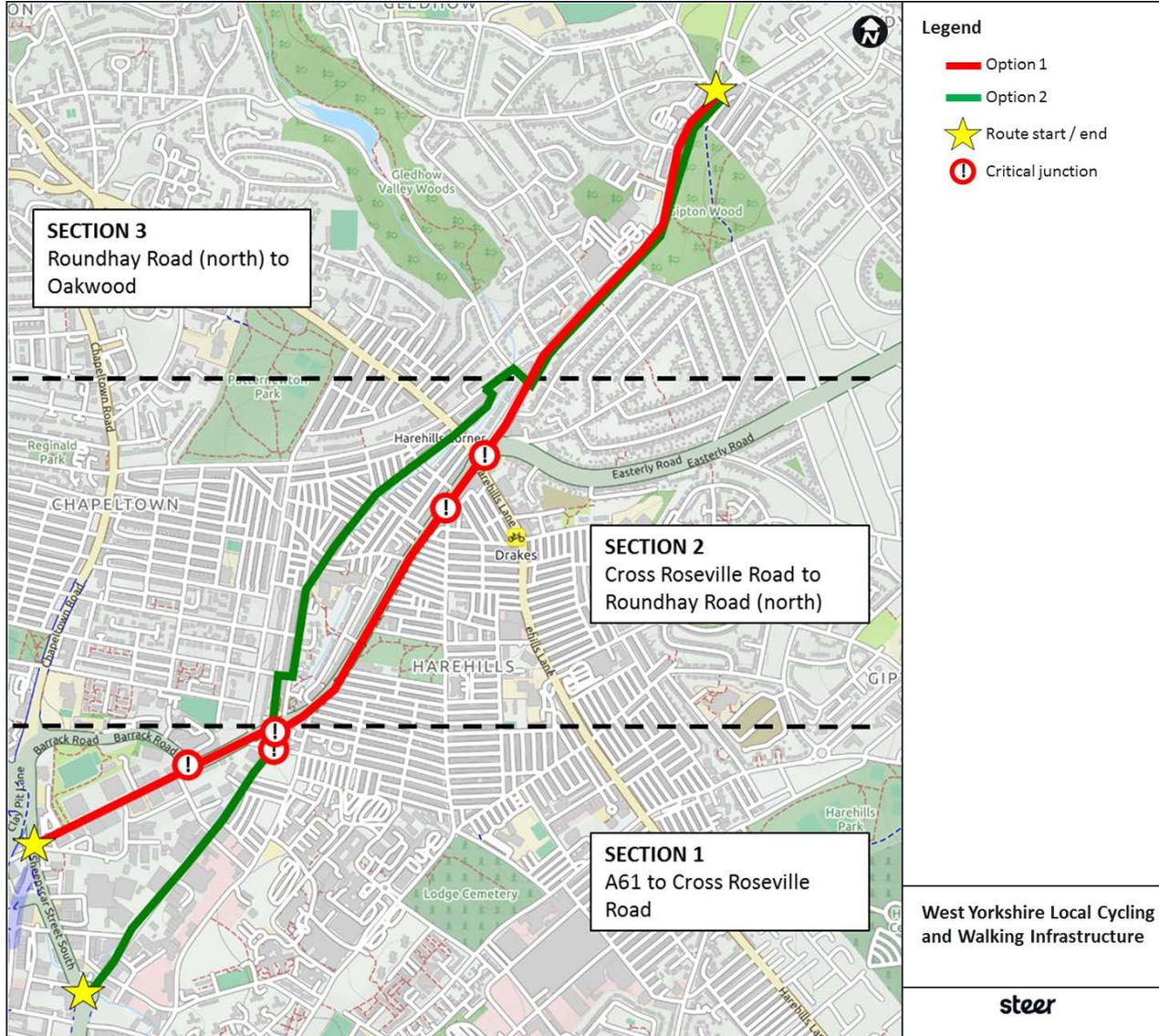
### Option 2

Route section	Proposed provision	Indicative Cost
<b>1</b> Regent Street to Sheepscar	Segregated cycle route, on highway – 445m from Nortech Close to the path leading to Sheepscar Way	£0.6m
<b>2</b> Sheepscar to Potternewtown Lane	1.67km cycle route of mixed provision from the path leading to Sheepscar Way to Potternewtown Lane, including: <ul style="list-style-type: none"> <li>• Mixed cycle route – 1.24km</li> <li>• Resurfaced cycle route – 0.51km</li> </ul>	£0.7m
<b>3</b> Potternewtown Lane to Chapel Allerton	Mixed cycle route – 580m from Potternewtown Lane to Chapel Allerton	£0.3m

# Cycling Network: Detailed Route Alignment

## Route 2: A61 to Oakwood

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# Proposed Cycling Network: Programme of improvements

## Route 2: A61 to Oakwood

### Option 1

Route section	Proposed provision	Indicative Cost
<b>1</b> <b>A61 to Cross Roseville Road</b>	Mixed cycle route 485m from A61 to A58	£0.3m
	Segregated cycle route, on highway – 258m from A61 to Cross Roseville Road	£0.3m
<b>2</b> <b>Cross Roseville Road to Roundhay Road (north)</b>	Segregated cycle route, on highway – 1.2km from Cross Roseville Road to Roundhay Road/Gledhow Valley Road	£1.6m
	Remodelling of one major junction – Easterly Rd/Roundhay Rd	£1.6m
<b>3</b> <b>Roundhay Road (north) to Oakwood</b>	Segregated cycle route, on highway – 1.04km from Roundhay Road/Gledhow Valley Road to Oakwood	£1.4m

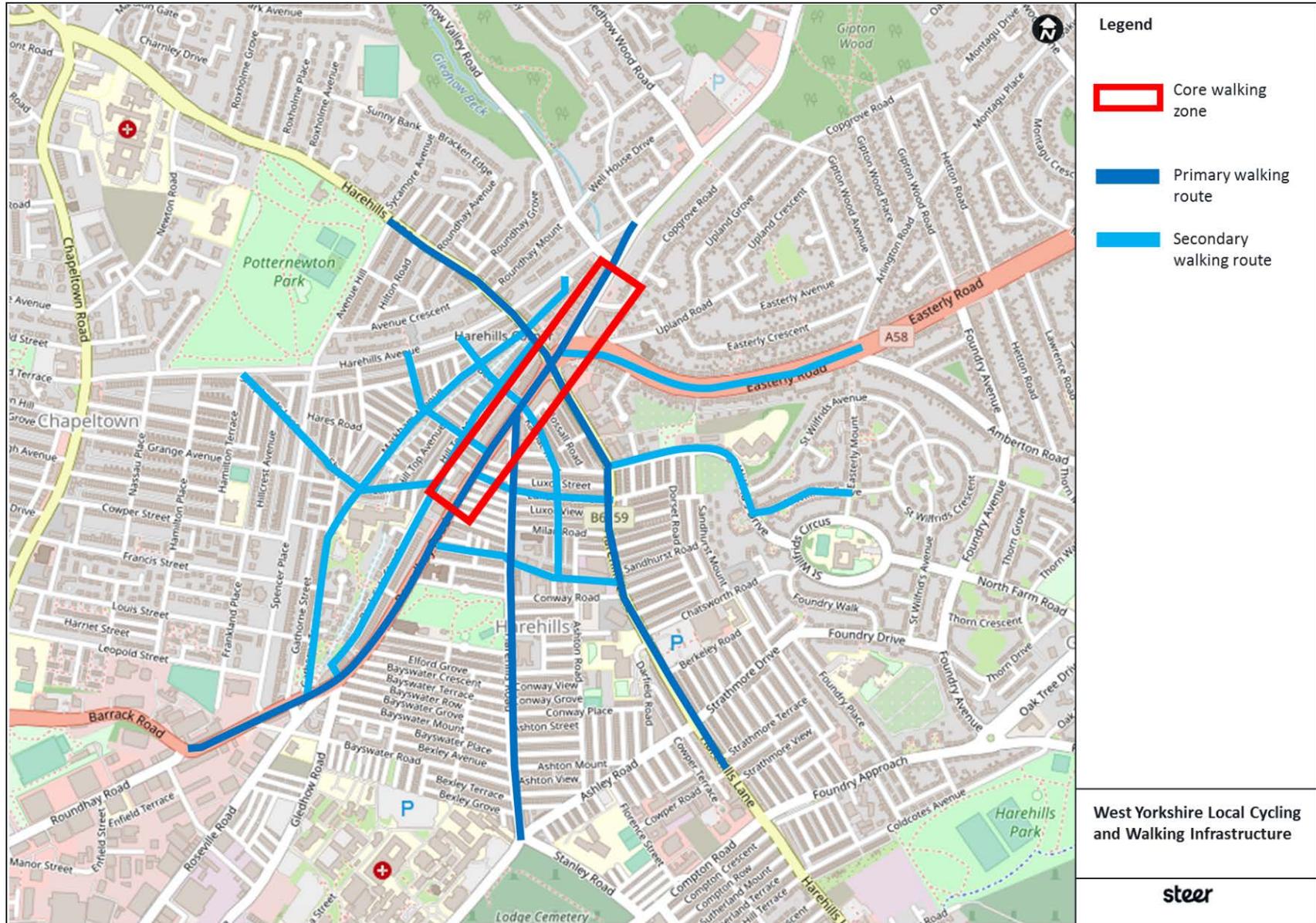
### Option 2

Route section	Proposed provision	Indicative Cost
<b>1</b> <b>A61 to Cross Roseville Road</b>	Mixed cycle route 915m from A61 to Cross Roseville Road	£0.6m
<b>2</b> <b>Cross Roseville Road to Roundhay Road (north)</b>	Mixed cycle route 1.35km from Cross Roseville Road to Roundhay Road/Gledhow Valley Road	£1m
<b>3</b> <b>Roundhay Road (north) to Oakwood</b>	Segregated cycle route, on highway 1.04km from Roundhay Road/Gledhow Valley Road to Oakwood	£1.4m

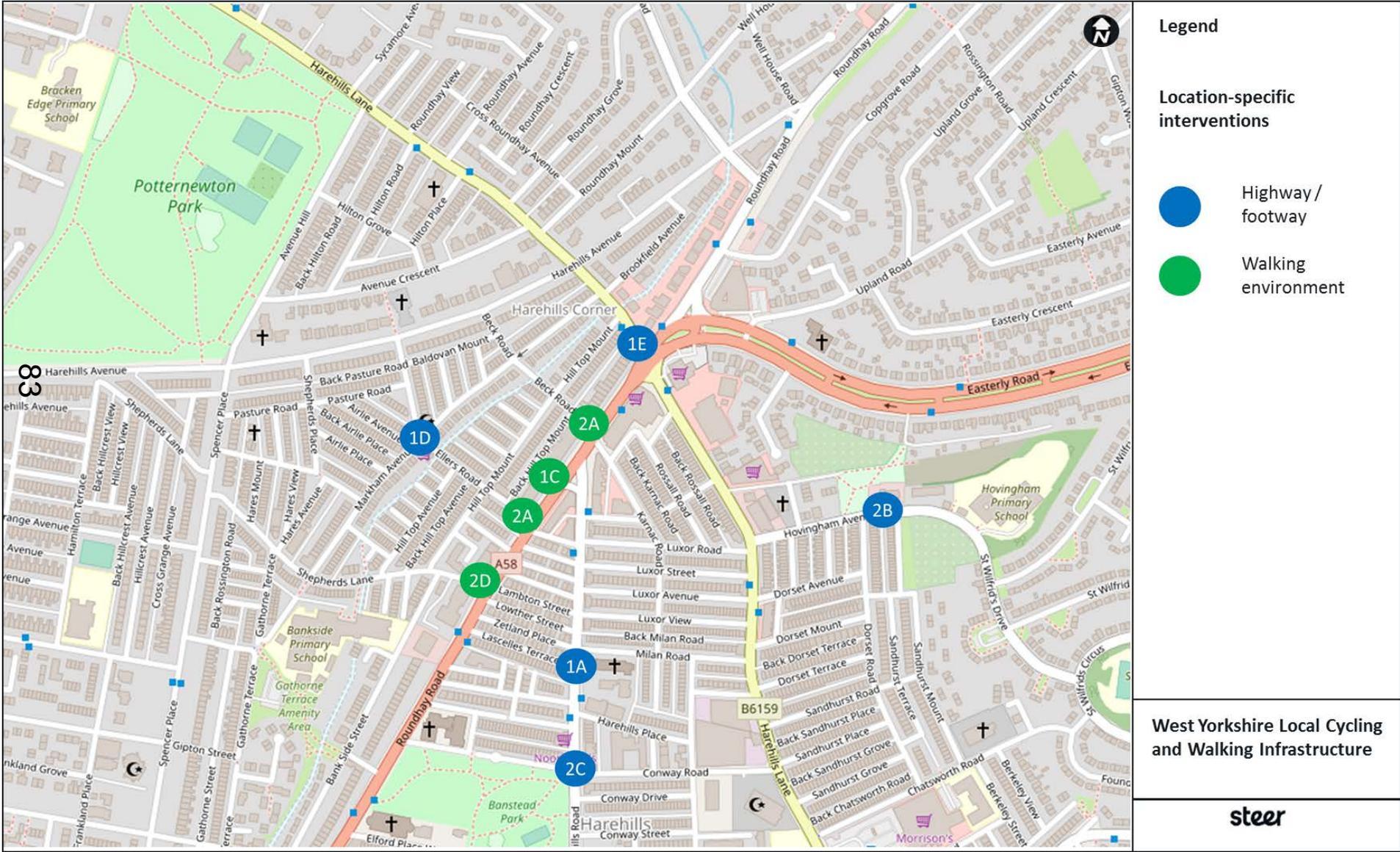
# Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Walking Network: Harehills

# Proposed Walking Network Map



# Proposed Walking Network: Programme of improvements



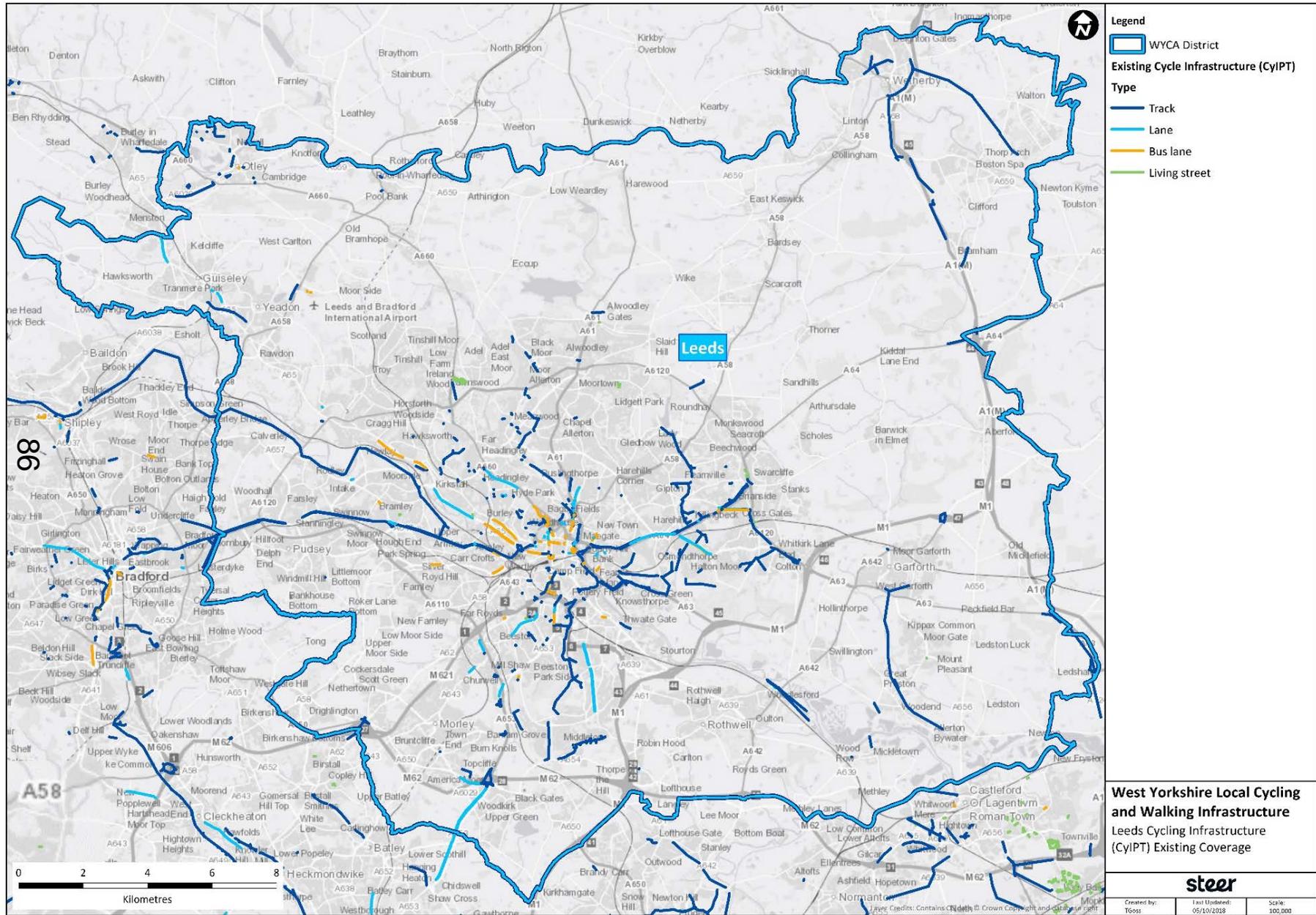
# Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
1A	Upgrades to Harehills Lane filtering scheme	Continuous footway and bollards at side roads	£10k-20k per crossing	M
1B	Footway treatment at side roads along Roundhay Road, Harehills Road and Harehills Lane	Raised table crossings at side roads	£8k-£15k per crossing	M
		Cycle access through modal filters	Further study required	M
1C	Improve pedestrian safety and walking environment along the parade of shops on northwest side of Roundhay Road	Bollards (subject to local study)	£150-£350 per bollard	S
		Re-engineered road corridor to provide a wide, unobstructed footway	Further study required	L
1D	Improve the public realm at junction of Ellers Road and Markham Avenue	New public realm area	Further study required	M
1E	Improve pedestrian crossings at the Harehills Lane / Roundhay Road intersection	Single-stage crossings across each arm of the junction	£50k - £62k per crossing	M
2A	Prevent vehicles driving on the footway to access/exit Roundhay Road	Bollards at key side road locations	£150-350 per bollard	S
		Parklet	£500-£2k	S
2B	Improve crossing points outside of schools	Zebra crossing with a raised table outside the ARK Centre	£20k-£33k	S
		Audit of crossing points at other schools	Further study required	M
2C	Upgrade the Conway Road / Barnstead Terrace crossing	Zebra crossing	£20k-£33k	S
2D	Upgraded crossing at junction of Shepherds Lane and Roundhay Road	Upgraded pelican crossing providing single-stage crossings across each arm of the junction	b. £50k - £62k per crossing	M
3A	Traffic management across the Core Walking Zone	Modal filters, continuous footways at side roads, upgraded crossings, removal of vehicle lanes and traffic calming across a similar area	Further study required	L

# Leeds Local Cycling and Walking Infrastructure Plan – Phase 1

## Supporting information

# Existing Cycle Network



**West Yorkshire Local Cycling and Walking Infrastructure**  
**Leeds Cycling Infrastructure**  
 (CyIPT) Existing Coverage

**steer**

Created by: Tross  
 Last Updated: 05/10/2018  
 Scale: 100,000

# Cycling – principles of design

**Core Design Outcomes** are well established principles for cycling infrastructure set out in Government’s LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

<b>Coherent</b>	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
<b>Direct</b>	<p>Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles.</p> <p>And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.</p>
<b>Safe</b>	Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
<b>Comfortable</b>	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
<b>Attractive</b>	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

# Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

## Segregated cycle route, on highway

Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre.

Typical features:

- Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means.
- Sufficient width to accommodate large flows of cyclists.
- Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane.
- Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'.
- Dedicated cycle crossing facilities across major roads, signalised where necessary.
- A feeling of safety so that unconfident cyclists feel comfortable using the route



## Mixed cycle route

Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available.

Typical features:

- Continuous clear signage from one end to the other.
- Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road.
- Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors.
- Speed restrictions such as 20mph zones and traffic calming.

## Toucan Crossing

A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017  
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016  
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

# Walking principles of design

The **Core Design Outcomes** are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling.

<b>Comfort</b>	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
	Clearance widths generally in excess of 2m between permanent obstructions.
<b>Directness</b>  ∞	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
<b>Coherence</b>	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
	Footway and crossing materials consistent throughout core walking zone and along key walking routes
<b>Safety</b>	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
<b>Attractiveness</b>	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade

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# Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

## Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the phase one Wakefield LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (north and south Wakefield for cycling; Wakefield city centre for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the phase one LCWIP including the key outputs:

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

# Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Cycling Network for north and south Wakefield

These network proposals include:

**A Network Map**, showing the main desire lines to provide connections across north and south Wakefield – with two routes prioritised for further assessment in detail

**Route alignments** for the prioritised desire lines.

*Two potential options were assessed for each route and will inform more detailed feasibility work to be carried out at a later stage*

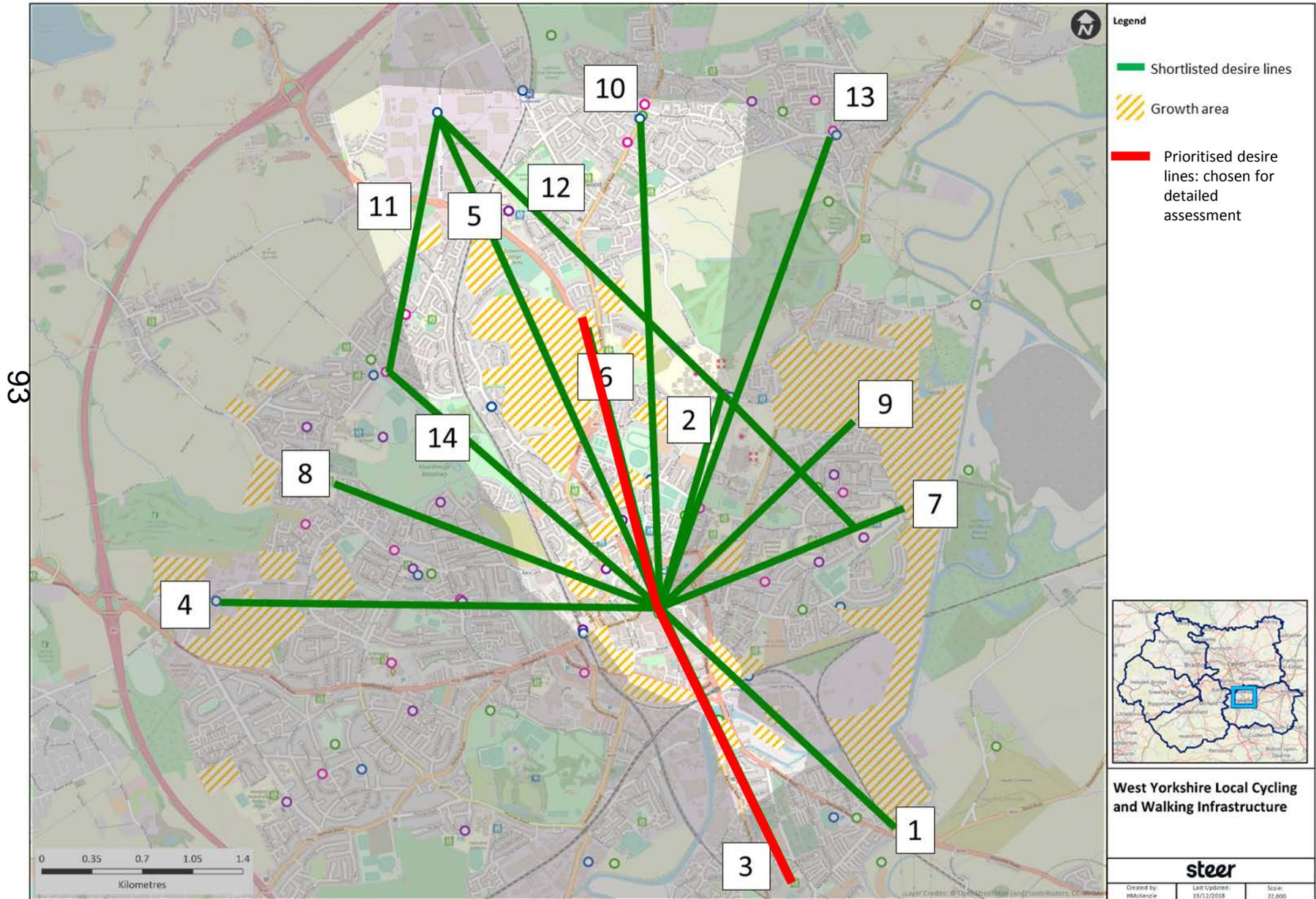
**Programmes of improvements for cycling** on the detailed route alignments

*These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.*

*The proposed cycling infrastructure may also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.*

*Complementary measures may include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking*

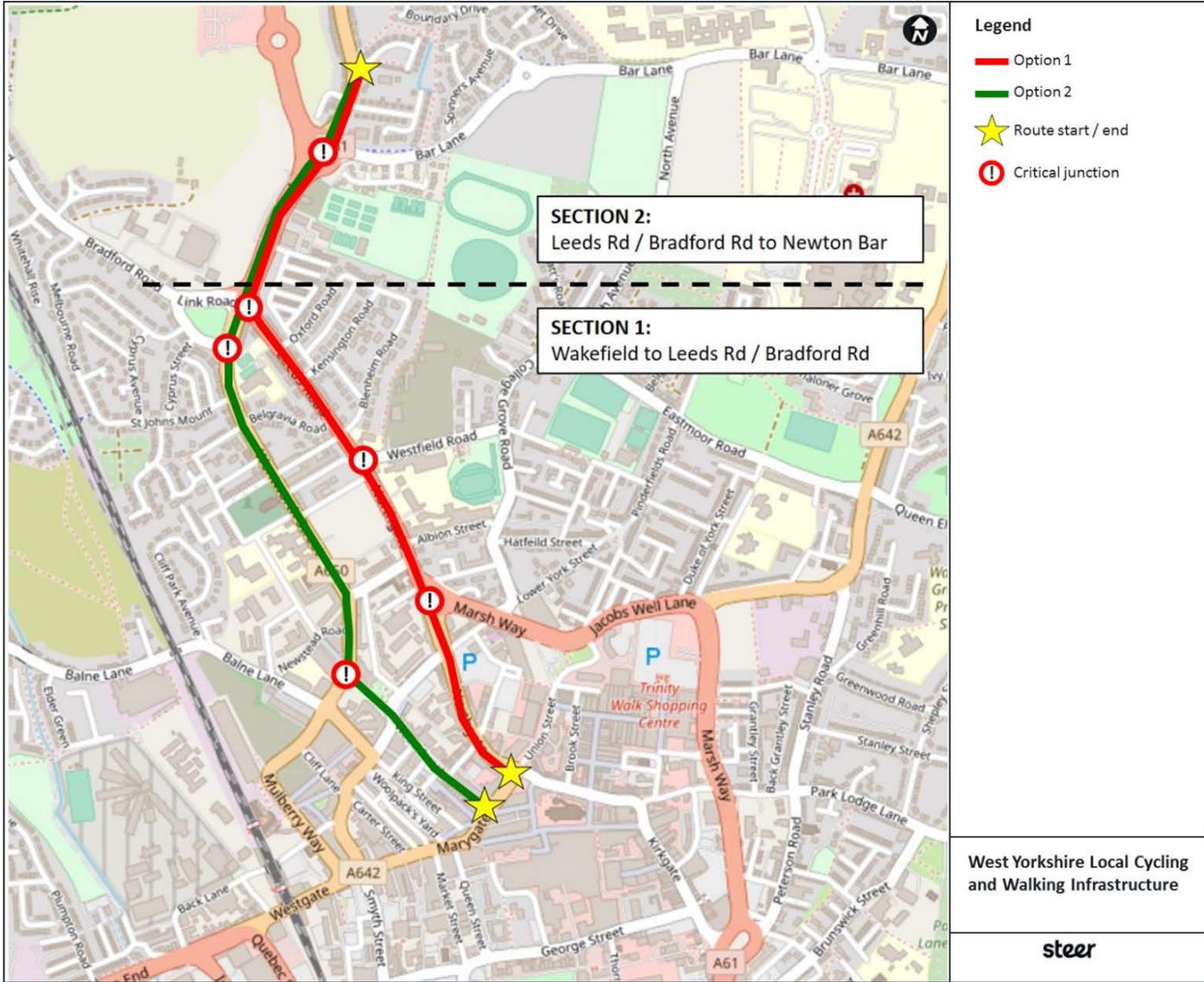
# Proposed Cycling Network Map



# Proposed Cycling Network: Detailed Route Alignment

## Route 1: Wakefield to Newton Bar

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# Proposed Cycling Network: Programme of improvements

## Route 1: Wakefield to Newton Bar

### Option 1

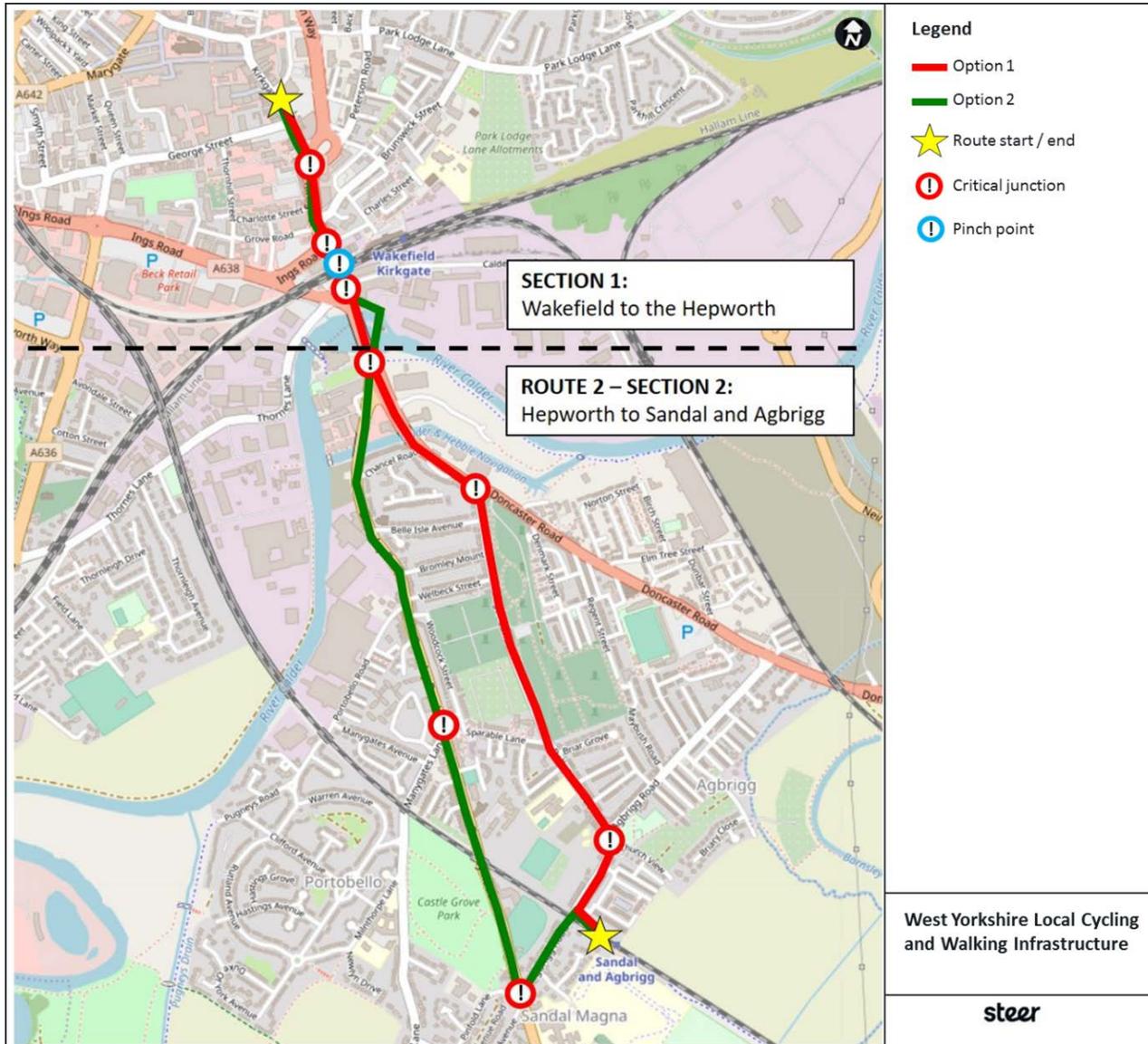
Route section	Proposed provision	Indicative Cost
<b>1</b> Wakefield to Leeds Rd/Bradford Rd	Segregated cycle route, on highway 1.11km from Bull Ring to A61/Bradford Rd	£1.6m
	Remodelling of two major junctions – 61/Northgate, A61/Bradford Rd	£3.2m
<b>2</b> Leeds Rd/Bradford Rd to Newton Bar	Segregated cycle route, on highway 540m from A61/Bradford Rd to Newton Close	£0.8m
	Remodelling of one major junction – Newton Hill roundabout	Already funded

### Option 2

Route section	Proposed provision	Indicative Cost
<b>1</b> Wakefield to Leeds Rd/Bradford Rd	Mixed cycle route 400m from Bull Ring to A650	£0.3m
	Segregated cycle route, on highway 838m from A650 to A61/Bradford Rd	£1.2m
	Remodelling of one major junction – A61/Bradford Road	£1.6m
<b>2</b> Leeds Rd/Bradford Rd to Newton Bar	Segregated cycle route, on highway 512m from A61/Bradford Rd to Newton Close	£0.7m
	Remodelling of one major junction – Newton Hill roundabout	Already funded

# Cycling Network: Detailed Route Alignment

## Route 2: Wakefield to Sandal and Agbrigg



# Proposed Cycling Network: Programme of improvements

## Route 2: Wakefield to Sandal and Aggbrigg

### Option 1

Route section	Proposed provision	Indicative Cost
<b>1</b> Wakefield to The Hepworth	Segregated cycle route, on highway 655m from Kirkgate to The Hepworth	£1m
<b>2</b> The Hepworth to Sandal and Aggbrigg	Segregated cycle route, on highway 445m from The Hepworth to Sugar Lane	£0.7m
	Mixed cycle route – 1.25km from Sugar Lane to Sandal and Aggbrigg	£0.9m
	Remodelling of one major junction – A61/A638	£3m

### Option 2

Route section	Proposed provision	Indicative Cost
<b>1</b> Wakefield to The Hepworth	Segregated cycle route, on highway 500m from Kirkgate to Calder Vale Road	£0.7m
	Mixed cycle route – 240m via Calder Vale Road and Chantry Bridge	£0.2m
	Improved link from Chantry bridge to River Calder cycle track	Already funded
<b>2</b> The Hepworth to Sandal and Aggbrigg	Segregated cycle route, on highway 1.65km from A638/Calder Vale Road to Aggbrigg Road	£2.4m
	Strategic cycle route 260m from A61 to Sandal and Aggbrigg via Aggbrigg Road	£0.1m
	Remodelling of one major junction – A61/A638	£3m

# Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

## Proposed Walking Network: Wakefield city

These network proposals include:

**A Network Map**, showing the main routes for walking (“Primary” routes) and other important pedestrian routes (“secondary”), as well as a central destination area for walking trips (“Core Walking Zone”)

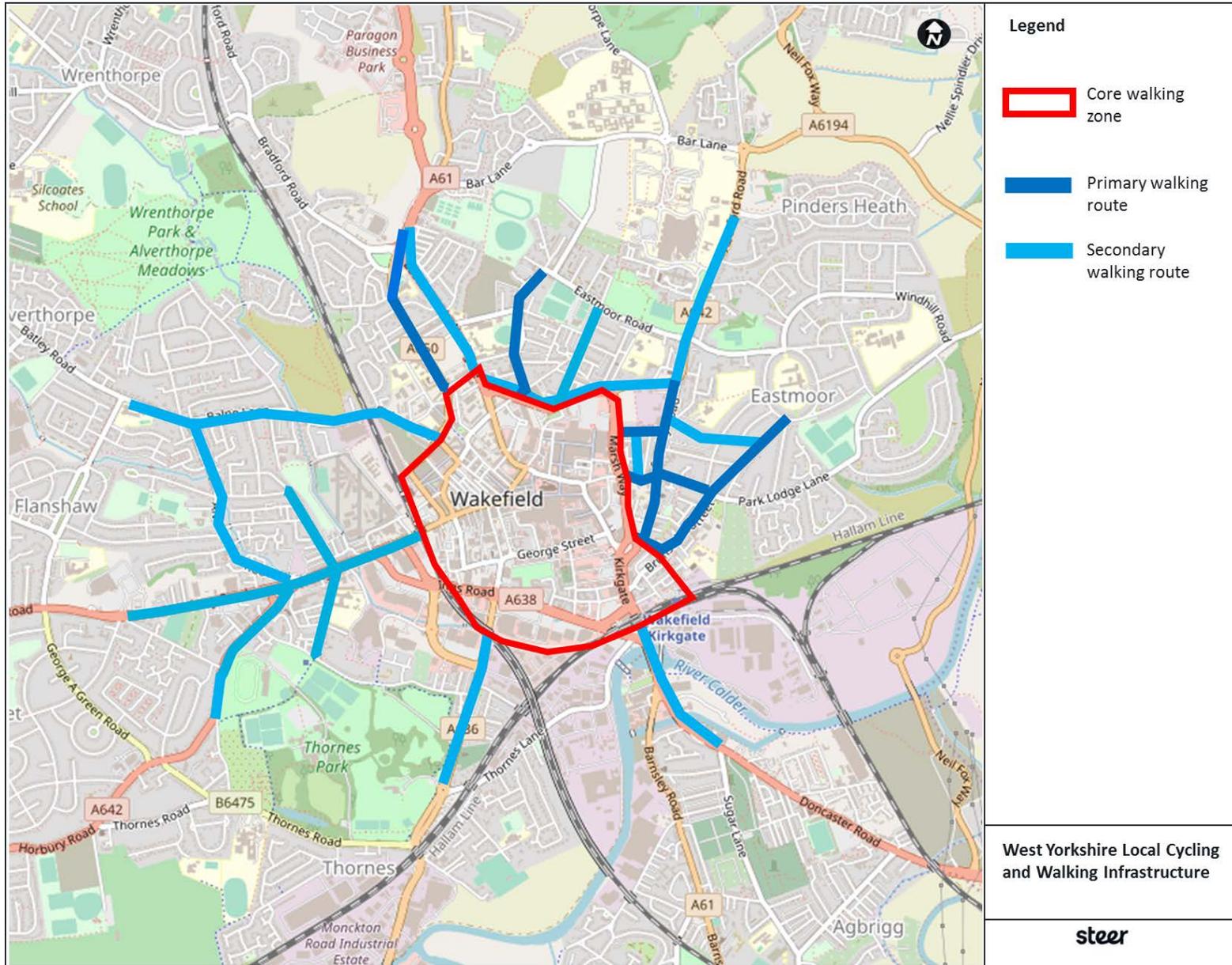
**Programmes of improvements for walking** within the Core Walking Zone

*These improvements have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop.*

*The proposed walking infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development. Complementary measures could include new waiting/loading restrictions; improved enforcement of existing waiting/loading restrictions; behaviour change programmes; restrictions to general traffic; improved landscaping and lighting and accessible seating.*

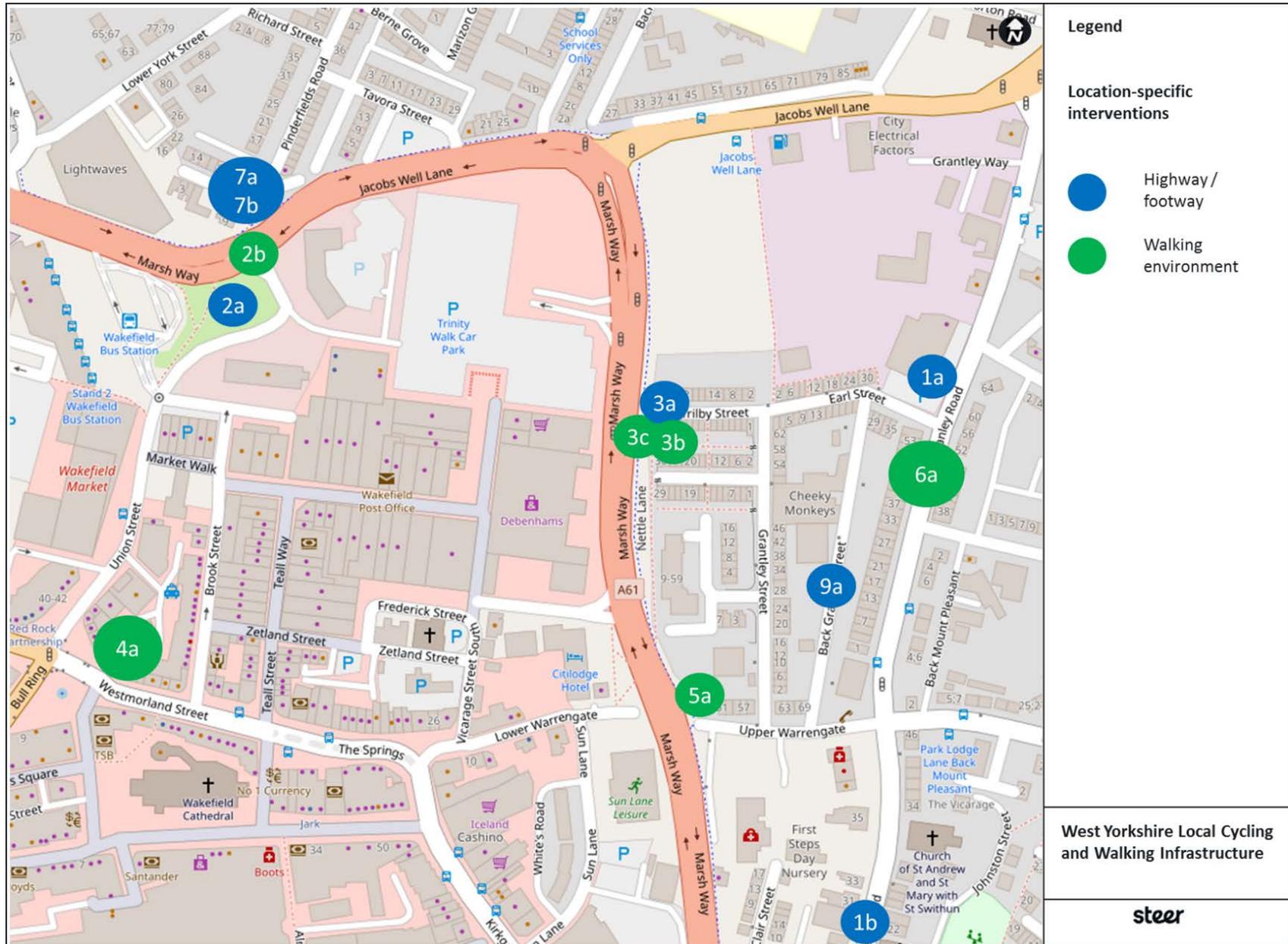
# Proposed Walking Network Map

66



# Proposed Walking Network: Programme of improvements

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# Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
1	Stanley Road / Peterson Road crossing points	a. Install signalised (puffin) crossing at Earl Street	£50k-£60k	M
		b. Install zebra crossing at Berners Street	£20k-£35k	M
		c. Traffic reduction along Stanley Road / Peterson Road as part of area-wide treatment	Further study required	M
2 101	Installation of additional pedestrian crossing over Marsh Way at Union Street and northern arm of Kirkgate roundabout	a. Install sealed paths along the clear desire lines at Union Street	£200 per metre	S
		b. Install a pedestrian phase and appropriate signals at the existing signalised junction at Union Street	£50k-£60k	S
		c. Install puffin crossing at northern arm of Kirkgate roundabout	£50k-£60k	M
3	Nettle Lane / Marsh Way access via Trilby Street	a. Remove steps and install ramped access at Trilby Street	Further study required	S
		b. Reduce the height of wall along Nettle Lane or take down entirely	Further study required	S
		c. Reduce severance caused by noise screen	Further study required	S
		d. Seal desire line paths or open out Trilby Street access entirely	d. £200/m	S
		e. Improve street lighting	e. £2,600-£3,200 per lamp column	M
		f. Seal the surface of Nettle Lane and add drainage	f. £200/m	M
4	Enforcement of pedestrian zone through Westmoreland Street / Union Street	Consider enforcement options, including cameras	Further study required	S

# Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
5	Create park or garden in green area opposite Sun Lane Leisure Centre	Install community garden or other green space	Further study required	S
6	Improve pedestrian comfort on Stanley Road / Peterson Road through parking management	Parking management scheme to protect footway space from parked cars on the western side	Further study required	M
7	Completion of pedestrian access to ring road from streets north of ring road	a. Perform maintenance on footways along residential streets to north of ring road b. Pave desire line paths connecting to ring road from streets to the north	£200/m for new footway £200/m for new footway	S S
8	Wayfinding	Extend wayfinding beyond ring road	£1k per finger post	M
9	Speed calming along residential streets	Install speed calming measures, including build outs and raised tables	Further study required	M

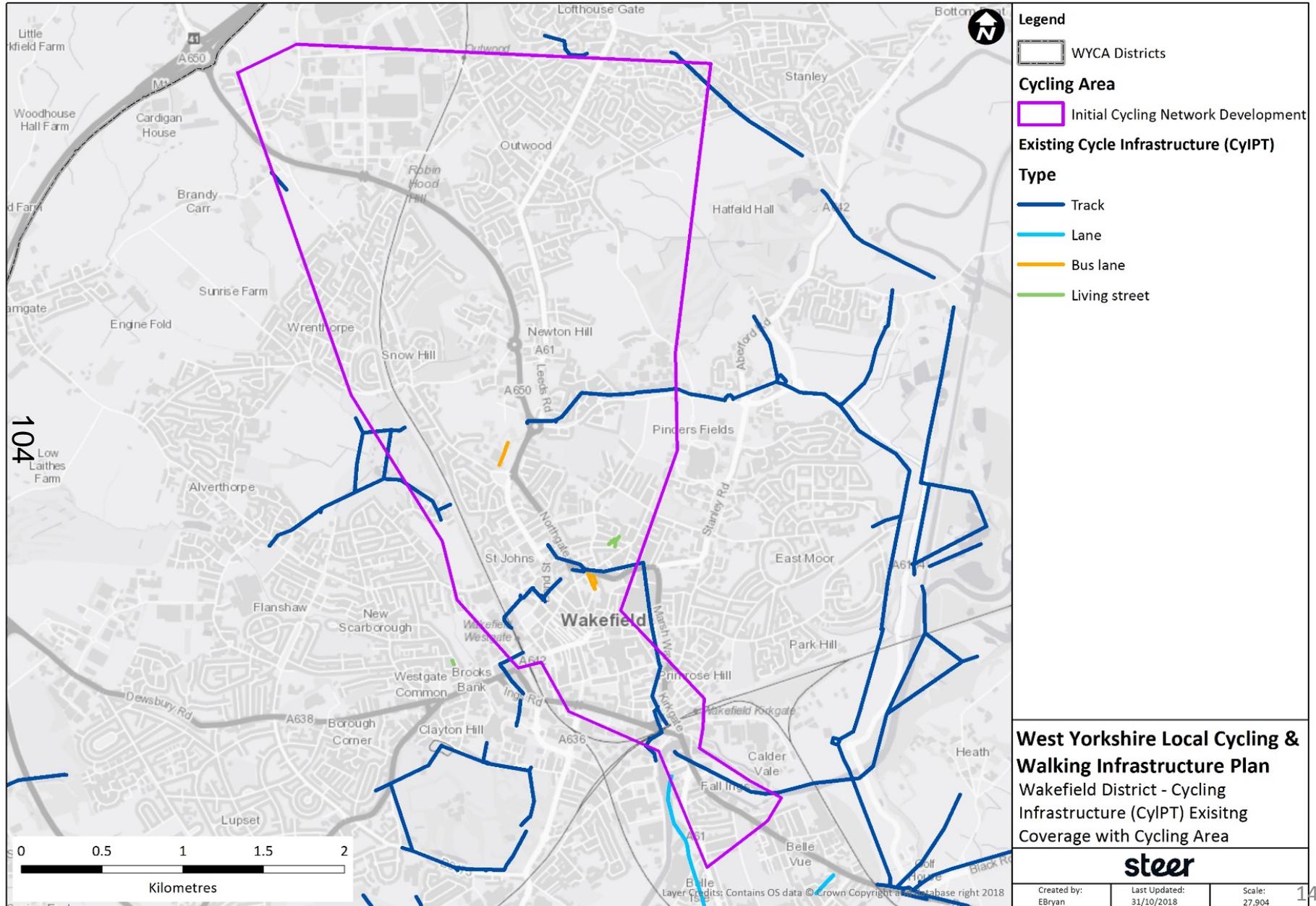
102

# Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

## Supporting information

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# Existing Cycle Network



# Cycling – principles of design

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	No instances of vehicles parking on footways.
<b>Directness</b> 107	Clearance widths generally in excess of 2m between permanent obstructions.
	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
<b>Coherence</b>	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
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	Appropriate street lighting installed along all key routes
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# Bradford District Schematic Cycle Network Map

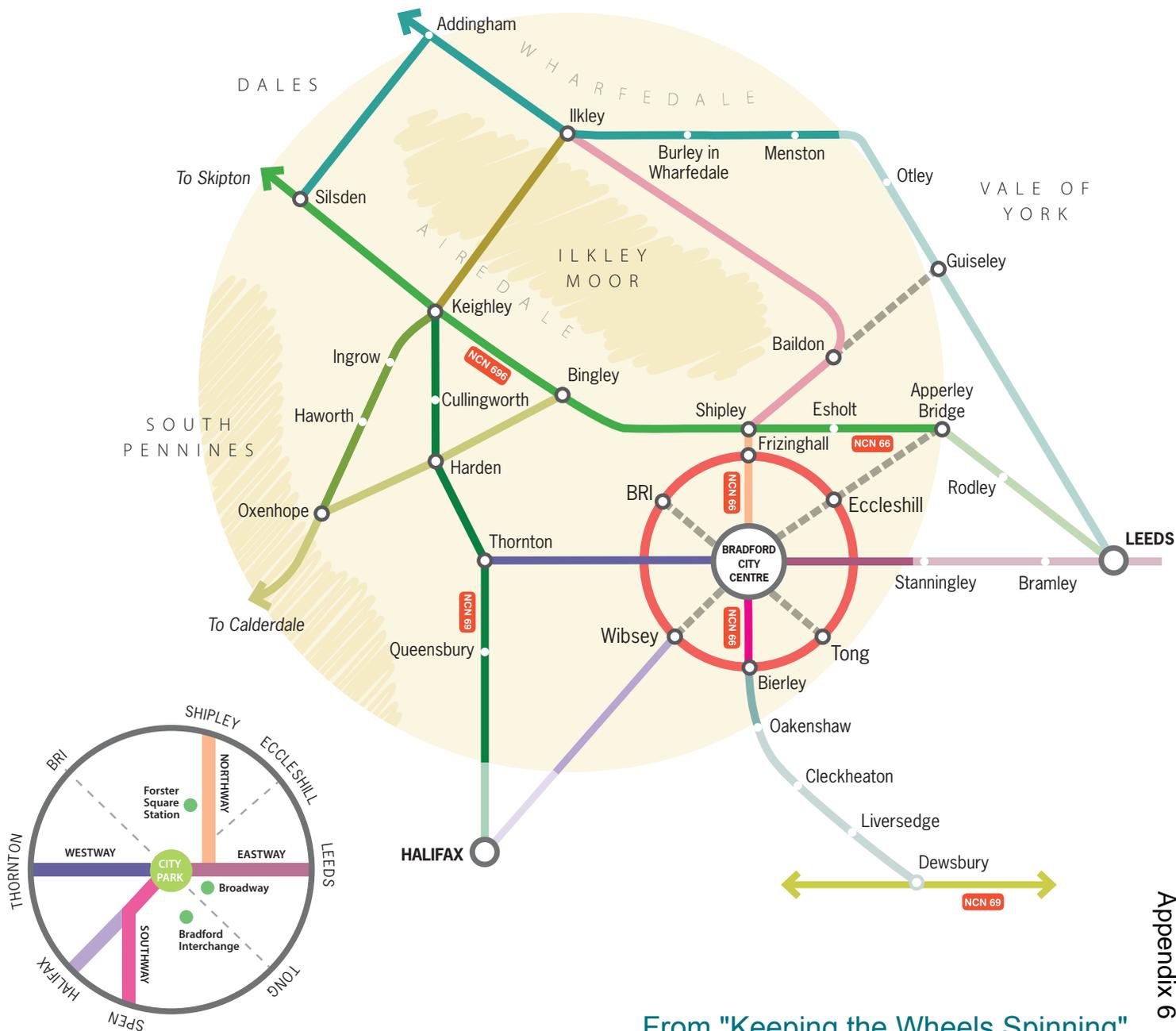
## District Schematic Network

A draft schematic for the future of a fully signed, integrated and intuitive Bradford Cycle Network. Similarly to the regional schematic, this map sets out a vision for our network where some routes are already in place and others are longer term aspirations.

SUPER HIGHWAYS	
	City Orbital
	Key Local Routes
	Route To Halifax
	Wharfedale Link
	Northway
	Eastway
	Westway
	Southway

GREENWAYS	
	Airedale Greenway
	Spenn Valley Greenway
	Calder Valley Greenway
	Wharfedale Greenway
	Great Northern Railway Trail
	Worth Valley Greenway
	Aire - Calder Link
	Moor Road



From "Keeping the Wheels Spinning",  
Bradford District Cycle Strategy 2016 - 2026  
[Click to open link](#)

# Calderdale Schematic Cycle Network Map

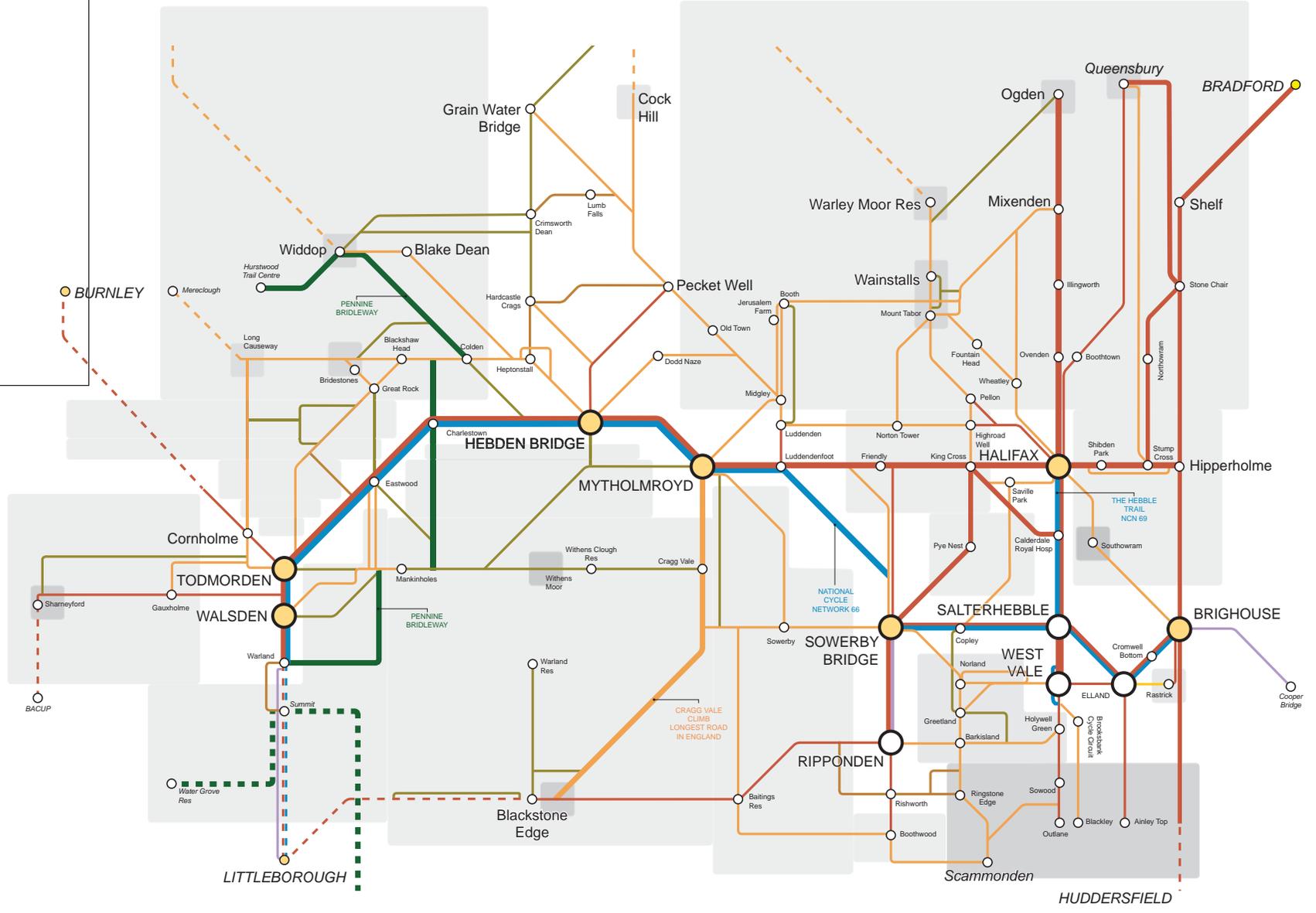
From Calderdale Cycling Strategy 2017 - [click to open link](#)

**KEY FOR ALL MAPS**

- Hub (train station)
- Hub
- Spoke
- Spoke (train station)
- Main Road Network
- Greenway Network
- Scenic & Quieter Roads
- Off Road Route
- Proposed Route
- Out of District Route
- Technical Off Road Route

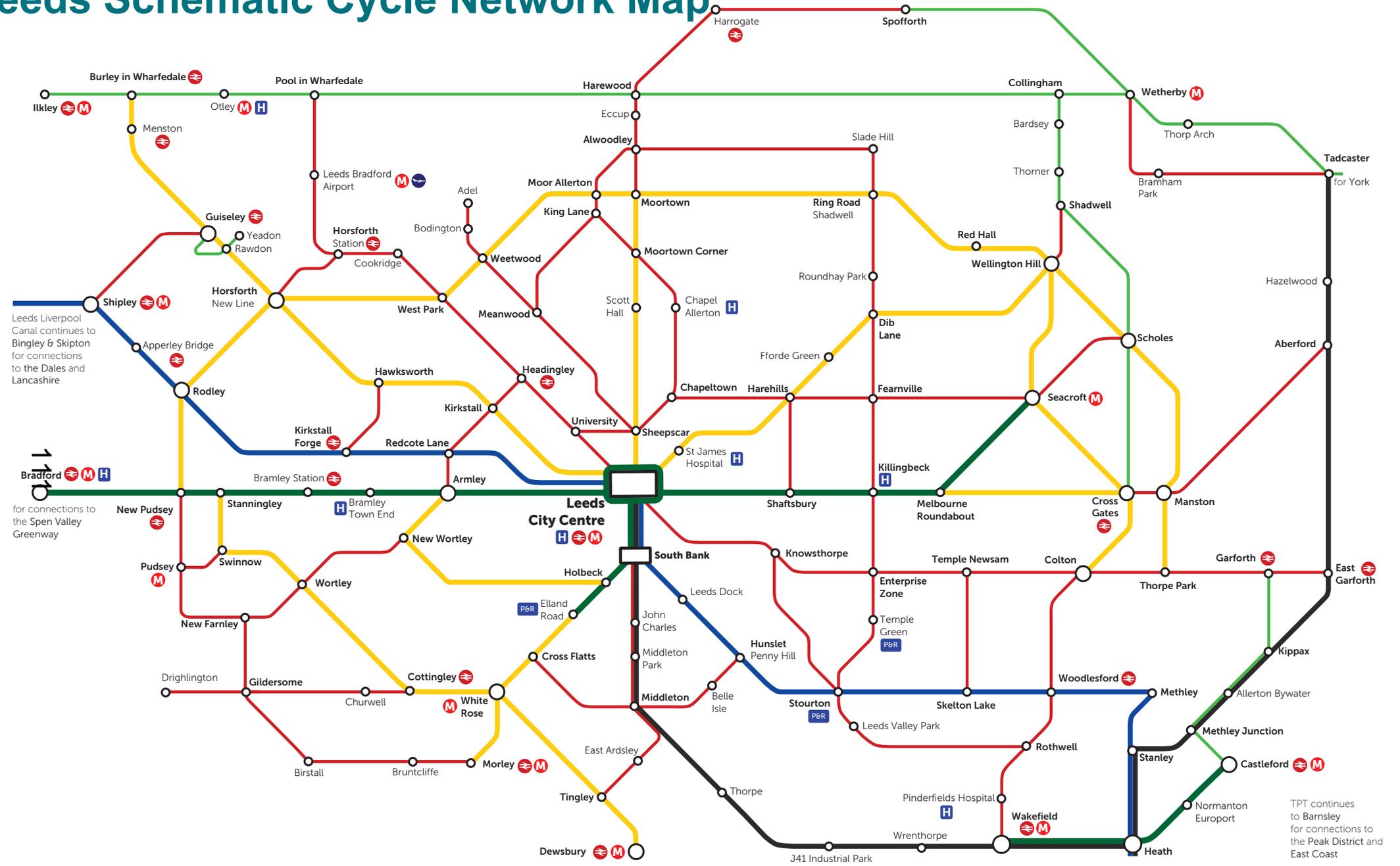
**TERRAIN KEY**

- Climb
- Steep Climb
- Hilly
- Areas High Point



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# Leeds Schematic Cycle Network Map



Leeds Liverpool Canal continues to Bingley & Skipton for connections to the Dales and Lancashire

for connections to the Spen Valley Greenway

TPT continues to Barnsley for connections to the Peak District and East Coast

Legend

- Leeds Core Cycle Network
- Greenway
- City Connect
- Canal routes
- Cycle Superhighway
- HS2 cycle route
- Leeds**   City Centre Hub
- Morley**   Cycle route hub
- Harehills**   Interchange point
- New Farnley**   Locality
- Park and Ride
- Railway Station
- Hospital
- Bus Station/Point
- Airport

## The Leeds Cycle Network Ambition

An aspirational network design showcasing a cycle route network Leeds City Council aspires to achieve.

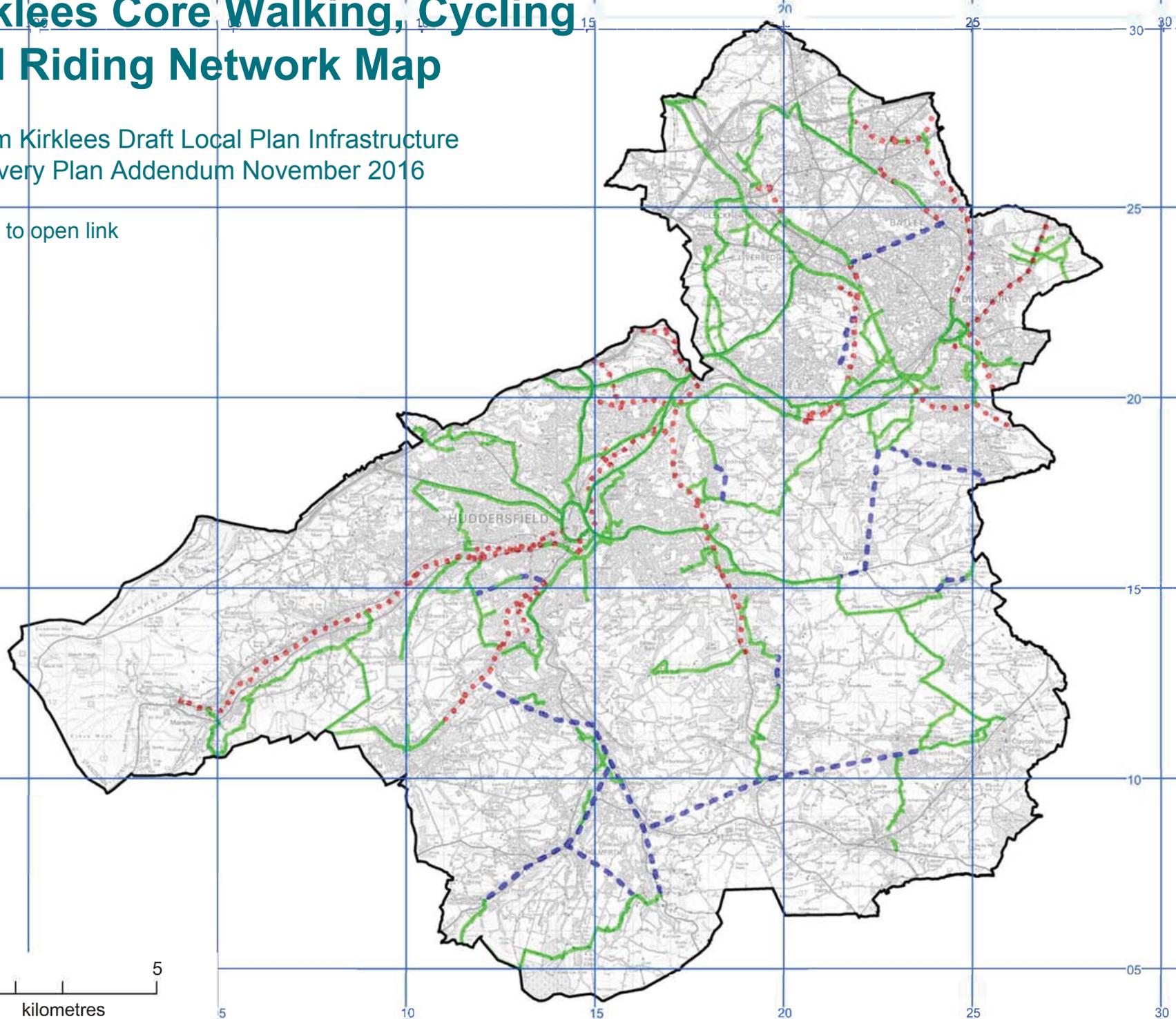
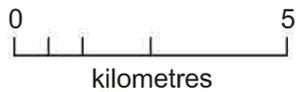
From [Leeds Cycling Starts Here Strategy - June 2017](#)  
[Click to open link](#)

# Kirklees Core Walking, Cycling and Riding Network Map

From Kirklees Draft Local Plan Infrastructure Delivery Plan Addendum November 2016

[Click to open link](#)

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**Core Walking, Cycling  
and Riding Network**

-  Existing
-  Proposed
-  Indicative

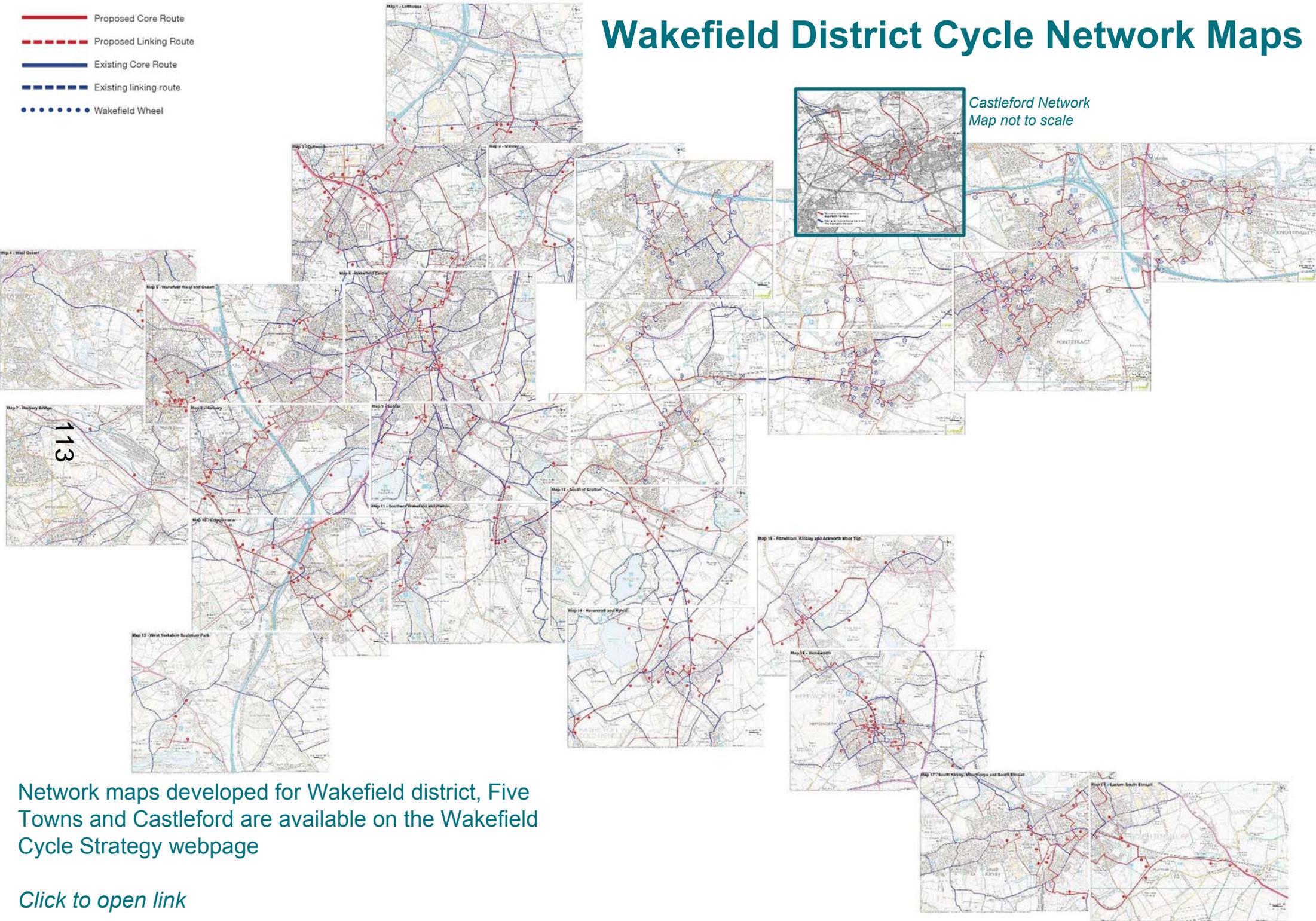
 Kirklees boundary  
(excluding Peak Park)

Note that "existing" facilities may be upgraded as part of wider route studies.



# Wakefield District Cycle Network Maps

- Proposed Core Route
- Proposed Linking Route
- Existing Core Route
- Existing linking route
- Wakefield Wheel

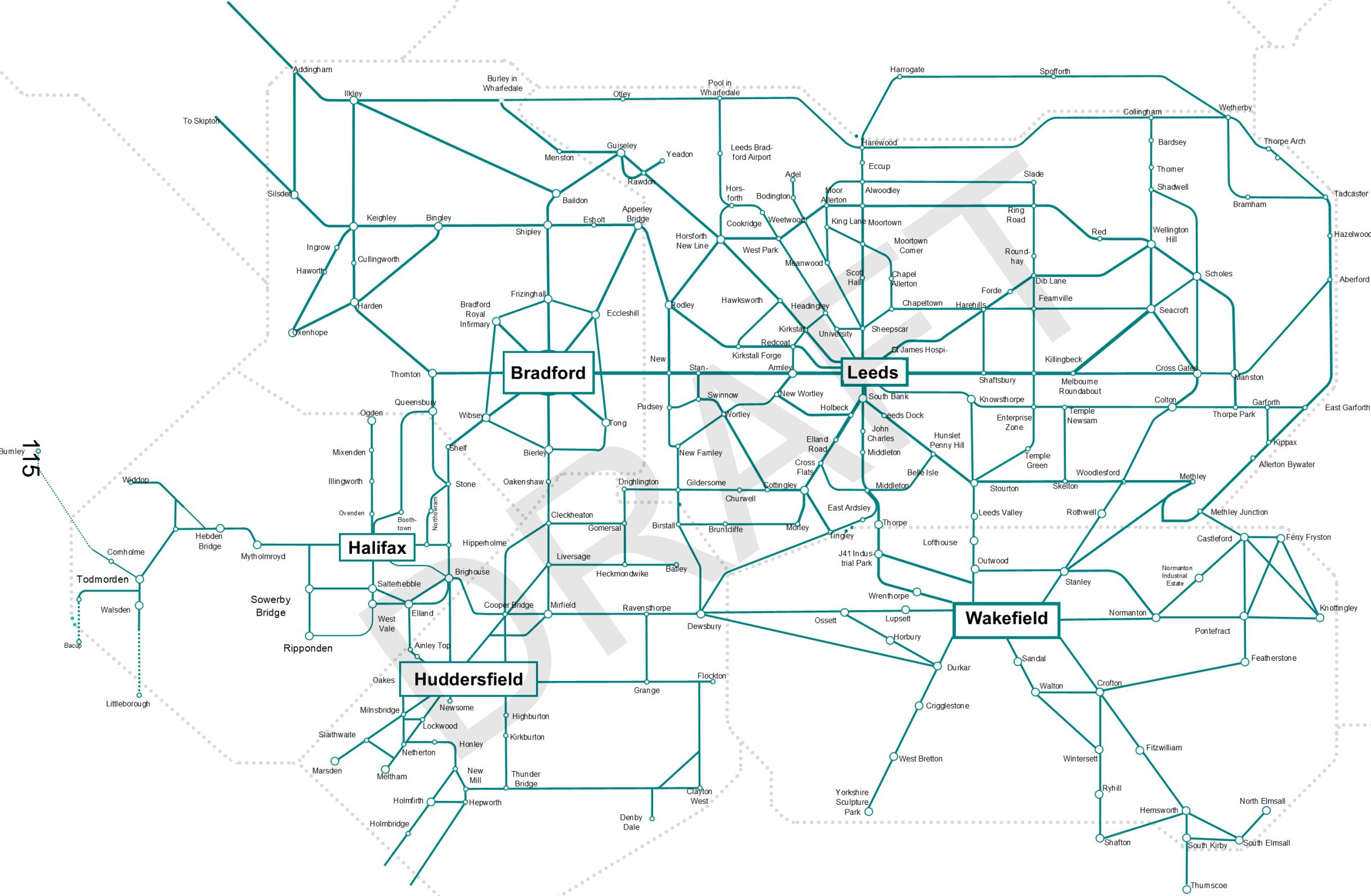


Network maps developed for Wakefield district, Five Towns and Castleford are available on the Wakefield Cycle Strategy webpage

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# Appendix 1 - draft West Yorkshire Future Strategic Cycle Network



115  
Bumley

*Based on existing published partner council strategies and plans - see Appendix 6 for detail*

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**Report to:** Transport Committee

**Date:** 10 January 2020

**Subject:** Tackling the Climate Emergency and Improving Air Quality

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

**Author(s):** S Heckley, R Brett-Davis

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 a detailed update on the activities of the West Yorkshire Combined Authority's Zero Emissions Transport Working Group in respect of work to decarbonise transport and contribute to tackling the climate emergency.
- 1.2. To report the initial findings of a review of the delivery of the West Yorkshire Low Emission Strategy and actions to improve air quality.

## 2. Information

- 2.1 The Transport Committee meeting of 8 November 2019 was provided with an update on work being progressed by the West Yorkshire Combined Authority and partner councils, to reduce emissions from transport, including activities to decarbonise transport and to improve air quality. Transport Committee welcomed the establishment of a Zero Emissions Transport Working Group to oversee activities and the range of activities underway, such as the collaborations with bus operators to reduce emissions from the bus fleet. This report provides further detail of action taken as work has progressed.

[Background to our work on reducing carbon emissions from transport](#)

- 2.2 The Combined Authority, with its constituent councils, is well-positioned to take a leading role in tackling climate change and has prioritised action to decarbonise the economy. It is now building on previous work to understand, plan for and act on the considerable scale of the challenge.
- 2.3 In December 2018 the Combined Authority and the Leeds City Region Local Enterprise Partnership (LEP) approved the Leeds City Region Energy Strategy and Delivery Plan (ESDP), which aims to dramatically reduce the City Region's carbon emissions. There is an identified programme of work that will be delivered in a phased approach, with short term projects and longer term, whole system actions. ESDP activities were reported to the Combined Authority meeting of 10 October 2019 (with the report accessed at: <https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=133&MIId=835> – see item 8, Tackling the Climate Emergency).
- 2.4 In June 2019 the Combined Authority, all of the West Yorkshire partner councils, and most of the neighbouring North Yorkshire authorities, declared climate emergencies, making public declarations of their intention to address the impacts of climate change and to reduce carbon emissions. As part of the declared climate emergency some local authorities took the opportunity to commit to, or strengthen, their own local emission reduction targets.
- 2.5 In 2019 the Combined Authority commenced work with the University of Manchester's Tyndall Centre for Climate Change to define a target and carbon budget for the Leeds City Region, in order to enable the City Region to make its contribution to keeping average global temperature rises to between 1.5 and 2.0 degrees Celsius. In July 2019 the Combined Authority adopted a target to achieve net zero carbon by 2038, with significant progress to be made by 2030. The carbon budget was set at 118 MtCO<sub>2</sub>. The targeted reduction to net zero carbon by 2038 requires the equivalent of a 14.5% reduction in carbon emissions per year. This is a challenging pace which requires action now across all sectors.
- 2.6 The UK statutory target for reducing greenhouse gas emissions was recently strengthened to achieving net-zero by 2050. The target reflects the necessity of limiting global warming to well below 2°C and pursuing efforts to limit it to 1.5°. The imperative of limiting global warming to within these parameters was outlined in the Paris Agreement and reinforced by the Intergovernmental Panel on Climate Change. The Conservative Party's election manifesto published for the 2019 general election renewed the commitment to reach net-zero emissions by 2050, matched with new spending pledges to invest in delivering environment and climate policies.
- 2.7 The challenge of decarbonisation is considerable with fast, radical reductions required in carbon emissions. Measurable decarbonisation strategies are required across all aspects of our lives, particularly transport, buildings, industry and energy. Responses will need to be cross-cutting, requiring collaborations between tiers of government and across a wide range of organisations and stakeholders, as well as actions by individuals. The West Yorkshire partner councils are developing their own local approaches to

decarbonisation, but at a regional level the West Yorkshire Combined Authority is well placed, with its strategic role in enabling sustainable economic growth and transforming transport infrastructure and services, to provide leadership and coordination of activities. Decarbonising transport for instance will require major modal shift towards low carbon public transport and active travel (- walking and cycling) and a major reduction in the use of private cars powered by carbon-emitting fossil fuels.

- 2.8 The Combined Authority, LEP and partner councils are now in the process of determining the precise interventions that will enable climate emergency declarations and targets to be delivered against and where to focus resources and funding to maximise emission reductions.
- 2.9 Building on the ESDP, additional ideas and actions to meet the strengthened city region net zero carbon target were identified through a series of low-carbon workshops held in July 2019, run by the Combined Authority with key stakeholders from the sectors of transport, building, industry and energy. The ideas generated for reducing emissions from the transport sector encompassed hydrogen vehicles, fleet solutions, joint ticketing, electric vehicle charging technologies, last mile freight solutions, planning and policy, behaviour change, incentives and rewards, and levies and charging. The workshops events formed an important first step in getting traction with the interventions needed and understanding the role of partners and stakeholders in delivery. There is now a need to fully understand the scale and pace at which interventions should be deployed to meet the 2038 target.

#### Zero Emissions Transport Working Group

- 2.10 A Zero Emissions Transport Working Group has been established by the Combined Authority to oversee technical work on reducing carbon emissions from transport. The Working Group will comprise members from the Transport Committee and the Green Economy Panel (reflecting the political and business representation of that panel). The Working Group will report to the Transport Committee and Green Economy Panel.
- 2.11 The first Working Group meeting was held on Monday 30 September 2019, attended by Cllr Kim Groves (Leeds), Cllr Peter Carlill (Leeds), Cllr Andy D'Agorne (York), Cllr Dan Sutherland (Calderdale), Cllr Matthew Morley (Wakefield) and Cllr Neil Walshaw (Leeds) and Bill Firth (Green Economy Panel business representative). There were apologies from other members of the Working Group.
- 2.12 The Terms of Reference for the Working Group, agreed at the 30 September meeting, are:
- To support the delivery of the Combined Authority's Energy Strategy Delivery Plan and its carbon emission reduction ambitions;
  - To recommend the actions that will decarbonise the transport sector and improve air quality within the City Region;
  - To work with / influence partners, including regional organisations and government to deliver actions that decarbonise the transport sector;

- To provide oversight of the delivery of outputs and outcomes of low-carbon/low emission transport related projects being developed by the Combined Authority;
  - To align activity on decarbonising the transport sector with activity to improve air quality in the City Region.
- 2.13 The Working Group agreed to hold quarterly meetings as a minimum, but to meet more regularly as required by the work programme.
- 2.14 An early Combined Authority priority is to identify emission reduction pathways for the five sectors of Power; Building; Industry; Land-use and Transport, which will enable the partners to meet the emission reduction targets of the City Region partners. These sectors are consistent with those underpinning the analysis undertaken at a national level by the Committee on Climate Change to inform the Government's net-zero by 2050 ambition. It was agreed that the Working Group would have oversight of work in respect of the transport sector, with findings and recommendations to be raised for consideration by the Transport Committee.
- 2.15 The Combined Authority has sought specialist consultancy support for the emission reduction pathways work. This work will be undertaken on behalf of all of the West Yorkshire authorities and also the York, North Yorkshire and East Riding Local Enterprise Partnership. The work is expected to comprise three main tasks:
- Task 1: Develop emission reduction pathways that demonstrate how each area can deliver / comply with its respective emission reduction target and carbon budget;
  - Task 2: Produce an implementation roadmap for the Leeds City Region, West and North Yorkshire based on the outputs of Task 1;
  - Task 3: Produce policy recommendations and an action plan for the City Region and West and North Yorkshire to deliver the activity identified in Task 2.
- 2.16 A tender process was conducted to find a consultant to deliver the project. The commission was awarded in December 2019 to Element Energy supported by the UK Centre for Ecology and Hydrology. Element Energy has developed a more detailed brief for the main tasks of the commission, described in paragraphs 2.16 to 2.18 below.
- 2.17 Task 1, Emission Reduction Pathways, will encompass:
- Policy review, data gathering and agreement of scenario assumptions / interventions:
    - Review of current and planned policies at the local, regional and national level;
    - Comparison of existing regional policies with best practice to highlight strengths and weaknesses;
    - Evidence and data gathering relating to sources of emissions not already covered by existing data;

- Creation of a set of technology and behavioural measures to inform scenarios;
  - Development of scenarios for discussion.
  - Business as Usual (BAU) emissions pathway / sectoral emission reduction pathways
    - Creation of BAU emissions pathway;
    - Creation of three emission reduction pathways (for each sector) taking account of availability of different fuels, technical improvements, potential for behaviour change, national policy backdrop and infrastructure development;
  - Model integrated emissions reductions
    - Development of emissions model, including costs
  - Stakeholder engagement
    - Validation of assumptions and emerging results with stakeholders and refinement of pathways
- 2.18 Task 2, Implementation Roadmap, will encompass:
- Timeline of key implementation milestones;
    - Identify key implementation milestones for each sector and technology
  - Infrastructure assessment to support implementation
    - Qualitative discussion of the infrastructure requirements to facilitate each pathway;
  - Key decision points to enable delivery and select pathway
    - Build of comprehensive roadmap of the key decision points and activities to reach the targets
- 2.19 Task 3: Policy Recommendations and Action Plan, will encompass:
- Deliver policy recommendations and action plan
    - Policy recommendations informed by outputs of scenario modelling and roadmap;
  - Assess the role of different stakeholders
    - Consideration of the roles of different stakeholders from national to regional;
  - Recommendations for next steps
    - Highlighting next steps including how to fill remaining evidence gaps and immediate actions.
- 2.20 The Combined Authority recognises the urgency for this work, and also the need to ensure robustness in findings and recommendations. A final report is required by mid-May 2020, but work on the transport sector has been prioritised, with the identification of transport emissions pathways being an early deliverable, for discussion in mid-January 2020.
- 2.21 The Working Group is proposed to meet three times during the course of this commission, to over-see its development:
- 15 January 2020 - to input to transport scenario assumptions and development;

- 28 February March 2020 - to reflect on stakeholder engagement on scenarios and input to key transport implementation milestones;
  - 8 April – to review and input to a Draft Emissions Pathway Report.
- 2.22 The Working Group considered that air travel should be considered within the remit of the group and the transport component of the commission. The Working Group also expects the commission to interact with the Leeds City Region Connectivity Strategy work currently being undertaken by the Combined Authority and partner councils to identify a future pipeline of transport interventions.
- 2.23 The Working Group anticipates working with industry stakeholders such as Transport for the North, Highways England and Leeds Bradford Airport, and local Climate Coalitions in co-producing the report's recommendations. To this end it is proposed to set up parallel meetings with stakeholders that are aligned with the Working Group meeting dates identified in paragraph 2.21 above, as appropriate to progress this work.
- 2.24 A Communications and Engagement plan for tackling the climate emergency is in development with the intention to support the transport (and wider) emission reduction pathway work, by:
- Informing people about the pathways identified for each of the five sectors;
  - Translating sector-related issues into an easy and digestible format;
  - Communicating key messages around the Combined Authority's and City Region's net zero carbon ambitions.
- 2.25 The Combined Authority is working with Transport for the North (TfN) to help shape TfN's approach to decarbonisation in respect of its pipeline of pan-northern transport interventions. TfN is the statutory sub-national transport body formed in 2018 to make the case for strategic transport improvements across the North of England. The Combined Authority is a partner in TfN. TfN published a Strategic Transport Plan (STP) for the North and accompanying Long Term Investment Programme in February 2019, which identified a funding requirement of £60-£70 billion up to 2050 to be spent on strategic transport infrastructure to support transformational economic growth. TfN's plans are structured around key areas of delivery in: Rail (- Northern Powerhouse Rail and Long Term Rail Strategy); Roads (- Major Road Network for the North); and Integrated and Smart travel. The STP outlines TfN's approach to decarbonising transport with the key themes being:
- A zero carbon public transport network by 2050;
  - Decarbonisation of rail by 2040;
  - A rapid increase in the number of public charge points for electric vehicles across the north.
- 2.26 TfN has now commenced a review of the contents and sequencing of its investment programme, alongside work investigating how to decarbonise the programme. TfN is now developing its methodology for identifying decarbonisation pathways, which is broadly similar to that being used by the Combined Authority for its own programmes described above, albeit to a different, later target date. As part of their work TfN will however be

considering aligning more closely with regional/local targets for reducing carbon emissions. TfN has been invited to present progress to the Zero Emissions Transport Working Group.

#### Clean Growth Programme - Carbon impacts of current activities

- 2.27 The Combined Authority has developed a new corporate approach to embedding clean growth, including reducing carbon emissions and tackling the climate emergency. It includes adopting a new clean growth policy, containing a set of principles for all staff to use, and a detailed action plan outlining what the Combined Authority will do as an organisation over the next two years. It covers the organisation's plans to reduce the direct environmental impact of how it works and behaves, as well as ensuring clean growth requirements are embedded in proposals for projects and strategies to be delivered across the region in pursuit of corporate priorities, and that we understand as far as possible the potential climate impact of our interventions.
- 2.28 An immediate action the Combined Authority has taken is to ensure all decisions made include clean growth and climate change impacts. The Combined Authority has strengthened how clean growth and climate change impacts are considered as part of all new schemes that come through the Combined Authority's Assurance Framework, and now requires all reports to include clean growth implications, including climate change qualitative impact assessments/considerations.
- 2.29 A new commission is about to be made by the Combined Authority to strengthen decision making in light of the Climate Emergency. The commission aims to develop a robust new approach to balanced decision making that fully takes into consideration carbon impacts. The key tasks are outlined below:
- Review and identify best practice for calculating carbon emissions and wider clean growth impacts in project development and appraisals processes, building on the latest government guidance and developments in modelling;
  - Review decision making practices within the Assurance Framework and identify where carbon impacts have been calculated well and where they have not been and what could be improved to ensure carbon is fully integrated and consistently calculated;
  - Scope recommendations for what should be included in a new carbon assessment;
  - Develop a new robust carbon assessment methodology for transport and non-transport schemes and make recommendations for how to embed it successfully across the Combined Authority, including the Assurance Framework;
  - Review and calculate the carbon impacts of all existing funded programmes within the Combined Authority's Local Growth Deal, West Yorkshire Transport Fund and LPTIP Funds; and identify potential changes and associated costs in order to make them carbon neutral or negative;

- Once new methodologies have been devised, increase capacity and capability across all organisations supporting delivery of West Yorkshire Transport Fund and Local Growth Deal programmes and the Combined Authority to ensure a consistent use of the new methodology and metrics to shape the design of all future projects and decisions.
- 2.30 Further details on the programme for undertaking this commission and its implementation will be provided to the next Transport Committee meeting of 13 March 2020, and to future meetings of the Zero Emissions Transport Working Group.

Low Emission Strategy Review and Action Plan (- Air Quality)

- 2.31 A West Yorkshire Low Emission Strategy (WYLES) was adopted in 2016 by all of the West Yorkshire partner councils and in 2017 by the Combined Authority. The WYLES covers all road traffic emissions but has a particular focus on air quality and commits all of the West Yorkshire partner councils to reducing local transport emissions, especially nitrogen dioxide and particulate matter. Managing air quality falls within the remit of local authorities. The Combined Authority committed through the West Yorkshire Transport Strategy 2040 to supporting the partner councils in their efforts to improve air quality.
- 2.32 A WYLES Delivery Officer has been employed by Kirklees Council, funded through Department for Environment, Food & Rural Affairs (DEFRA) grant, to work on behalf of all the partner councils to coordinate activities. The Delivery Officer was tasked by the partner councils with undertaking a review of WYLES delivery since its 2016/17 adoption, including benchmarking progress against the strategy's objectives, and developing a WYLES delivery plan based on the findings from the benchmarking review.
- 2.33 The WYLES review considered air quality related projects across all five districts in West Yorkshire. However, the scope of the review did not include the Clean Air Zone programmes under development as these are applicable to Bradford and Leeds only.
- 2.34 Appendix 1 provides the initial findings of the review evaluating the delivery of the WYLES. The review was undertaken with the input of all the West Yorkshire partner councils and the Combined Authority. The benchmarking approach considered projects in delivery or completed by all partners since WYLES adoption that relate to the 10 strategic objectives of WYLES. The review considered project objectives, delivery outputs, timeframes, governance and working arrangements and funding streams.
- 2.35 Initial findings of the review include:
- Inconsistent levels of awareness and knowledge of the WYLES with stakeholders and decision makers;
  - Some good practice and delivery but there are issues in how the partners are organised and resourced for delivery. There is also currently limited coordination of activities, with projects often developed in isolation rather than to a coherent, region-wide plan;

- Varying levels of investment from the partners, and future access to resources has been identified as a risk across the partner councils;
- Limited understanding of the impact of the WYLES and other projects on Air Quality improvement.

2.36 Appendix 1 also provides a preliminary delivery plan drafted by the partner councils, which applies the initial findings of the WYLES review. Table 1 in Appendix 1 sets out a series of suggested priorities for enhancing and accelerating implementation of the WYLES. This preliminary plan is proposed as the first step in the development of a detailed delivery plan, which is will be developed with the technical input of the WYLES Delivery Group of the West Yorkshire partner councils.

2.37 The WYLES review and action planning will consider resources required for future delivery. Appendix 1 Table 1 highlights where funding is already secured or is the subject of current bids, and where potential gaps in funding exist. Funding already approved includes an allocation of £240,000 from the West Yorkshire Integrated Transport Block (ITB) programme for 2019-2022, which was endorsed by Transport Committee at its meeting in March 2019 and agreed by the Investment Committee on 7 November 2019.

2.38 It is proposed that this technical work to further develop and to commence delivery of the WYLES Delivery Plan is overseen by the Zero Emissions Transport Working Group in accordance with the working group's Terms of Reference described in paragraph 2.11.

### **3. Clean growth implications**

3.1 This report identifies the action the Combined Authority is taking to tackle the climate emergency, and work currently being undertaken by the Combined Authority to substantially strengthen how clean growth and climate change impacts are considered by the Combined Authority. The report details the work commenced to inform the pipeline development of new transport interventions and to understand and present the impacts of current and future interventions to inform policy and investment decisions.

### **4. Financial Implications**

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

### **5. Legal Implications**

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

### **6. Staffing Implications**

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

### **7. External Consultees**

- 7.1 The Low Emission Strategy Review and Action Plan section of this report and Appendix 1 West Yorkshire Low Emission Strategy Review were developed in consultation with the West Yorkshire Low Emission Strategy Delivery Group, which includes officers from all the West Yorkshire partner councils, Public Health England and the Combined Authority.

## **8. Recommendations**

- 8.1 That the Committee notes the update on the activities of the Zero Emissions Transport Working Group.
- 8.2 That the Committee agrees the programme of meetings of the Zero Emissions Transport Working Group described in paragraph 2.20 and that an invitation is made to stakeholders and interest groups to work alongside the Working Group to co-produce recommendations for reducing carbon emissions from transport.
- 8.3 That the Committee notes the initial findings of the review of the West Yorkshire Low Emission Strategy and endorses that the recommendations and draft Delivery Plan proposals identified in Appendix 1 be developed further through the Zero Emissions Transport Working Group.

## **9. Background Documents**

None.

## **10. Appendices**

Appendix 1 - West Yorkshire Low Emission Strategy Review – Summary, Recommendations and draft Delivery Plan proposals

## **West Yorkshire Low Emission Strategy Review – Summary, Recommendations and draft Delivery Plan**

This summary presents the initial findings of a benchmarking review to evaluate the delivery of the West Yorkshire Low Emission Strategy (WYLES) since adoption by the partner councils and Combined Authority in 2016/17.

The WYLES covers all road traffic emissions but has a focus on local air quality management. Managing air quality falls within the remit of local authorities. The WYLES commits the West Yorkshire partner councils to reducing local transport emissions, especially nitrogen dioxide and particulate matter. The WYLES sets out a series of actions to address air quality challenges caused by transport emissions.

### **Benchmarking Review Approach**

The benchmarking review considered projects in delivery or completed by all partners since WYLES adoption that relate to the 10 strategic objectives of WYLES. The review considered project objectives, delivery outputs, timeframes, governance and working arrangements and funding streams.

The 10 strategic objectives of WYLES.

1. A Clean Air Zone will be introduced within the Leeds district, and elsewhere where necessary, to control emissions from the most polluting vehicles.
2. We will work with West Yorkshire bus operators to accelerate investment in newer buses, emission abatement technology and alternative fuels and technologies to reduce emissions through the implementation of the West Yorkshire Bus Strategy and Bus 18 Project.
3. We will accelerate the uptake of plug-in electric cars and vans through improved electric vehicle charging infrastructure and the implementation of an Electric Vehicle Strategy.
4. We will introduce the Eco Stars fleet recognition scheme to support businesses, bus operators and public sector fleet managers to reduce emissions from their fleet operations.
5. We will work with our partners to develop infrastructure to support alternative fuels and technology for transport including: natural gas, biomethane, LNG and hydrogen.
6. We will support the taxi industry to help the transition to low emission vehicles including demonstrating economic benefits; supporting funding bids and considering policy incentives to promote the uptake of ultra-low emission taxis.
7. We will use the West Yorkshire Transport Strategy and Leeds City Region Strategic Economic Plan to help deliver the WYLES objectives, including improved cycling and walking provision; better public transport; low emission energy production and use, and sustainable infrastructure to deliver “Good Growth”.

## Appendix 1

8. We will use the West Yorkshire Air Quality and Planning Technical Guide to deliver sustainable developments and deliver air quality improvements.
9. We will use our influence to promote low emission transport through the use of the West Yorkshire Low Emission Procurement Guide in the procurement of vehicles, goods and services and lead by example to reduce emissions from our own fleet operations.
10. We will continue to raise awareness of the impact of poor air quality with the public, policy makers and partners to improve air quality through changing behaviour, influencing policy, access funding and working together to deliver the objectives of this low emissions strategy.

The review approach and data collection were agreed and carried out by the WYLES Delivery Officer, through a WYLES Delivery Group which includes officers from all the West Yorkshire partner councils, Public Health England and the Combined Authority.

### **Key Findings**

The review identified 23 schemes developed since the adoption of the WYLES where at least one of the strategic objectives of the WYLES formed part of the primary aims of the projects.

The WYLES review considered air quality related projects across all five districts in West Yorkshire. However, the scope of the review did not include any of the Clean Air Zone programmes under development as these are applicable to Bradford and Leeds only and are beyond the remit of the WYLES.

Projects contributing to the WYLES objectives were identified in all five West Yorkshire districts. However, the review highlighted some challenges in relation to the delivery of the WYLES and related projects.

The initial findings of the benchmarking review have suggested the following:

#### Awareness and Knowledge

- Inconsistent levels of awareness and knowledge of the WYLES with stakeholders and decision makers, with implications for investment decisions (see Investment).
- Inconsistent awareness, understanding and implementation of the WYLES Technical Planning Guide and WYLES Procurement Guide across the partner councils.

#### Coordination and targeted delivery

- There is some good practice and delivery but there are issues in how the partners are organised and resourced to deliver.
- Projects tended to be developed in isolation and lacked a coordinated approach, rather than to a consistent, region-wide plan.
- There were a variety of drivers behind projects, not necessarily originating from the WYLES itself, resulting in a lack of consistency.

## Appendix 1

- Following the focus on developing and adopting the WYLES, officer working groups and collaboration had not been maintained to the same level of resource and commitment – the reasons for this were multifaceted but linked to competing priorities.
- The funding and appointment of a WYLES Delivery Officer role is a response to strengthening WYLES coordination

### Investment

- WYLES delivery has relied on existing resources accessed by Air Quality/ Environmental Health sections of the partner councils, supplemented by grant funding. Revenue funding is limited and has competing priorities.
- Levels of investment in air quality projects varied significantly between the partner Councils - although all partners councils were investing in air quality improvements the level of investment is inconsistent
- The Combined Authority has made available funding through Integrated Transport Block and other grants e.g. Clean Bus Technology Fund, Ultra Low Emission Vehicle Taxi Infrastructure Scheme.
- Bradford and Leeds will benefit from Clean Air Zone investment by Defra (this was not considered as part of the review as it is applicable to Bradford and Leeds only).
- Future access to resources, capital and especially revenue funding, is identified as a risk across the partner councils.

### Monitoring and evaluation

- There is a limited understanding of the impact of the schemes and programmes on Air Quality improvement - this hindered the review's assessment of the impact of the WYLES delivery as a whole.
- Air quality improvement is often used as a justification and outcome of other programmes and projects – but the review found that air quality data is not generally considered in scheme evaluation.
- It is not always possible to measure direct improvement of air quality, however for the purpose of this review, other evidence can be, and has been, used to measure success, such as the Public Health England methodology for assessing improvements in outdoor air quality and public health.

### **Draft Recommendations**

Draft recommendations have been developed from the initial benchmarking findings:

1. Develop a Delivery Plan to accelerate WYLES delivery;
2. Develop opportunities for partnership and collaborative working, led by the WYLES Delivery Officer to support WYLES delivery;
3. Identify successful initiatives from outside the region with potential for application in West Yorkshire;

## Appendix 1

4. Work with partners to influence the implementation of new projects to support the delivery of WYLES aims where appropriate;
5. Strengthen air quality monitoring and evaluation, collating and assessing evidence to monitor progress against WYLES aims;
6. Implement a Communications Plan to raise the profile and understanding of WYLES;
7. Develop a project pipeline for air quality improvement schemes in line with the WYLES aims and explore funding opportunities for delivery.

### **Preliminary Delivery Plan**

A preliminary Delivery plan has been developed by the partner councils which applies the initial findings and draft recommendations of the WYLES review, setting out a series of suggested prioritised activities for enhancing and accelerating the implementation of the WYLES (Table 1).

This draft plan is the first step in the development of a detailed delivery plan, which is proposed to be developed by a WYLES Delivery Group encompassing all of the partner councils including the Combined Authority, and overseen by the Zero Emissions Transport Working Group.

Appendix 1

Table 1: Draft Delivery Plan - Suggested prioritised activities for further development

	Action Area	Task	Summary	Delivery Timeframe	Delivery & Funding Mechanisms
1	<b>Awareness and Knowledge</b>	Communications and Engagement Plan	Develop an air quality communication and engagement plan to increase awareness and understanding of the WYLES, to include external and internal stakeholder.	Spring 2020	To be developed by WYLES Delivery Officer
2		West Yorkshire Air Quality Campaign and Engagement Programme	Deliver an external communication and engagement programme to raise awareness and promote air quality schemes and initiatives.	Tbc – funding dependant	Submitted bid to DEFRA Local Air Quality Grant Scheme (Outcome expected Spring 2020)
3		EcoStars Fleet Recognition Scheme	Continue EcoStars scheme working with freight operators to reduced emissions via fuel efficiency, fleet renewal and driving practices.	3 year scheme to 21/22	Local Transport Plan ITB programme 2019-22
4	<b>Investment</b>	Air Quality Scheme Pipeline	Develop a pipeline of projects and initiatives to support WYLES implementation. Live document, used to prioritise activities and identify funding streams for delivery. To be developed alongside Zero Carbon workstreams.	Ongoing	To be developed by WYLES Delivery Group
5		Identify funding streams	Investigate potential funding streams for implementation of WYLES.	Ongoing	To be developed by WYLES Delivery Officer
6	<b>Monitoring and evaluation</b>	Air Quality Sensor	Procure five real time, mobile air quality sensors to support scheme design, monitoring and evaluation.	3 year scheme to 21/22	Local Transport Plan ITB programme 2019-22
7		Air Quality Evidence	Promote good practice for air quality improvement assessments in scheme design, monitoring and evaluation where air quality objectives are set.	Ongoing	To be developed by WYLES Delivery Officer
8	<b>Coordination and targeted delivery</b>	Electric Vehicle Charging Infrastructure	Support the development of an Electric Vehicle Charging Infrastructure Plan to support uptake of electric vehicles.	Spring /Summer 2020	Local Transport Plan ITB programme 2019-22
9		Bus Network Air Quality Improvements	Work with Combined Authority and Bus Operators through the West Yorkshire Bus Alliance to support air quality improvements in the WY bus network.	Ongoing	To be delivered by WYLES Delivery Group
10		Land Use Planning	Develop and agree good practices regarding the implementation and monitoring of the WYLES Planning Technical Guide and consistent use of the updated version of the guide.	Summer 2020	To be delivered by WYLES Delivery Officer
11		Procurement	Support implementation of West Yorkshire Low Emission Procurement Guide in partner Councils and Combined Authority.	Summer 2020	To be delivered by WYLES Delivery Officer

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**Report to:** Transport Committee

**Date:** 10<sup>th</sup> January 2020

**Subject:** **Bus Services Act Update**

**Director:** Dave Pearson, Director, Transport Services

**Author(s):** Helen Ellerton

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input 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 endorse the West Yorkshire Combined Authority response to the Greater Manchester Consultation, *Doing Bus Differently*.
- 1.2. This report will also provide an update on developments with delivering the Bus Services Act in West Yorkshire.

## 2. Information

### Greater Manchester *Doing Bus Differently* Consultation Response

- 2.1. On the 30 June 2017, Greater Manchester Combined Authority set out to prepare an assessment of a proposed franchising scheme. Transport for Greater Manchester have consulted on the proposed scheme to franchise the bus operations across Greater Manchester, taking a phased approach across three sub-areas.
- 2.2. In summary, the scheme proposes that Greater Manchester Combined Authority would own the depots whilst the provision of buses would remain a franchisee's responsibility. Franchising would see services and frequencies determined by Greater Manchester Combined Authority and operated under local service contracts awarded to bus operators by Transport for Greater Manchester, on behalf of Greater Manchester Combined Authority.

- 2.3. Circumstances allowing, the first franchise contracts would be awarded in April 2021, with the operation of franchised services commencing in January 2022.
- 2.4. The West Yorkshire Combined Authority was invited to respond to the consultation, which closed on the 8th January 2020. Appendix 1 contains the Combined Authority's response to the Consultation.
- 2.5. Protecting, developing and improving the bus network for West Yorkshire residents is an overriding key objective of the Combined Authority. The bus is the biggest public transport mover of people in West Yorkshire and has a critical role in our transport network: it is essential for providing access to jobs and training.
- 2.6. The West Yorkshire Bus Strategy 2040 sets out the vision, objectives and bus policies for the Region<sup>1</sup>. It sets out the target to grow bus patronage by 25% in the decade up to 2027. A reliable, affordable bus network is essential to enable people to access education and employment opportunities. It is central to our key objectives of driving inclusive growth and tackling the climate emergency.
- 2.7. Therefore, the Combined Authority is keen to make sure the proposed scheme in Greater Manchester does not materially impact on the provision of services in West Yorkshire, particularly on services that are cross boundary.
- 2.8. The response to the Consultation seeks to ensure that:
  - cross boundary services are maintained and others are not prevented from being established
  - a collaborative approach to marketing and cross boundary ticketing is created
  - a clear plan to mitigate and manage disruption to customers is developed
  - data is shared to ensure that the impact of franchising on cross boundary movements is monitored

#### Update on the Sale of First and Arriva

- 2.9. 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.
- 2.10. Protecting, developing and improving the bus network for West Yorkshire residents is a key objective. At its meeting on 10 October 2019, the Combined Authority resolved to explore options arising from the sale of First West Yorkshire Ltd and to commission legal and technical advice in this regard.
- 2.11. On 16 December 2019, First plc announced a change in its disposal strategy for its companies in North America and that, for First Bus, it had commenced a "comprehensive efficiency programme .... prior to any launch of a formal sale process". It is therefore anticipated that a sale would take place after the close of the current financial year.

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

2.12. Earlier in 2019, Deutsche Bahn indicated its intentions to dispose of its Arriva business in the UK by means of a private sale. However, on 6 December, DB announced its plans to float shares in the company over a three year period starting in May 2020.

### Active Participation in the Sale of First Bus

2.13. Anticipating the Combined Authority's need, technical and legal support has been commissioned, in order to:

- Assess the options available.
- Understand the legal implications of possible next steps
- Develop a value for money case for investment in bus operations
- Undertake market due diligence.

2.14. Whilst the brief for this technical support has been developed in response to the particular circumstances of the sale of the bus companies, the work has considered how the Combined Authority might influence the provision of the region's bus services.

2.15. West Yorkshire Combined Authority remains committed to the on-going partnership work with bus operators for the benefit of West Yorkshire communities. This partnership helps to ensure communities get the best from the net £70m of public funding that goes into buses in West Yorkshire each year.

2.16. Alongside this, it will be important to learn from the experiences of Greater Manchester in developing bus franchising and the emerging position in Merseyside. In actively looking at options to acquire elements of local bus operations, consideration will also be given to how other publicly funded transport such as that provided in the health and social care sectors might be integrated.

2.17. The Combined Authority should only embark on any model if that furthers the overall bus strategy aims to increase patronage and through that secure the wider goals of inclusivity and carbon reduction. Protecting the bus network for West Yorkshire residents being the overriding objective.

2.18. Bus franchising will feature in the context of continued conversations regarding a devolution deal for this region. The lessons learnt from Greater Manchester and Merseyside and the outcomes of the work commissioned to inform the options to take in the sale of First, will assist the Combined Authority as it develops the best approach to secure bus services for the region.

## **3. Clean Growth Implications**

3.1 The report identifies the work currently ongoing to develop the bus network in West Yorkshire. Improving the bus offer to customers will increase bus

patronage, encouraging modal shift to clean public transport and thereby reducing carbon emissions by reducing car use.

#### **4. Financial Implications**

- 4.1 At its meeting on 10 October 2019, the Combined Authority approved expenditure of up to £200,000 on technical advice to inform the Authority's options in response to the current situation. Further funding will be required to progress on any acquisition or franchise options.

#### **5. Legal Implications**

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

#### **6. Staffing Implications**

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

#### **7. External Consultees**

- 7.1. No external consultees have been included.

#### **8. Recommendations**

- 8.1 That the Committee notes the updates provided in this report
- 8.2 That the Committee endorses the response to the Greater Manchester consultation *Doing Buses Differently*.

#### **9. Background Documents**

- 9.1 <https://www.gmconsult.org/strategy-team/gmbusconsultation/>

#### **10. Appendices**

- 10.1 Appendix 1 –Greater Manchester *Doing Buses Differently* Consultation Response

## Appendix 1

### **DRAFT RESPONSE TO GREATER MANCHESTER CONSULTATION *DOING BUSES DIFFERENTLY***

**Dear XXXX**

Thank you for the opportunity to respond to your *Doing Buses Differently* consultation.

Bus travel across both our regions is a vital in underpinning our economic, inclusive and green growth objectives. We both have targets to increase bus patronage including through a much improved passenger experience. As you know we have established a West Yorkshire Bus Alliance and through this we are working with operators on shorter term benefits for passengers. We are very interested in your proposals for franchising and are keen to learn from your experiences in reviewing the options. Thank you for your ongoing offer of working together.

West Yorkshire Combined Authority understands that the preferred approach is to franchise the bus operations across the Greater Manchester geography taking a phased approach across three sub-areas. Ownership of depots would come under Greater Manchester Combined Authority whilst the provision of buses would remain a franchisee's responsibility. Franchising would see services and frequencies determined by Greater Manchester Combined Authority and operated under local service contracts awarded to bus operators by Transport for Greater Manchester, on behalf of Greater Manchester Combined Authority. Circumstances allowing, the first franchise contracts would be awarded in April 2021, with the operation of franchised services commencing in January 2022.

On reviewing the consultation documents, our response focuses on four key areas, which have strategic importance to West Yorkshire, these are:

1. Implications for cross boundary services and ticketing arrangements
2. Depot Arrangements
3. Operating Standards for Vehicles
4. Transitional arrangements and their implications for West Yorkshire

#### **Implications for Cross Boundary Services and Ticketing Arrangements**

We acknowledge that the impact on cross boundary services has been considered, the West Yorkshire Combined Authority has the following cross boundary services, which take customers into Greater Manchester:

- 589 Todmorden – Littleborough Rochdale
- X58 Halifax – Sowerby Bridger – Ripponden- Littleborough- Rochdale
- 84 Huddersfield – Marsden- Oldham- Manchester (Sundays)
- 185 Huddersfield – Marsden- Oldham

West Yorkshire Combined Authority would welcome further conversations with Transport for Greater Manchester on the likely impact that a franchised operation

would have on cross-boundary services. As issuing a permit requires a two-stage test, then a level of risk is presented to any service. It would be useful to understand what involvement neighbouring authorities can have in the introduction of a permit scheme, especially in terms of services that are not directly funded by transport authorities. The principles we would look to establish include:

- Ensuring that these cross boundary services are maintained and others are not prevented from being established (Q15 and 26).
- A collaborative approach to marketing and cross boundary ticketing and for the 'GM ticketing add-on' to be considered alongside other existing multi-operator products.
- Greater interoperability to support the overarching transport strategy objectives to enhance connectivity and creating a more integrated public transport system for example on (Q26).

A common Integrated Ticketing System would be a practical step to achieving cross boundary integration of ticketing, for example utilising the Transport for the North approach to fare capping, open data and disruption messaging across the region. However, if Greater Manchester choose a system that is not compatible regionally or even cross boundary, then this may take collaborative opportunities away (Q26).

Integration of systems and collaborative working for areas, such as real time, where West Yorkshire Combined Authority is already operating on a Yorkshire-wide basis would provide an opportunity for better integration (Q46B).

Equally, adopting national standards, such as TransXchange and SIRI will enable easier communication with neighbouring authorities and non-franchise operators running into the Greater Manchester area. Limiting integration could pose some risks for cross boundary services and integration into the wider regional network. The importance of integrating systems across boundaries will enable a more integrated network and may impact on the social and economic objectives of the network (Q15 and Q46B).

West Yorkshire Combined Authority would also welcome a further conversation regarding information and marketing. Bus operators in West Yorkshire are increasing leading on customer marketing and information, therefore, the impact on customers travelling into West Yorkshire needs to be understood (Q26).

### **Depot Arrangements**

Greater Manchester Combined Authority is proposing to purchase the depots and lease them to the operators. This will allow for greater competition and encourage more operators to bid for the large franchises (Q11 and Q22).

West Yorkshire Combined Authority would be interested to understand if the procurement of the depots is likely to impact on the phasing of the franchise sub-areas -whether the phasing is subject to change depending on whether depots are easier to secure in some sub-areas than others. It is unclear if the splitting into sub-areas is purely geographical or based on other factors, such as patronage, number

of routes, urban-rural split, population, availability of other transport modes. It is unclear how the strategic depots fit into the sub-areas (Q4).

### **Operating Standards for Vehicles**

Recent discussions with operators indicate that the manufacturing lead time for new buses is currently nine months. It is likely that increased demand for zero-emission buses could extend the nine-month timescale (Q7 and Q8).

The consultation pledges to introduce a zero-emission bus fleet by 2024. It is important to engage operators with the Clean Air Plan in advance of franchising to ensure the fleet commitments are attainable within the given nine-month period between contract award and implementation.

The structure of the proposed franchised scheme allows for the implementation of a zero-emission bus fleet to be phased up to 2024. The final phase of franchising will see the introduction of services on Saturday 23<sup>rd</sup> December 2023. If there is any delay to introducing franchising this may impact on the ability to reach a zero-emission bus fleet by 2024 (Q15 and Q23).

Whilst Greater Manchester Combined Authority can specify fleet standards, funding opportunities need to be available to support the delivery of the Clean Air Plan (Q15 and Q23).

### **Transitional arrangements and their implications for West Yorkshire**

The transition period set out in the consultation is 2020 to 2023. This will enable both the operators and Transport for Greater Manchester to phase the resources required implementation.

The approach to implementation chosen by Transport for Greater Manchester provides opportunities to mitigate risk, for example, acquiring a single supplier of on-bus technology to enable data sharing and identification of temporary legal and procurement resource (Q33).

### **Summary**

The introduction of franchising may cause short term complexity and confusion for customers, especially when travelling across boundaries. This is clearly something that you want to mitigate and so the West Yorkshire Combined Authority would welcome a discussion and agreement to:

- ensure a clear plan to mitigate and manage this is put in place to minimise disruption; and
- share data and monitor performance, especially during the early days of implementation. This will ensure that impact of franchising on passenger movements, especially cross-boundary movements, can be monitored and responded to where required.

Finally, in the event that the West Yorkshire Combined Authority were to adopt franchising powers, co-operation with Transport for Greater Manchester would be sought to ensure that the abutting franchising and statutory ticketing schemes were

complimentary and did not place barriers to the development of further cross boundary travel in the future.

Yours Sincerely



**Report to:** Transport Committee

**Date:** 10 January 2020

**Subject:** Rail matters

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

**Author(s):** Richard Crabtree

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

## 1. Purpose of this report

- 1.1. To provide an update on rail network capacity matters and seek approval to the Combined Authority's ongoing position and priorities for responding to and influencing the need for increased capacity.
- 1.2. To provide an update on matters relating to the East Coast Mainline, and to seek approval for the Combined Authority's ongoing membership and support of the Consortium of East Coast Mainline Authorities (ECMA).
- 1.3. To provide an update on the position regarding continued operation of Pacer trains in West Yorkshire.

## 2. Information

### Rail network capacity in West Yorkshire

- 2.1. The ability of the rail network to continue accommodating growth remains an important concern. The December 2019 timetable change was meant to mark the final significant implementation of franchise commitments by Northern and TransPennine Express (TPE) to run more frequent and longer trains across West Yorkshire and beyond. LNER also inherited commitments for additional frequency and capacity from the former Virgin Trains East Coast franchise.

- 2.2. In the event, it has not been possible to realise all the commitments for extra passenger capacity, mainly as a result of insufficient network capacity for either longer or more frequent trains. There are high-profile instances of services that have not been delivered, as reported to Transport Committee on 6 September 2019, some of which delivered extra passenger capacity where they were part of more frequent service patterns.
- 2.3. A high-level summary of where extra capacity expectations has not yet been met is provided at **Appendix 1**. This shows, line by line, where originally intended extra capacity was expected to be delivered, and what is now being delivered. The City Region faces the challenge that on many routes it is currently not possible to run either more frequent or longer trains in response to the need for increased capacity.
- 2.4. Where it has been possible, TPE, Northern and LNER have introduced extra capacity, and this is clearly very welcome. Within the coming months, when all new trains have entered service, there will be significant extra capacity on some lines. However, the expectation is that this will quickly be taken-up, and there is a need to continue to develop clear plans to accommodate growth in the next ten years.
- 2.5. Lack of capacity is primarily a concern for peak periods. Main constraints at present are:
- **Leeds station and approaches.** This is major constraint for services across West Yorkshire and beyond. Platform lengths and configuration at Leeds station are preventing the operation of longer trains. The layout of the network on approaches from both the west and east makes running more frequent trains difficult. This is now an urgent issue. Priority is accommodating longer trains on services into and out of Leeds via Woodlesford, which currently rely on Platform 17. These trains operate on services to and from Castleford, Wakefield Kirkgate, Barnsley and Sheffield, Nottingham / Lincoln and are currently limited to 2-cars only.
  - **Platform lengths around West Yorkshire.** A significant programme of platform extensions has been underway over the last two years, as detailed to Transport Committee on 9 November 2018. It is evident that further platform extensions will be required to accommodate longer trains on various routes. Notably, 6-car trains are due to be introduced on Leeds to Shipley, Keighley, Skipton / Ilkley services from December 2021 whose full benefit will not be realised without platform extensions at the stations where trains are busiest.
  - **Depots and stabling.** This has arisen as an important constraint. As operators are now running more and longer trains the limits of depot and stabling facilities across the region are being reached. This has led to operational difficulties for Northern in particular. It is crucial that the industry develops a coherent plan to address this quickly. Priority is to

ease pressure on the Neville Hill depot in Leeds to improve reliability and create capacity for growth.

- **Central Manchester and other network nodes.** These constraints prevent the running of more frequent trains and in turn capacity. Central Manchester capacity now constrains train frequencies on the Calder Valley line. Significant constraints now also apply at York, Doncaster and Sheffield. The stretch of line east of Leeds towards York is also a pinch point, requiring significant compromises to be made on stopping patterns that impact service levels at local stations.

2.6. As noted at Transport Committee on 10 May 2019, there are several initiatives to identify network capacity issues and how these should be dealt with, including:

- Leeds Station and Approaches Continuous Modular Strategic Planning (CMSP) exercise being undertaken by Network Rail. This is expected to conclude later in 2020 with suggested schemes for business case development. Combined Authority officers actively participate in the working group for this work and have influenced the growth forecasts using local evidence.
- The 'Leeds Problem Statement' exercise is being co-ordinated by DfT. This has involved a series of workshops to address what responses to network challenges around Leeds might look like.
- Depots and Stabling CMSP covering the Eastern Region of Network Rail. This is in its early stages and will be used to identify future depot and stabling requirements in the context of a growing railway.
- Leeds Station Franchise Infrastructure Plan report undertaken by Network Rail on behalf of DfT. This work has confirmed the nature of immediate constraints on the rail network at Leeds, including platform lengths at Leeds station.

2.7. The fragmentation of responsibilities in the current structure of the railway is a recognised problem. The Combined Authority's response to the Williams Review emphasised the need for a 'guiding mind' to bring leadership and accountability to the operation and planning of the railway. The absence of overall ownership and therefore leadership for coherently planning and growing the West Yorkshire rail network is a symptom of this problem. The Combined Authority is working in partnership with all the relevant parties to positively influence these plans with local knowledge and evidence.

2.8. As well as participating in the work set out above where officers have been invited, the Combined Authority is also assembling its own evidence base to influence the need to accommodate growth. This includes building a comprehensive evidence base on changing patterns of rail use, cross-referencing with forecasts in the Regional Econometric Model, and commissioning network capacity analysis to inform priorities.

- 2.9. It has become clear that the existing Northern franchise is unlikely to continue in its current form. During an appearance at the Transport Select Committee on 16 October 2019, the Secretary of State for Transport made clear the Department for Transport had invited proposals from Arriva and the Operator of Last Resort for running the Northern operation. The implication is that a new contractual baseline will apply from some point in 2020. An official announcement is expected shortly and details will be reported to Transport Committee when known. In any event there will likely be a need to consider priorities for new services and additional capacity on local services sooner than was anticipated had the franchise run its anticipated term to 2025. The evidence highlighted above will help inform these priorities.
- 2.10. There are also specific projects in development. In the short-term, this includes the TransPennine Rail Upgrade. In the longer term, this includes HS2 and Northern Powerhouse Rail. The Combined Authority continues to press the need for these projects to be developed in the context of and to contribute to realising a wider plan for accommodating growth particularly at Leeds station and its approaches. HS2 and the new-build elements of Northern Powerhouse Rail are important ways in which extra network capacity will be delivered in the longer term.
- 2.11. Network Rail's new structure is intended to foster much greater integration and local leadership and accountability. West Yorkshire is in the new 'North & East' route, which is a component of the new Eastern Region. Rob McIntosh is the Managing Director of the Eastern Region, and Matt Rice was recently appointed as the route director for North & East. The Chair is due to meet with Mr Rice in January to highlight the Combined Authority's priorities on capacity and reliability. The need to develop and implement clear plans for a growing railway in West Yorkshire will be an important part of that discussion.

#### East Coast Mainline

- 2.12. The East Coast Mainline (ECML) is an important part of the rail network serving West Yorkshire, linking West Yorkshire to London and the East Midlands via Doncaster as well as connections to the North East and Scotland via York. LNER provided an update on its plans to the Transport Committee at its meeting on 6 September 2019.
- 2.13. LNER is operated by a private limited company ultimately owned by the Secretary of State for Transport under Operator of Last Resort provisions. When announced in 2018 this arrangement was expected to last until 2020. However, DfT extended the arrangements with LNER in 2019, which will allow the operation to continue until 2025 if necessary. The future operation of LNER is now likely to be determined as part of the Williams Rail Review implementation.
- 2.14. The new Azuma fleet has been introduced in greater numbers. In response to passenger feedback, LNER is modifying cycle storage, adding extra luggage space and reducing the brightness of interior lighting on these trains.

- 2.15. Since December 2019 six LNER trains per day have extended to and from Harrogate, as an extension of existing London – Leeds services. It is not currently possible for all of these to serve Horsforth as initially planned. Once LNER's fleet transition is complete, two morning southbound trains will stop at Horsforth, and two late afternoon / evening northbound services will call. These will be in place by May. All LNER services to and from Harrogate will call at Horsforth once trackwork is complete at Harrogate station to improve operational flexibility. This is expected to be complete in 2021.
- 2.16. LNER remains committed to running additional services to and from Bradford Forster Square and Shipley by extending more London – Leeds trains and expects to be able to run some additional through services from May. The full commitment of six through-services per day each way cannot be delivered with the current timetable structure and is constrained by network capacity until the current Platform 0 project at Leeds is complete. That project and a restructured timetable will come into operation from December 2021. The need to extend Platform 3 at Bradford Foster Square to accommodate these planned services whilst maintaining the reliability of Northern's local services is also becoming apparent, and the industry is working through these issues.
- 2.17. There is an outstanding commitment to one through-service from Huddersfield and Dewsbury to London via Leeds in a morning, and one return service in an evening. LNER expects to introduce this service later in 2020 once all its new trains are in reliable service.
- 2.18. A major recast of timetables on the ECML is expected in December 2021. Industry consultation on the structure of the new timetable is expected to be published shortly. The Combined Authority response will be prepared for sign-off by Transport Committee members at the next meeting.
- 2.19. In September 2019 Government published Allan Cook's (Chair of HS2 Ltd) stocktake on the HS2 project. This identified that the likely opening date of Phase 2b of HS2 is now likely to be in the range 2035 to 2040. This means that the ECML will remain the basis of West Yorkshire's primary rail link with London until at least the mid-2030s. At the time of writing, the outcome of the Oakervee Review of HS2 is still awaited. Subject to the outcome, the ECML's long-term role for West Yorkshire could be significantly different to current assumptions.
- 2.20. The Consortium of East Coast Mainline Authorities (ECMA) commissioned research into the economic impact of potential further investment in the route, which is also an important part of plans for HS2 and Northern Powerhouse Rail. The research was completed in 2019 and includes an analysis of the economic impact of disruption on the line. Subject to the outcome of the Oakervee Review, the research will be published and launched later in 2020. Meanwhile it has been used to help make the case to Government for additional investment into the resilience of the line, which is particularly prone to events that severely disrupt services. This generated significant coverage

in autumn 2019 and will be used to support advocacy work with the new Government in the first months of 2020.

- 2.21. The factors above underline the importance of keeping investment in the ECML high on the agenda. An important way the Combined Authority does this is through membership and support for ECMA. The Combined Authority contributes to ECMA's budget and supports the Consortium with policy and communications officer time. The recommendations of this report include rolling forward the existing commitment for financial year 2020/21.

#### Continued use of Pacer trains

- 2.22. As reported to Transport Committee at its meeting on 6 September 2019, Pacer trains will continue to operate on the rail network in West and South Yorkshire into 2020. This is contrary to high-profile promises made by the Government when the Northern franchise was let in 2015, and commitments subsequently made by Northern. The primary reason for the delay is late delivery of new trains.
- 2.23. The first Pacer trains were taken out of daily service in August 2019. Around the timetable change in mid-December substantial numbers of Pacer trains were withdrawn from service, and Pacer trains are now being actively scrapped. However, it has been necessary for Northern to modify its plans for continued use of Pacers compared to the information previously reported.
- 2.24. During the first couple of months of 2020, Pacers will remain in service more widely than originally anticipated, including on local stopping services on the Leeds – Castleford – Wakefield Kirkgate – Barnsley – Sheffield services. Pacers should then be limited to the services previously highlighted through to early summer. Pacer numbers are already declining as new trains are introduced, and numbers will continue to dwindle until Pacers are eliminated from services by summer 2020.
- 2.25. Pacers trains fail to meet passenger expectations, and their continued use remains unwelcome. However, the reprofiling of their withdrawal is the result of revisiting new train introduction plans to help reduce the disruption that introducing new trains is causing. It is clearly better for passengers for services to be as reliable as possible in the first instance.
- 2.26. Discussions with Northern continue in partnership with South Yorkshire Transport Executive to secure some benefit for the continued use of these trains. Options are constrained by the likely early termination of the Northern franchise, as set out at paragraph 2.9 above.

#### Continued use of trains not meeting accessibility regulations

- 2.27. The Pacer trains, together with some other trains in Northern's fleet will not fully comply with rail vehicle accessibility regulations that came into force on 1 January 2020. This is due to late delivery of new trains, and delays to the programme of modifications to existing trains that will remain in service. Other

operators serving West Yorkshire have compliant fleets, except for the very small number of services between Leeds and London St Pancras operated by East Midlands Railway.

- 2.28. The Department for Transport has issued temporary dispensations to Northern and other rail operators to accommodate this. Northern has put together a package of measures to mitigate the non-compliance as part of securing the dispensation from the Department. The temporary dispensations expire at various points throughout 2020. Once the Pacer trains are withdrawn (see above), a very small and diminishing number of not compliant trains may operate in West Yorkshire until the programme of upgrades is complete.
- 2.29. The train fleet serving West Yorkshire will soon therefore fully comply with accessibility regulations. The emphasis then falls to ensuring all stations meet accessibility guidelines. The Chair wrote to the Secretary of State for Transport in September 2019 highlighting the ongoing need for funding to support the aim of ensuring all West Yorkshire's stations are fully compliant as soon as possible.

### **3. Clean Growth Implications**

- 3.1. Championing growth on the local rail network is an important way in which the Combined Authority can facilitate modal shift to more sustainable modes of transport and support continued economic growth.

### **4. Financial Implications**

- 4.1. The recommendations include rolling forwards the existing contribution of £10,000 per annum to the Consortium of East Coast Mainline Authorities. The recommendation is for up to £10,000 for 2020/21 – the ask of member authorities is not yet known.

### **5. Legal Implications**

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

### **6. Staffing Implications**

- 6.1. There are no staffing implications directly arising from this report. Officer support from within the Policy, Strategy and Communications Directorate to ECMA activity is an existing commitment.

### **7. External Consultees**

- 7.1. None.

### **8. Recommendations**

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

- 8.2. That the Committee endorses the continued need for the Combined Authority to champion investment to unlock rail network capacity to operate longer and more frequent trains throughout West Yorkshire through ongoing engagement with DfT, Network Rail, TfN and rail operators.
- 8.3. That the Committee agrees the need to make a strong and compelling case to DfT alongside the rail industry to fund as a matter of urgency interventions being identified to allow longer trains to operate into and out of Leeds to and from Castleford / Wakefield / Barnsley via Woodlesford that currently rely on Platform 17.
- 8.4. That the Committee agrees to the ongoing membership of the Consortium of East Coast Mainline Authorities for the 2020/21 financial year, with a financial contribution of up to £10,000.
- 8.5. That the Committee agrees to ongoing transport policy and communication officer time to support the work of ECMA.

## **9. Background Documents**

- 9.1. None

## **10. Appendices**

Appendix 1 Summary of capacity commitments by line and current status.

## Item 9 Appendix 1

### Summary of main issues preventing running of longer and / or more frequent trains in West Yorkshire

The table below summarises the main constraints preventing the running of longer and / or more frequent trains in West Yorkshire, compared to the original franchise plans.

Only notably constrained services are highlighted for clarity.

Services (grouped by line)	Expected December 2019 position	Actual December 2019 position	Main reason, solution and status
<b>Harrogate Line</b> Harrogate – Horsforth – Leeds	4 trains per hour Harrogate – Leeds	3.5 trains per hour Harrogate - Leeds	Inadequate infrastructure at Leeds – Platform 0 project expected to address (available from December 2021). Project to address constraints at Harrogate station in-hand to improve reliability of higher-frequency operation / allow all trains to call at Horsforth.
<b>York and Selby Lines</b> York – Leeds local trains Selby – Leeds local trains	See note	See note	Services largely as anticipated, but severe constraints on stopping patterns compromise service levels (and therefore capacity) at local stations east of Leeds. Network is struggling to cope with mix of stopping and express trains. <b>No scheme yet identified or committed to address this.</b> Options will be developed as part of Network Rail analysis.
<b>Hallam Line / Pontefract Line</b> Knottingley – Castleford – Leeds local trains Lincoln / Nottingham – Sheffield – Barnsley – Leeds semi-fast trains Sheffield – Barnsley – Castleford – Leeds local trains	Regular operation of 4- car trains	Regular operation of max 2-car trains	Services into Leeds via Woodlesford rely on using Platform 17 at Leeds. This is tightly constrained by length and pedestrian congestion on the station at Leeds. Operations require up to two trains at once to occupy the platform. This means trains can only be up to 2-cars maximum each. <b>No scheme yet identified or committed to address this.</b> Options will be developed as part of Network Rail analysis. This is a severe constraint that requires urgent intervention.
<b>Wakefield Line</b> Doncaster – Wakefield Westgate – Leeds local trains Sheffield – Wakefield Westgate – Leeds fast trains	High capacity 4- car trains on Doncaster – Wakefield – Leeds local trains.	Standard 4-car trains on Doncaster – Wakefield – Leeds local trains.	Existing 4-car trains were due to have two cars configured for higher commuting capacity. Investigation revealed the trains were structurally incapable of accommodating this change. <b>No alternative plan developed.</b>
	2 fast Leeds – Wakefield Westgate – Sheffield trains per hour	1 fast Leeds – Wakefield Westgate – Sheffield train per hour	Network constraints in and around Leeds and Sheffield stations. <b>No scheme(s) yet identified or committed to address this.</b> Option will be developed as part of Network Rail analysis.

Services (grouped by line)	Expected December 2019 position	Actual December 2019 position	Main reason, solution and status
<b>Huddersfield Line</b> Huddersfield – Dewsbury – Leeds local trains	6-car trains on Huddersfield – Leeds stopping trains	3-car trains on Huddersfield – Leeds stopping trains	Inadequate bay platform lengths at Leeds (i.e. Platform 13). <b>No scheme yet identified or committed to address this.</b> Options will be developed as part of Network Rail analysis.
<b>Penistone Line</b> Huddersfield – Barnsley – Sheffield	3-car Sprinter trains	3-car Pacer trains	Platforms currently being lengthened. Will have higher capacity Sprinter trains from summer 2020.
<b>Calder Valley Line</b> Manchester Victoria – Hebden Bridge – Brighouse – Leeds Manchester Victoria – Hebden Bridge – Halifax – Bradford Interchange – Leeds	5 trains per hour between Bradford interchange and Leeds	4 trains per hour between Bradford Interchange and Leeds	Network constraints in and around Leeds station. May be possible to revisit this once the Platform 0 project is complete from December 2021. Current Network Rail analysis should confirm this position. <b>Otherwise no committed scheme to address this.</b>
	3 trains per hour between Bradford Interchange and Manchester Victoria	2 trains per hour between Bradford Interchange and Manchester Victoria	Network capacity constrains in and around central Manchester. <b>No scheme yet identified or committed to address this.</b> Options will be developed as part of Network Rail analysis.
<b>Airedale and Wharfedale Lines</b> Skipton – Leeds Ilkley - Leeds Bradford Forster Square – Shipley – Leeds	6-car trains in the peaks	4-car trains in the peaks	Inadequate infrastructure at Leeds – Platform 0 project will address (available from December 2021). <b>Platform lengths inadequate at many intermediate stations, may limit value of 6-car trains –analysis of options needed and required quickly.</b>
	High capacity 4-car trains	Standard 4-car trains	Existing 4-car trains were due to have two cars configured for higher commuting capacity. Investigation revealed the trains were structurally incapable of accommodating this change. <b>No alternative plan developed.</b>
	Some extra LNER services to help with peak capacity Leeds – Shipley – Bradford Forster Square	No extra LNER services Leeds – Shipley – Bradford Forster Square	Inadequate infrastructure at Leeds – Platform 0 project will address (available from December 2021). <b>Industry identifying if extension to Platform 3 at Bradford Forster Square required for reliable operation.</b>

Routes previously served by Pacers will see some capacity improvement as operation transfers to other train types. Pacers cars have particularly short bodies (around 15m), meaning they have less capacity per car than other train types (around 20m or longer). Pacers have been removed from many lines and will be removed entirely by summer 2020.



**Report to:** Transport Committee

**Date:** 10 January 2020

**Subject:** **West Yorkshire Ticketing Company Ltd Presentation**

**Director:** Dave Pearson, Director, Transport Services

**Author(s):** Andrew Bradley, Head of Customer Services

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 introduce a presentation from the Chair of West Yorkshire Ticketing Company Ltd (WYTCL).

## 2 Information

- 2.1 WYTCL is a non-profit making joint venture company co-owned by bus and rail operators and the Combined Authority. The purpose of WYTCL is to develop, manage and promote the full range of MCard travel products for use in West Yorkshire. MCard is one of the UK's biggest multi-operator smartcard schemes outside London.
- 2.2 The Chair of the WYTCL, Richard Armitage, will give a presentation at the meeting to provide an overview of the company, current trends in MCard sales and the future development of MCard products. There will be an opportunity for a short question and answer session following the presentation.

### **3. Clean Growth Implications**

- 3.1 The availability of flexible forms of paying for public transport is key to encourage people to switch mode from private car use.

### **4 Financial Implications**

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

### **5 Legal Implications**

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

### **6 Staffing Implications**

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

### **7 External Consultees**

- 7.1 No external consultations have been undertaken.

### **8 Recommendations**

- 8.1 That the Committee notes and discusses the presentation by West Yorkshire Ticketing Company Ltd.

### **9 Background Documents**

- 9.1 None.

### **10 Appendices**

- 10.1 None.



**Report to:** Transport Committee

**Date:** 10 January 2020

**Subject:** **District Chairs' Update**

**Director:** Dave Pearson, Director, Transport Services

**Author(s):** Laura Simpkins, Transport Chair's Research and Support Officer

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 introduce verbal updates from each District Consultation Sub Committee (DCSC) chair on their district meetings and activities.

## 2 Information

- 2.1 The District Consultation Sub Committee meetings take place twice a year in each district, plus a joint DCSC meeting once a year and are an opportunity to discuss transport issues at a local level.
- 2.2 The most recent meetings took place on:
- Leeds 14 October 2019
  - Halifax 15 October 2019
  - Wakefield 17 October
  - Bradford 21 October 2019
  - Kirklees 23 October 2019
- 2.3 The DCSC meetings saw the introduction of an open public forum at the beginning of each session. The open forum item has been established so that members of the public, in addition those formally appointed to the committees,

can come along and raise any transport related issues. The aim for the Open Forum is that officers from the West Yorkshire Combined Authority in attendance can respond to any questions on the day and if that is not possible, take them away and provide a response by email. Issues that were discussed included:

- Bus waiting facilities
- Traffic flow, congestion and roadworks
- Advertisement of consultation
- Improvements to bus services including bringing them under public control
- Public transport's contribution to climate change targets

2.4 The topic of the consultation item brought to each DCSC was the West Yorkshire Bus Alliance. The sub-committees were provided with a brief presentation on the aims of the Bus Alliance and discussion followed.

2.5 The draft minutes of each DCSC have been published to the website and can be found here:

- [Leeds](#)
- [Calderdale](#)
- [Bradford](#)
- [Wakefield](#)
- [Kirklees](#)

### **3 Clean growth implications**

3.1 This report identifies discussions held at the district level on public transport's contribution to clean growth and climate change.

### **4 Financial Implications**

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

### **5 Legal Implications**

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

### **6 Staffing Implications**

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

### **7 External Consultees**

7.1 No external consultations have been undertaken.

### **8 Recommendations**

8.1 That the Committee notes the update on the activities of the District Consultation Sub Committees.

**9 Background Documents**

None.

**10 Appendices**

None.

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**Report to:** Transport Committee

**Date:** 10<sup>th</sup> January 2020

**Subject:** **Public Transport Performance 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 recent bus and rail performance.

## 2. Information

### Bus Performance

- 2.1. The West Yorkshire Bus Alliance collates and publishes aggregated punctuality and reliability performance data from the major bus operators in West Yorkshire; Arriva Yorkshire, First West Yorkshire, Transdev and Yorkshire Tiger.
- 2.2. Since January 2018, these statistics have been published on a quarterly basis through social media, and most recently accompanied by a press release, see <https://www.westyorks-ca.gov.uk/all-news-and-blogs/latest-west-yorkshire-bus-figures-show-improvement-in-miles-operated/>.
- 2.3. The latest performance data for the period from 1 July 2019 to 30 September 2019 is provided in **Appendix 1**.
- 2.4. Reliability data is calculated as the number of miles operated as a percentage of those that were scheduled to run. It is reported that there has been a 0.3%

increase in the number of monthly scheduled miles in comparison with the same period in 2018, equating to 13,500 miles.

- 2.5. Punctuality data is categorised in two ways:
  - **Origin:** the percentage of buses that departed their first stop on time
  - **Intermediate:** the percentage of buses that departed their timing points on time
- 2.6. It is reported that there has been a 0.2% decrease in the number of buses that left their origin stop on time. Similarly there has been a 1.1% decrease in the number of buses that left their selected stops on time, again in comparison to the same quarter in 2018.
- 2.7. The operators have identified possible explanations leading to the reduction in punctuality experienced over this period such as the highway works on the Headrow in Leeds, major roadworks in other areas and busy 'back to school' traffic.
- 2.8. The West Yorkshire Bus Alliance has identified Highway Infrastructure as particular area they want to focus on, with specific deliverables related to improving communications between operators and the local authorities regarding planned and future roadworks, which is hoped will help to mitigate some of the impacts felt across the bus network.
- 2.9. Other deliverables relate to identifying hotspots where there are particular issues with congestion and developing and delivering schemes to address them.
- 2.10. It is acknowledged however that periods of disruption, particularly in Leeds City Centre, will continue to affect bus punctuality for some time as major highways schemes, such as the Connecting Leeds Programme, are delivered.
- 2.11. This bus performance update will now be reported regularly to the Committee. At the time of writing, data from the October to December period is being analysed and will be published at the end of January.

#### Rail Performance

- 2.12. The latest comparative performance data up to and including Period 9 (ended on 7 December 2019) is provided at **Appendix 2**. This indicates that performance has fallen significantly across both TransPennine Express (TPE) and Northern, with exceptionally bad levels of disruption on TPE.
- 2.13. The analysis below covers Periods 8 and 9, from 13 October to 7 December 2019. The timetable change took place on Sunday, 15 December 2019, following which performance further deteriorated on TPE. A verbal update of the latest position will be provided to the meeting. Full details of Period 10 performance will be reported to the next meeting of the Committee.

- 2.14. Periods 8 and 9 are typically poor compared to other times in the year due to the impact of autumn leaf-fall on railhead conditions. However, this year's performance is significantly worse than can be explained by autumn effects, which is confirmed by the underlying data.
- 2.15. The impacts of the autumn leaf fall have arrived later than last year, and the effects have been less severe than previous years. The work on wheel flats appears to have been successful with reduced need for tyre turning compared to previous years. Whilst it is not possible to disaggregate the impacts of more favourable autumn conditions from industry preparation, it is clear there was better autumn preparedness across the rail industry this year.
- 2.16. A series of significant disruption events, including heavy rain and flooding, have had specific impacts leading to times of especially poor performance. There remains a challenge of recovering services from these impacts on what is an increasingly congested and complex network. The complexities of having the right crew available given the mix of new trains adds to problems of service recovery.
- 2.17. Operators have identified the following specific incidents that caused significant disruption in Periods 8 and 9 on services with impacts on West Yorkshire:
- 25 October – Train fault at Leeds
  - 26 October – Signal failure at Shipley
  - 26 October – Flooding at Kirk Sandall
  - 7 November – Flooding at Walsden
  - 7 November – Overhead line issues at Guiseley
  - 3 December – Doncaster track circuit failure
  - 4 December – Freight train traction problems at Dronfield
  - 2 December – Track circuit failure at west end of Leeds station
  - 7 December – Sheffield points failure
  - 6 December – Castleford track circuit failure
- 2.18. For both TPE and Northern, train crew availability has been a significant cause of increased cancellations when looking at the 28-day averages (a measure that smooths the impact of one-off events to help identify the underlying patterns). This is related to the introduction of new trains and the significant associated training requirements which have impacted on crew availability. As more staff are trained, this pressure should start to ease, but it will be an ongoing challenge for some time. It remains the case that when passengers experience new trains and they are operating on time, that the response is very positive.
- 2.19. Northern has adapted its plans for new train introduction to help manage the impacts associated with training, which, in part, has resulted in further Pacers remaining in service into 2020. There is an expectation that performance will continue to be impacted in coming weeks as new trains 'bed-in', which is difficult to mitigate.

- 2.20. Northern's performance on short formations has worsened since Period 7 and in Period 8 recorded its highest level of short formations this financial year and higher than in the same period last year. The position recovered slightly in Period 9. Short formations remain an overall concern. As additional new trains come into service, we hope to see this picture improve. At franchise-level, Northern's cancellations and significant lateness (CaSL) measure declined significantly in Period 8, and again in Period 9. For service groups servicing West Yorkshire, Period 8 saw CaSL at very poor levels, although these recovered slightly in Period 9. This is driven by the crew availability issues highlighted above.
- 2.21. TPE experienced severe performance difficulties in Periods 8 and 9. This was driven by the train crew issues highlighted and compounded by the impact of external incidents and technical issues. TPE extended services to Edinburgh on the North TransPennine route at the timetable change on 15 December 2019. This required Nova 1 trains to be in service, as their higher operating speeds are necessary to operate the services on the East Coast Main Line north of York. This required a particularly intensive period of crew training in the weeks before the timetable change.
- 2.22. The Rail North Partnership agreed that TPE should withdraw some services on the Liverpool – Manchester – Huddersfield – Leeds – York – Newcastle – Edinburgh turns from 15 December 2019 as a short-term measure to reduce ad-hoc cancellations. This is intended to create 'breathing space' for more crew training and to deal with maintenance backlogs on trains. This was planned to last until 5 January 2020, however on 30 December, TPE advised a further amended timetable for the remainder of the month. The planned cancellations (around 10 per day in each direction) are intended to avoid the busiest times peak times, although the evening peak at Leeds towards Huddersfield and Manchester is a concern and the impact is being monitored. Many TPE services are now planned to be operated as 5 and 6-car trains, so overall capacity should be up compared with earlier in the year.
- 2.23. In the circumstances, planned cancellations in the short-term is considered a better outcome for passengers than continuing the high levels of ad-hoc delays and cancellations experienced in November and December. However, at the time of writing, there are strong indications that the service is no more predictable after the timetable change than it was in the preceding weeks, indeed early indications are that it has deteriorated even further. Detailed analysis will be included in the next report.
- 2.24. The December 2019 timetable change otherwise includes further structural tweaks aimed at improving the overall reliability of services. Considering the above factors, especially the large-scale introduction of new trains in coming months, it is likely that overall performance will remain disappointing. Only once the fleet transitions are complete later in 2020 will it be possible to know if these further timetable tweaks have achieved the aim of a more reliable service structure.

- 2.25. The recent poor levels of reliability have had serious impacts on day-to-day journeys for many passengers. The Chair raised the issues set out above with each of TPE and Northern at senior-level meetings in December. The importance of properly managing disruption and conveying reliable information to passengers was emphasised, together with the importance of delivering a stable service as a priority. A further update on progress will be provided by the operators at the West Yorkshire Rail Forum in February. Northern and TPE are both due to be represented at a senior level at Rail North Committee on 8 January 2020 to be held to account for recent performance levels.
- 2.26. Further compensation will be secured from TransPennine Express to benefit passengers because of the need to withdraw services from the timetable. This will be agreed and managed via TfN and the Rail North Committee. The Combined Authority will seek to ensure that affected MCard holders can access some of this compensation.

### **3. Clean Growth Implications**

- 3.1. The report identifies the work currently ongoing to develop the bus network in West Yorkshire. Improving the bus offer to customers will increase bus patronage, encouraging modal shift to public transport.
- 3.2. The Combined Authority's efforts to hold rail operators to account on poor performance is intended to improve the attractiveness of a more sustainable mode of travel. Furthermore, improved reliability of rail services will improve productivity supporting clean growth objectives.

### **4. Financial Implications**

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

### **5. Legal Implications**

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

### **6. Staffing Implications**

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

### **7. External Consultees**

- 7.1. Arriva Yorkshire, First West Yorkshire, Transdev and Yorkshire Tiger provide their performance data to the Combined Authority to collate on a quarterly basis.
- 7.2. Rail performance data is based on published information, supplemented by analysis and additional data provided by Rail North Partnership and Transport for the North.

**8. Recommendations**

8.1. That the Committee notes the updates provided in this report.

**9. Background Documents**

9.1 None

**10. Appendices**

Appendix 1 –West Yorkshire Bus Alliance Performance Update

Appendix 2 – Train Operator Performance Graphs

Appendix 3 – Northern Rail Performance Correspondence

Appendix 4 – Transpennine Express Rail Performance Correspondence

# Your bus performance update from the West Yorkshire Bus Alliance

Arriva, First and Transdev are among the West Yorkshire bus companies working with the West Yorkshire Combined Authority to give people across the county better bus services. Every three months we bring you an update on how we're doing.



### A word from the Alliance:

"July to September saw us run more scheduled miles than the same time last year, which we're really pleased to be able to share with you. We've seen a small decline in our punctuality scores, mainly due to roadworks and congestion. The work being carried out on the Headrow in Leeds, major roadworks in other areas, and the busy 'back to school' traffic have all played a part. We're sorry about this, and going forward we will be working more closely with district councils to make sure disruption is kept to a minimum."

## Being there for you

Our buses travel over 4.3 million miles each month. We do all we can to run every single one of them, but sometimes things like roadworks and traffic get in our way.



## Being on time at the bus stop

We also monitor our buses to see if they leave their first stop on time, and then at selected stops along the route too.



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## Item 11 Appendix 2

### Rail Performance Summary Graphs

The graphs below provide a summary of performance by rail reporting periods 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.

The data in this Appendix covers up to and including Period 9 (ended on 7 December 2019).

### Rail Period dates

The rail industry reports performance and other data on the basis of a 13 periods in each year. This current year and last year rail periods are set out below:

Four week 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

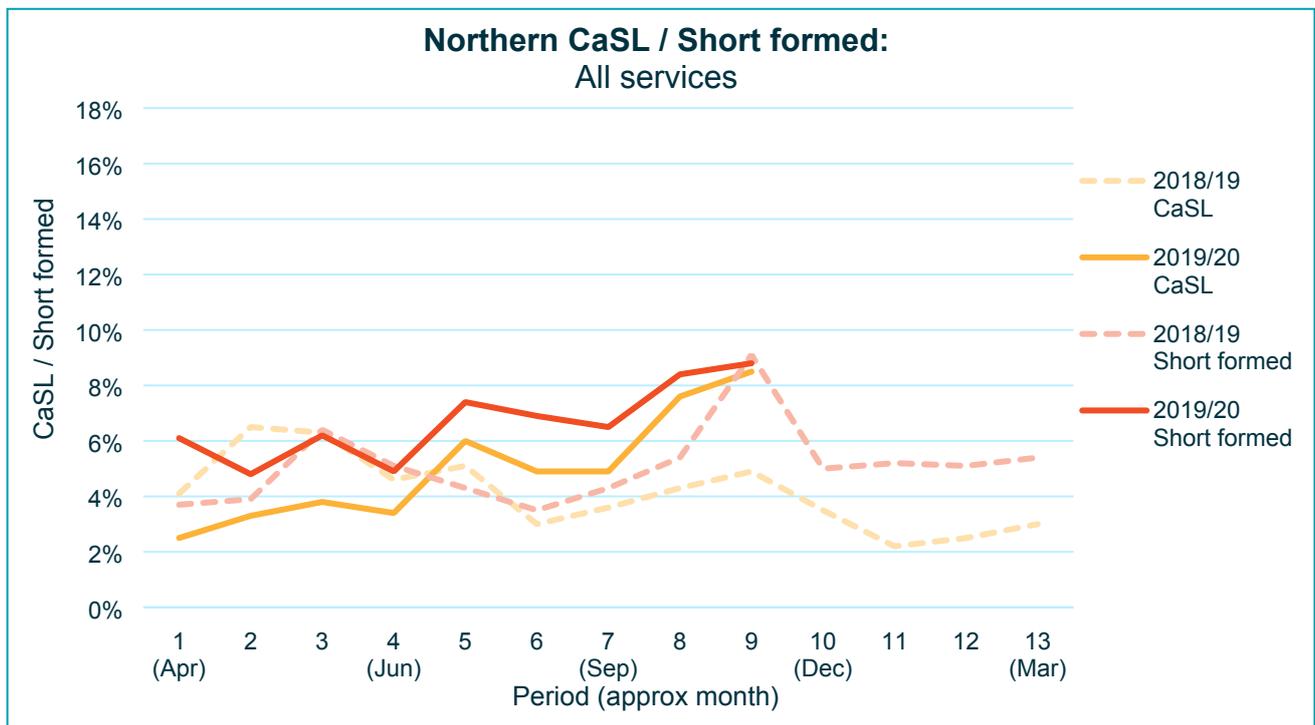
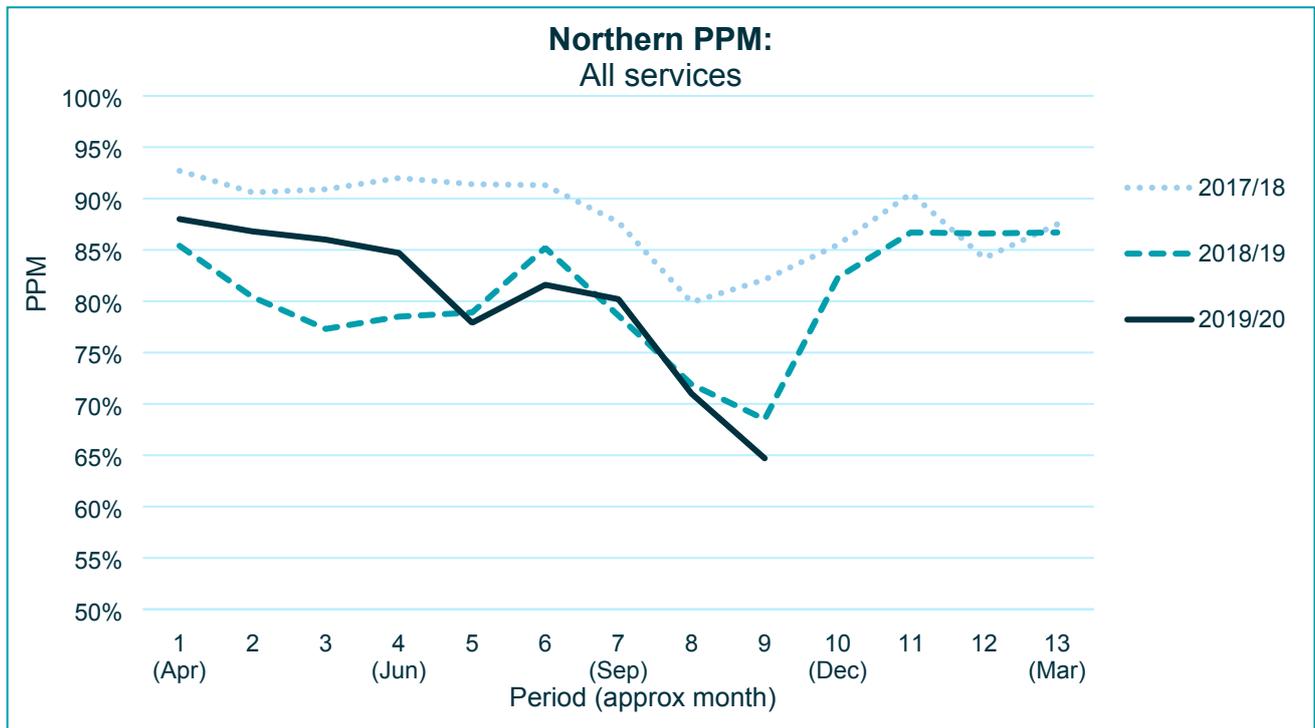
The **Public Performance Measure (PPM)** combines figures for punctuality and reliability into a single performance figure. For TransPennine Express it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival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

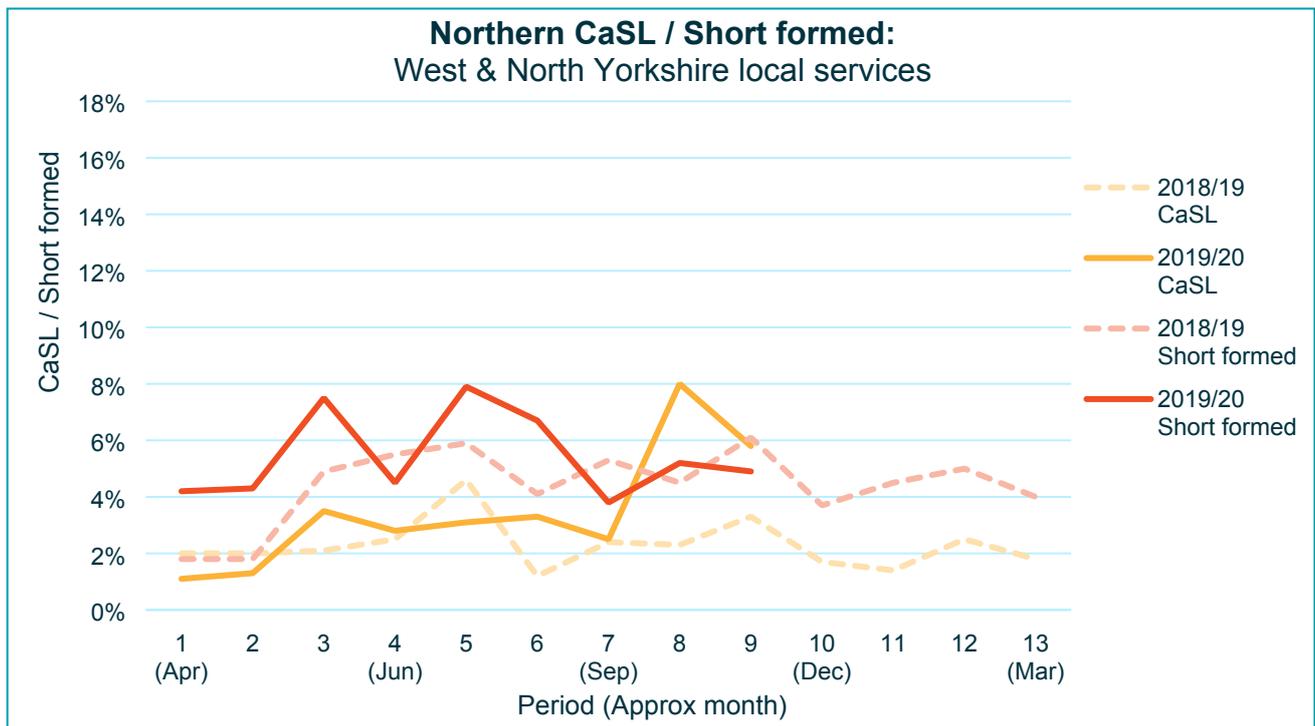
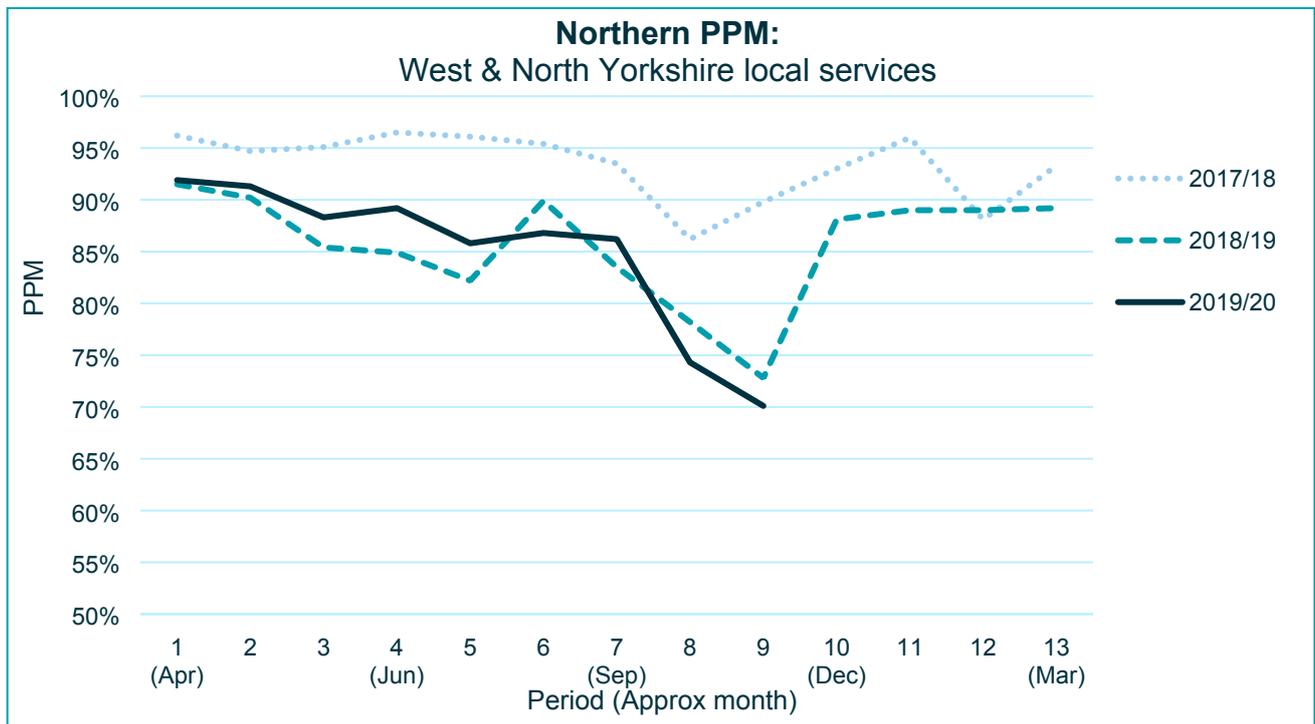
**Short formed** – the percentage of trains which run with less than the planned capacity.

**Northern**

**Northern – All services across franchise**



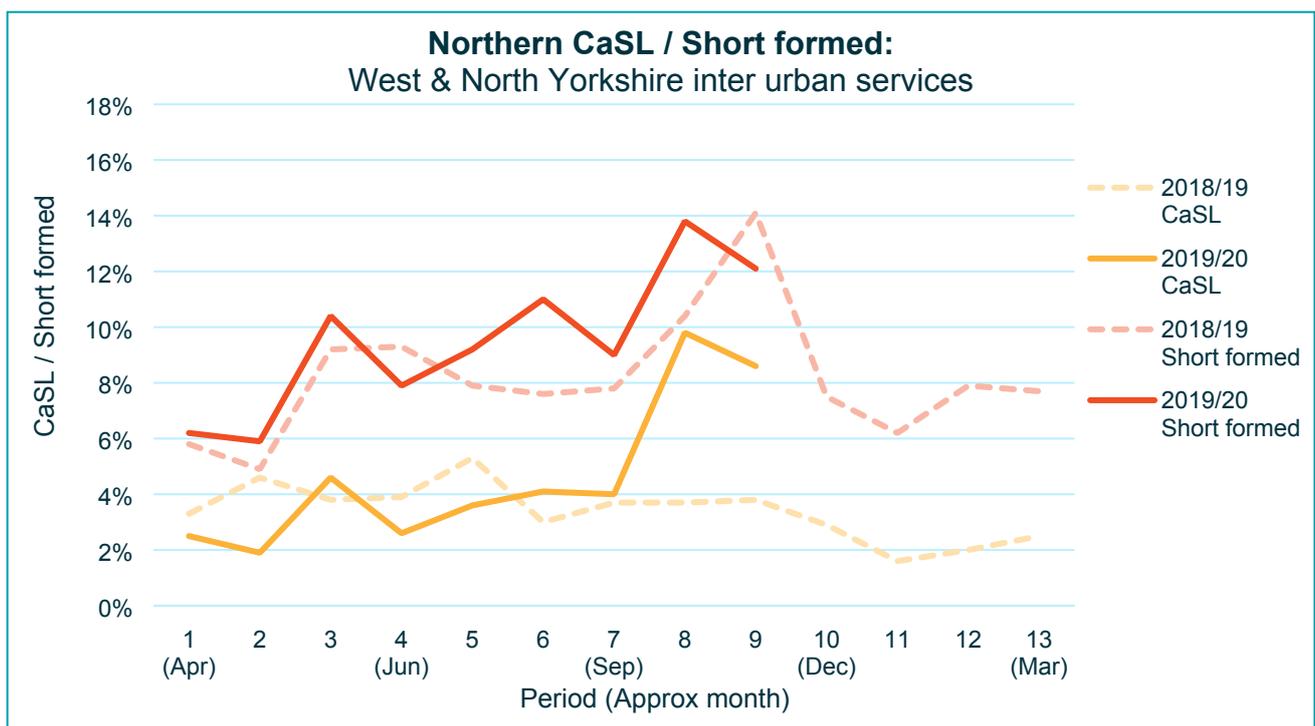
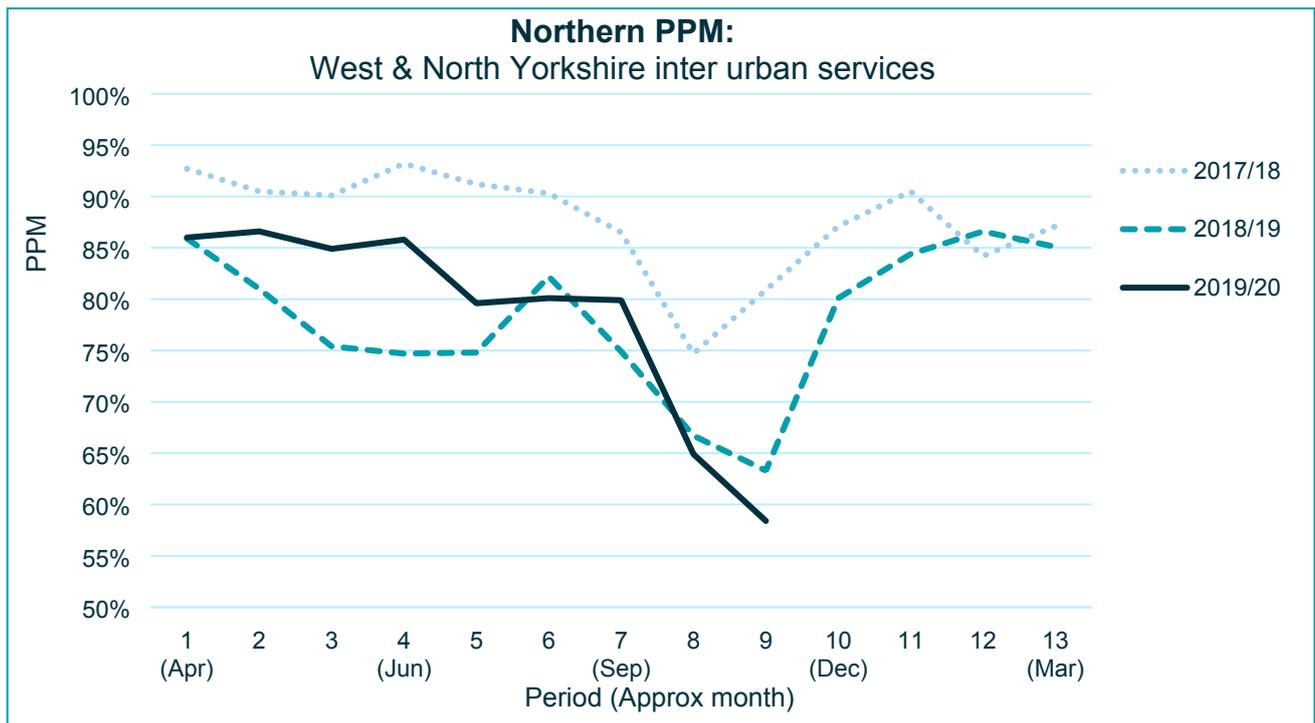
Northern: West & North Yorkshire local services



West & North Yorkshire local services definition:

- Wakefield line route to Sheffield
- Airedale line (not Carlisle, Lancaster / Morecambe services)
- Wharfedale line routes
- Pontefract line routes
- Southport / Wigan – Leeds (via Brighouse) Calder Valley services

Northern: West & North Yorkshire inter urban services

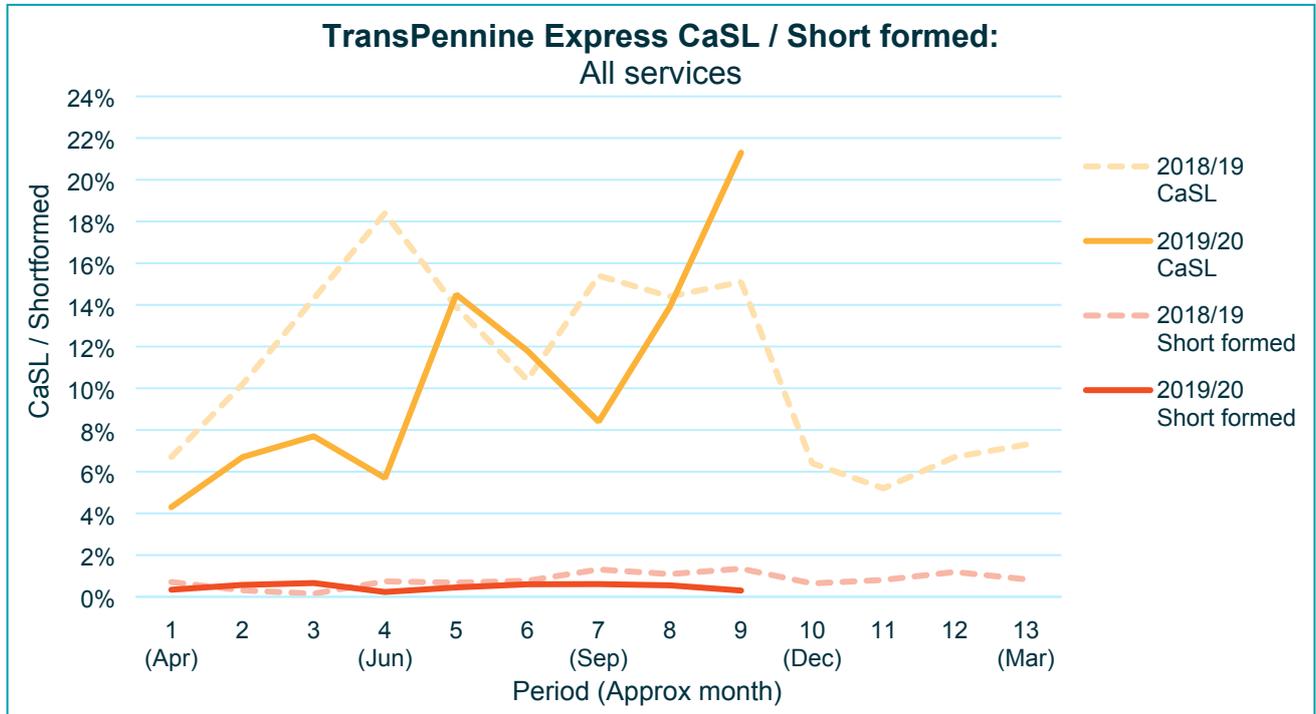
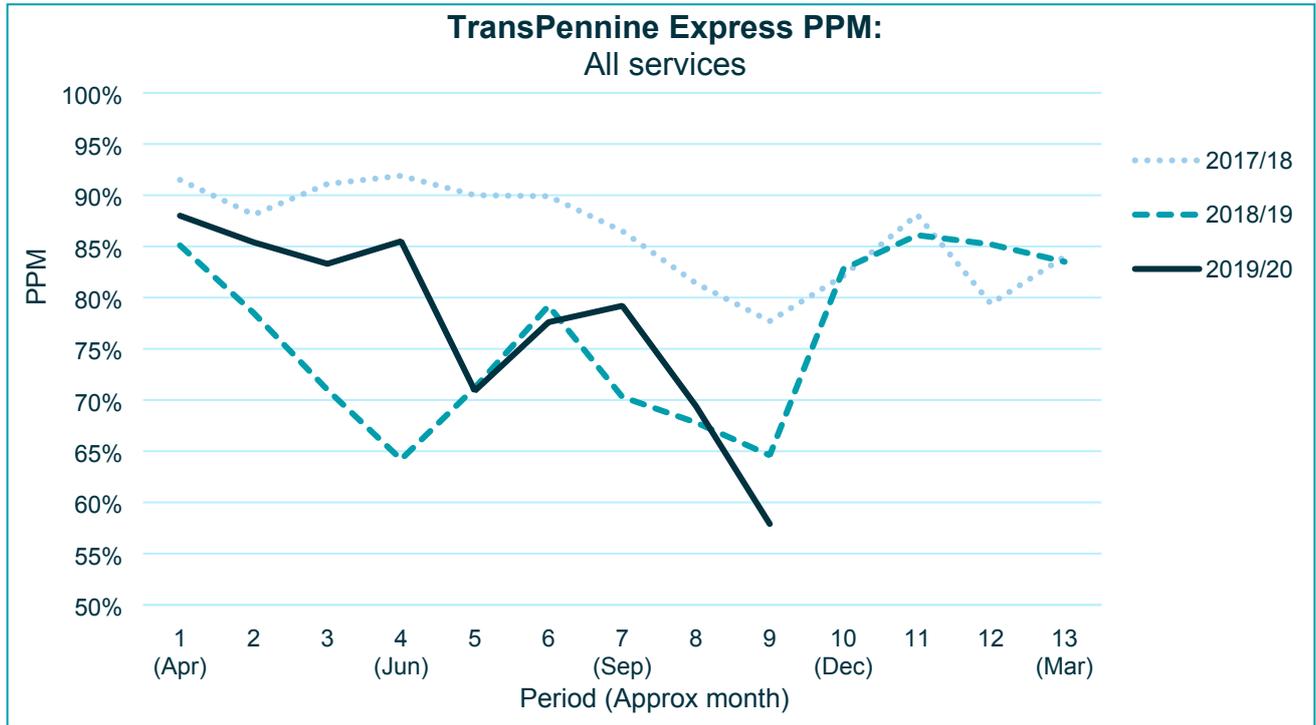


Inter urban services definition:

- Calder Valley services via Bradford Interchange
- Harrogate line routes
- York and Selby line routes
- Longer distance Airedale line routes (Carlisle, Lancaster / Morecambe services)
- Huddersfield line routes
- Wakefield line route to Doncaster

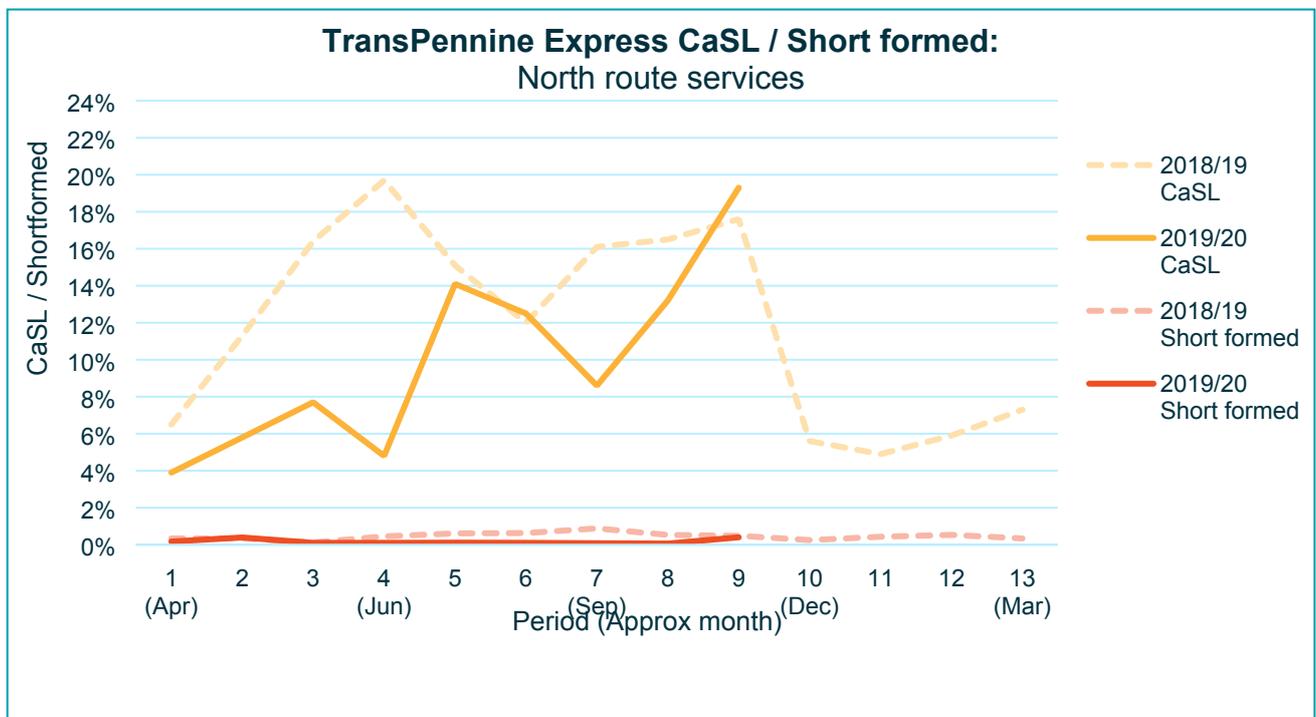
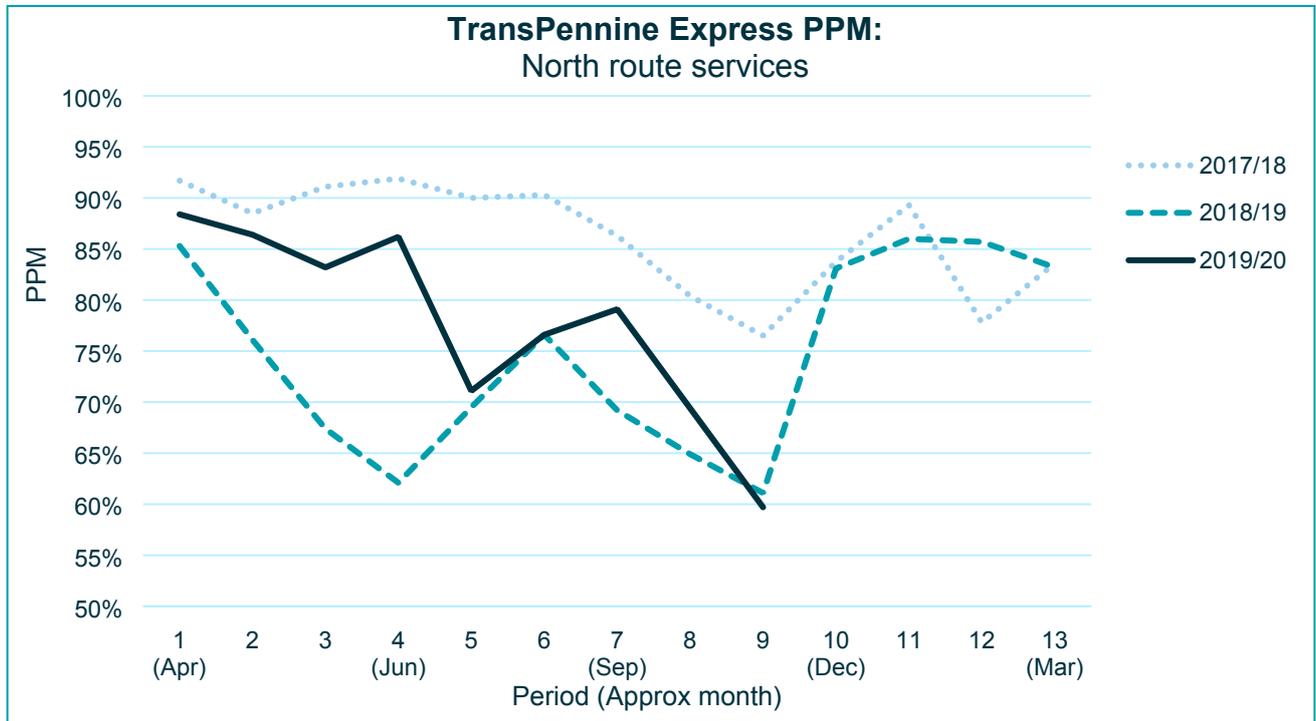
## TransPennine Express

### TransPennine Express – All Routes



## TransPennine Express – North Route

North route services definition: Liverpool / Manchester Airport / Manchester to / from Huddersfield, Leeds, Hull / York / Scarborough / Middlesbrough / Newcastle.



## Correspondence from Northern

Steve Hopkinson, Regional Director for Northern said:

I can only apologise for the poor performance that our customers have experienced across West Yorkshire over the last few weeks.

There are four key areas that (combined) have led to the challenging time:

- A number of severe weather events (such as the widespread flooding)
- The effects of Autumn, and our issues around low adhesion.
- Poor fleet reliability, and in particular the new class 195 diesel fleet.
- Traincrew availability issues.

The introduction of the new trains fleet, despite all the positivity surrounding it – has also brought with it some short/medium term reliability issues that is expected with a new fleet.

Our main problems have surrounded the deployment of the Automatic Selective Door Operation (ASDO) software, windscreen wiper faults, door faults and crew confidence.

We have fixes in for all these, and I expect to see the reliability of the fleet (and in particular on the Calder Valley) steadily improve over the coming weeks.

In December we will introduce another 5 x class 195 diesel trains that will further enhance the Leeds to Chester/Manchester Victoria (x3) and York to Blackpool (x2) services.

There will be 5 x diesel trains introduced to our Leeds to Nottingham and Lincoln (via Sheffield) services at the December timetable change (15<sup>th</sup>).

Our customers have suffered with reduced capacity as a result of us operating some of our class 158 fleet on the Penistone line (for Autumn resilience), and some short term engine reliability issues with the 158 fleet also.

Traincrew has been affected by the need to release up to 30 Drivers across our Leeds and Sheffield depots per day.

I am confident of performance improving as we move out of the peak Autumn period and into December, with our new trains operation gaining stability and credibility also.

I have also implemented a revised trajectory of Driver training from this week, with a complete pause on all new trains training from the 9<sup>th</sup> December until the 6<sup>th</sup> January.

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Our Ref: LG/SK

6 December 2019

**Councillor Kim Groves**

Chair of Transport Committee

West Yorkshire Combined Authority/ Leeds City Region Enterprise Partnership (the LEP)

Wellington House

40-50 Wellington Street

Leeds

LS1 2DE

Dear Cllr Groves,

**Re: Recent Rail Performance**

I hope you are well. Thank you for your recent e-mails and for your time in attending the launch in York of our new Nova fleet. I was pleased then to have had the opportunity at that event to discuss the planned introduction of this fleet and the performance issues that have been affecting services recently. In replying to your e-mail I would like to comment on performance matters and outline minor changes we are making to the December 2019 timetable to ensure a more resilient service for customers.

We are currently introducing 220 additional train carriages into the TransPennine Express network. As you will be aware, we started operating Nova 3 between Liverpool and Scarborough in late August, Nova 1 between Liverpool and Newcastle in late September, with Nova 2 entering service last weekend between Manchester Airport and Scotland. Once all new trains are in service, we will have doubled seating capacity across our network.

The introduction of these new trains, due to delays in delivery of Nova 2 and Nova 3 from CAF, is highly compressed meaning all three Nova fleets are being introduced at the same time. This has resulted in having a large number of trains to accept/introduce, combined with a training programme for operational and customer facing colleagues, in a shorter than planned time period.

The effect is the need for a balance between accelerated colleague training to introduce the new

trains, and the additional capacity they provide, to be introduced and the operational requirements of the existing timetable and service delivery plan. Aligned to this has been an emerging issue of a maintenance backlog for Nova 1, due to the impact of disruption on enabling trains to visit maintenance locations as planned across the network, which has had an impact on availability.

While managing this has had a consequence in part on performance and reliability, we have also faced a number of other issues that have affected performance in recent months. This is not a repeat of the issues that were faced following the May 2018 timetable change, but rather a combination of standalone incidents. To set this into context, 10.7% of PPM loss in Period 8 was due to flooding. The combination of planned service alternations for driver training and the severe and high impactful infrastructure availability incidents has resulted in a number of days when the service performance delivery to customers was significantly short of where we would want it to be.

In response to recent performance levels we have created a new short term planning team to support our Control and Resources functions to help improve performance further and management of service disruption. We are also making a small number of amendments to our timetable for December 2019 to ensure that we provide customers with a more reliable service. The attached document provides further details on these amendments; in summary they are:

- **Class 185s instead of Nova 1s:** Retiming of 10 daily Manchester Airport – Newcastle services to continue to operate as Class 185s rather than Nova 1s from 15 December 2019 to 17 February 2020 inclusive. This has resulted in a small reduction in calls at Northallerton and Darlington reflecting a 5% and 1% reduction in daily services at these stations respectively
- **Withdrawal of selected Liverpool – Edinburgh services:** On weekdays and Saturdays we will withdraw 10 trains in each direction per day planned on the Liverpool – Edinburgh corridor from 15 December 2019 to 05 January 2020 inclusive, while seven trains in each direction are withdrawn on Sundays and on certain pre/post-Christmas dates.

These service amendments represent 5% of the overall TPE timetable. Despite this, the new trains introduction programme and related rolling stock cascades (Manchester Piccadilly – Hull and also Manchester Airport – Cleethorpes) will mean that there will be 30% peak capacity uplift on TPE services at December 2019 when compared with May 2019

As a result of the above, and the further details in the attached document, we expect to see performance progressively improve following the introduction of the December 2019 timetable, whilst recognising we will still need to complete the roll out of the new trains.

In recognition of the recent downturn in performance and the measures we are taking at the December 2019 timetable change, we are proposing to offer eligible rail season ticket holders enhanced compensation over and above what they receive through Delay Repay. We will also defer the planned introduction of a penalty fares process until February 2020.

I appreciate your continued support for the rail industry and hope that the introduction of our new trains will help address a number of the issues that people have been raising with you.

I would also like to confirm that TPE supports in full the transformational projects submitted under your Transforming Cities bid and that we will be a strong and cooperative partner with West Yorkshire Combined Authority, Leeds City Region, their local council partners and Network Rail in delivering these projects in the event of a successful bid. By way of a further update, we are at the design stage for the new toilets and waiting shelter for Dewsbury station, which are being part funded by West

Yorkshire Combined Authority and works to install these projects will commence during the first half of 2020.

I hope that this reply of assistance regarding performance and planned aligned changes to the December 2019 timetable, and I look forward to meeting you at our next quarterly update meeting on Monday.

Kind regards

Yours sincerely

A handwritten signature in black ink, appearing to read 'Leo Goodwin', written in a cursive style.

**Leo Goodwin**  
**Managing Director**

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**Report to:** Transport Committee

**Date:** 10 January 2020

**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

### Bus Network Navigation

2.1 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.

2.2 Identifying bus services with the destinations they serve is a key element of this and a project is underway to provide a colour coded, map-based wayfinding system which would be both available through digital and print media and visible on-street.

2.3 This project has been initially developed as part of the Connecting Leeds programme but will create a format which, subject to Transforming Cities

funding, will be extended throughout West Yorkshire deliverable through the West Yorkshire Bus Alliance.

2.4 The aim of the network visualisation project is to:

- Present existing and potential bus users with a unified, accessible and easy to navigate network of the core bus services
- Promote usage of this bus network and contribute to the target of doubling bus patronage in Leeds and increasing by 25% over the region
- Ensure the destinations served by high frequency bus services are easily identify able to users and potential users through visual differentiation from other bus services

2.5 Transport Committee were engaged in July and endorsed the principles of the Project. Further engagement will be undertaken in March 2020 and roll out will begin in Leeds over the Summer.

#### Rail Connectivity Vision

2.6 It was reported to the Committee's November 2019 meeting that the Combined Authority, working with TfN and advisors, and supported by Network Rail and DfT, is developing an evidence-led 'Rail Connectivity Vision' to establish a shared vision for the region's national, regional and local rail connectivity needs.

2.7 This will form a major part of the Combined Authority's forthcoming Rail Strategy and will play an important role in the development of the Connectivity Strategy.

2.8 Part of the work is to determine whether or not the proposed touchpoint between the HS2 and classic rail networks south of Leeds at Stourton – not part of the current design scope for the HS2 Phase 2b Hybrid Bill – is required to deliver the Vision. An update paper to TfN Board in January 2020 is planned. This is likely to include the need for HS2 and Network Rail to undertake feasibility work into alternative solutions to the Stourton touchpoint that could potentially deliver more benefits to the wider city region. A verbal update will be provided at the meeting.

2.9 Dialogue with West, North and South Yorkshire partner officers, Cllrs Blake, Hinchcliffe and Groves as well as the Chamber of Commerce has taken place thus far. Consultation with Members on development of the wider Rail Strategy will take place over coming months, to engage in the strategic choices about the type of rail future they want for the region.

### **3. Clean Growth Implications**

3.1 The report identifies the work currently ongoing to develop the bus network in West Yorkshire. Improving the bus offer to customers will increase bus patronage, encouraging modal shift to public transport.

3.2 The Rail Connectivity Vision is the first stage of developing a revised rail strategy for West Yorkshire with the objective of maximising opportunities for travel by an inherently most sustainable mode.

#### **4. Financial Implications**

4.1 There are no financial implications directly arising from directly from this report. Bus network navigation is funded through the Leeds Public Transport Investment Programme.

#### **5. Legal Implications**

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

#### **6. Staffing Implications**

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

#### **7. External Consultees**

7.1 None

#### **8. Recommendations**

8.1 That the Committee notes the updates provided in this report.

#### **9. Background Documents**

9.1 None

#### **10. Appendices**

10.1 None

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**Report to:** Transport Committee

**Date:** 10 January 2020

**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 meetings on 7 November 2019 and 4 December 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 November and December 2019, were approved at the West Yorkshire Combined Authority (the Combined Authority) meeting on 9 January 2020.
- 2.2 Please note, at the time of preparing this report some of these schemes will not have been considered by Investment Committee or Combined Authority which meet on 9 January. However, in order to expedite scheme delivery and to avoid any delay (the next meeting of the Combined Authority is in February) the report is being presented at this time. The Chair of the Transport Committee will provide a verbal update if there are any changes to these scheme summaries following the Investment Committee's and Combined Authority's consideration.

**The following projects were presented at the Investment Committee meeting on 7 November 2019 - Capital Spend and Project Approvals**

- 2.3 The full agenda and papers for the Investment Committee meeting on 7 November 2019 can be found on the Combined Authority [website](#).

**White Rose Station**

- 2.4 This scheme will deliver a new rail station on the Leeds- Huddersfield line. The proposed station will sit between Morley and Cottingley on the TransPennine Route. This scheme will enable modal shift from road to rail and provide a better service for the local communities of Cottingley, Churwell and Millshaw.
- 2.5 The scheme gained approval to proceed through decision point 3 and to commence work on activity 4 (full business case) at the Combined Authority on 9 January 2020.

**LTP - Integrated Transport Block - Districts' Programmes**

- 2.6 The scheme is a 3 year programme with a total value of £29.6 million for local transport improvements.
- 2.7 This will be delivered from 1 April 2019 to 31 March 2022, using Integrated Transport Block (ITB) grant funding provided by the Department of Transport (DfT). Projects within this scheme will deliver maintenance and operational improvements, accident reduction (KSI) engineering works, local traffic management, accessibility improvements, education, training and promotion.
- 2.8 The scheme gained approval to proceed through decision point 2 and decision point 6 and to commence work on activity 6 (delivery) at the Investment Committee on 7 November 2019.

**The following projects were presented at the Investment Committee meeting 4 December 2019 - Capital Spend and Project Approvals**

- 2.9 The full agenda and papers for the Investment Committee meeting on 4 December 2019 can be found on the Combined Authority [website](#).

**Bradford Interchange Carriageway Works**

- 2.10 The scheme seeks will resurface the carriageway to the suspended deck at Bradford Interchange. This will likely ensure that future maintenance costs will be significantly reduced for a period of 10 to 15 years to the areas resurfaced. This project is required to maintain a public asset and allow the continued, safe operation of a public transport facility. The repair and refurbishment of the carriageway is required before further projects to improve Bradford Interchange being promoted by City of Bradford Metropolitan District Council can be delivered.
- 2.11 The scheme gained approval to proceed through decision point 2 and to commence work on activity 4 (full business case) at the Combined Authority on 9 January 2020.

### **Leeds Bus Station Gateway**

- 2.12 The scheme is part of the Leeds Public Transport Investment Programme and consists of a series of improvements to Leeds Bus Station. These include upgrading passenger facilities (new seating areas, self-service units and retail units), public realm and signage / wayfinding improvements to ensure the bus station remains accessible for all users and upgrades to the fabric of station building including the provision of photovoltaic solar panels to improve energy efficiency
- 2.13 The scheme gained approval to proceed through decision point 3 and to commence work on activity 5 (full business case with finalised costs) at the Combined Authority on 9 January 2020.

### **A58 Beckett Street & York Street**

- 2.14 The scheme is one of five prioritised corridors in the LPTIP Bus Infrastructure Package and consists of a series of improvements along Beckett Street and York Street including new bus lanes, bus signal prioritisation, segregated cycle tracks, new pedestrian crossings, and widened footways, extended bus stops and waiting areas.
- 2.15 The scheme gained approval to proceed through decision point 3 and to commence work on activity 4 (full business case) at the Combined Authority on 9 January 2020.

### **Bradford Shipley Route Improvement**

- 2.16 The Bradford-Shipley Route Improvement Scheme (BSRIS) will primarily deliver improvements at key junctions along the A6037 Canal Road corridor in Bradford to enhance the highway capacity and connectivity to/from Shipley town centre. The scheme will also improve accessibility to Frizinghall rail station, improve the urban environment at Bradford Beck, and improve the walking and cycling provision along the Manningham Lane corridor.
- 2.17 The scheme gained approval to proceed through decision point 3 and to commence work on activity 4 (full business case) at the Investment Committee on 4 December 2019.

### **Infirmary Street Gateway**

- 2.18 The Infirmary Street Gateway forms a component project of the Leeds City Centre Package (LCCP), delivering the changes necessary to both Infirmary Street and Park Row to facilitate adaptation of bus routes in preparation for the City Square closure, which will be delivered after the Infirmary Street Gateway through a series of other LCCP projects.
- 2.19 The scheme gained approval to proceed through decision point 4 and to commence work on activity 5 (full business case with finalised costs) at the Combined Authority on 9 January 2020.

## **A660 Holt Lane**

- 2.20 The scheme is the first of a series of proposed improvements to the A660 corridor coming forward through LPTIP. It involves improvements to the junction of the A660 Otley Road and Holt Lane in Adel, north of Lawnswood roundabout.
- 2.21 The current priority junction will be replaced by a signalised junction to enable bus priority, controlled pedestrian crossings and a new bus stop lay-by on the southbound carriageway to reduce delays to general traffic.
- 2.22 The scheme gained approval to proceed through decision point 5 and to commence work on activity 6 (delivery) at the Combined Authority on 9 January 2020.

## **3 Clean Growth Implications**

- 3.1 There are no clean growth implications directly arising from this report; they have been considered at the relevant Investment Committee.

## **4 Financial implications**

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

## **5 Legal implications**

- 5.1 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.

## **6 Staffing implications**

- 6.1 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.

## **7 External consultees**

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

## **8 Recommendations**

- 8.1 That the report be noted.

## **9 Background documents**

- 9.1 None.

## **10 Appendices**

- 10.1 None.