

Report to: Transport Committee

Date: 6 September 2019

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

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

1. Purpose of this report

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

2. Information

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

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

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

FMZ proposals for Leeds City Region

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

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

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

2.7 The timescales for the bidding process are as follows:

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

Next steps

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

3. Financial Implications

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

4. Legal Implications

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

5. Staffing Implications

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

6. External Consultees

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

7. Recommendations

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

8. Background Documents

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

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

Future Mobility Zones Fund: call for outline proposals guidance:

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

9. Appendices

Exempt Appendix 1: FMZ Stage 1 bid submission