

Report to: Transport Committee

Date: 15 May 2020

Subject: **Leeds City Region Transport Update**

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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 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

Road updates

2.1 Transport Committee has previously been informed of opportunities to invest in the road networks in the region to improve performance and reliability for a range of users, through Department for Transport (DfT) funding competitions for Local Highway Authorities to improve local roads, and the development of a Road Improvement Strategy by Highways England for improving the Strategic Road Network of motorways.

Local Road Network – Funding competitions

2.2 The Combined Authority has worked with West Yorkshire partner councils to develop and submit bids to two recent funding competitions:

- **Highways Maintenance Challenge Fund (HMCF)** - DfT guidance published in July 2019 invited funding bids for schemes addressing highways structural maintenance issues, with submissions required by 31 October 2019;

- **Local Pinch Point Fund (LPPF)** – DfT guidance published in July 2019 invited funding bids for schemes seeking to reduce congestion on local roads, with a deadline of 31 January 2020.

2.3 The HMCF was split into two separate pots:

- £98 million in total available for 2019-20 for small maintenance schemes requiring grant up to £5 million, submitted by application form;
- £100 million in total available for 2020-21 for large renewals schemes requiring grant of over £5 million, submitted by Expression of Interest (EOI) as the first stage of a two-stage application process.

2.4 DfT guidance required Combined Authorities to priority rank proposals developed by their constituent Local Highway Authorities and submit applications/EOI on their partners behalf. The West Yorkshire partners could submit up to a total of 5 bids to both the smaller and larger scheme pots. The West Yorkshire Combined Authority submitted five ranked applications for small schemes and five EOI for large schemes. Assessment criteria for ranking was developed with the partner councils, and rankings for small and large schemes were agreed by Transport Committee. The bids for the small schemes were published on the Combined Authority's website, as the DfT's requirement.

2.5 The DfT announced on 28 February 2020 the winners of HMCF small schemes bids for delivery in 2019-20. West Yorkshire was successful with two of its five submitted schemes:

- A629 Calderdale Way refurbishment (Calderdale Council) – awarded DfT grant of £3,932,000;
- A62 Leeds Road Carriageway resurfacing, drainage, structural improvements and A6024 Slope stabilization, drainage, carriageway reconstruction (Kirklees, Calderdale) - awarded DfT grant of £2,030,000

These two schemes had been ranked priority 1 and 2 by the Combined Authority. A total of 32 Local Authorities were awarded a share of the funding pot. The DfT identified that the competition was very oversubscribed.

2.6 A DfT decision on the HMCF Large scheme EOIs is awaited. The DfT has advised the Combined Authority that its seeking advice from Ministers, but given that schemes are for delivery in 2020-21, winners would be expected to be announced and funding issued by March 2021. The number one priority for West Yorkshire is A64(M) Regent Street Flyover structural renewals (Leeds), with EOI also submitted for two schemes each in Bradford and Wakefield.

2.7 The Local Pinch Point Fund (LPPF) pot totals £150 million, available over two years with £75 million in each year for 2021-22 and 2022-23.

2.8 LPPF guidance also specified a Combined Authority role to rank bids from constituent highway authorities to indicate relative priority. As with HMCF, West Yorkshire criteria for ranking was developed with partner councils and the ranking agreed by Transport Committee. LPPF bidding is a two-stage process, and although only high level details were required at this first stage, prioritisation followed a thorough process with an initial long list of proposals

assessed against DfT criteria and also against regional and local criteria to ensure compatibility with social and environmental objectives, including impacts on road safety, air quality and carbon emissions. The next, more detailed application required for schemes that the DfT progresses from the EOI stage will provide opportunity to develop and refine scheme detail and assess impacts and mitigations.

- 2.9 The prioritised list of West Yorkshire EOI proposals for LPPF grant is:
1. North Baileygate, Pontefract - Partial Gyratory and Junction Signalisation, (Wakefield Council) - DfT LPPF grant sought of £1,671,000;
 - 2= A62 Longroyd Bridge, Huddersfield (Kirklees Council) - DfT LPPF grant sought of £9,300,000;
 - 2= A61 Scott Hall Road bus lane, Leeds (Leeds Council) - DfT LPPF grant sought of £8,900,000;
 - 4 Tetley Street / Inner Ring Road realignment, Bradford (Bradford Council) - DfT LPPF grant sought of £10,000,000;
 5. A655 Black Road Bus Priority Scheme, Wakefield, (Wakefield Council) - DfT LPPF grant sought of £1,150,000 to 1,500,000 (depending on options).
- 2.10 The DfT wrote in April to the Combined Authority to confirm that the consideration of LPPF EOIs is on hold for the time being owing to the circumstances regarding COVID-19. The DfT propose to revisit the submitted EOIs later this year and will contact bidding authorities when it is in a position to resume work on the LPPF.

Strategic Road Network - Road Investment Strategy 2

- 2.11 Highways England published on 11 March 2020 its Road Investment Strategy 2 (RIS2), setting out the government's road investment strategy for the five-year period from April 2020 to March 2025 for the Strategic Road Network (SRN) of motorways. The RIS2 document can be accessed at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872252/road-investment-strategy-2-2020-2025.pdf
- 2.12 RIS2 is targeted at strengthening the strategic role of the motorways in supporting the UK's economic performance, but also recognises obligations to communities living close to the SRN and to the natural and built environments. The RIS2 document sets out the:
- Strategic long-term vision for what the strategic road network should look like in 2050;
 - Performance specification setting out the expectations for Highways England and the strategic road network, including metrics and indicators for measuring performance;
 - Investment plan of how money will be invested in operations, maintenance and renewals and enhancements in the RIS2 period, 2020-25;
- 2.13 RIS2 was informed by consultation, research and evidence gathering to understand demand and requirements, and included the input of the West Yorkshire Local Highways Authorities and the Combined Authority..

- 2.14 RIS funding is directly linked to the money road users pay, coming from the National Roads Fund which is derived from receipts from Vehicle Excise Duty. A statement of funds identifies that Highways England is expected to receive a total of £27.4 billion from the government during RIS2 to deliver the outputs and outcomes listed in the document. The RIS2 funding is split into:
- £11,899 billion for operations, maintenance renewals and business costs;
 - £14,118 billion for large scale capital enhancements i.e. committed schemes where the project is expected to start by 1 April 2025;
 - £472 billion for preparing enhancements for delivery in the next RIS3 period from 2025;
 - £870 billion for designated funds aimed at small scale environmental and safety mitigations.
- 2.15 The following headlines are in respect of identified schemes relevant to the West Yorkshire Combined Authority geography:
- No committed major enhancement schemes for delivery in RIS2;
 - Upgrading the M62 to smart motorway between junction 20 (Rochdale) and junction 25 (Brighouse);
 - A number of enhancement schemes identified for the RIS3 pipeline, for which funding exists to investigate a possible scheme (but not yet deliver a scheme), and where Highways England will be engaging with local highway and transport authorities in this process:
 - M1 Leeds Eastern Gateway;
 - M1/M62 Lofthouse Junction;
 - A1 Doncaster-Darrington;
 - M1 Junctions 35A-39 Sheffield to Wakefield extra capacity;
 - A64 Hopgrove, York,
- 2.16 The Designate Funds reflects a stated Highways England's responsibility to improve the environmental and safety performance of the SRN through a number of mainly small-scale improvements. The schemes are not specified in advance but RIS2 summarises the intent with these pots and commits to working with key stakeholders (which would be expected to include the Combined Authority and partner councils) to invest these funds over the course of RP2. The Designate Fund pots are:
- £345 million Environment and Wellbeing fund
 - £169 million Users and Communities fund
 - £216 million Innovation and Modernisation fund
 - £140 million Safety and Congestion fund
- 2.17 RIS2 reiterates the government's target and plans for decarbonisation and identifies a high level strategy to be applied to the SRN encompassing operations and transformative policies, including the development of a network of rapid charge-points for electric vehicles along the SRN, and supporting the decarbonisation of freight to address difficulties associated with finding approaches for the freight sector to move away from diesel.
- 2.18 RIS2 includes proposals for smart motorway schemes, including within West Yorkshire, with the caveat that these are subject to the findings and recommendations of a DfT commissioned "evidence stocktake" to gather facts

on the safety of smart motorways. The DfT published the stocktake on 12 March 2020 (following RIS2) and it can be accessed at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/873000/smart-motorway-safety-evidence-stocktake-and-action-plan.pdf. The stocktake reviewed evidence from four years, 2015 to 2018. Overall the evidence was found to show that in most ways, smart motorways are as safe as, or safer than, conventional motorways, but not in every way. The statistics suggest that fatal casualty rates are lower while injury rates may be slightly higher. Within this overall picture, the evidence found that risk related to live lane breakdowns has increased and there is confusion over the different types of smart motorways.

- 2.19 The smart motorway stocktake provides an action plan for the delivery and operation of smart motorways. An action for making smart motorways even safer and building public confidence is to end the use of dynamic hard shoulders. This is where the hard shoulder is used as a temporary traffic lane to increase capacity only when it is needed most. This was an early version of smart motorway and is recognised as a cause of confusion for motorists. The action plan will convert the hard shoulder permanently into a traffic lane, known as “all lane running” (which has been the standard for smart motorways since 2012). All existing dynamic hard shoulder smart motorways will be converted to into all lane running by the end of March 2025, so there will be only one type of smart motorway without a permanent hard shoulder. The action plan commits to continue to monitor the evidence as it evolves.

Rail updates

Restoring your Railway Fund

- 2.20 On 19 February 2020, the Government announced the “[Restoring Your Railway Fund](#)” to support different projects to reinstate axed local services and restore closed stations. This fund is split in 3 ways:
- Ideas Fund
 - Accelerating existing proposals
 - Proposals for new or restored stations

The following paragraphs provide some background of the funding and our proposed bidding strategy.

Ideas Fund

- 2.21 Ideas Fund (IF) - Ideas fund cover ideas that could help to restore lost rail connections to communities. This fund could include closed stations, upgrade of current freight line to include passenger services and restoring disused rail alignment. Any proposals should be sponsored by at least one MP working with local authorities and community groups. Submission should set out the strategic case, socio-economic benefits, service proposed and infrastructure and operating costs of the proposals. DfT will fund 75% of costs up to £50,000 of

successful proposals to help fund transport and economic studies and deliver an initial business case. Originally, there were 2 rounds of assessment for proposals, one in March and one in June 2020. Due to the Covid-19 situation, DfT has introduced a third funding round in November 2020.

- 2.22 Due to the limited time available to prepare for the March submission, CA had supported a submission for the Wortley Curve. The submission is sponsored by Rachel Reeves MP. The proposal of Wortley Curve has emerged from the Combined Authority's Rail Connectivity Vision work which was reported to the Transport Committee at its meeting in March 2020. The work identifies that there are sizeable travel markets between Bradford, Calderdale and Kirklees to places such as Wakefield, Sheffield and the East Midlands, that the railway is not currently serving well. It identifies opportunities for infrastructure enhancement which could improve the integration of NPR, HS2 with the existing rail network. These include the reinstatement of Wortley Curve and an enhanced Clayton junction as part of the HS2 development.
- 2.23 The Wortley Curve was a half mile section of railway connecting Wakefield and Bradford branches which was closed in 1985. The location of Wortley Curve is shown in Appendix 2 of this report. If the Wortley Curve could be reinstated as part of a wider package, it could potentially enable faster, direct journeys between Bradford/Calderdale/Kirklees and Wakefield/Sheffield/the East Midlands without having to reverse at Leeds station. DfT has received 6-application for the March submission and further update will be provided to promoter in May. It is our understanding that submissions had also been made for reinstating regular passenger services on the Askern line between Doncaster and West Yorkshire, re-opening Askern station was sponsored by the Rt Hon Ed Miliband MP and re-opening of the North Midland line between Barnsley to Wakefield via Royston was sponsored by Dan Jarvis MP. It is likely that a bid will be submitted by Alec Shelbrooke MP for Methley station in the next rounds of submission.
- 2.24 In terms of future submissions, there are a couple of schemes that we could potentially apply for the ideas fund:

New rail stations - A study to consider the viability of potential new rail stations across West Yorkshire was produced for the Combined Authority by Atkins consultancy in 2014. While most of the findings remain valid, there are changes that might affect the priority of new rail stations. These include the emergence of Leeds Public Transport Investment Programme (LPTIP), new strategic and spatial priorities and development of connectivity strategy, plus in some cases changes that have taken place on the railway itself, or are planned. Officers of the Combined Authority have identified a list of sites that need to be reassessed and will be working closely with the officers of district partners. It is envisaged that a revised list of priority sites could be available later this year and this could be used as the basis to support further Ideas Fund submissions.

Network gaps – There are areas and communities that are not at present on the rail network, either never having had a rail connection, or where the line was closed. There are several disused railway alignments in West Yorkshire that could potentially be benefited from the Ideas Fund. Officers of CA will carry out a high-level assessment of these lines and will work closely with district officers and the rail industry partners.

As further works are required around new stations sites and network gaps as part of rail strategy and connectivity work, a November submission is more likely. Further details will be shared with Transport Committee members in the upcoming meetings and workshops which could be used as the basis to support / develop further Ideas Fund submissions in November.

Accelerating existing proposals

- 2.25 This fund is available to accelerate the development and delivery of schemes that already have existing business cases but need support for a larger sum of funding to progress to an outline business case. These schemes should already have existing business cases endorsed by DfT. Funding may also support newer schemes that already have supporting analysis and are seeking a larger sum of support to progress to an Outline Business Case. Deliverability of these proposals will then be assessed, and funding allocated to develop them further. There are no suitable schemes in West Yorkshire that fall into this category.

Proposals for new or restored stations

- 2.26 The government launched the third round of the New Stations Fund (NSF) on 28 February 2020 which will invest £20 million in new stations. The funding could part-fund the delivery of new or previously closed railway stations. Based on the outcomes of the last round, the funding was awarded to 5 schemes with the sum of award ranged from £1.6m to £4.4m per scheme. Schemes need to reach a credible stage of development with submission equivalent to an Outline Business Case. Schemes must complete GRIP Stage 7 (i.e. scheme handback) by the 29th February 2024. The business case should demonstrate reasonable value for money with the support of third-party match funding (minimum 25%). Scheme should be without material revenue abstraction from Train Operating Companies and not substantially increase existing passenger journey times. Any proposed scheme must bring incremental benefits in form of an increase in services available for new passenger journeys or increased financial revenues.
- 2.27 Based on the stage of development, we have four schemes in West Yorkshire that fit with the funding criteria i.e. rail stations at Elland, White Rose, Thorpe Park and Leeds Bradford Airport.

- 2.28 It is not necessary to submit a bid for Elland rail station as the scheme is fully funded by the WY+TF. It might not be appropriate to submit a bid for Leeds Bradford Airport as the capital funding required for the station and the associated highway improvements will significantly exceed the funding available in this funding source and the Combined Authority is working with Leeds City Council on other options.
- 2.29 It is proposed that two submissions are made for White Rose and Thorpe Park rail stations due to the stage of development and the availability of third-party funding through developer's contribution and/or LPTIP funding. The submission of Thorpe Park is still dependent on further work on the financial case and available match-funding.

Mid-Tier Access for All Fund

- 2.30 The Department for Transport (DfT) announced in [February 2020](#) that Pontefract Monkhill had been selected to benefit from a share of £20 million for accessibility improvements. The national Access for All Mid-Tier programme supports projects requiring between £250,000 and £1 million of Government support. Subject to a feasible design being possible Pontefract Monkhill could receive an accessible, step-free route into the station, as well as to and between each platform.
- 2.31 As reported to Transport Committee in November 2019 the Combined Authority together with Northern submitted two bids supported by £300,000 from the LTP Integrated Transport Block Programme. Unfortunately, the other bid which was for a package of minor accessibility improvements at Burley-in-Wharfedale, Marsden and Slaithwaite was not selected. The Pontefract Monkhill scheme therefore will be funded by £300,000 from LTP Integrated Transport Block, £1 million from DfT and the remaining funding will be covered by Wakefield Council.
- 2.32 Two other bids were also submitted for accessibility schemes at Cross Gates and Horsforth supported by LPTIP (Leeds Public Transport Investment Programme) funding. Unfortunately, these bids were withdrawn from the process due to programme and funding timescale issues.

TransPennine Route Upgrade Transport and Works Act Order Consultation

- 2.33 Network Rail is proposing an upgrade to a section of railway between Huddersfield and Westtown (Dewsbury) to deliver passenger benefits along the TransPennine railway as part of the TransPennine Route Upgrade (TRU) to be funded by the Department of Transport. Upgrading the section of railway between Huddersfield and Westtown is key to delivering the benefits passengers want along the TransPennine railway.

2.34 Following the consultation in Autumn last year, Network Rail carried out a second round of consultation in March/April time. The consultation is around specific proposals at the following locations:

- Location of Deighton station
- Design of Colne Bridge Road
- Design options of John William Street Bridge
- Location of Ravensthorpe

2.35 The deadline of the consultation ended on 30 April 2020. Officers of CA had been working closely with officers of Kirklees Council and provided feedback to Network Rail on these technical proposals.

Williams Rail Review and rail devolution

2.36 The outcome of the Williams Rail Review is still awaited. In a written reply to a Parliamentary Question of 20 March the Rail Minister, Chris Heaton-Harris, said it was the Government's intention to publish the recommendations before the summer recess (July 2020) as a White Paper. The West Yorkshire Devolution Deal acknowledges West Yorkshire's ambitions on further powers for rail devolution and states that these are being considered as part of the Williams Review.

Bus updates

Network Navigation

2.37 In July 2019 Transport Committee approved the development of the Network Navigation principles through the Connecting Leeds programme. This project has been developed as part of Connecting Leeds but will create a format which can be extended throughout West Yorkshire deliverable through the West Yorkshire Bus Alliance and funded through the Transforming Cities Fund.

2.38 The Network Navigation principles will be limited to the Core Bus Network only, which is defined as services with a frequency of 15 minutes or better or serve key destinations across the region. This is to provide a distinction between the service level on this network compared with the rest of the bus network.

2.39 Appendix 1 presents the designs for Leeds to be delivered across the City's Core Bus Network later in 2020. The designs for the rest of West Yorkshire will shortly start to be developed.

2.40 The materials will be shortly reviewed through an engagement on YourVoice. This follows three Focus Group sessions, including with Accessibility Groups. A trial site will also be installed in Leeds City Centre once the current Covid-19 crisis is in the recovery phase.

Transport Focus Bus Passenger Survey

2.41 Transport Focus undertake an annual Bus Passenger Survey to assess levels of customer satisfaction across the country. The survey was carried out in

autumn 2019 with a sample size of 1631 in West Yorkshire. The headline results are provided in Appendix 3, more detailed results are available on the Transport Focus website. Overall satisfaction in our region remained at 85%, the same level as in 2018. Only 70% of those sampled were satisfied with punctuality; a fall of 2%. Satisfaction with the interior cleanliness of buses fell by 3% with most other key measures the same. The detailed results will be reviewed by the Bus Alliance and will inform its workplan for 2020/21

Future Mobility Zone funding – update

- 2.42 The DfT announced the winners of the £70 million Future Mobility Zone (FMZ) funding competition in March 2020. The Combined Authority had submitted a bid on behalf of Leeds City Region and been shortlisted in May 2019 as one of seven areas in the UK that has made it through to phase 2 of the competition. Unfortunately, the Combined Authority was not successful in being included in the final three winning authorities. The Combined Authority has received positive feedback from DfT and is working closely with the partner councils to identify alternative funding sources for the component schemes within the FMZ package. A further update will be provided to Transport Committee.

Streets for People demonstration projects

- 2.43 A Members' workshop was held in February 2020, to provide Members with an update on progress with the five, £1 million, demonstration projects (one in each District) which are being funded from the West Yorkshire Transport Strategy Integrated Transport Block programme. The focus of the workshop was to provide insight into the different community engagement approaches taken by the Leeds and Wakefield projects, both of which are further progressed than projects in the other Districts.
- 2.44 Members confirmed their support for projects of this kind and for the early engagement approach that has been adopted by Leeds and Wakefield, allowing the local community and business to shape potential options for the schemes. The need for early and thorough engagement was recommended for application in the other demonstration projects.
- 2.45 Members also agreed that the demonstration projects should be supported by behaviour change activity to ensure that ensure changes to the built environment result in longer term travel behaviour change. It was agreed that the Combined Authority and partners would explore opportunities to align existing behaviour change activity with the demonstration projects. Similarly, a number of the demonstration projects already seek to draw in additional capital funding from other programmes and members agreed that these demonstration projects should continue to act as catalysts for partnership activity and joined up investment from across local authorities.
- 2.46 A series of national site visits to similar types of projects that have been delivered elsewhere were proposed as a way for members to get insight in best practice in delivery of these types of schemes that aim to put people at the

centre of changes to places and the road network and promote safe and sustainable transport and reduce dependency on the private car.

Zero Emissions Transport Working Group

- 2.47 The Working Group meeting scheduled for 8 April 2020 was cancelled due to the situation relating to COVID-19, and has been rearranged for Friday 22 May, to meet virtually. In the meantime, work on decarbonisation pathways and policy recommendations continues to progress, albeit slightly differently and with a short delay to the programme originally planned with the Emission Reduction Pathways commission. A draft Final Report of the Task 1 activity presenting the emissions pathways modelling results for all sectors, including Transport, is expected for early May, for review of the transport section by the Working Group at its meeting on 22 May. In addition, one-to-one meetings are being held with the West Yorkshire partner councils during May to raise their awareness of the findings of the pathways and provide the opportunity to feedback comments. Planned wider engagement and consultation with stakeholders will be adversely affected by COVID-19. A revised plan is currently being developed to ensure the process of partner organisation and stakeholder participation can continue.
- 2.48 The intention had been to hold a transport sector specific workshop in April 2020 to assist in the next step of co-design of the policy recommendations that need to be developed as part of the project. This workshop has also been cancelled due to Covid-19. A revised plan for the workshop is also being developed so that partners and stakeholders can co-design policy recommendations. Alternative proposals could take the form of webinars and/or online surveys. To avoid the webinar becoming unmanageable places may need to be limited, but the webinar could also be recorded and made available for stakeholders to view on the Combined Authority's website. A set of supporting presentations and an on-line survey are also being considered to ensure as many as possible stakeholders can assist the co-design of policy recommendations. These plans will be confirmed in the next few weeks.
- 2.49 The 13 March 2020 meeting of Transport Committee received a presentation from the Chief Executive of Leeds Bradford Airport (LBA) providing an update on work being undertaken by the National Aviation Group and industry partners on decarbonisation and LBA's own proposals for mitigating the carbon impact of its operations. It is recognised that the activities of LBA represent one view of pathways to decarbonisation, and Transport Committee through the work of its Zero Emissions Transport Working Group on the current Emission Reduction Pathways commission is looking to engage with as wide as possible group of stakeholders. A variety of views on aviation have been identified to-date, and options are currently being considered on how to further increase understanding of issues and opportunities related to aviation emissions through hosting a joint meeting between selected interested parties on aviation, which is expected to include Transport Committee, the aviation industry and civil society. This proposal has also been interrupted by COVID-19 with a date to be confirmed.

Cycling and Walking Issues

Local Cycling and Walking Infrastructure Plans

- 2.50 In January 2020, Transport Committee endorse the phase one LCWIP documents for Calderdale, Kirklees, Leeds and Wakefield, and endorsed the phase one for Bradford except any part of the proposals which fall outside the Bradford boundary, which is subject to further feasibility work and engagement on any potential options that are deemed feasible. These documents were intended to be reported to the Combined Authority at its meeting in April but this has been deferred to the next meeting, as a result of that meeting's agenda being focussed on the COVID19 crisis.
- 2.51 The development of LCWIPs and a commitment to investing in walking and cycling infrastructure that meets forthcoming national design guidance forms part of the West Yorkshire devolution deal agreed in March 2020.
- 2.52 Development of Local Cycling and Walking Infrastructure Plans in the next phase of work and alignment with the wider Connectivity Strategy is ongoing. An approach to develop the next phase has been developed with partners, to expand the geographic coverage of the plans. The use of the Combined Authority's Your Voice platform is proposed to be used to launch an online mapping public engagement exercise, seeking comments on current conditions and issues for people walking and cycling in West Yorkshire.
- 2.53 The Transport Committee Members' Walking and Cycling Working Group discussed use of the Your Voice platform and an online interactive map, and although members did indicate some support for this kind of engagement, highlighted the need to ensure that any online engagement in the current circumstances is accompanied by other forms of engagement with those for whom online-based engagement is less suitable or accessible, and this will be planned to take place once current situation has moved into the recovery phase, or whenever such engagement is possible.
- 2.54 The Design Principles document has also been discussed in more detail by the Members Working Group, including consideration of stakeholder engagement. It has been agreed that a wider stakeholder engagement exercise is needed than previously proposed, given the need to ensure that representatives from the range of different user groups who may be affected by the adoption of these principles, including disabled people. Approaches to this engagement will be planned around the limitations imposed by the current circumstances regarding the current Covid-19 crisis, and may have to take place during the recovery phase.

E-Cargo Bike Funding Bid

- 2.55 A funding opportunity has been launched by the Energy Saving Trust, offering Local Authorities the chance to secure grant funding for electric assist cargo bikes ("E-Cargo Bikes") as a sustainable transport alternative for urban deliveries, to reduce emissions and contribute to improved air quality. E-cargo bikes funded through this grant could be used to support authorities' own fleets

and operations, as well as supporting local businesses with loans and trials to assist transition to using zero carbon alternatives for their business needs.

2.56 Following discussion between West Yorkshire partner councils and the Combined Authority, a bid has been submitted by Leeds City Council to the fund on behalf of the region, seeking funding for e-cargo bikes for its own use and to offer businesses in Leeds, as well as for Bradford Council for both internal use and for businesses in Bradford district. The Combined Authority has also expressed an interest in securing bikes for internal use within the CityConnect team, as well as providing businesses in Calderdale, Kirklees and Wakefield with the opportunity to trial their use. The outcome of the funding bid is expected in spring 2020 but this may be affected by the current COVID19 situation.

3. Clean Growth Implications

3.1 The report identifies work currently ongoing on the development and delivery of rail, bus, place making, safer roads and cycling and walking interventions, all of which should serve to increase the quality and range of sustainable options for travel, which will in turn will support our target to become a net zero carbon city region by 2038. The funding opportunities identified for road improvements provide opportunity to consider how best to develop and use our road networks to maximise benefits for a range of users and purposes, and to reduce the negative impacts of car use.

4. Financial Implications

4.1 There are no financial implications directly arising from 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 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 Appendix 1 – Network Navigation designs, Leeds City’s Core Bus Network
- 10.2 Appendix 2 – The location of Wortley Curve
- 10.3 Appendix 3 - Transport Focus Bus Passenger Survey West Yorkshire Highlights

