
Report to: Transport Committee

Date: 7 July 2017

Subject: City Region Transport Update

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<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

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

2 Information

HS2 Growth Strategy

- 2.1 Transport Committee considered a report on HS2 Growth Strategy at the April 2017 meeting. The report set out that Phase 2 of the development of the HS2 Growth Strategy will focus on how connectivity can support economic growth as a result of HS2. The purpose of this workstream will be to establish the major local and regional connectivity priorities which are required to enable and maximise growth associated with HS2 coming to Leeds.
- 2.2 In accordance with committee Terms of Reference, at its meeting on 29 June 2017, WYCA approved the creation of a new Leeds City Region HS2 Connectivity Strategy, and delegated oversight of the development of the Strategy to Transport Committee. In parallel to this, ARUP have now also been commissioned to provide support to the development of this strategy.
- 2.3 Development of the Strategy which will consider rail as well as mass transit options will be brought to future Transport Committee meetings and to workshops of Transport Committee for detailed consideration.

Leeds Public Transport Investment Programme

- 2.4 December 2016 Transport Committee considered the submission of the Leeds Strategic Outline Case, which was a £270m package of measures to improve public

transport in Leeds District. It included the £173.5m which had previously been identified for the NGT trolleybus project. The documentation was submitted to the Department for Transport in December and is available on the WYCA website <http://www.westyorks-ca.gov.uk/News/Articles/Leeds-Transport-Strategy-submission/>

- 2.5 In addition to the DfT £173.500m contribution, monies from Leeds City Council and the West Yorkshire Combined Authority of £8.800m and £0.966m respectively will increase the funding to £183.266m. The programme also includes private sector finance including expenditure on more environmentally friendly buses by bus operators bringing the total programme investment to over £270m. The DfT funding will be provided in tranches up to 2020/21.
- 2.6 Following consideration of the submission, the Department approved the programme on 21 April 2017. The main conditions of the grant from the DfT are that the funding is to be used for public transport improvements in Leeds which must be substantially complete by March 2021. As outlined in January's Investment Committee report, WYCA will be the accountable body for the programme, and will apply the Assurance Framework to the programme. As such, the investment decisions around the programme will be overseen through Investment Committee and WYCA, but with updates provided to Transport Committee.
- 2.7 The first steps in the delivery of the programme have now commenced. Investment Committee and also WYCA have now approved the first tranche of £15.310m funding towards delivery of the Programme. This approval covers the initial development work to progress schemes to Outline Business Case. This will be completed in a phased approach from late 2017.
- 2.8 The programme will be jointly delivered by Leeds City Council and WYCA and the development funding will be spent by both organisations

Package	Spend for developing to OBC stage (£m)	Scope
1	5.260	Feasibility works on Bus priority corridors
2	2.750	Mix of outline and detailed design work on bus Park and ride
3	2.900	Development of outline design work for City centre gateways
4	1.950	Rail development of feasibility work
5	1.450	Bus delivery
6	-	Development of Mass transit
7	-	Bus delivery Board
8	1.000	Programme management (WYCA/LCC), PR/Comms, PMO, Legal, Resource, scheme leaders & Assurance
TOTAL	£15.310m	

ULEV Taxi Scheme

- 2.9 WYCA reported to Transport Committee in April 2017 that it has successfully bid to the Government Office for Low Emission Vehicles (OLEV) Ultra Low Emission Taxi Scheme and will receive £1.98m in capital funding to deliver 88 electric vehicle charge points across West Yorkshire dedicated for taxi and private hire use.
- 2.10 An allocation of £1.2m of Local Transport Plan Integrated Transport block funding had been used as match funding to support infrastructure rollout and deliver the project over the 3 year delivery period up to 2019/20. This was part of the LTP IP3 programme endorsed by Transport Committee on 24 February 2017 and approved by Combined Authority on 6 April 2017. Due to the project's net value of £3.18m (including £1.2m LTP grant) it sought and gained endorsement (including LTP match) via Investment Committee on 16 June and approval at the Combined Authority on 28 June 2017.

National Productivity Investment Fund

- 2.11 The National Productivity Investment Fund (NPIF) was announced in the Autumn Statement 2016. Department for Transport announced funding allocations in January 2017 for each local authority area for the year 2017/18 and a total of £6.925m capital grant funding was received from Government for delivery of schemes by WYCA and District partners. At their meeting on 6 April 2017, Combined Authority approved the provisional programme and spend of the £6.925m National Productivity Investment Fund (NPIF) allocation
- 2.12 NPIF funding for the period 2018-20 is being granted on the basis of competitive bidding. Bid guidance was published in April 2017 with a deadline for bids of 30th June. Bids are expected to be submitted by local highways authorities (i.e. in West Yorkshire, the WY District partners) for "small" (£2-5m) or "large" (£5-10m) schemes. The Combined Authority has a role in co-ordinating and ranking bids. LEP endorsement of District bids will also contribute positively in the assessment of the bids.
- 2.13 WYCA have co-ordinated discussions between Districts and will submit the bids by the end of June.

Cycling and Walking Investment Strategy/Local Cycling and Walking Infrastructure Plans

- 2.14 On 21 April 2017 Government published the first ever statutory Cycling and Walking Investment Strategy¹ (CWIS) as required by the Infrastructure Act 2015 after a consultation period in 2016 to which WYCA responded.

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

- 2.15 The CWIS states the Government's ambition for cycling and walking to be "the natural choice for shorter journeys" and identifies targets and objectives to be achieved by 2025. The CWIS also sets out the funding sources available to deliver the ambition, including capital from the Local Transport Plan, Local Growth Fund and revenue funding from the Access Fund and Cycling and Walking to Work Fund.
- 2.16 One of the key actions identified in the CWIS is for Government to publish technical guidance on the development of Local Cycling and Walking Infrastructure Plans (LCWIP) in order to help Local Authorities take a more strategic approach to improving conditions for cycling and walking and increase the numbers of people doing so. Preparation of LCWIPs is not mandatory for Local Authorities but authorities who have plans will be well placed to make the case for future investment, through the identification of a planned network and prioritised pipeline of schemes to deliver the network.
- 2.17 It is proposed to develop LCWIPs for each District area in West Yorkshire that function as standalone Plans, that will be brought together to allow the creation of a single West Yorkshire LCWIP for use at a strategic level (for example, for use as part of the West Yorkshire Transport Strategy). District partners have confirmed their intention to develop LCWIPs for their area as part of a West Yorkshire approach.
- 2.18 In order to support Local Authorities in developing LCWIPs, Government is offering consultancy support to a limited number of authorities, on the basis of submissions of Expressions of Interest by 30 June 2017.
- 2.19 Government is offering the maximum amount of consultancy support (80 days) to Combined Authorities, and WYCA intends to submit an Expression of Interest with input and support from District partners following discussions about the best use of this support across the West Yorkshire partners, reflecting local priorities and needs. The Expressions of Interest are seen by Government as the starting point for wider engagement with authorities on future plans for cycling and walking.
- 2.20 LTP IP3 funding for Cycle Network Development is also available which could be used to either enhance any Government-funded consultancy support as part of the initial development of LCWIPs; deliver further phases of LCWIPs with expanded geographic reach; or support development of LCWIPs if Government support is not secured.

Park & Ride Update

- 2.21 A new 1,000 space Park & Ride facility opened on 19 June 2017 at Temple Green on the A63 south eastern approach to Leeds close to the M1 junction 45. The £9m West Yorkshire Transport Fund scheme provides an indoor heated and staffed passenger facility which includes toilets, a baby changing area and ticket machines. The site also caters for cycles and motorcycles and electric vehicles providing free charging points. Buses make the 15-minute journey into the city centre every weekday every 10 minutes. The service operates between 6am and 9pm and on Saturdays from 7am to

7pm. The service will operate with Euro 6, Wi-Fi-equipped double deck buses. Ultra low emission buses will enter service on Park & Ride later in the year. Over 200 cars per day were parked at Temple Green during the first week of operation when free travel was provided; this level of use was sustained in the following week when charges were introduced.

- 2.22 Also on 19 June, the Elland Road Park & Ride service was extended to operate longer hours on a weekday (6am until 9pm) and on Sundays (10 15am until 5 40pm). Currently an average of 650 cars are parked at Elland Road each weekday; 1,300 single passenger trips are made each day.

Bus 18 Update

- 2.23 The Bus 18 programme of initiatives was jointly launched by WYCA and bus operators in March and was reported in detail to the last meeting. Since that meeting the following progress has been made against the key workstreams;
- Customer service standards – a trial of on-bus cleaning will commence at Leeds Bus Station;
 - Air Quality – Eco Stars ratings are now being displayed on buses;
 - Travel Information – a new format of bus stop information will be rolled out from October following consultation with passengers and operators. Examples will be available to view at the meeting; and
 - Punctuality and Reliability – the Bus Hotspots programme outlined elsewhere in these papers has been developed as a product of collaboration within the Bus 19 programme.

3 Financial Implications

- 3.1 None directly as a result of this report.

4 Legal Implications

- 4.1 None as a result of this report.

5 Staffing Implications

- 5.1 None as a result of this report.

6 External Consultees

- 6.1 None.

7 Recommendations

- 7.1 That the updates provided in this report are noted.

8 Background Documents

- 8.1 As identified in the report.