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**Report to:** Transport Committee

**Date:** 17 November 2017

**Subject:** City Region Transport Update

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## **1 Purpose**

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

## **2 Information**

### **2017/18 Budget Update**

2.1 The Combined Authority reduced its budget for Transport Services by £1m in 2017/18. This has been achieved as follows;

- The July 2017 meeting of the Transport Committee approved a course of action to reduce the cost of supported bus services. The changes to bus services arising from were made in October and were reviewed by the Bus Services Working Group on 31 October
- Reductions have been made in the value of concessionary fare payment to bus operators
- Efficiencies have been made in staff costs and in the cost of repair, maintenance and security contracts together with increased revenue from lettings

### **Budget Issues 2018/19**

2.2 The process is underway to set a budget for the Combined Authority for 2018/19 and a three year financial forecast. Pressures on local government funding will require further economies and efficiencies in the provision of Transport Services over the coming three years. Proposals in this regard will be presented to the January meeting of the Transport Committee.

### **Leeds Public Transport Improvement Programme Update**

2.3 Work is now underway to deliver the Leeds Public Transport Improvement Programme funded by a £173.5m grant from the Department for Transport, contributions by WYCA and Leeds CC and vehicle investment by the major bus companies. In addition to the commencement of planning and design work for the major infrastructure elements of the programme, the following activity is in progress;

- Leeds Community Committees in November and December are being consulted on the shape of the programme and how it can support local concerns and priorities.
- Discussions are in progress with bus operators on the specification of new buses to be deployed into Leeds as part of the programme. First are consulting customers on their preference for facilities and design features of the new buses they are proposing.
- Development Partner, Atkins, was appointed to develop the new rail station proposals at Millshaw, Thorpe Park and Leeds Bradford Airport (LBA) to the Outline Business Case (OBC) stage. This includes further technical design, operational studies and business case work.

### **Clean Bus Technology Fund 2017/1**

- 2.4 The Department for Environment, Farming and Rural Affairs (DEFRA) announced the £30m Clean Bus Technology Fund on 11 September 2017. The funding competition is open to all local authorities in England for capital grant towards retrofit Nitrogen Oxide emission improvement technology on existing bus fleets. Individual local authorities – including Combined Authorities - can bid for up to £3m in grant over the two year funding period 2017/18 -2018/19. The bid deadline is 17 November 2017.
- 2.5 WYCA is developing a bid in partnership with local authorities and operators to ensure the maximum benefit for improving bus emissions in West Yorkshire and that a high level of value for money is achieved. It is likely that two bids will be submitted on behalf of West Yorkshire authorities as initial grant requirements are above £3m. Local authorities will be notified of the competition outcome in January 2018.

### **National Productivity Investment Fund (NPIF) 2018-20**

- 2.6 In October 2017, Government announced the outcome of the competitive bidding process for the National Productivity Investment Fund (NPIF) allocation for 2018-20. In total, £12m of funding has been secured from the Department for Transport. The successful bids are detailed below:

#### Calderdale

**Clifton Business Park Transport Network:** Providing walking, cycling and highway access across the proposed Clifton Business Park (an LCR Enterprise Zone) - linking A644 Wakefield Road and A643 Clifton Common and providing access to employment development plots.

**Total scheme cost:** £5.24m; **DfT funding** - £4.49m

#### Bradford

**Bradford Transport Management Upgrade:** Highways network management package to improve urban traffic management and control (using SCOOT and MOVA control systems) and create a linked network at 72 junctions - on Bradford City Ring Road, major junctions in Bingley, Shipley and Saltaire, the Canal Road and the A650 Corridor Bradford to Shipley. Improvements to traffic management systems are

expected to reduce congestion and air quality in the areas benefitting from improvement. The scheme also includes installation of Variable Message Signs for improved driver information in Keighley, and CCTV across the district.

**Total scheme cost: £3.5m; DfT funding - £2.33m**

#### Leeds

**SCOOT for Leeds:** Highways network management package to improve urban traffic management and control functionality (using the SCOOT control systems) at 35 junctions and 20 pedestrian crossings in North West Leeds, covering the A657 and A65 corridors, enhancing the benefits of the Leeds Public Transport Investment Package (LPTIP) and unlocking housing development sites.

**Total scheme cost: £2.83m; DfT funding - £2.16m**

**A6120 Leeds Outer Ring Road Cycle Superhighway:** Providing a segregated cycle route on the A6120 Outer Ring Road from the new East Leeds Orbital Route (ELOR) and East Leeds Extension development into the densely populated areas of North East Leeds.

**Total scheme cost: £4.16m; DfT funding - £3.2m**

Funding is being granted to these District partners directly, and grant funding from DfT is only available in 2018/19 and 2019/20.

#### **Revised Draft Airports National Policy Statement - Consultation**

- 2.7 On 25 October 2017 the Department for Transport (DfT) published a 'Revised Draft Airports National Policy Statement (NPS): New runway capacity and infrastructure at airports in the South East of England'. The Government believes the NPS is the appropriate way to put in place the planning framework for a new runway in the South East. The NPS is out for public consultation for eight weeks to end on 19 December. This current NPS is a revision of an earlier Draft Airports NPS published on 2 February 2017 for public consultation. Revisions have been made to update the evidence base and reflect initial consideration of responses to the first consultation. There are no significant changes. A Northwest Runway at Heathrow Airport is the Government's preferred scheme from a shortlist of three options. The DfT advises that respondents to the first consultation do not need to repeat points made previously.
- 2.8 WYCA replied to the initial consultation. Transport Committee at its meeting of 21 May 2017 agreed a consultation response. As the NPS is explicitly in respect of capacity improvements in the South East, the WYCA position was to focus on the outcomes needed for this region, regardless of a decision on location. Those outcomes include providing for more domestic connections linking Leeds Bradford Airport with London and the South East, investment in improved road and rail surface access to airports including London/South East, Manchester and Leeds Bradford, and the need for a National Aviation Strategy that looks in detail at the role of regional airports in supporting economic growth and helps to deliver enhanced air, road and rail connectivity. It is not proposed to respond to the second consultation. Transport

Committee will be advised of any future development in respect of National Aviation Strategy.

### **District Consultation Sub Committees**

- 2.9 Meetings of the new format District Consultation Sub Committees have been held in Bradford, Calderdale and Leeds with new members. All three meetings were well attended and feedback from most of those attending has been positive. This will be used to shape the structure of future meetings. The initial recruitment of members to the Kirklees and Wakefield Sub Committees did not provide sufficient members and a further recruitment process was undertaken. The Kirklees and Wakefield Sub Committees will meet on 29 and 30 November respectively.

### **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 None.