

Report to: Transport Committee

Date: 6 July 2018

Subject: **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

Bus18 Update – My Day Ticket for Under 19s

- 2.1 My Day, a new all-day, “go anywhere” bus ticket for West Yorkshire’s young people will be launched on Monday 9 July. The My Day ticket has been developed as part of the Bus 18 initiative. To ensure that My Day is the product that Under 19s want, Bus18 initiative members Arriva, First, Transdev and West Yorkshire Combined Authority along with the West Yorkshire Ticketing Company, held focus groups with the Youth Parliament’s Transport Committee. The young people were involved in developing the look and the name of My Day and were keen for it to be an affordable price.
- 2.2 A typical return trip into the local town or city centre would cost a young person around £3. The current Half MetroDay ticket is an unlimited “go anywhere” day ticket costing £2.75 and is only available to holders of an

eligibility Photocard issued by West Yorkshire Combined Authority. The My Day ticket will be available at an introductory price of £2.60 which will stay in place until 31 December. To encourage young people who do not generally travel by bus, they will not be required to present a Photocard to buy the My Day ticket. Older looking under 19s may be asked by the driver for proof of age.

Bus Hotspots Programme Revision

2.3 The Bus Hotspot 'Punctuality & Reliability' programme is a programme of works to key junctions to improve bus punctuality. The programme of total value of £1.037m was approved by Transport Committee on 7 July 2017. The programme is funded by the National Productivity Investment Fund (£600k) and the Local Transport Plan (£437k). The Transport Committee of 16 March 2018 endorsed a revised programme developed with officers of each partner council of Wakefield, Bradford, Calderdale, and Kirklees.

2.4 Subsequent discussions have been held with officers of Kirklees Council who advise that one scheme is no longer in the scope of the programme, however three alternative schemes demonstrate value for money, will deliver time savings to buses and can be delivered within the programme budget and timescale. This revision can be accommodated in a programme revised as follows;

District	Original Programme		Revised Programme (June 2018)		Cost Variance
	Schemes	Cost	Schemes	Cost	
Kirklees	5	£143,000	7	£167,161	+£24,161
Total Cost inc Contingency	£168,740			£200,592	+31,852

The revised Bus Hotspot Programme Budget is set out below:

District	Schemes	Cost	Inc Contingency
Bradford	10	£285,300	£342,360
Wakefield	8	£129,000	£154,800
Kirklees	7	£167,161	£200,592
Calderdale	1	£164,450	£197,340
Total Cost inc Project Management Costs			£959,785
Programme Budget			£1.037m

Ultra-low Emission Bus Scheme

2.5 The Department for Transport has announced a £48 million Ultra-Low Emission Bus Scheme competition for capital funding towards ultra-low and zero emission buses. The competition is open to bus operators and local/combined authorities for up to 75% of the additional technology cost of

an ultra-low emission bus over its internal combustion engine equivalent. Grant funding is also available towards the refuelling/charging infrastructure to support operation. Bids are expected to be no greater than £5 million and the deadline for application is Monday 16 July 2018.

- 2.6 The majority of the region's bus services are commercial with vehicle investment led by operators. The West Yorkshire Combined Authority is engaging with operators to encourage applications to this scheme to ensure investment in ultra-low emission buses in the region. The Combined Authority is committed to improving local air quality as part of delivering 'inclusive growth' for the region. This announcement follows successful applications by the Combined Authority to the DfT Low Emission Bus Scheme and Clean Bus Technology Fund to support bus operators and create cleaner, lower emission fleets in the region.

New Ultra Low Emission Buses for Leeds Park & Ride

- 2.7 Following a successful bid by the Combined Authority to a previous round of low emission bus funding, eight brand new ultra-low emission hybrid electric buses were introduced in June to Leeds Park & Ride replacing the current diesel fleet. The introduction of vehicles will deliver significant fuel and CO2 improvements along the city's Park & Ride routes as well as cleaner air for all. The striking new buses with new green (Elland Road) and orange (Temple Green) liveries come with leather seats, free Wifi, USB points and audio visual screens.

Department for Transport (DfT) Cycle City Ambition - Cycle Safety Funding 2018/19 - Calder Valley Cycle Route

- 2.8 As reported to Transport Committee in March 2018, the Combined Authority submitted two applications for schemes that improve road safety, helping to create more bike-friendly areas – A653 Dewsbury Road Beeston, Leeds; and Rochdale Canal towpath improvement (Todmorden to Hebden Bridge)
- 2.9 On 12 June 2018 government announced that the Rochdale Canal towpath improvement scheme had been successful in securing £1.5 million in funding. The scheme will be delivered through the CityConnect programme, and will result in a 6km stretch of the Rochdale Canal towpath between Hebden Bridge and Todmorden being resurfaced and widened, building on improvements currently underway on the 10km section between Hebden Bridge and Sowerby Bridge, and linking the two communities with a traffic free route for cycling and walking.

Transforming Cities Fund

- 2.10 Following input from the Committee, the first-stage Leeds City Region bid has been submitted to government for the Transforming Cities Fund, aiming to secure significant investment to upgrade the City Region's transport network. The bid has been backed by the Leeds City Region Enterprise Partnership (LEP) alongside private sector businesses and industry bodies

including the West and North Yorkshire Chamber of Commerce, Confederation of British Industry (CBI) and Institute of Directors (IoD) Yorkshire and Humber.

- 2.11 The submission sets out proposals to improve public transport along four key routes in the City Region and upgrade connections to eight rail stations. The bid is focused on transforming transport connections for those communities most in need of access to jobs, services and education. Priorities set out in the submission including creating healthy streets, supporting cycling and walking as well as exploring the opportunities offered by new technology. Cutting harmful emissions and investing in new technologies to make it easier and more affordable to travel around the region are also central to the proposals.
- 2.12 A key focus of the submission is the need for investment at Leeds Station to ensure it is ready for the arrival of HS2 and seamlessly integrates high speed services with Northern Powerhouse Rail, upgraded local services and other transport connections.
- 2.13 The bid is supported by the University of Leeds and through the next stage the Combined Authority would look to develop innovative transport solutions for the 21st century that will not only improve accessibility and mobility but also improve productivity through investing in industry-leading research and development.
- 2.14 The submission does not set out detailed plans at this stage. These will be developed as part of the next stage of bidding if the Combined Authority's first-stage submission is successful. Discussions are already taking place with bus operators over the potential for them to invest alongside money secured from the Government.

DEFRA Clean Air Strategy Consultation

- 2.15 On 22 May 2018 the Department for Environment, Food and Rural Affairs (DEFRA) launched a public consultation of its draft Clean Air Strategy. The online consultation includes a questionnaire seeking comment on the proposed actions and whether any additional measures should be considered. The Strategy document and questionnaire can be accessed here: <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>. The deadline for responding to the questionnaire is 14 August 2018.
- 2.16 The strategy sets out the government's priorities for reducing public exposure to, and environmental damage caused by a range of pollutants including particulate matter, ammonia, nitrogen oxides and sulphur dioxide. It has been developed to address wider air quality challenges than solely roadside nitrogen dioxide emissions - addressed in the DEFRA 'UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations' published in July 2017.

- 2.17 The strategy targets several sectors considered primary sources of emissions including transport, industry, energy generation and agriculture. In relation to the transport sector it sets out the following measures;
- Rail – increased research and investment in alternative fuel technology, signposting measures to decarbonisation the network including a plan to remove diesel only trains by 2040, and identification of significant air quality concerns at rail stations.
 - Aviation – signposting to a new aviation strategy to be published in 2018 that will address emissions from planes and airport related pollution.
 - Vehicles - commits to reduce non-exhaust based particulate emissions from brakes and tyre wear through research and innovation.
 - Freight – support to understand how modal shift to rail freight can best address emissions especially when linked with zero emission last mile deliveries
- 2.18 The strategy reaffirms its support for active travel and public transport as key conduits to reducing transport sector emissions. It also on vehicles and actions to reduce emissions from non-road mobile machinery.
- 2.19 The Combined Authority is drafting a response that will include key points of the Transport Committee ‘Air Quality Update’ paper discussed on 25 May 2018. The response will re-emphasise the Combined Authority’s commitment to work with partner councils to reduce emissions from all sectors, but there is a need for robust national policy levers and adequate devolved funding to significantly improve local air quality. A draft consultation response will be circulated to Transport Committee members and the Green Economy Panel for comment prior to submission.
- 2.20 The government is also due to publish a ‘Road to Zero’ strategy in summer 2018 that will set out its plan to have no purely diesel and petrol engine vehicles sold by 2040.
- 2.21 On 21 June 2018 Councillor Susan Hinchcliffe, Chair of the Combined Authority attended a National Clean Air Summit in London which brought together local leaders to share ideas and promote clean air. The summit concluded with a call on government to develop joined-up actions to tackle air pollution on a national and regional scale.

Leeds Clean Air Zone Consultation

- 2.22 The statutory consultation on the proposed clean air charging zone in Leeds was launched by the Council in June. After receiving almost 9,000 responses to the first phase of consultation, the council has now revised plans as follows;
- A new, smaller boundary area –to lessen the economic impact on businesses but at the same time retaining the benefits of improved air quality areas across the city.
 - Changes to daily charges - a revised tariff has been included in the latest proposals,

- A review of licensing conditions for the taxi and private hire trade in Leeds - including support and finance packages to help assist the trade in the move to petrol hybrid and electric vehicles.
- The ambitions for the city after 2020 – the public and businesses will be asked about what they believe the council should be doing post 2020 to address air pollution in the city. Whether this means car free days in the city, a low emission zone in the city centre or other innovative ideas.

2.23 The Council is asking Government for support to accredit HGV retrofits and help smaller companies finance the change, along with a national register of private hire and taxis to ensure all relevant vehicles entering the zone are charged proportionately, as well as support for Leeds taxi and private hire driver to upgrade to hybrid and electric vehicles. On a national level, the Council are pushing for a nationwide policy on intercity charging that would see vehicles only charged once per day regardless of the number of Clean Air Zones that were entered.

2.24 The consultation will run for six weeks and close on 12 August 2018 to enable a full business case to be submitted to Government in September in line with the timescales set for the city. Officers of the Combined Authority are supporting and assisting the Council in this process.

High Speed Rail Industry Leaders Conference

2.25 A High Speed Rail Industry Conference was held in Leeds on 12th June 2018 involving rail industry experts, businesses and political leaders. The aim of the conference was to understand how HS2 will stimulate private sector investment and regeneration. Cllr Susan Hinchcliffe was involved in a panel discussion looking at how HS2 will align with Northern Powerhouse Rail (NPR). Some salient points from the conference included:

- The construction phase of HS2 will create 25,000 jobs and provide great opportunities for SME's
- Across the North both HS2 and NPR will provide real opportunities for young people, will reduce income inequality and improve graduate retention.
- HS2 will connect more than 50% of the UK population and is not just about linking the North to London as it will bring Leeds, Manchester and Birmingham all within an hour's journey time of each other.
- The rail industry needs to ensure 'millennials' are involved more in transport decisions. They are the least engaged group but are the ones that will be utilising the transport systems in the future.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

6.1 No external consultations have been undertaken.

7 Recommendations

7.1 That the updates provided in this report are noted.

7.2 That Members endorse the revision to the Bus Hotspots Programme as set out in paragraph 2.4.

8 Background Documents

None

9 Appendices

None