

SCRUTINY BOARD (CITY DEVELOPMENT)

Meeting to be held in Civic Hall, Leeds, LS1 1UR on
Wednesday, 12th October, 2016 at 10.30 am

(A pre-meeting will take place for ALL Members of the Board at 10.00 a.m.)

MEMBERSHIP

Councillors

- D Cohen - Alwoodley;
- P Davey - City and Hunslet;
- G Latty - Guiseley and Rawdon;
- S Lay - Otley and Yeadon;
- A Ogilvie - Beeston and Holbeck;
- D Ragan - Burmantofts and Richmond Hill;
- E Taylor - Chapel Allerton;
- C Towler - Hyde Park and Woodhouse;
- P Truswell (Chair) - Middleton Park;
- P Wadsworth - Guiseley and Rawdon;
- J Walker - Cross Gates and Whinmoor;

Please note: Certain or all items on this agenda may be recorded

Agenda compiled by:
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A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25* of the Access to Information Procedure Rules (in the event of an Appeal the press and public will be excluded).</p> <p>(* In accordance with Procedure Rule 25, notice of an appeal must be received in writing by the Head of Governance Services and Scrutiny Support at least 24 hours before the meeting).</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:</p> <p>No exempt items have been identified.</p>	

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3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration.</p> <p>(The special circumstances shall be specified in the minutes.)</p>	
4			<p>DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS</p> <p>To disclose or draw attention to any disclosable pecuniary interests for the purposes of Section 31 of the Localism Act 2011 and paragraphs 13-16 of the Members' Code of Conduct.</p>	
5			<p>APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES</p> <p>To receive any apologies for absence and notification of substitutes.</p>	
6			<p>MINUTES - 7 SEPTEMBER 2016</p> <p>To confirm as a correct record, the minutes of the meeting held on 7th September 2016.</p>	1 - 4
7			<p>ROAD CASUALTY REDUCTION AND INITIATIVES</p> <p>To consider the report of the Director of City Development which provides an overview of the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes and an update on road safety initiatives, including road safety schemes, education and promotion campaigns.</p>	5 - 32

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8			<p>INQUIRY INTO BUS SERVICE PROVISION - FINAL SESSION</p> <p>To consider the report from West Yorkshire Combined Authority which updates the Scrutiny Board about the ongoing Bus Strategy Consultation and provides an opportunity for the Scrutiny Board to provide a response. The report also provides an outline of the Buses Bill and the opportunities this could facilitate once enacted.</p>	33 - 116
9			<p>WORK SCHEDULE</p> <p>To agree the Board's work schedule for the 2016/17 municipal year.</p>	117 - 138
10			<p>DATE AND TIME OF NEXT MEETING</p> <p>Wednesday 23 November 2016 at 10:30am (pre-meeting for all Board Members at 10am)</p> <p>THIRD PARTY RECORDING</p> <p>Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts on the front of this agenda.</p> <p>Use of Recordings by Third Parties – code of practice</p> <ul style="list-style-type: none"> a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title. b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete. 	

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SCRUTINY BOARD (CITY DEVELOPMENT)

WEDNESDAY, 7TH SEPTEMBER, 2016

PRESENT: Councillor P Truswell in the Chair

Councillors D Cohen, R Grahame, G Latty,
S Lay, A Ogilvie, D Ragan, C Towler,
P Wadsworth and J Walker

18 Declaration of Disclosable Pecuniary Interests

There were no disclosable pecuniary interests declared to the meeting.

19 Apologies for Absence and Notification of Substitutes

Apologies for absence were submitted by Cllr P Davey and Cllr E Taylor. Cllr E Taylor was substituted by Cllr R Grahame.

20 Minutes - 20 July 2016

RESOLVED – That the minutes of the meeting held on the 20 July 2016 be approved as a correct record.

21 Draft Terms of Reference - Inquiry into Transport for Leeds - Supertram, NGT and Beyond

The Head of Scrutiny submitted a report which outlined the draft terms of reference for the Scrutiny Inquiry into Transport for Leeds – Supertram, NGT and Beyond.

The following representatives were in attendance to respond to Members queries and comments:

- Sandra Pentelow – Principal Scrutiny Advisor
- Gary Bartlett – Chief Highways Officer, City Development
- Dave Haskins – West Yorkshire Combined Authority
- Cllr Richard Lewis – Executive Board Member, Regeneration Transport and Planning

RESOLVED – The Scrutiny Board:

- a) Agreed to note the terms of reference for the inquiry.
- b) Noted that the terms of reference may incorporate additional information during the inquiry should the Scrutiny Board identify any further scope for inquiry or request further witnesses or evidence.

22 Scrutiny Inquiry Session - Transport for Leeds - Supertram, NGT and Beyond

Draft minutes to be approved at the meeting
to be held on Wednesday, 12th October, 2016

The Director of City Development and the West Yorkshire Combined Authority submitted a report which provided the Scrutiny Board with background information on the development of Supertram and NGT. The report also provided some information regarding some of the issues that arose during the NGT project and an update on the emerging transport strategy.

The following information was appended to the report:

- Appendix 1 – The Local Partnerships Gateway Report, February 2013
- Appendix 2 – DfT rejection letter from Martin Woods, 12 May 2016
- Appendix A: Atkins Report: Study of High Quality Buses in Leeds
- Appendix B: Response from Metro on the Atkins Report
- Appendix C: Transport in Leeds, Consultation Questionnaire
- Appendix D: Gateway Review- Actions Undertaken
- Appendix E: Background to the Economic Impacts Assessment
- Appendix F :SDG Report (Jan 2014); Wider Economic Impacts
- Appendix G: Commentary on the individual decision points
- Appendix H: Sub – mode options report
- Appendix I: email from the Project Director to DfT

The following representatives were in attendance to respond to Members queries and comments:

- Gary Bartlett – Chief Highways Officer, City Development
- Dave Haskins – West Yorkshire Combined Authority
- Cllr Richard Lewis – Executive Board Member, Regeneration Transport and Planning

The key areas for discussion were:

- A presentation outlining the chronology of the NGT project and the various phases in the development of submissions and outcomes.
- The response to the Atkins report regarding the proposed bus alternative, the rationale for a bus based system following that response, and the lack of alternative options provided by government.
- An update on the consultation plan to inform the submission of an outline business case for transport. This will be presented to Executive Board in October 2016 and will seek to secure £173.5m of funding from Government also in October 2016. Confirmation about this funding should be announced in the Autumn Statement.
- The Board requested information and responses provided to WYCA and Leeds City Council from the Department of Transport about the NGT project.
- Clarity was sought about the independent panel of experts due to be set up, and the track records of the advisors used previously. This information will be provided to the Scrutiny Board.

- Clarity was sought about the Inspectors reservations about local funding, if future projects have to be profitable, and if there will potentially be a funding gap for future schemes.
- The need not to be constrained in ambition due to finance during early consultation and the intention to bring together a Transport Strategy for the next 20 years. The Board were advised that the Bus Strategy and Transport strategy under consultation will be aligned to bring a cohesive strategy together which should have the support of the City.
- The purpose of the Gateway Review, which looked at key themes giving cause for concern at the time.
- The gap between the advice given by DfT and meeting the expectations of the Planning Inspector. The perception that Leeds has fallen short in nearly every heading in the report. Clarity was sought about the preparation for the depth of inquiry, and if this should have been expected.
- The importance and need for public support in any future schemes, with promotion of the benefits to the areas along and neighbouring identified routes.
- The need for the Scrutiny Board to be advised about the lessons learned by Leeds City Council and WYCA which was lacking in the report provided. This information will be provided at a future meeting.
- Governance of transport at a local level and the opportunities that could be available through devolution.
- The Board requested further information about current technologies that are non-bus based for a future meeting.
- The preparation of a letter to the DfT about the differences in advice given and the response by the Inspector, the contradictions and the apparent disconnect.

RESOLVED – The Scrutiny Board:

- a) noted the comments in the report of the Director of City Development and WYCA
- b) requested that the information required be provided at a future session of the inquiry.

23 Work Schedule

A report was submitted by the Head of Scrutiny which detailed the Scrutiny Board's draft work programme for the current municipal year.

The draft Scrutiny Board (City Development) work schedule for 2016/2017 and the Executive Board minutes for 27 July 2016 were appended to the report.

Sandra Pentelow, Principal Scrutiny Adviser, presented the report and responded to Members' queries and comments.

RESOLVED - The Scrutiny Board noted the content of the report and agreed the work program.

Draft minutes to be approved at the meeting
to be held on Wednesday, 12th October, 2016

24 Date and Time of Next Meeting

Wednesday, 12 October 2016 at 10:30am (pre-meeting for all Board Members at 10:00am)

The meeting concluded at 12:40pm

Report of Director of City Development

Report to Scrutiny Board (City Development)

Date: 12 October 2016

Subject: ROAD CASUALTY REDUCTION AND INITIATIVES

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input 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? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary of main issues

1. The Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives.

2. This report provides an update on road safety trends for the year 2015 and the programmes being followed to improve conditions, as outlined in the report submitted to the Board in September 2015. The results of the year 2015 have indicated that slight improvements have been made in the number of deaths from road traffic collisions in the district. Fewer pedestrian and cyclist casualties of all severities were also recorded, whilst injuries amongst motobike riders have not changed from the previous year. However, there has been an increase in casualties among children and car occupants.

3. The report then emphasises that a partnership approach between the Council and key partner agencies is a key requirement to ensure a continual cohesive programme involving; physical changes to the road layout, appropriate speed reduction and a range of education and promotion and enforcement activities.

4. A draft of the Road Safety Action Plan is included in this report as Appendix One.

Recommendations

5. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

1.1 This report concerns the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes. The report provides an update on road safety initiatives, including road safety schemes, education and promotion campaigns after the report of September 2015.

2 Background information

2.2 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported to the Scrutiny Board. In September 2015, a comprehensive report was presented to the Board on current casualties and longer term trends, focusing on the district of Leeds but referencing county-wide and national trends.

2.3 The report noted an increase in the number of KSIs since the record-low 294 in 2013 to 334 in 2014 and continuing into 2015 (338), which puts the district above the trajectory needed to achieve the casualty reduction targets set in the present West Yorkshire Local Transport Plan 2011-2026 (see Figure 1), as well as factors which might have played a role in the disappointing casualty figures: an increase in the levels of traffic and the numbers of pedestrians and cyclists and the growing night time economy of the city centre, coupled with population trends showing an increase in the number of children and elderly residents and those born outside of the UK.

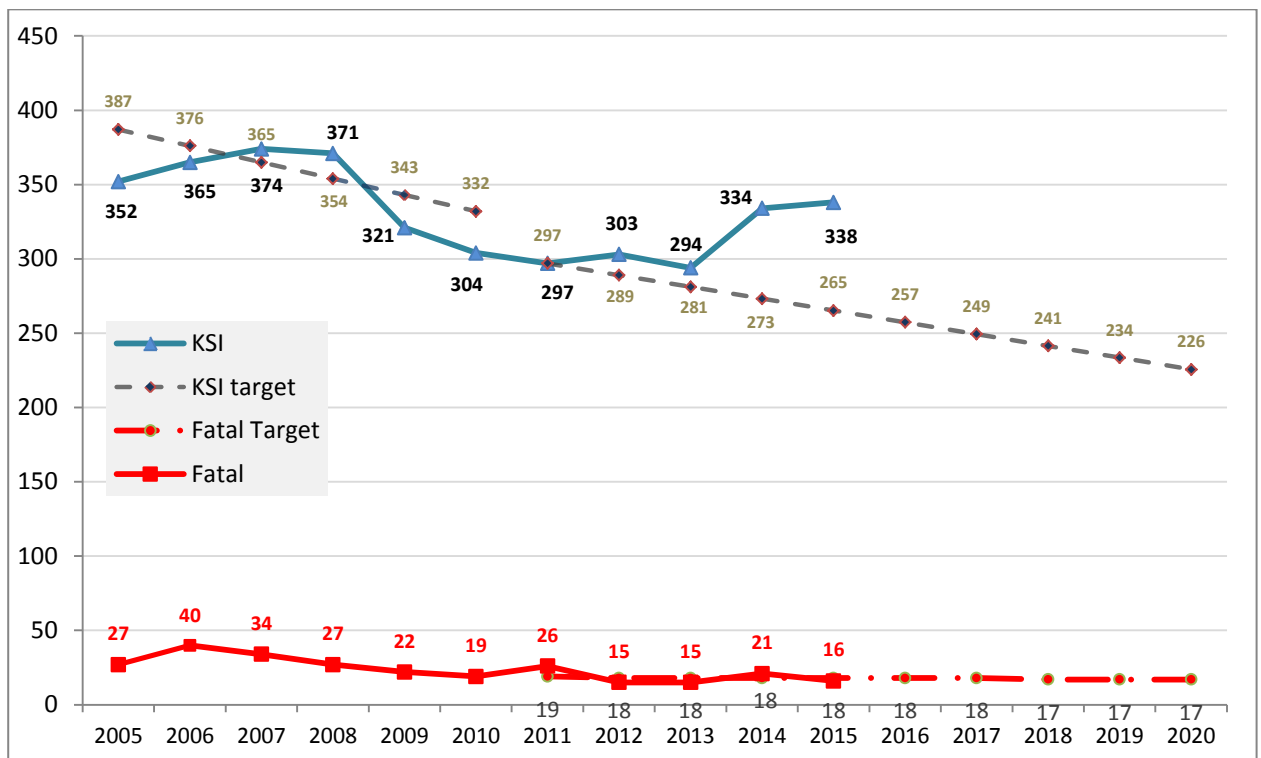


Figure 1 – Killed and Seriously Injured (KSI) Casualties and targets in Leeds District

2.1 At the end of 2015, Leeds district recorded fewer roads deaths compared to last year. A total of 16 road users, including two children and two adult cyclists, were killed, against 21 in 2014. There was an overall small increase in the number of all

casualties, which stands at 2628, including 2326 slight and 322 serious injuries, against 2198 slight and 313 serious injuries in 2014.

- 2.2 This year's increase in the number of those killed or seriously injured (KSIs) is directly linked to more serious injuries amongst vulnerable road users (children, cyclists) and car occupants; however this is contrasted with a reduction in the number of pedestrian KSI's.

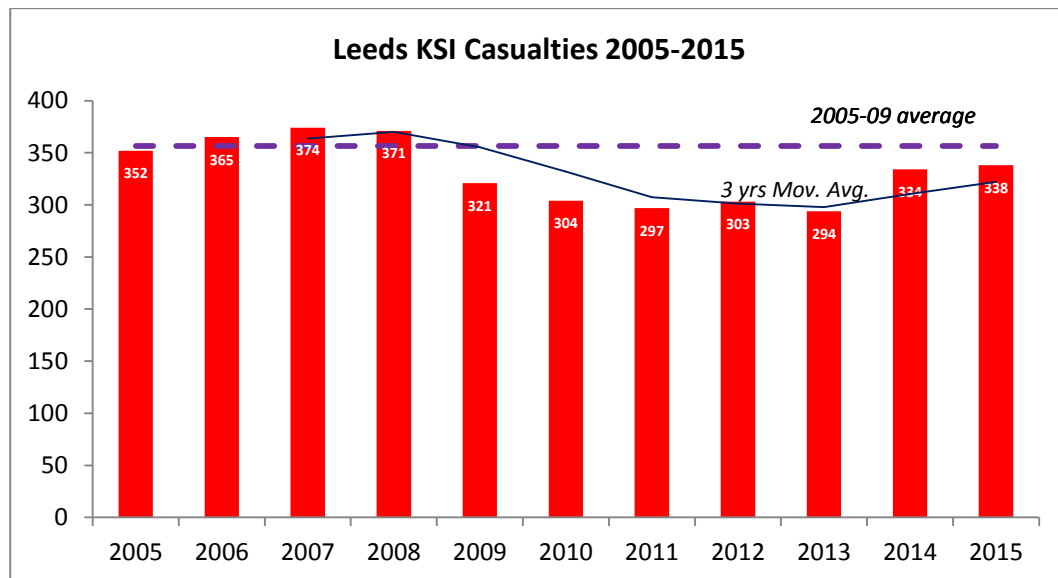


Figure 2 – Killed and Seriously Injured casualties in Leeds District 2005-2015.

- 2.3 The rising KSI numbers in Leeds does not mirror the overall national figures, (which has shown a slight reduction against last year). In West Yorkshire, Bradford, Calderdale and Kirklees have recorded fewer KSI injuries in 2015 compared to the previous year, whereas Leeds and Wakefield registered an increase. In terms of the core cities, the picture is also mixed, with Newcastle, Bristol, Birmingham and Nottingham as well as Leeds showing an increase. However, in the in the preceding 15 years (1994-2010) Leeds achieved a 45% reduction in the overall number of KSIs.

3 Main issues

- 3.4 In order to achieve casualty reductions road casualty data is analysed to identify the most vulnerable road user groups (for example child and elderly pedestrians, cyclists, motorcyclists) and / or key areas of the district (areas of deprivation) where road traffic collisions are higher or specific locations and types of collisions. A range of measures is then considered to reduce those, ranging from physical changes to the road layout to education, training and publicity, in line with national policy, with resources targeted at those areas.

- 3.1 The factors that show a correlation with the increased risk of involvement in a road traffic collision (RTC), particularly for children, are the density of housing and junctions, pedestrian flows and vehicular flows, traffic speeds and socio-economic factors, such as educational attainment, unemployment, crime, income, proximity of schools and percentage of population born outside of the UK. Increasingly, as it becomes more difficult to pinpoint locations with a casualty pattern which can be

addressed with a single intervention such as a change to the road layout, it will be more widely drawn packages of measures and initiatives aimed at improving road safety, preventing casualties especially among the most vulnerable road users (child and elderly pedestrians, cyclists and motorcyclists), education and promotional initiatives and enabling safe and sustainable travel that will bring casualty reduction benefits.

- 3.2 In terms of causation and contributing factors, the most frequently quoted (in 51% of collisions in West Yorkshire) was driver/ rider error or reaction. The others involved 'injudicious action' (including speeding) – 9% of collisions, behaviour (particularly dangerous or reckless driving) - 7% of collisions and 'impairment or distraction (principally alcohol – 6%). 'Failed to look properly' was the single contributing factor most frequently reported for all road traffic collisions. However, for KSIs, careless, reckless or aggressive driving is listed in 20% of collisions, following by 'vehicle defect' and 'injudicious actions', and 'pedestrian only' contributing factors were reported in 24% of all casualties resulting in death or serious injury. Leeds has the highest number of drink related collisions of all the districts of West Yorkshire, the majority of which occur on weekend nights.
- 3.3 To assist in the delivery of targeted road safety improvement in Leeds a three year Road Safety Action Plan was adopted in December 2013 and sets out the programme of casualty reduction initiatives. These include physical changes to the existing highway infrastructure, 20mph speed limits around schools, provision of pedestrian crossings, enforcement initiatives, and education, training and publicity. These are designed to focus on priority areas and address the key causation factors and are reviewed on a regular basis. A draft of the revised Action Plan for the next three years is included as Appendix 1.

Infrastructure improvements

- 3.4 The methodology used to identify interventions, adopts the approach developed by the West Yorkshire authorities for Implementation Plan 2. This looks to concentrate resources on the following type of accident occurrence :-
- Head-on collisions;
 - Collision with road side objects (run off);
 - Junction accidents;
 - Vulnerable Road Users.

The package of measures developed as the result aim to tackle the following range of issues;

District Centre Issues

- 3.5 Spatial analysis of pedestrian KSI casualties in Leeds has identified that 25% occur in Town and District Centres. Typically, these may involve a local high street which may be part of a distributor road but which at the same time performs a broader function and is a local destination in its own right. Studies show an increased risk of collisions in areas with high pedestrian footfall, in particular on A class roads with slower moving traffic, or in areas of high vehicular flows on B class roads; these tend to be typical conditions for the Town and District Centres.

- 3.6 Recent interventions to address these include the provision of a 20mph area into a district centre, combined with zebra crossings, and the rationalisation of parking, coupled with reducing conflicts at junctions (points closure, traffic calming, central reservation). Successful schemes included Garforth Town Centre and Harehills Lane (one of the top remaining Lengths for Concern). The early indications point to the success of the Harehills Lane scheme, which, at the time of writing, has had no casualties in the 18 months since the scheme was introduced. This year large schemes are being progressed for Harehills Road (another Length for Concern) and Dewsbury Road District Centre, with a further scheme in development on Chapeltown Road.

20mph Schemes

- 3.7 In the last four years, Leeds has made a step change in the provision of 20 mph speed limits. Out of 220 schemes initially identified in 2012 to cover all of Leeds schools all but 41 schemes have either been implemented or are in the process of implementation. In the past, schemes delivered in high casualty areas, which involved traffic calming, produced up to 50% casualty savings (greatest among pedestrians and children), which are then sustained in the following years. It is expected that the current approach to traffic calming in 20 mph schemes will continue to produce speed reductions where required, and thus produce real improvements in road safety, however schemes now being progressed have fewer casualties in them so the overall impact on figures will be proportionately less than hitherto.
- 3.8 However, greater area wide coverage which is now emerging in areas such as Middleton and Belle Isle, Garforth, Bramley, Burmantofts and Richmond Hill, Harehills, Otley and Roundhay will make slower speeds in residential areas more of a norm and should have further positive effect on casualty figures. Greater public engagement, road safety and active travel education has been piloted in Middleton in conjunction with the area getting a comprehensive 20mph coverage, with the involvement of partner such as schools, Public Health, the Police and Community Committees. This approach reflects best practice of the other Core Cities.

Cycling Issues

- 3.9 The levels of cycling in Leeds have doubled within the last five years and a year on year growth is noted both in the numbers of cyclists crossing the city centre cordon and on new cycling infrastructure, e.g. City Connect – both reporting around 30% increase. There has been a slight drop in overall cycling casualties against last year's figures (due to fewer collisions resulting in slight injuries), in particular among adult commuters - 70% of collisions involving cyclist occur in the peak hours, as do 60% of all cycling journeys. However, a small increase (59 from 56) was noted in the number of cyclist KSIs. In comparison with 2013, there were 11 more cyclist KSIs in the two years, but the numbers of cyclists in the morning peak have gone up by 400 per day within the same time period.
- 3.10 The most common causes of collisions stem from the reasons that make cycling in cities attractive – the ability to pass the queuing traffic. This means that cyclists on the inside of waiting vehicles are masked to vehicles approaching from the opposite direction and turning right through a gap in traffic. Specific cycling

infrastructure (cycle lanes and now segregated cycle tracks) allows cyclists to pass vehicles on the inside in relative safety but additional measures are needed to improve safety and interaction at junctions. Drivers of left-turning vehicles may not appreciate that a cyclist has arrived at the junction on their inside and vehicles queuing across the stop lines cause cyclists to swerve or come to an abrupt stop. This year schemes are being introduced on Roundhay Road, Regent Street and Kirkstall Road, which specifically target this type of conflicts.

- 3.11 A number of other schemes are in progress, aimed at improving wider cycling safety issues given the rise in the general levels of cycling. These involve a range of measures, from the provision of specific new infrastructure (Toucan crossings, cycle lanes and cycle tracks, cycle-friendly traffic calming such as chicane bypasses, general traffic calming to bring down vehicular speeds and create a better cycling environment) to clearer signage of cycle lanes (red surface treatment and advanced stop lines at junctions). 'Think Bike' and 'Check your mirrors' warning signs and reducing vehicular movements across junctions (one way streets, right turn prohibitions) are being used on the busiest cycling corridors, notably the A660 and the A65 where there is a pattern of casualties. The impacts of these initiatives are specifically monitored.
- 3.12 The Core Cycle Network and the City Connect cycle superhighway (the first element of which has recently opened) are examples of new infrastructure which seeks to overcome some of the severance and risks posed by busy road corridors and provide comprehensive safe routes. These schemes are being closely monitored.
- 3.13 The changes to physical infrastructure are supported by information and promotional campaigns, social media messages and led rides. Cycle events have been targeted with specific road safety education; road safety equipment and promotional messages have been distributed to the general public including, bike bells, high visibility rucksack covers, cycle lights and cycle route maps. 'Give cyclists room' car stickers have also been developed to distribute at events to help raise awareness of safe passing distances. The three main cycle accident areas in Leeds are being targeted with mobile Vehicle Activated Signs (VAS) and 'pop up' road shows to raise awareness amongst vehicle drivers and cyclists.

Education, Training and Publicity (ET&P) Initiatives

- 3.14 The Influencing Travel Behaviour (ITB) team within the Highways and Transportation service continues to prepare and delivers a programme of road safety education, training and publicity initiatives to communities and road users. The team works together with partners in West Yorkshire Combined Authority (e.g. City Connect) and national organisations (e.g. Sustrans). Their work is informed by the analysis and interpretation of the casualty data to identify and target key road user groups, recent examples being adult commuter cyclists, child cyclists and pedestrians.

Publicity & Promotion

Recent West Yorkshire Publicity campaigns & initiatives include:

- *Cycling Temporary Information Poster Placards (TIPPS) campaigns, originally developed by Transport for London, have been deployed to raise awareness among both drivers and cyclists of behaviours on the road, where cycling casualties are being experienced. Subjects covered include road positioning, junctions, and advanced stop lines. A specific campaign aiming to educate drivers about junction priority and shared areas, especially around segregated cycle routes, has been developed for the autumn 2016 launch.*
- *Key cycling and motorcycling messages will feature on the radio throughout the year, raising awareness of these vulnerable road users. Messages alternate on a monthly basis based on key issues coming from statistical analysis of accident data.*
- *The Considerate Cycling Campaign continues encouraging cyclists and pedestrians to behave considerately to one another.*

3.15 A programme of smaller scale localised initiatives and the promotion of more general road safety messages has also continued over the last year. Examples include:

- Supporting the DfT's national campaigns (Drink Drive & Drug Drive)
- Safe Winter driving messages – Jan / Feb 2016
- Be Bright, Be Seen events – Winter 2015/16
- Walk to School Week event & promotion to schools – May 2016
- CAPT child safety week – June 2016
- Bike Week – June 2016
- Sky Ride – July 2016

Speed Indication Device (SID) training has been provided to a number of parish / town councils and community groups to help local residents and communities address inappropriate speed on residential streets (Community Speed Awareness Scheme). A number of SIDs have been installed as part of ward based initiatives and portable SIDs are available for hire to community groups.

Education & Training:

The current programme of education & training, referred to in last year's report continues:

- **The Priority Area Initiative:** This programme runs annually over the winter months and targets schools in areas of the district where child casualties are higher.
- **The Transition Programme:** This programme runs annually between May – July and targets pupils who are making the transition from Primary to Secondary school. This year, based on the most recent ward area child casualty data and school mode of travel data, 8 schools in the Pudsey area of the district received the programme.

- Pedestrian Skills Training – This practical roadside training programme continues to run in schools across the district. Between September 2015 & June 2016, 7190 pupils have received the training.
- Scooter Training - The ITB team have designated September as ‘Scootember’ each year arrange a promotional event encourage pupils to scoot to school during September and throughout the school year. Last September, an event took place at Ireland Wood Primary School involving six schools, local ward members and the Lord Mayor. A competition gave all schools in Leeds the opportunity to win scooter storage for their school. The Road Safety team support this initiative during September and throughout the academic year by delivering practical scooter training. 3172 pupils received scooter training between September and June.
- Bikeability cycle training. Over the course of this academic year 6585 pupils have received Bikeability cycle training. DfT funding is being sought to expand the programme to include extra modules targeting pupils in different year groups, providing a more comprehensive and holistic approach to the training.
- Return of road safety education to secondary schools following the appointment of the additional post holder.
- A programme of 20mph events in 6 schools in areas where new Road Safety schemes have been introduced.

Partnership working

- 3.16 Although Leeds City Council has a responsibility to assist in making Leeds as safe as possible for its citizens; it is the responsibility of everyone to play their part and to work together. The Road Safety Action Plan was designed to enhance a local partnership approach allowing resources to be brought together to lead the way towards meeting the defined long term road casualty reduction targets.
- 3.17 An internal casualty reduction working group has been established in Highways and Transportation bringing together professionals with backgrounds in engineering, programmes, data analysis, safety audits and education and promotion to produce a more synergetic approach to increasing complex road safety schemes in development.
- 3.18 The Leeds Safer Roads Steering Group meets on a quarterly basis with representatives from the various teams/departments (internal and external) associated with road casualty reduction. However, the partnership work with West Yorkshire Police and West Yorkshire Fire & Rescue Service in particular has come under pressure in recent years as their organisations have adapted to new pressures and priorities with consequential impacts including staffing changes affecting key positions that previously played a significant role in helping to reduce road casualties.
- 3.19 A recent [report](#) by the European Transport Safety Council identifies that:- “Cuts to police enforcement are doubly damaging for road safety. Fewer dangerous drivers are caught, and overall perception of the risk of being caught also decreases.”

- 3.20 Given that the main factors contributing to many collisions resulting in KSIs involve careless, reckless or aggressive driving and/ or vehicle defect which are unlikely to be addressed through engineering measures, the attention paid to levels of roads policing will be a very important contributor to making the significant reductions required to the deaths and injuries from road traffic collisions across West Yorkshire in line with the targets currently set in the existing LTP. The main areas for increased enforcement, not just in Leeds or West Yorkshire but nationally and internationally, relate to Speed, Drink/Drug Driving, Seatbelts and Distractions (mobile phones).
- 3.21 In recognising the pressures of maintaining the momentum of improvements to road safety the West Yorkshire casualty partnership is being reviewed with a new Executive Group of senior officers being created to take the work forward alongside the current review of transport policy and the creation of a new Transport Strategy. This is expected to also include a refresh of the policies relating to road safety and consideration of future targets.

Key issues and proposals for 2016 onwards

- 3.22 Last year's report identified a range of proposals for road safety improvements for 2016 and beyond, which subsequently have been actioned. The table below summaries the progress made in delivering these:

Type	Measure	Delivery
Cycle safety measures	City Connect1 segregated cycle route	Delivered
	Red surfacing at junctions on A660 and A65	Delivered
	Schemes to improve cycling infrastructure and address junction collisions on Kirkstall Road and Roundhay Road.	Roundhay Road scheme is on site, Kirkstall Road in final design.
	Improvements in cycle infrastructure on Dewsbury Road	Identified/ scheme approved by Executive Board.
	City Connect 2	In detailed design
	Right turn prohibitions on A660	1 delivered 1 in progress
Public engagement and awareness around City Connect and the new 20mph speed limits	Public consultations and engagement on the new extensive 20 mph coverage in Roundhay	Delivered
	Back to School/ Work City Connect Autumn Campaign	Ongoing
	Light Night as a launch of the Be Bright Be Seen campaign	Programmed for October 2016
	Engagement events at universities in Leeds and Bradford, including distribution of subsidised bike lights	Programmed for October 2016

	Events in Middleton Clapgate, St Urban's, Pudsey Waterloo, Carr Manor & Meanwood Primary Schools, involving road safety training and a speed awareness initiative on local streets	Delivered
	Development and distribution of 20 mph promotional resources	Delivered
	Launch events in primary schools in Roundhay, involving road safety training and a speed awareness initiative on local streets	Planned
	The delivery of over 60 new 20mph schemes, jointly covering an area of 23.6 km ² and benefiting 60 schools by the end of the next financial year, accompanied by publicity and promotion campaign	40 schemes delivered; remainder programmed for this year, with publicity and promotion ongoing. Further 40 schemes to be progressed.
	Driver/ cyclist education regarding priority at junctions and shared areas. Campaign using advertising space on buses and outdoor media space. Backed by shareable short videos and <i>How to Use Your City Connect</i> booklet	Programmed for Autumn 2016
Expansion of road safety education, promotion and campaigns, with an added element of speed awareness/ benefits of lower speed limits	Road safety education events in 20mph areas involve speed awareness elements	Ongoing
	Development of resources for older pedestrians to highlight the specific dangers that large vehicle pose for them as pedestrians.	Ongoing. Some resources distributed. Further distribution and development of additional resources planned for Autumn 2016
Prioritisation of further district centre schemes to create a safer high street environment for all road users	Schemes in development for Chapeltown Road and Harehills Road	Harehills Road programmed for delivery in the autumn, Chapeltown Road in development this year for delivery this year.

Passive road safety measures to reduce severity of collisions with road side objects	Bullerthorpe Lane - a package of measures including signing and lining changes, speed limit review and removal/ replacement of roadside objects to prevent/ reduce impacts	Delivery summer 2016.
Investigation of options and opportunities for improvements in road safety features associated with new developments in the City Centre (currently the location of 16% of all KSIs), including weekend night-time traffic restrictions	Vicar Lane scheme in progress, Call Lane scheme in development, weekend night-time restrictions for vehicular access trialled on Call Lane, city centre 20 mph scheme - options are being reviewed	Speed table on Vicar Lane due on site shortly, weekend night-time closures on Call Lane working successfully. City Centre 20mph scheme currently in development.

3.23 We are also continuing to deliver minor site specific measures, such as changes to signing and lining, traffic calming, surface treatment etc to improve safety of sites identified as part of the Mass Action Programme which are not monitored but have a high proportion of accidents occurring under similar circumstances

3.24 The key priorities for 2016 and beyond will therefore include continued work on district centre schemes, improvements to cycle infrastructure across the city including specific improvements at junctions along key corridors with a pattern of cyclist casualties, backed by events and education and promotion campaigns, road safety programmes in schools in areas with higher numbers of child casualties, continuing the Transitions programme and seeking to continue the Theatre in Education approach for Year 9 students. Partnership work with Public Health, Social Care and Neighbourhood networks will continue to target resources at older pedestrians.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Road traffic collisions and road safety are a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community. There is a positive drive from local communities to get involved in reducing road safety risk – this is evidenced by correspondence

with ward members, officers, reports to the Police and a number of recent deputations concerning local road safety issues.

4. 1.2 Leeds City Council welcomes and facilitates positive community engagement on road safety issues, for example through road safety education delivered in schools, provision of safe pedestrian crossing facilities and by providing physical measures to reduce the likelihood of collisions in response to community concerns and accident data. 20mph speed limits are part of this process and through engagement and feedback during the development and implementation of these schemes they generate, in the main, a lot of community support. Working with partners on the City Connect project is providing opportunities for even greater community engagement including engaging directly with local community groups and organisations.
4. 1.3 Opportunities and initiatives outlined in this report will further strengthen links between different partner organisations and will also help communities to take the full advantage of lower speed limits in their area. The close working with West Yorkshire partners is detailed elsewhere in this report.

4.2 Equality and Diversity / Cohesion and Integration

4. 2.1 Road safety affects everyone. However, certain groups are more likely to suffer the adverse effects of traffic, be it in terms of the likelihood of collision or poorer outcomes if they are involved in a road traffic collision.
4. 2.2 Fear of traffic and difficulties in crossing the road were issues identified by Neighbourhood Networks and Older People's Forum, and feature frequently in School Travel Plans. Children and older people are more at risk of collision because of inability to judge the speed accurately/ inability to react to a vehicle approaching at speed/ reacting inappropriately. Their chances of survival, when hit by a car travelling at 30mph, decrease from that of an adult (80%) to just 50%.
4. 2.3 Children from disadvantaged backgrounds tend to be more exposed to road safety risks. They often live closer to busy roads and are more likely to walk or cycle as well as play on local streets.
4. 2.4 The above groups are specifically targeted through road safety initiatives involving risk awareness and education. The number of children and older people is a significant factor in deciding on provision of new pedestrian crossings. Child and pedestrian casualties are also targeted through the provision of 20mph speed limits around schools, and combined road safety training and initiatives will allow for their potential benefits to be fully realised.
4. 2.5 The Equality, Diversity Cohesion and Integration Impact Assessment was prepared for 20 mph speed reduction schemes around schools and residential areas and is attached as an appendix. The assessment identified the following key positive impacts:
- Make it more pleasant and safer to walk and cycle, encouraging a healthier lifestyle
 - Improve the quality of life for the local community

- Provide safer passage while crossing the road for all pedestrians, but particularly beneficial for those with a mobility impairment, disabled people, parents supporting pushchairs, and younger and older people

4. 2.6 No negative impacts were identified for any of the protected equality characteristics. Slight negative impacts were slightly increased journey times and potential impact of traffic calming features if installed incorrectly.

4. 2.7 The Impact Assessment stresses that the benefits of the schemes far outweigh any potential disadvantages and has not recommended any adjustments to the current process.

4.3 Council policies and the Best Council Plan

4. 3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.

4. 3.2 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

4.4 Resources and value for money

4. 4.1 The delivery of road safety initiatives, including casualty reduction schemes (physical measures), 20mph speed limit schemes, education and training forms part of the programmes for improving road safety contained in the West Yorkshire Local Transport Plan (WYLTP) and through partnership working. Such schemes generally show high value for money both for the direct benefits to road safety and their indirect benefits for active travel and health.

4. 4.2 DfT values the prevention of a single fatality at over £1.5million - an equivalent of the total of the Road Safety allocation from the Capital Programme. The prevention value of a serious casualty is estimated at circa £189,519 – an average value per casualty is circa £50,000. Road safety engineering schemes and education represent real value for money, with benefits of the investment continuing to be delivered into the future.

4. 4.3 This report has potential implications for resources as the forthcoming new Transport Strategy for West Yorkshire is finalised and implementation commences. The Strategy is currently under consultation and the results and recommendations of the Scrutiny Board will be provided into this process.

4.5 Legal Implications, Access to Information and Call In

4. 5.1 There are no legal implications. The report is not eligible for Call-In.

4.6 Risk Management

- 4.6.1 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging accident figures and trends.
- 4.6.2 Availability of resources, both own and that of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

5 Conclusions

- 5.1 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners. 2015 figures again show a slight increase in the number of Killed and Seriously Injured on Leeds roads against the previous years, but slight reductions are noted in the injuries to vulnerable road users (pedestrians, children and cyclists) – a casualty group that grew disproportionately last year. Addressing causes of collisions becomes increasingly complex due to their dispersal over a larger area and type, often with no common cause.
- 5.2 It will be important to monitor these figures for longer- term trends and develop a variety of road safety initiatives in response to these. A review of the current three year road safety action plan is being undertaken and the draft has been included with this report.
- 5.3 The work in progress on district centre schemes and 20mph speed limits that effectively reduce vehicular speeds is likely to improve road safety for all road users; however these types of comprehensive schemes require significant resources to deliver. With ‘failure to look properly’ as the most common cause of collisions the current and future road safety education, publicity and promotion programmes are likely to play an increasingly important role if the ambitious targets for casualty reductions are to be achieved.
- 5.4 Work is continuing to develop the West Yorkshire working group with the police and key partners through a new Executive Group of chief officers to improve the co-ordination of resources and to support the redevelopment of the West Yorkshire road safety strategy as part of the ongoing review of the West Yorkshire Transport Strategy.

6 Recommendations

- 6.1 Scrutiny Board members are requested to note and comment on this report.

7 Background documents¹

- 7.1 There are no specific background document relating to this report.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix 1 - Road Safety Action Plan Update - 2016

In 2015, as the result of road traffic collisions in Leeds there were 16 deaths, 322 serious casualties and 2,326 slight injuries. In the previous year, the total number of deaths was 21, whereas 313 people sustained serious and 2189 slight injuries.

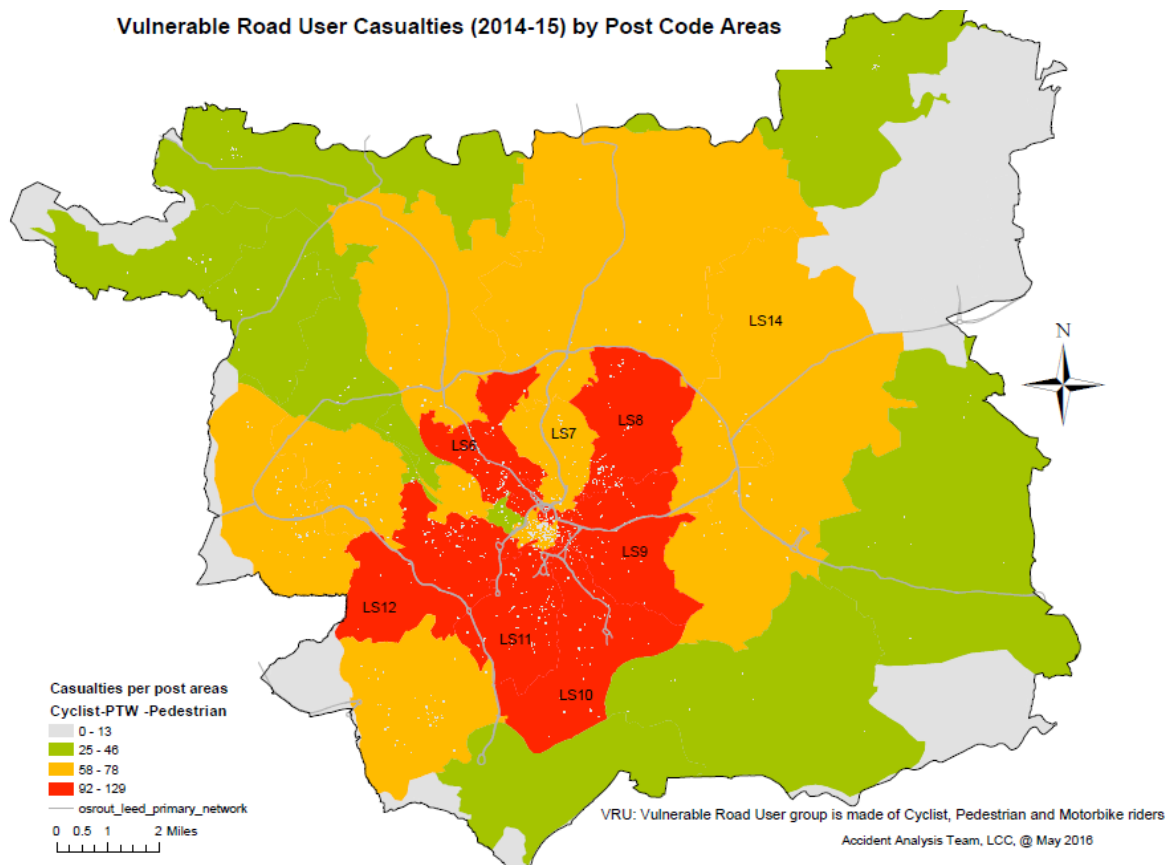
Although all casualties are monitored, the KSI (killed or seriously injured) outcomes have the greatest impact on communities and the numbers of these are specifically monitored under the West Yorkshire Combined Authority casualty reduction targets. The vulnerable road user group, made of pedestrians, cyclists and motorbike riders, accounts for 34% of all severities but jointly makes up 65% of the total number of Killed or Seriously Injured (KSI) casualties. Jointly, journeys by bike and on foot account for only around 13% of all journeys which, again, indicates the importance of focusing road safety measures on these particular user groups. Therefore road safety programmes will largely continue to target this user group. Other groups where there is a rise in slight casualties, for example children and car passengers, will also feature in road safety programmes.

The large majority of collisions involving pedestrians, cyclists and motorcycle riders are recorded on unclassified roads with a 30mph speed limit. However, there are large disparities between inner city areas (including the city centre) and (broadly speaking) the more suburban areas, these can be nationally attributed to factors including density of housing and the road network, population profile, IMD, levels of car ownership and usage resulting in greater exposure to risk particularly for children, pedestrians and cyclists.

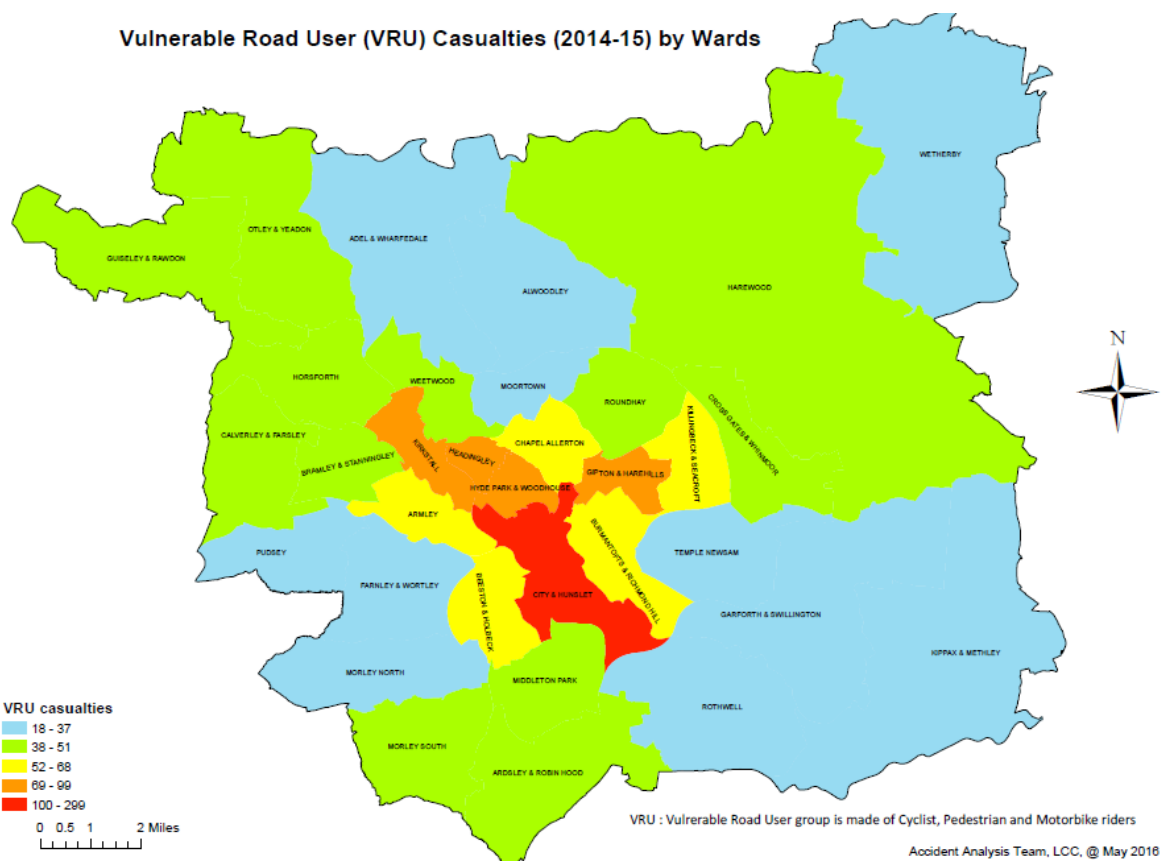
The national approach to accident prevention has been through a mix of physical changes to the street environment to address locations of accidents and educational activities in locations where casualties originate. This has been affirmed by a recent study of child casualty patterns in Leeds and Bradford, which also argued that road safety education plays a significant part in reducing disparities between children from more affluent areas and those from more deprived areas in terms of likelihood of being involved in an RTC.

Accident locations and vulnerable road users

When considered in terms of post code areas, the highest number of casualties of the combined cyclists, pedestrian and motorbike riders in Leeds were recorded in Leeds 6, which includes Headingley, Hyde Park and Meanwood areas, alongside Leeds 9 (part of Harehills). A total of 129 casualties were recorded in each of these areas in the last two years. Leeds 8 and Leeds 11 follow in third and fourth place with 115 and 110 casualties respectively.

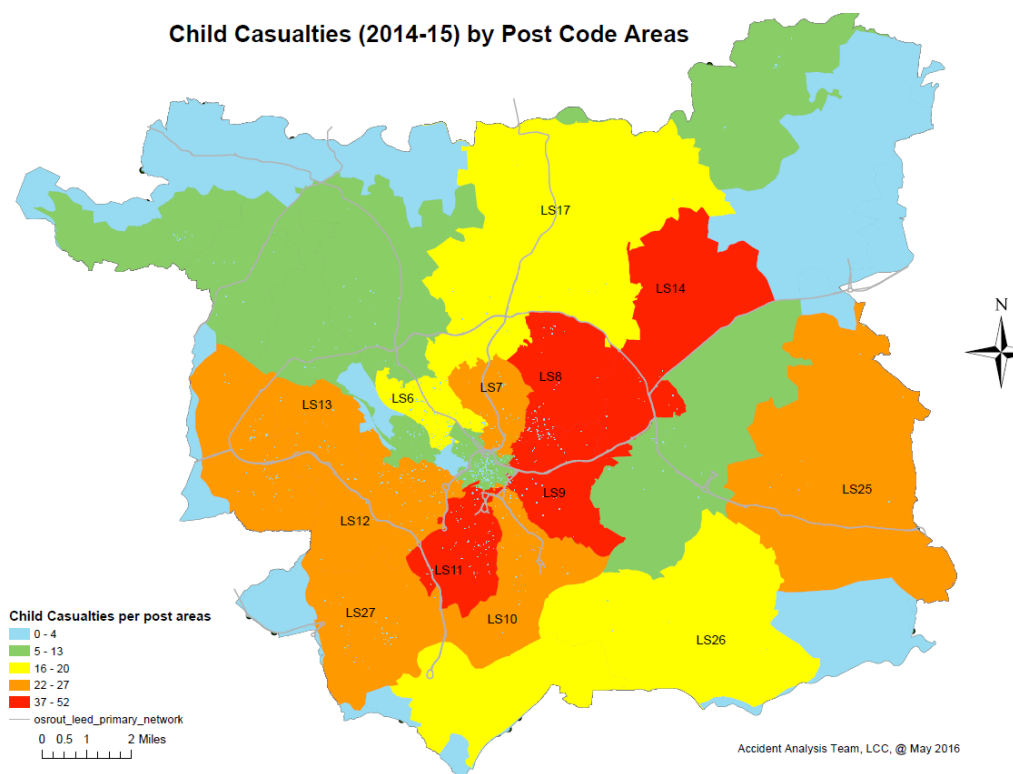


When wards areas are taken into account, the highest number of casualties amongst vulnerable road users was recorded in City and Hunslet with 299 casualties in 2014 and 2015; which is understandable as this ward includes the city centre. The wards of Gipton & Harehills and Kirkstall follow with 99 and 97 casualties respectively.



Education and promotional initiatives

The areas with the highest incidence of KSIs (particularly involving children) as identified above are treated as priority areas for intervention through education, training and promotion initiatives targeting local schools and communities, and through capital schemes which physically alter the street environment. Studies show that child casualties tend to occur close to where children live, and the prevalence is greater for children living within 20 minutes from a school, who are therefore more likely to walk, scoot or cycle to school. Other factors behind the disparity between the areas are the level of education and levels of parental supervision and the likelihood of receiving road safety training. 37 schools in Leeds 8, 9, 11 & 12 are currently involved as part of the Priority Area Project to raise awareness of road safety issues and equip the pupils with the skills to recognise and avoid risk while at the same time enabling them to travel to school by active modes. Casualty trends (5 years worth of data) are reviewed regularly to inform officers as to which areas should be targeted.



An annual campaign and events calendar delivers a programme of smaller scale localised initiatives along with promoting more general road safety messages in line with the DfT (for example drink drive and drug drive campaigns). Campaigns are also targeted at vulnerable road users, with particular focus on the priority areas, and/or areas where they would support recently introduced infrastructure measures.

Examples of campaigns in 2016 include:

- Supporting the DfT's national campaigns (Drink Drive & Drug Drive)
- Safe Winter driving messages – Jan / Feb 2016
- Be Bright, Be Seen events – Winter 2015/16
- Walk to School Week event & promotion to schools – May 2016
- CAPT child safety week – June 2016
- Bike Week – June 2016
- Sky Ride – July 2016

In 2015 children accounted for over 30% of pedestrian casualties in West Yorkshire; for comparison, over 60s accounted for 15% of all pedestrian casualties in the same time period.

As pupils progress through primary school and make the transition to secondary school, casualty data indicates that they become at higher risk of being involved in a road traffic collision (this local trend reflects the national trend). Encouraging young people to travel actively however has wide reaching public health and environmental benefits. The Transition Programme provides this increasingly independent cohort of young people with the knowledge, skills and experience to travel safely, independently and sustainably. The programme is delivered to Year 6 pupils, in the summer term after they have completed their SATs

exams and are already planning for their move to secondary school. In 2016 we reviewed the casualty and mode of travel data and targeted the programme at 8 schools in the Pudsey area of the district. Unfortunately the LSTF funding for the Sustrans Schools officers ended in March 2016, but as part of the exit strategy, pupils from four of the schools (Benton Park, Brigshaw, Corpus Christi & Horsforth) school produced a 'DVD' aimed at pupils moving up into Year 7. The DVD covers different safe and sustainable travel options for pupils and was shown by the schools on their 'transition' days where Y6 pupils visit the school.

The Y6 programme should be followed up by further workshop sessions at Year 7 which address peer pressure and distraction issues (which can contribute to pedestrian casualties amongst this cohort). A staff vacancy however, has meant that we have been unable to deliver this programme in recent years. A new post holder is now in place and has already begun taking bookings for the new academic year.

20 mph schemes

Leeds City Council has been pursuing a programme of the provision of 20 mph speed limits around schools, in recognition of the fact that, nationally, it is estimated that around ¼ of all child casualties occur during the journey to school, and the majority occur close to where children live. 20mph zones are particularly effective in reducing severity of injuries for children, who are less able to withstand the impacts of collision. The schemes, augmented by the provision of pedestrian crossings, aim to address the whole of the journey to school as well as facilitate safe use of local streets throughout the day. These helped reduce the number of casualties by around 43%, and halved the number of pedestrian and child casualties and recent monitoring indicates that the benefits are sustained beyond the first 5 years after implementation. It is estimated that the programme associated with schools will be completed in the next 3 years. In addition, collaborative work has also taken place to encourage safe and active travel to school through walking, cycling and (more recently scootering) as part of the council's commitment to promoting sustainable and active travel choices. Currently the majority of schools in Leeds do have an associated 20 mph area, with around 40 schemes in areas with very low casualty records still to be delivered in the next three years.



Scooter training at a primary school, January 2015.

Last year, we piloted a public engagement and promotion programme for the recently provided 20 mph speed limits. This involved developing and distributing information and promotional materials to deliver the campaign and organising launch events – schools in Middleton Park, being one of the priority areas and lying close to a Length of Concern with a consistent pattern of child casualties, have been actively involved in the launch. The events had a visible speed awareness element with child Safety Rangers and were brought together in a partnership approach with the involvement of DHL and neighbourhood policing teams. This approach follows from the examples of best practice from other Core Cities.



Safety Rangers supported by the Neighbourhood Policing Team in Middleton

Pedestrian crossings

2016/17 and beyond is likely to see the continuation of the programme of provision of pedestrian crossings and 20 mph speed limits. While these have far wider objectives than road safety (connectivity, facilitating more sustainable modes) is acknowledged that 40% of collisions involving pedestrians occurred when crossing the road away from a crossing, 9% occur on the pedestrian crossing and 8% within 50m of a crossing. The misuse of facilities (either not waiting for the green man or crossing in the shadow of a signal controlled crossing among waiting traffic) is a factor in their road safety record and efforts are being made to decide the most appropriate type of facility so as not to introduce additional waiting times for pedestrians and to locate the crossing facility on the pedestrian desire line as far as practically possible. A new assessment framework has been introduced to help facilitate this. It has been argued that using a signal controlled pedestrian crossing halves the risk of collision compared to crossing without the use of facilities. Studies found that lack of crossings affects the safety of older women in particular due to poorer ability to understand and monitor complex traffic movements; the same can be argued for children.

This year the largest scheme in the Crossings Programme introduces a signalised crossing on Harehills Lane (Length for Concern in one of the top electoral wards in terms of KSIs), which will complement the

casualty reduction District Centre scheme (see below) and facilitate safe journeys to school. The main issue along this section of Harehills Lane is the lack of intervisibility due to the brow of the hill and pedestrians, especially children, being masked by parked vehicles. Both will be addressed by a signal controlled crossing.

City Centre and District Centres

This year, we are also looking to develop proposals for a 20 mph scheme in the City Centre to help prevent pedestrian casualties. Other initiatives will feed into this umbrella scheme and include the (at the moment) experimental ban on vehicular access to certain areas such as Call Lane at weekends at night, a scheme to improve pedestrian facilities and ambiance of Call Lane, removal of traffic from some streets on certain days of the week on summer evenings and traffic calming works on Vicar Lane/ Kirkgate. Efforts will be made to work with UTMC to minimise pedestrian delay at signals to address the misuse of facilities.

City Centre was identified as the location of the majority of all pedestrian casualties, as have several district centres; these tend to be areas with high footfall and multiple crossing movements whilst the district 'high streets' also perform the function of distributor routes – the conflicts generated by high vehicular flows, parking movements and masking effect, multiple junctions and crossing movements result in high accident rates. Pedestrian flows have been shown as a significant factor in increasing the likelihood of RTCs, especially on busier A roads.

District centre schemes

Several 'district centre' schemes have been developed to address the multiple causes of accidents. These type of schemes are likely to involve parking and speed management measures, reducing junction conflicts and creating a better pedestrian environment including improved permeability/ pedestrian priority measures. Instead of targeting specific accident patterns at specific locations, these schemes focus on reducing multiple conflicts along a stretch of a local high street, which also performs the function of a distributor road. The approach has been piloted on Austhorpe Road in Cross Gates and in 2015 a scheme was introduced on Harehills Lane – one of the top Lengths and Sites for Concern (52 accidents, 7 KSIs). This is to be followed in 2016 by a similar scheme on Harehills Road (another top Length and Site). Both are located in the Gipton and Harehills ward and on the boundary of the LS9 and LS8 postcodes which have particularly high prevalence of KSIs.

In 2016/17 an even more significant scheme is likely to be introduced on Dewsbury Road within the City and Hunslet ward (highest prevalence of KSIs among vulnerable users in Leeds), where there is an acute casualty problem, with over 72 casualties (9 KSIs) in the previous 5 years; more than half of all casualties, and 8 out of 9 KSIs, involved a pedestrian or a cyclist. The scheme will therefore focus on improvements to the pedestrian environment and crossing opportunities, reduce conflicts with parking and provide safer, where possible segregated, cycling facilities.

Cycling

The popularity of cycling has been increasing since Leeds hosted international and national events and also as improvements to cycle infrastructure have taken place.

Driver/ rider error is an identifiable factor contributing to collisions involving cyclists. Education and promotional events help raise awareness of the need to stay visible and develop cycling skills. In 2015, a

new contract was awarded to Cycle Leeds to deliver a programme of Level 1, 2 & 3 Bikeability Cycle Training across the district. In addition to Levels 1-3 Bikeability, in the spring of 2015 Leeds was also selected to pilot some new 'Bikeability plus' modules. These modules provide a more holistic approach towards the traditional 'cycle training' model, focusing on supporting pre-riding children at Key Stage 1, bike maintenance programmes and a programme of led rides and excursions in localities. The Bikeability plus modules have now been rolled out nationally and Leeds will focus on delivering 4 modules – Bikeability Balance, Bikeability Learn to Ride, Bikeability Fix and Bikeability Ride along with maintaining delivery of the traditional training across Levels 1-3. A funding agreement is now in place to secure the delivery of Bikeability in the district until at least March 2020.



Balance Bikes Bikeability training.

In the financial year 2015-16 we delivered 6596 L1/2 places, 290 L3 places and 1202 Bikeability plus places.

More specific spatial analysis involving KSIs are part of the Sites and Lengths reports; separate studies undertaken in 2012 focused on geographic distribution of cyclist casualties – this is currently being reviewed. The majority of casualties are thought to be adult commuters (70% of all cycling collisions occur in the peak hours and involve an adult) but there is also a specific issue along the corridors in areas of the city (largely LS6, as highlighted above) with a large student population. Unfortunately, due to reduced funding, there are currently no resources to continue to provide cycle training to adults beyond that on the City Connect route.

Development of traffic free/ low traffic routes on the Core Cycle Network seeks to identify and provide routes that are largely traffic free, or use lightly trafficked streets, that are signed and built to a standard that makes them attractive to commuters, especially those new/ returning to cycling. However, available data indicates that certain radial routes, being faster and more direct, continue to attract greater and greater cycle usage, which drives demand for improvements in conditions and infrastructure, which fuels further demand. This does lead to cyclists who are using cycle lanes at peak times, when masked by queueing traffic, coming into conflicts with turning vehicles.

We have, for the first time, developed capital schemes which look to target specific user groups, such as cycling and motorcycling. The A660 has had red surface treatment to highlight the presence of the cycle lane at junctions and successful right turn ban on Bainbrigge Road which led to reduction in casualties amongst cyclists coming into conflict with right turning vehicles. This year this will be augmented by a

similar scheme in Springhead Road. In 2016/17 we are introducing a small scheme at Roundhay Road, where cycling casualties are occurring at one specific location, and also more extensive schemes on Kirkstall Road and Regent Street, where cycling casualties occur at a number of junctions as the result of turning/priority conflicts. The scheme aims to highlight the visibility of the cycle lane and the priority of cyclists using the A65 over turning vehicles, in line with examples of best practice from both continental cities and solutions adopted by other local authorities, e.g Greater Manchester. Similar approach has been deployed on the City Connect cycle superhighway. The infrastructure measures will be supported by TIPPS and other promotional initiatives. If successful, the approach can be extended to other routes with similar conflicts.

In addition, the City Connect project is facilitating the following campaigns with a Road Safety message;

- Back to School/Work – from the end of August into September City Connect (CC) will run a campaign aimed at getting people back on their bikes and using the route following the summer holidays. The campaign will use the People of City Connect to get the message across with outdoor media space and air time booked in to support the campaign. Engagement events are also planned once City Connect 2 opens later this autumn.
- Light Night – CC will this year sponsor Leeds' Light night, and will be looking to organise led rides to encourage people, especially families, to utilise the route. These will include light up bike sessions, using glo sticks etc. CC will have a stall at light night, and this will be used to start Road Safety Be Bright, Be Seen campaigns
- Universities – engagement events on dates in early October, hopefully to tie in with Light Night, will take place at Leeds' and Bradford Universities, offering Lights/Locks/Bike Marking. Road Safety will acquire some good quality lights for students to be sold at a subsidised rate.
- Road Safety campaign – DIVA design will be briefed to develop a campaign aimed at educating drivers regarding junction priority and shared space. The campaign will run between 4-6weeks, from September, subject to advertising space. Campaign will run on bus backs, outdoor media space, with enquires to be made on key sites eg Yorkshire Post.
- Shared Routes – DIVA will also be briefed on a shared routes campaign, to encourage safe use of these areas. Short quirky easily shared/spread videos are the preferred medium.
- *How to use your SuperHighway* booklet – CC will aim to finalise the copy for the booklet in the coming weeks, with input from Road Safety. The booklet will likely be in the a format similar to the consultation booklets in use at (A5), with sections for both cyclists and drivers about best practice, and what to expect on route. It is hoped booklets will be available for Back to School/Work campaign end of August, with distribution through schools, engagement events, bike friendly businesses (currently 40), fleets.
- Winter cycling – CC will continue to encourage the Winter Warriors through Love 2 Ride challenge.
- Spring – further promotion of the route campaigns will take place in March/April 2017, with details to be confirmed.

We have also looked to introduce capital schemes and more minor initiatives to ameliorate Powered Two Wheeler) casualties. Many of these are more minor measures which can be easily at a very low cost with the aid of white lining. However a more significant scheme is being introduced on the A642 (between Ringway in Garforth and Bullerthorpe Lane near Swillington), where there have been 4 fatalities involving motorcyclists and one involving a cyclist. The scheme comprises alterations to white lining, improving visibility at junctions and passive road safety by reducing the likelihood and the impact of collisions with roadside objects.

Partnership working and enforcement

We continue to maintain links with our Neighbourhood Policing teams in order support local communities, particularly where they have concerns around speeding traffic, and / or parking issues outside schools. We continue to promote our Community Speed Awareness Scheme to both NPTs and members of community groups and provide training and resources where required. We also continue to deliver our Mini Police initiative in schools that have identified this as an appropriate course of action.

Next Steps:

We will:

- continue to review the casualty data to identify our Priority Areas for 2016/17 and ensure we are targeting all our road safety ETP initiatives and programmes in the appropriate areas and to the appropriate group.
- Purchase and make use of MAST to allow further interrogation of casualty data and to identify the best ways to target vulnerable road user groups with appropriate information.
- Continue to deliver our Pedestrian Skills Training and Priority Area programme in areas of the district where child casualties are higher
- Continue to deliver 20 mph schemes around schools and extend these to cover the remaining residential areas
- Develop a 20mph scheme for the City Centre
- Continue to progress the Pedestrian Crossing Review
- Monitor the success of large capital schemes, in particular the district centre schemes and the provision of separate cycle facilities and roll out the approach as appropriate. In particular deliver the schemes on Dewsbury Road and Harehills Road and prepare detailed proposals for Chapeltown Road.
- Have a more joint-up approach to the delivery of capital schemes/ education, promotion, events and enforcement (mass action)
- Review road safety schemes along the NGT route
- Continue to deliver the Bikeability programme and look to address and resolve some of the issues around the delivery of Level 3 as well as looking for opportunities to expand and deliver Bikeability plus modules.
- Continue to lobby and make our voice heard with the DfT regarding changes and improvements to the Bikeability programme.
- Re-double our efforts to address the spike in pedestrian casualties at the 'Transition Age', by continuing to deliver our Transition programme in Schools and also engage with all schools by sending out appropriate resources and materials to encourage safe and sustainable travel.
- Continue to seek funding from the Casualty Reduction Partnership to deliver Theatre in Education performances and maintain our links with the Performance and Cultural Industries students at the University of Leeds to ensure that students continue to deliver peer to peer based drama workshops for Y9 students.
- Support the new post holder to develop projects and initiatives that look at ways of addressing casualty issues amongst secondary school aged pupils and those in further and higher education.

- Work with adult social care and public health to provide information and resources to our older road users in order to raise awareness about specific road safety issues with this particularly vulnerable group.
- Work across departments to support the development and roll out of the 20mph programme and look for other opportunities to deliver the type of project piloted in Middleton / Belle Isle area.
- Purchase 6 more SIDs to be used at fixed locations within communities across the district
- Continue to work and liaise with other key partners and stakeholders such as West Yorkshire Police and West Yorkshire Fire & Rescue

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Report of West Yorkshire Combined Authority

Report to Scrutiny Board (City Development)

Date: 12 October 2016

Subject: Inquiry into Bus Service Provision

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<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? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The Scrutiny Board at its meeting on the 17th of June 2015 resolved to undertake an inquiry to consider bus service provision in Leeds District. Since the first Leeds Scrutiny Board meeting in January 2016, the Board has met four times (January, February, March and April 2016) regarding the bus service provision inquiry. The Scrutiny Board meetings have covered a range of topics and viewpoints from a series of organisations involved in the bus system.

Recommendations

2. It is recommended that the Scrutiny Board:
 - Note the progress of the ongoing consultation with members of the public and stakeholders on the West Yorkshire Bus Strategy
 - Consider the West Yorkshire Bus Strategy and contribute to the consultation
 - Note and consider the information provided regarding the Bus Services Bill
 - Support the passage of the Bus Services Bill through Parliament and endorse the points made by WYCA Transport Committee members about the Bill
 - Determine if further scrutiny will be required to ensure careful consideration is given by WYCA and LCC regarding how to deliver the Bus Strategy.

1 Purpose of this report

1.1 The purpose of this report is to:

- Provide an update on the consultation into the West Yorkshire Bus and Transport Strategies
- Provide an opportunity for the Scrutiny Board to contribute to the consultation.
- Set out the latest position regarding Bus Services Bill
- Provide a summary of the evidence presented to the Scrutiny Board by WYCA, Bus Operators and other stakeholders.

2 Background information

2.1 Since January 2016, the Scrutiny Board (City Development) has been undertaking an Inquiry into the bus service provision in Leeds. The Scrutiny Board meetings have covered a range of topics and viewpoints from a series of organisations involved in the bus system.

2.2 In January 2016, the Scrutiny Board covered the context and background to bus industry including:

- Overview of Bus Services and the economy
- De-regulation and the West Yorkshire Combined Authority
- Key Achievements over the last decade
- Role of the Highway Authority & WYCA in the Bus System

2.3 In February 2016, the Scrutiny Board considered the West Yorkshire Combined Authority Bus Strategy approach and associated public consultation programme. It was also presented with information around the existing legal frameworks and as well as expectations from the Buses Bill, which was emerging as a new option at the time.

2.4 In March 2016 key stakeholders including Transport Focus, Chamber of Commerce and Unite were invited provided to outline their perspective on the bus system in Leeds.

2.5 In April 2016 a range of bus operators were invited to present their perspectives, including:

- Existing Bus Operators: First West Yorkshire, Arriva, Transdev as well as the umbrella organisation ABOWY (Association of Bus Operators in West Yorkshire)
- Other Bus Operators: Tower Transit and HCT

3 Main issues

Transport and Bus Strategy Update

- 3.6 As outlined at the February 2016 scrutiny meeting, West Yorkshire Combined Authority is producing the new, 20-year West Yorkshire Transport and Bus strategies, in partnership with district councils and bus operators First West Yorkshire, Arriva and Transdev.
- 3.7 The new strategies will support the recently updated Leeds City Region Strategic Economic Plan's ('SEP') targets of creating an additional 35,700 jobs for local people over the next 20 years, and growing the City Region economy at a faster rate than the national average. The SEP wants 'good growth' where business competitiveness, productivity and profits go hand in hand with access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued.
- 3.8 The West Yorkshire Transport Strategy sets out how a modern, effective and integrated transport system can help people make the journeys they need to for jobs, education and leisure. It is intended that the West Yorkshire Transport Strategy would become West Yorkshire's 'Local Transport Plan' document. A copy of the Transport Strategy summary is included in Appendix 1.
- 3.9 Bus is an integral element of the broader West Yorkshire Transport Strategy and the Leeds City Region SEP. As a result, our more detailed strategy for development of bus, as part of the wider West Yorkshire Transport Strategy is identified in the West Yorkshire Bus Strategy. The Bus Strategy is a 'daughter document' to the broader Transport Strategy and a copy is attached in Appendix 2.
- 3.10 For bus, the goal is to create the best system in Europe, where catching the bus in West Yorkshire is an attractive and natural choice for everyone. Delivering this step change is fundamental to helping to realise the ambitious economic growth targets for West Yorkshire and the City Region. To realise this, the vision for the West Yorkshire Bus Strategy is:
- To create a modern, integrated and innovative bus system which puts customer first and contributes to the delivery of West Yorkshire's economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy*
- 3.11 From this vision, the following objectives have been defined:
- To enable economic growth in West Yorkshire by improving connectivity to areas of economic opportunity;
 - To realise environmental aspirations, including significantly reducing local emissions; and
 - To support local communities by providing access to health services, education and employment, leisure and retail destinations.
- 3.12 To deliver growth and to resolve the challenges that currently exist in the industry, the West Yorkshire Bus Strategy proposes a blend of coordinated policies:

- To provide consistent and excellent customer services across the bus system.
- To provide modern, coherent and integrated bus services
- To provide integrated, simple and affordable bus fares for all
- To provide easily accessible and reliable travel information
- To present the bus system as a single network
- To provide a modern bus system which contributes to improved air quality.

3.13 In delivering these policies, the strategy must put the needs of the customer first. In addition it must, create a safe and secure environment for all, be affordable and support the long-term financial sustainability of the West Yorkshire bus system.

3.14 The ambition is to target 25% patronage growth from 2016 levels, over the next 10 years, but given the level of economic growth forecast, it is not infeasible to target even higher levels of patronage growth.

3.15 Since the February Scrutiny Board, the three month public and stakeholder consultation on the Transport and Bus Strategies started on 18 July 2016 and is anticipated to end on Friday 21 October 2016.

3.16 The timing of the Scrutiny Board inquiry presents an opportunity to respond to the consultation, by considering the core questions of the consultation:

- The Bus Strategy identifies a range of problems associated with the bus system. How far do you agree or disagree with these customer focused problems?
- The Bus Strategy sets out vision, objectives and critical success factors for the Bus System. How far do you agree or disagree with the vision, objectives and critical success factors?
- The Bus Strategy sets out the detailed policy proposals which WYCA believes will enable the vision and objectives to be realised. How far do you agree or disagree with these policy proposals?

3.17 By mid-September, almost 4,000 people had already taken part in the consultation. Almost 80 drop-in sessions are being held across West Yorkshire. Of the completed responses to the Bus Strategy questionnaire, the responses by district is provided below:

Bradford	Calderdale	Kirklees	Leeds	Wakefield
16%	16%	20%	41%	8%

3.18 Overall there are 22 drop in events specifically around the consultation taking place across in Leeds District, with over 80 planned in total across West Yorkshire. In addition to this, a series of specific workshops have been held with specific groups in Leeds, including with health and wellbeing groups, education groups, equalities groups, as well as other special interest groups such as young people forums and Leeds Millennials. The Leeds 'conversation' has also held a

series of events where the Transport and Bus Strategies have also been discussed.

3.19 This is one of our largest ever programmes of consultation events across West Yorkshire, with 94% of the population of West Yorkshire able to get to an event by public transport within 30 minutes. Promotion of the consultation has included:

- All Parish / Town Council Clerks have been made aware of the consultation through a series of emails and newsletters.
- All councillors in West Yorkshire are emailed weekly about consultation and the upcoming events.
- There is a weekly press release and many of the events have been picked up in the local press.
- Leeds council communications team and the bus operators have actively helped to promote events through social media.
- Materials about the consultation have been distributed at a range of locations including at Leeds Railway Station and at Leeds Bus Station.
- We are using social media to target Leeds car drivers commuters through promoted and boosted posts on Facebook
- We have sent out a range of newsletters and emails inviting them a wide range of stakeholder groups, businesses, community associations to take part in the consultation
- Bus operators have placed posters about the consultation on their buses and posters are also on local train services. Posters have been placed at targeted shelters, targeting areas where we have had a low responses to date
- Regular updates and reminders on when and where the drop-in sessions are taking place continue to be posted on social media. Twitter: @yrtravelyrsay and @WestYorkshireCA Facebook: Yourtravelyoursay as well as at www.yourtravelyoursay.co.uk. Additional targeted promotion of the consultation via social media has taken place for young people, motorists and Wakefield residents (where response rates have been lower).

3.20 Once the consultation closes, a full independent report analysing all the results will be produced. Following which, the strategies will be updated to reflect comments made. The updated strategies will subsequently brought back to WYCA Transport Committee for review, endorsement and adoption.

Bus Services Bill

3.21 The Bus Services Bill was introduced into the House of Lords on Thursday 19 May 2016. This Bill seeks to “expand the range of tools available” to directly elected mayors and local transport authorities (LTAs) in areas in England outside of London to improve local bus services. The Government has said that the Bill would:

- Give elected mayors and LTAs “the power to improve bus services for the people who use them”.
- Provide directly elected mayors with “London-style powers to franchise local services”.
- Make available to app developers data about routes, fares and times across the country to give “passengers better information about how to make the most of local bus services”.

The Department for Transport has produced a document which provides an overview of the Buses Bill. This is attached in Appendix 3.

3.22 The Bill makes provision in the following areas:

- Partnerships (clauses 1 to 3 and 9 to 15)
- Bus franchising (clauses 4 to 6)
- Ticketing improvements (clauses 7 to 8)
- Bus registration and open data (clauses 16 to 20)

3.23 It is an enabling bill and extends to England and Wales, although it is intended to apply only to areas in England outside of London. The Explanatory Notes state that the “Government would not mandate which approach is to be taken, encouraging LTAs to pursue the most suitable solution for their area”. Several clauses in the Bill include provisions that would allow the Secretary of State to make regulations or guidance. The Government has confirmed that while the Bill is progressing through Parliament it will consult on, and aim to finalise, any such draft regulations and guidance.

3.24 Second reading (a general debate on all aspects of the Bill) took place on Wednesday 8 June 2016. Committee stage (a line by line examination of the Bill) took place over three days: Wednesday 29 June, Monday 4 July and Wednesday 20 July 2016. The latest version of the Bill, as amended in committee, was published on 20 July 2016.¹ The Report Stage, giving all members of the Lords a further opportunity to examine and make amendments to the Bill, will be on Wednesday 12 October 2016.

3.25 In addition, DfT are continuing discussions with stakeholders including WYCA in order to inform the detailed content of the regulations and guidance associated with the Bill, which have included a series of workshops and meetings coordinated through Urban Transport Group (UTG²) at DfT’s offices. It is still the DfT’s intention to publish draft regulations and guidance, for formal consultation, in the autumn.

3.26 DfT are still anticipating the Bill to receive Royal Assent in spring 2017, so that the powers will be available to the first tranche of Mayoral Combined Authorities.

3.27 Lead WYCA Transport Committee members have written to all Leeds City Region MPs to set out their broad support for the Bill but that one area of detail where we share the concerns of many parties is that all Transport Authorities should have equal access to franchise powers. In addition, during the course of the passage of the Bill that additional requirements or tests are not added to the legislation. In this regard it is important to recognise that two previous pieces of legislation (the 2000 Transport Act and the 2008 Local Transport Act) intended to provide powers for transport authorities outside London to franchise bus services proved unworkable in practice because the processes they contained were disproportionate, convoluted and restrictive. A copy of the letter is included in Appendix 4.

¹ http://www.publications.parliament.uk/pa/bills/lbill/2016-2017/0058/lbill_2016-20170058_en_1.htm

² The Urban Transport Group brings together and promotes the interests of Britain’s largest urban areas on transport. Full members are Transport for West Midlands, Merseytravel (Merseyside), North East Combined Authority, South Yorkshire PTE (Sheffield City Region), Transport for Greater Manchester, Transport for London, West Yorkshire Combined Authority. UTG also have associate members which are Bristol and the West of England Partnership, Nottingham City Council and Strathclyde Partnership for Transport.

3.28 The Local Government Association produced a briefing on the 8th of June which sets out their views on the draft Bill. This is attached in Appendix 5.

Bus Services Bill – Transport Select Committee

3.29 In July 2016 the Transport Select Committee announced the launched an Inquiry on the Bus Services Bill. The Transport Committee are anticipated to produce a short report on the Bill to inform the specification of the Bill prior to Royal Assent. The Committee is interested in the extent to which legislation is required in this area, and if so, whether the current Bill addresses the correct issues. The Committee requested evidence on a range of themes, including:

- How Advanced Quality Partnerships and Enhanced Partnerships are likely to contribute to the Government's aims of improving services for passengers and enabling a successful commercial sector
- The appropriateness of limiting the automatic right to introduce franchising to combined authorities with elected mayors
- The likely effect of franchising on small and medium operators
- The effectiveness of the measures relating to open data and how these could improve the accessibility of bus transport
- The basis for a prohibition on new municipal bus companies delivering bus services, particularly in non-franchised areas
- Measures in the Bill relating to ticketing schemes and new technologies

3.30 Responses were submitted by a range of organisations, including bus operators and Local Transport Authorities. WYCA worked with the Urban Transport Group in producing a response to the Inquiry, which took place on 12 September 2016.³ Appendix 6 is the written consultation response of the Urban Transport Group to the Select Committee.

3.31 The select committee report will be available in the coming months, to inform the Bill as it passes through parliament.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 WYCA have taken a phased approach to the development of the Bus strategy with both public and stakeholder consultation taking place over the next 6 months with the aim to produce a 'WY Bus Strategy Policy Document' adopted by WYCA by April 2017.

4.2 Equality and Diversity / Cohesion and Integration

4.2.2 WYCA will be responsible for ensuring compliance with Equality and Diversity requirements of the Bus Strategy.

4.3 Council policies and the Best Council Plan

³ Reports and transcripts of the sessions can be accessed by following link: <http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2015/bus-services-bill-16-17/>

4.3.3 This inquiry will support objectives as defined in The Vision for Leeds 2011 – 2030 and the Best Council Plan 2015-20.

4.4 Resources and value for money

4.4.4 This report has no specific resource and value for money implications

4.5 Legal Implications, Access to Information and Call In

4.5.5 This report has no specific legal or access to information implications

4.6 Risk Management

4.6.6 This report has no risk management implications. Processes for risk and project management form part of the various projects related to the bus strategy being progressed by Leeds City Council and WYCA.

5 Conclusions

5.7 Evidence presented and matters raised during the course of the Scrutiny Inquiry, can be summarised as follows:

- Buses are vital to West Yorkshire, its people, its business and its economy. Each week people in West Yorkshire make over 3.5 million journeys on local bus services, making them the most highly used form of public transport in our area. An improved bus system is vital to achieve the ambitious levels of economic growth we have set for West Yorkshire and the City Region.
- Significant improvements are needed to the bus system and the West Yorkshire Bus Strategy sets out the vision, objectives and a series of policy proposals to address the problems.
- Through customer feedback and existing surveys, a range of problems have been identified to exist for customers, including:
 - Buses not running to time
 - Sometimes buses not turning up
 - Long and unreliable journey times on the bus
 - A confusing network of bus routes are confusing, and it not being clear which bus to catch
 - Bus fares are expensive and it is unclear what is the right ticket or pass to get at the cheapest price
 - Travelling by bus sometimes isn't a pleasant experience
 - Bus information not being easy to get or easy to understand
 - It can be unclear who is responsible for the buses, or who to contact / complain to when things go wrong
 - Many of the buses are old
 - The exhaust emissions from buses are often harmful
- The current public and stakeholder consultation is testing whether these are the key problems affecting bus services and whether the policy proposals will address these problems.

- The Bus Services Bill provides a ‘once in a generation’ opportunity to enable bus services to be improved, however:
 - All LTAs should have access to all available powers, including a simpler route to franchising; and
 - During the course of the passage of the Bill through parliament, additional requirements or tests should not be added to the legislation which would make the legislation unworkable (as has been the case with previous bus legislation).
- Following the conclusion of the consultation, WYCA with support from LCC and bus operators will need to carefully consider how to deliver the Bus Strategy, including the legal options available to delivery of the strategy through the Bus Services Bill.

6 Recommendations

6.1 It is recommended that the Scrutiny Board:

- Note the progress of the ongoing consultation with members of the public and stakeholders on the West Yorkshire Bus Strategy
- Consider the West Yorkshire Bus Strategy and contribute to the consultation
- Note and consider the information provided regarding the Bus Services Bill
- Support the passage of the Bus Services Bill through Parliament and endorse the points made by WYCA Transport Committee members about the Bill
- Determine if further scrutiny will be required to ensure careful consideration is given by WYCA and LCC regarding how to deliver the Bus Strategy.

7 Background documents

None

8 Appendices

Appendix 1 – West Yorkshire Transport Strategy Summary

Appendix 2 – West Yorkshire Bus Strategy Summary

Appendix 3 - The Bus Services Bill an Overview, Department for Transport

Appendix 4 – Letter from WYCA Transport Committee to MPs regarding the Bus Services Bill

Appendix 5 - Local Government Association briefing note on Bus Services Bill

Appendix 6 - UTG response to the Transport Select Committee

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WEST YORKSHIRE TRANSPORT STRATEGY

2016-2036

SUMMARY CONSULTATION DRAFT



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West Yorkshire Transport Strategy 2016-2036

Transport is vital to West Yorkshire, is people, its businesses and its prosperity.

The population and economy of West Yorkshire is growing. We want to put in place the right transport conditions to support this growth in a sustainable way - and we want your help.

We are consulting on a long term Transport Strategy which is intended to deliver a high class, modern, integrated transport system - which is easy to use, better connects people and places, and contributes to improving the health and well-being of people living or working in West Yorkshire.

The strategy recognises the importance of the wider Leeds City Region to our economy and that people and goods travel longer distances across administrative boundaries. The strategy will support work at the national, pan-northern, regional and local level to create a northern economic powerhouse that delivers jobs and prosperity.

There are significant challenges. Our transport system is under pressure. Investment in transport has not kept pace with economic and population growth, resulting in congestion and delays on our roads, a lack of seats on public transport, a lack of resilience in these networks and limited options for when things go wrong, and there are serious concerns about the negative impacts of our travel on people's health and the environment.

Consultation on our new West Yorkshire Transport Strategy started on 18 July 2016 and will run to 21 October 2016.

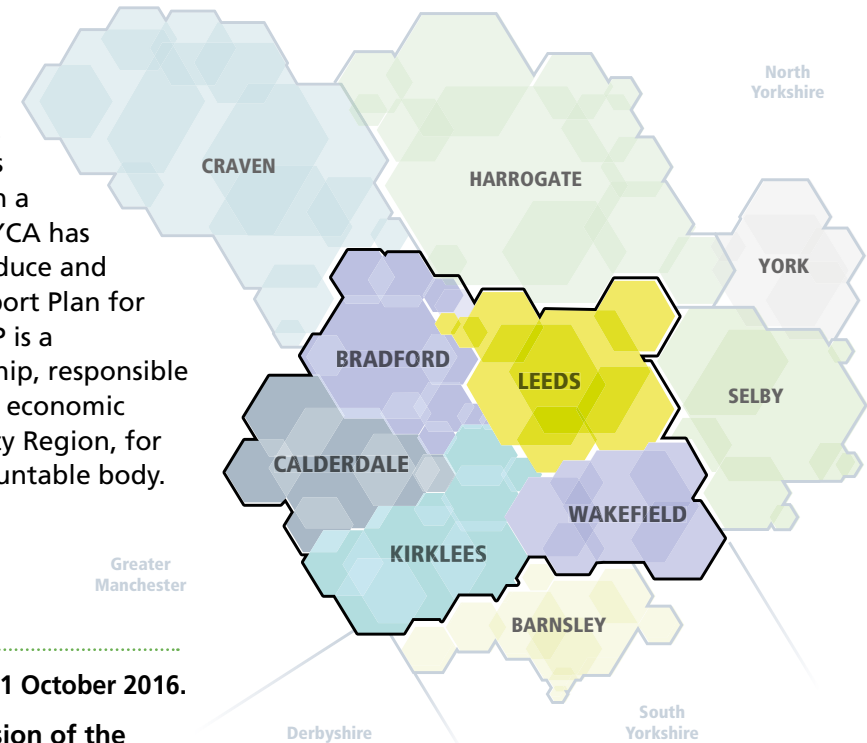
This document is a summary of the West Yorkshire Transport Strategy. You can find the full version of the West Yorkshire Transport Strategy and complete an online questionnaire by visiting www.yourtravelyoursay.co.uk

Who we are

The strategy is led by the West Yorkshire Combined Authority (WYCA), but has been produced through engagement with many partners and stakeholders.

Where 'we' is used in the strategy it refers to WYCA, the five West Yorkshire Local Authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield and the Leeds City Region Local Enterprise Partnership (LEP), working with other organisations to bring transformational change to our transport system.

WYCA was formed in April 2014 to bring together strategic economic development and transport functions across West Yorkshire in a more effective way. WYCA has a statutory duty to produce and maintain a Local Transport Plan for West Yorkshire. The LEP is a public-private partnership, responsible for driving business-led economic growth across Leeds City Region, for which WYCA is its accountable body.



Delivering the Strategic Economic Plan and Good Growth

The Leeds City Region is the largest UK economy outside of London, and is critical to the North's and the Nation's success, but productivity and the attractiveness of our places for business must improve to compete in a global economy.

Our West Yorkshire Transport Strategy will help deliver the Leeds City Region Strategic Economic Plan (SEP). The SEP details how the LEP and WYCA will work with businesses, the public sector and voluntary and community organisations to develop the economy.

The SEP wants 'good growth' where business competitiveness, productivity and profits go hand in hand with access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued.

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The SEP will achieve good growth by investing in four strategic policy areas:

- **Priority 1 Growing Business**
- **Priority 2 Skilled People, Better jobs**
- **Priority 3 Clean Energy and Environmental Resilience**
- **Priority 4 Infrastructure for Growth**

Improvements in transport cut across all four SEP priorities, but are emphasised in Priority 4 - where the SEP sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.

Find out more about the SEP by visiting the LEP website at: www.the-lep.com

How our plans fit together



NATIONAL HIGH SPEED RAIL / HIGHWAYS ENGLAND



PAN NORTHERN RAIL NORTH / NORTHERN POWERHOUSE RAIL / TRANSPORT FOR THE NORTH

LEEDS CITY REGION STRATEGIC ECONOMIC PLAN

WEST YORKSHIRE TRANSPORT STRATEGY



DISTRICT LOCAL PLANS TRANSPORT, ECONOMIC AND HEALTH & WELLBEING STRATEGIES

We want a transport system that supports good growth, serving the needs of both business and people.

Efficient motorways, High Speed Rail, fast East-West rail connections across the north of England and better access to airports will ensure that our physical links to the rest of the UK and the world match or exceed other comparable city regions - but our economic ambitions also require transformational change in our transport system at a West Yorkshire and local level.

The Transport Strategy provides the framework for the delivery of improved transport infrastructure and services in West Yorkshire, to support the SEP and District Local Plans, and to influence investment decisions made at the national and pan northern tiers.

Our Transport Challenges

West Yorkshire is well located to deliver better transport connectivity to support economic growth across the City Region.

We are at the crossroads of London, Edinburgh, Liverpool and Hull, on the main national road and rail networks, linked north-south by the M1 and East Coast Mainline and east-west by the M62 and Trans Pennine Rail. We are potentially within an hour's drive-time of 7 million people, and can reach Manchester, Sheffield and Hull with direct rail connections.

The West Yorkshire transport system already supports high volumes of passenger and freight movement - but consultation and the analysis of available evidence shows there are challenges facing transport, which we need to address. Fundamentally, our transport system is under pressure. Investment in road and rail has not kept pace with economic and population growth, resulting in congestion and delays on our roads, a lack of seats on public transport, and a lack of resilience in these networks and alternative options when things go wrong - these transport restrictions could limit the ambitions for growth contained in the Strategic Economic Plan and our District Local Plans.

And the future presents further challenges. We will have an older population with higher levels of disability which will create new and different demands for travel. There are also some key social and technological trends that are likely to impact on the demand for travel by younger people in the future. Among these trends are lower levels of car ownership, participation in the share economy and greater use of smart technology.

These considerations, taken together with an energy revolution, mean we must not plan on yesterday's assumptions and should prepare for a more flexible and technology-assisted future.

- **Strategic connectivity** - our north - south and east - west connections to the UK's major cities require significant investment to remain fit for purpose
- **Congestion** - on motorway corridors and junctions and routes into our main urban centres, impacting on business costs and the accessibility of labour markets
- **Poor access** - by road, rail or bus to many key development sites and gateways including Leeds Bradford Airport, holding back job creation and house building
- **Car dominance** - in town and city centres due to a lack of orbital road capacity to remove through traffic, combined with past prioritisation of car parking in centres
- **Severe crowding on trains** - in the busiest periods, with peak period trains to and from Leeds having some of the worst crowding nationally
- **Insufficient car parking at rail stations** - and limited bus park and ride options to our centres
- **Bus journeys made slow or unreliable** - by road congestion and long dwell times at stops because of on-bus payments
- **Climate change** - with a slower rate of carbon reduction in the transport sector than in other sectors
- **Poor air quality** - and the negative impacts of harmful pollutants produced by traffic linked with a range of illnesses and premature deaths
- **Over-reliance on car use** - contributing to a rise in obesity, diabetes and coronary heart disease
- **The safety of our roads** - with particular concern for walking, cycling and motorcycling

Our Transport Vision

Travel around West Yorkshire over the next 20 years will become easier and more reliable, using a high class, modern, well connected transport network that enhances business success and people's lives

Our Transport Strategy is driven by the aims of achieving a radical uplift in business success and in connecting growth and wealth to ensure that people, communities and the environment benefit from sustained, positive outcomes.

Our Objectives



Improve connectivity and reduce congestion
- thereby increasing business productivity and providing access to wider labour markets



Have a positive impact on our built and natural environment
- increasing longer term resilience against climate change



Create a 'sense of place' - encouraging walking and cycling for health and other benefits and increasing access in a safe way

Your feedback so far

The draft strategy has been informed by an initial consultation held with stakeholders and the public in 2015.

Feedback from consultation told us that a focus on the economy, and the approach described in a number of core themes was well received, but people wanted to see greater ambition with the better integration of all forms of transport a vital early step in improving transport. There were also expectations for transport making a positive contribution to the environment, to combat poor air quality and tackle climate change and in addressing the economic and health inequalities in our communities, with transport for young and elderly people and in rural areas highlighted as important issues.



Our Ambition

Our ambition for transport lies not just in a collection of large scale transport schemes, but in the outcomes that we want to achieve.

We have identified some targets for the first 10 years of the strategy, to grow the number of journeys made by sustainable transport:

- **25% more trips made by bus made by 2026**
- **50% more trips made by rail in this region by 2026**
- **100% more trips made by bicycle by 2026**

We propose to add more targets for the whole period of the plan, which will be tailored to suit the particular circumstances and options on offer in a particular place. We are using this consultation to seek views on the indicators that should be used to measure our performance in improving transport.



Our Travel Characteristics

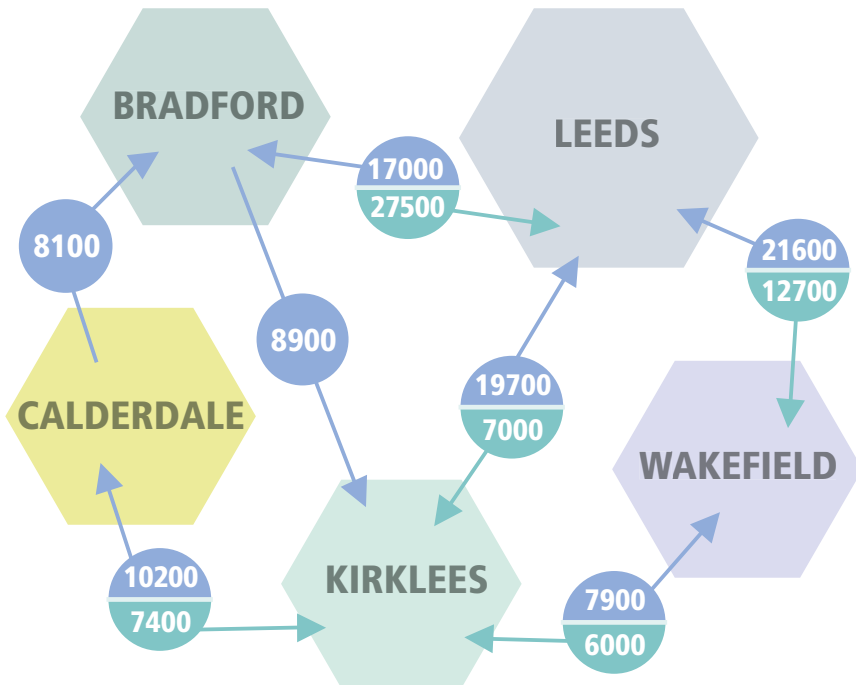
BETWEEN 2001 and 2011, the average distance we travel to work rose by

14% from 11.3km (7 miles) to 12.9km (8 miles)

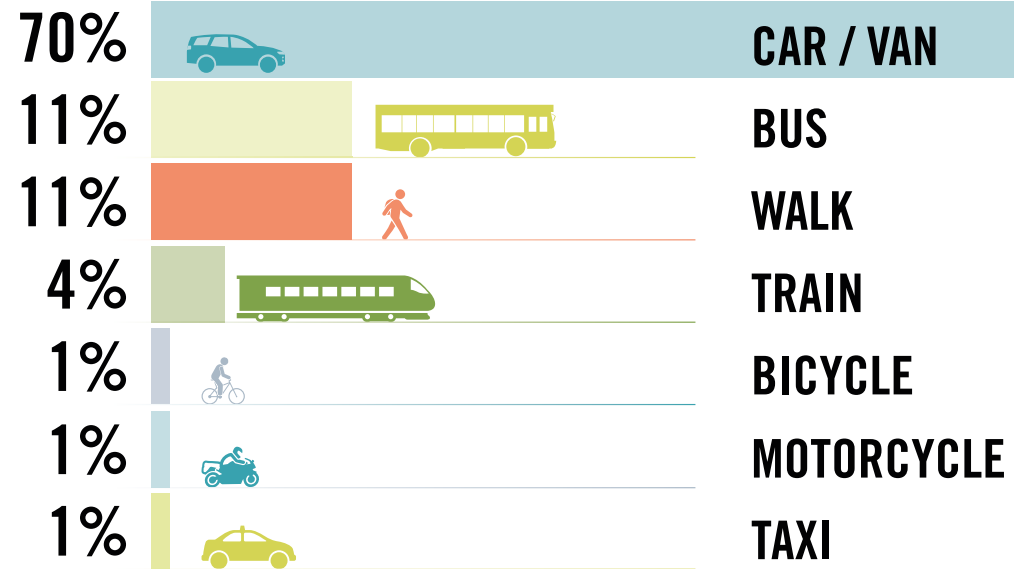
Cars & vans dominate commuting – around

70% of all travel to work (2011)

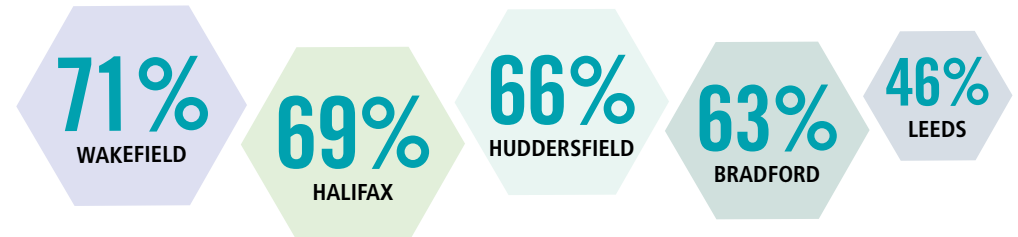
Our Districts import and export workers with each other and there have been big increases in commuting from places outside West Yorkshire. Leeds is the largest importer of labour, Kirklees is a major exporter.



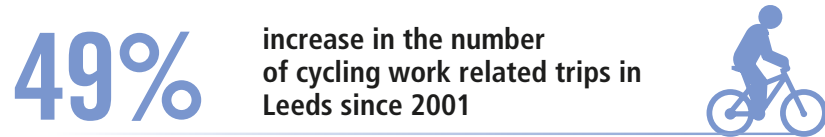
WEST YORKSHIRE TRAVEL TO WORK MODE SHARE



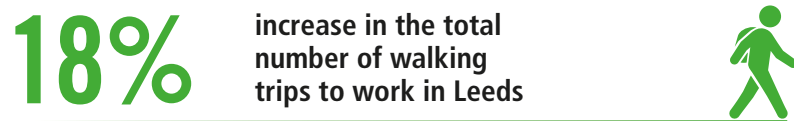
FOR COMMUTING TO OUR FIVE MAIN CENTRES THE PROPORTION OF CAR TRIPS IS GENERALLY LOWER (2011)



Cycling represents less than **1%** of work related trips in West Yorkshire in 2011, however there has been an increase in the total number of trips since 2001, especially in Leeds which has seen a 49% increase.



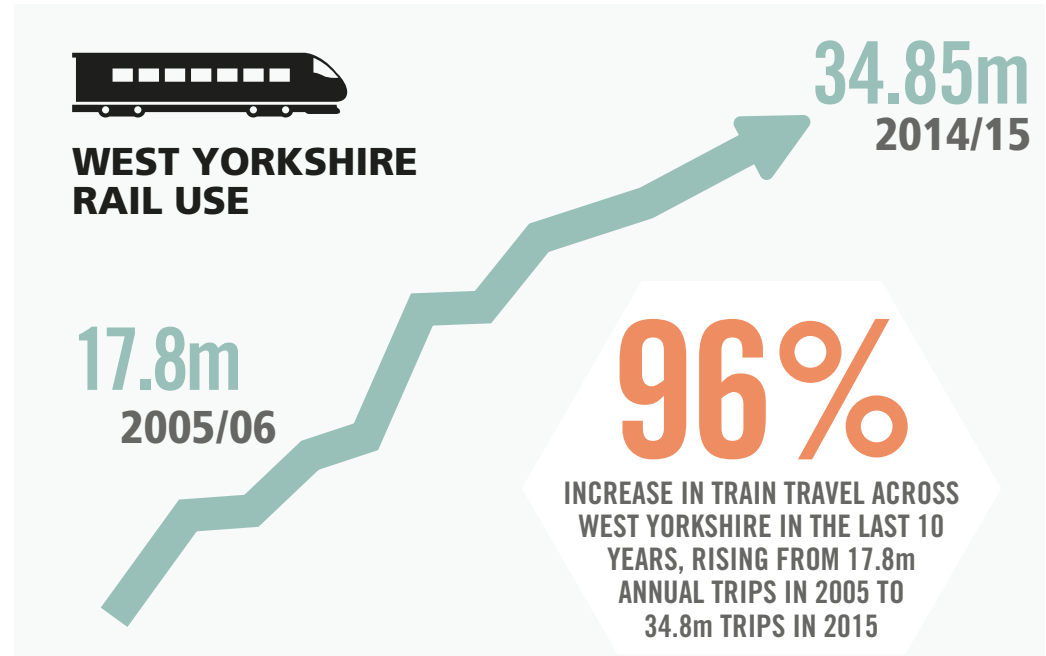
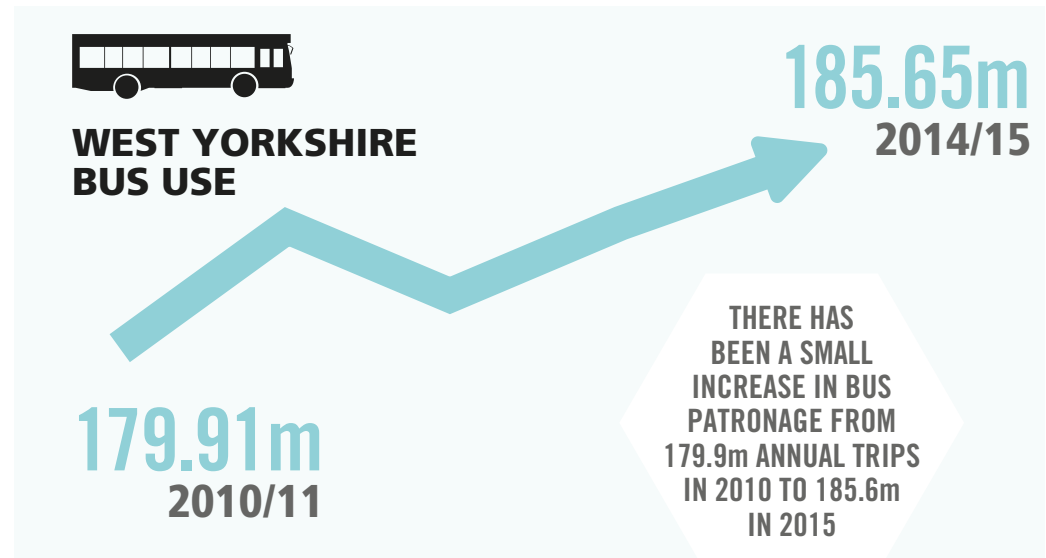
More people walked to work in 2011 than in 2001 (105,000 vs. 96,000). The highest increases in walking trips to work were in Leeds (over 18%) and Bradford (12%)



Freight – 61m tonnes of freight arrive into West Yorkshire annually and we export 54 million tonnes (2010).



Heavy goods vehicles account for only 5% of vehicles on our roads, but



Our Growth Proposals

Integrating spatial and transport planning

West Yorkshire's population will grow by 12% from 2015 to 2035, an increase of 280,000 people from 2.2 million to 2.5 million. The Leeds City Region population will grow in the same period from 3 million to 3.4 million.

The West Yorkshire Local Authorities through their Local Plans, are developing land-use proposals to accommodate this growth. The Strategic Economic Plan (SEP), working from the Local Plans, has set targets for jobs and housing to be created within the City Region and has identified Spatial Priority Areas as the focus for delivery.

The SEP targets for jobs and housing are:

- **An additional 35,700 jobs by 2036** - over that of the 115,000 jobs which would be expected to be created in that period
- **10,000 - 13,000** new houses per year across the city region

The Spatial Priority Areas are:

- **7 strategic urban growth centres** - in the West Yorkshire city and town centres of Bradford, Halifax, Huddersfield, Leeds (including the South Bank) and Wakefield, plus Barnsley and York in the City Region
- **6 strategic housing growth areas** - in Bradford Shipley Canal Road corridor, Castleford Growth Zone, East Leeds Extension, North Kirklees Growth Zone and Wakefield City Fields, plus York Central
- **12 strategic growth areas** - including mixed use employment sites and Enterprise Zones, mainly on the M1 and M62 corridors in the south of the City Region, and Leeds Bradford Airport.

This growth will generate commuter and business travel. We want to enable this growth to happen in a sustainable way.

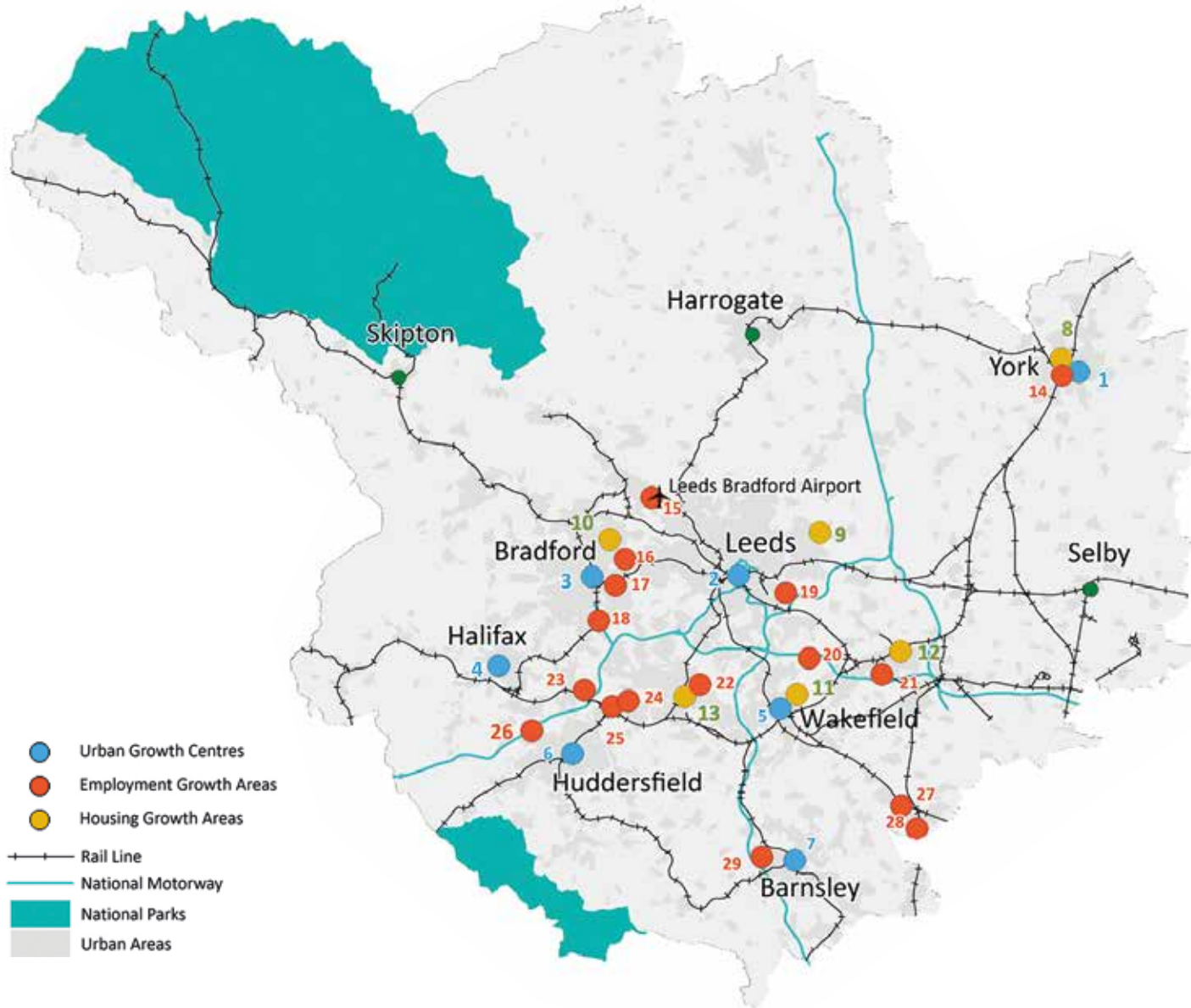
Some new road building will be necessary to relieve congestion hot spots, take traffic away from city and town centres, and to connect and bring forward development sites – but we believe that many of the new journeys can be made in full or part by sustainable transport, using rail, bus and new technologies such as Tram-Train, and by cycling and walking, or combinations of these modes.

Locating new development in accessible locations is important. Re-populating our urban centres will help. More employment growth in our centres could be achieved with investments in high quality, high capacity public transport projects. Elsewhere, locating development close to existing or new public transport hubs or corridors, and linking them by improved cycle and pedestrian networks will create better, more sustainable places.

The West Yorkshire Districts have their own unique characteristics, economic strengths and needs. This means that while there are common transport challenges and themes, there is unlikely to be a 'one size fits all' transport solution.

The full Transport Strategy document includes details of the individual West Yorkshire Local Authorities economic and transport priorities, which can be accessed from our website at: www.yourtravelyoursay.co.uk – see page 17

Leeds City Region - Spatial Priority Areas



Key

- 1 York
 - 2 Leeds
 - 3 Bradford
 - 4 Halifax
 - 5 Wakefield
 - 6 Huddersfield
 - 7 Barnsley
- 8 York Central
 - 9 East Leeds Extension
 - 10 Bradford–Shipley Canal Road Corridor
 - 11 City Fields, Wakefield
 - 12 Castleford Growth Zone
 - 13 North Kirklees Growth Zone
- 14 York Central (YNYER EZ)
 - 15 Leeds Bradford International Airport Employment Zone
 - 16 Gain Lane, Bradford (EZ)
 - 17 Parry Lane, Bradford (EZ)
 - 18 Staithgate Lane, Bradford (EZ)
 - 19 Leeds (Aire Valley) (EZ)
 - 20 Newmarket
 - 21 Glasshoughton
 - 22 Chidwell
 - 23 Clifton Business Park (EZ)
 - 24 Moor Park, Mirfield (EZ)
 - 25 Cooper Bridge
 - 26 Lindley Moor East and Lindley Moor West (EZs)
 - 27 South Kirkby Business Park (EZ)
 - 28 Langthwaite Grange Extension (EZ)
 - 29 Barugh Green

Our Spatial Themes

Over the next 20 years, West Yorkshire is going to benefit from substantial national investment and some significant changes in how transport is organised and delivered, which will transform our national and regional connections. We will build on these tremendous opportunities.

Transformed National Connectivity

High Speed Rail provides the prospect of transformational change giving a major boost to our local economy. The Government plans to invest £55.7 billion to build a new high speed rail network, High Speed 2 (HS2), from London to Birmingham, Manchester and Leeds. Direct high speed rail services will be operational by 2033, reducing journey times from London to Leeds by up to an hour, to only 83 minutes, as well as this new line providing a significant increase in capacity to meet the growing demand for rail travel. The new HS2 network will release constraints on the existing local and longer distance rail networks, creating opportunities for improving connections between the north's major cities and towns for commuters, business travel and potentially freight.

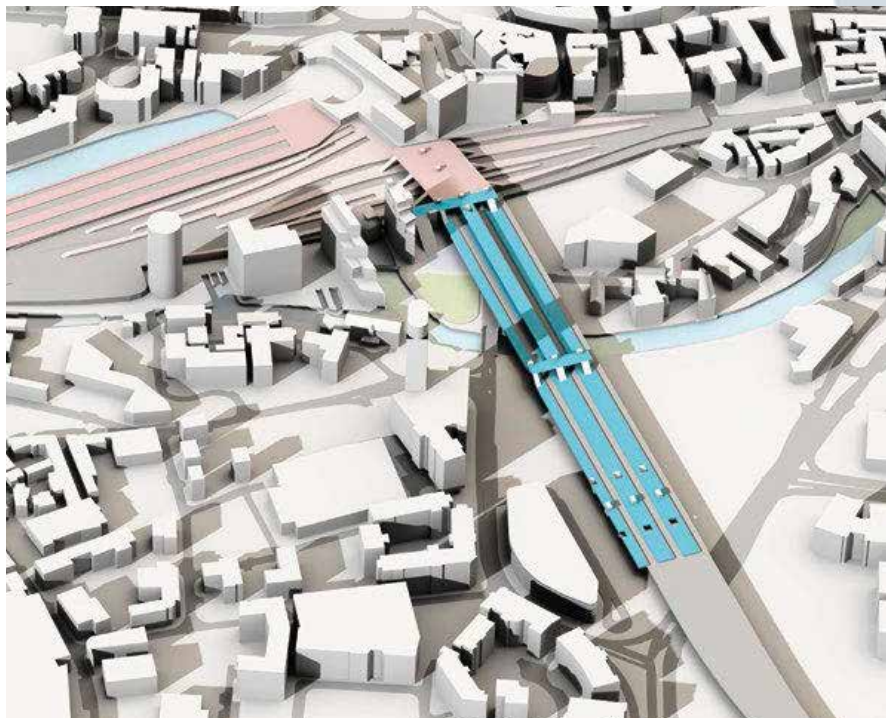
We are calling on the Government to accelerate delivery of HS2 and to future proof a connection to the existing HS1 in the south for cross-channel links.

A new HS2 station – **the Yorkshire Hub** – will be located in the centre of Leeds, integrated with the existing Leeds City Station. We are working with the government, HS2 Ltd, the rail industry, Transport for the North and local partners to develop our proposals for the Yorkshire Hub now.

The upgrade of Leeds station will be a project of regional and national significance, providing a centrepiece of the region's transport network and a world-class passenger experience - bringing together onto a single integrated site HS2, Northern Powerhouse Rail (- previously called HS3) and other inter-city and urban rail services, alongside regional rail and other local public transport services as part of our proposals for a Leeds City Region 'metro' system.

Creating the Yorkshire Hub will not only strongly support the regeneration in the South Bank area of Leeds and the transformation of Leeds city centre, but the Yorkshire Hub will be an asset that benefits the whole of the city region.





Leeds Yorkshire Hub HS2 Station

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- ▬ Core high speed network (Phases One and Two)
- ▬ HS2 connection to existing rail network
- ▬ Classic compatible services
- ▬ Existing lines with potential for future connection to HS2



Transformed Connectivity across the North

WYCA is working with a range of partners on a number of exciting opportunities to deliver much needed capacity, performance and quality improvements to the rail network connecting the major towns and cities of the north in coming years.

Rail North brings together the Department for Transport and transport authorities across the North including WYCA to set the strategic objectives for delivering a world class railway for the North.

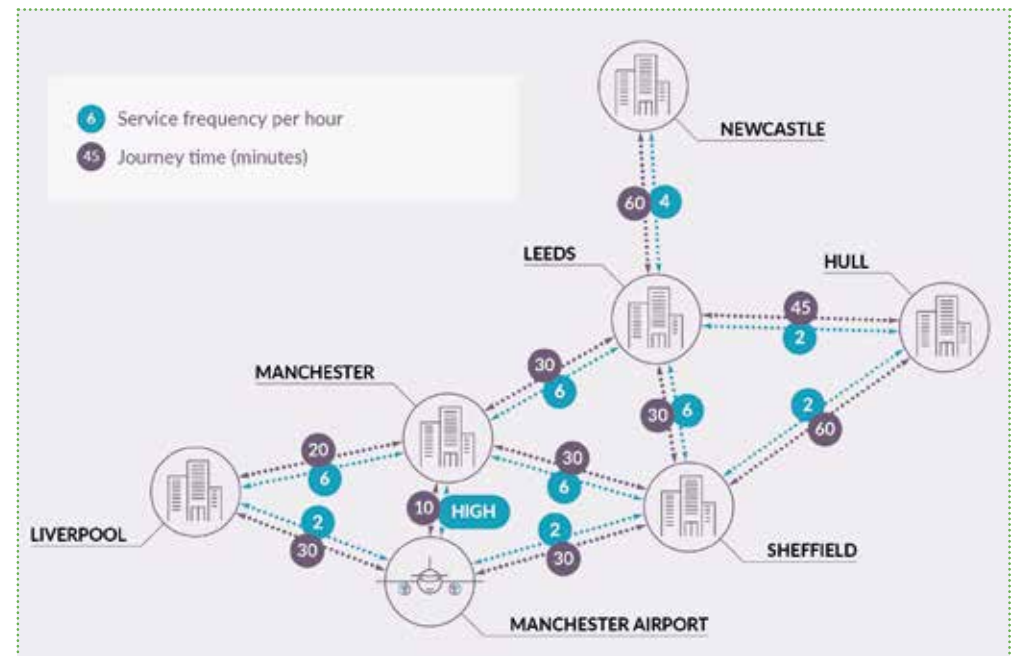
Rail North has already overseen the award of the new **Northern and TransPennine franchises**. These two rail franchises came into effect from April 2016 and will oversee a £1.2 billion investment in rail services with new, longer trains with more seats, more frequent trains and more staffed local stations and improved service levels for a better passenger experience.

Transport for the North (TfN) has been established by the Government as the new regional transport body for the North, comprising all the northern city regions, Local Enterprise Partnerships, Highways England, Network Rail and HS2 Ltd. In the March 2016 budget, funding was confirmed for TfN to develop options for Northern Powerhouse Rail (NPR) to provide a new high speed, high-quality, rail connection between the North's main urban centres, including Leeds to Manchester. We are working with TfN to influence the delivery of an intermediate NPR stop between Leeds and Manchester in West Yorkshire. Transport for the North is also developing proposals for accelerated improvements to the M62 motorway.

Network Rail will be upgrading the existing north **Trans-Pennine rail line** between Manchester, Leeds and York via Huddersfield, to be completed by the end of 2022, including the electrification of the line.

On the roads, better performance and more capacity is needed to serve the growing economy. **Smart Motorway technology** is being introduced by Highways England to improve motorway journeys through maximising the use of the running lanes by adjusting speed limits and closing and opening lanes, including the hard shoulder - with the technology already introduced on sections of the M1 and M62 and more sections to follow by 2025

Through their **Road Investment Strategy**, Highways England has committed schemes to deliver infrastructure improvements to relieve congestion and increase motorway performance on the M1, M62 and M621 and at junctions such as Chain Bar and Lofthouse, with more to follow - and we are working with Highways England and Transport for the North to identify and assist delivery of the most needed improvements.



Transformed Connectivity within the City Region

Funding secured by the LEP and WYCA through the City Deal in 2015 has enabled the establishment of a £1.4 billion West Yorkshire plus Transport Fund for West Yorkshire and York.

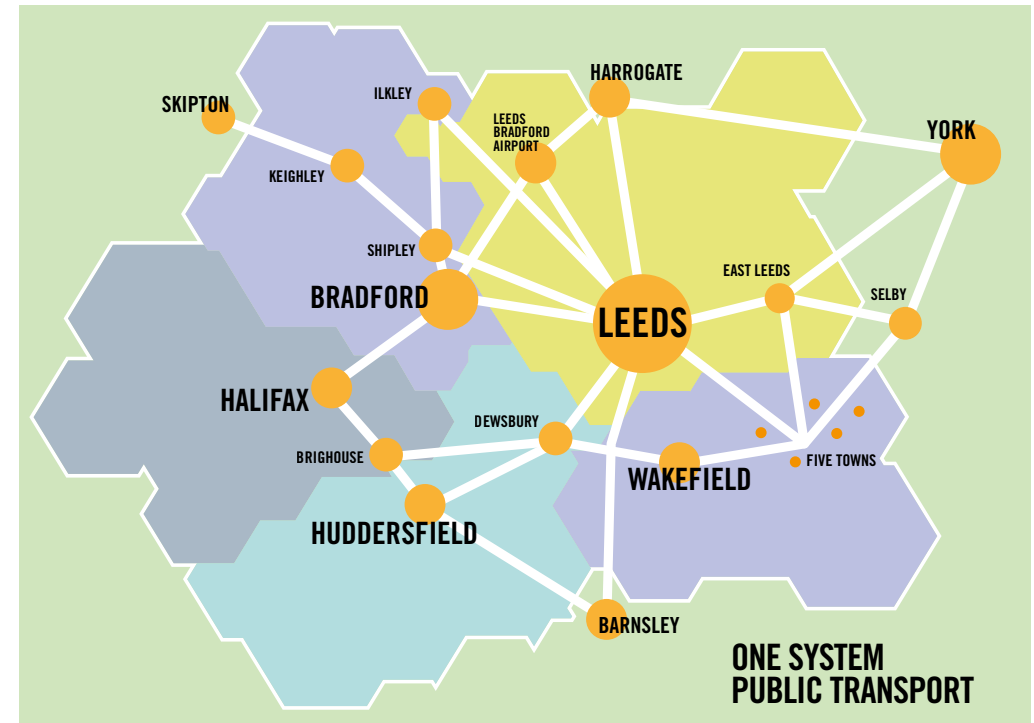
The Fund is targeted at enabling key development areas and will help to create 18,000 new jobs over the next 10 years. A number of strategic transport projects will be delivered to facilitate SEP growth priorities, which encompass motorway access and orbital road improvements, radial improvements on corridors for better public transport into our urban centres, and other road and rail improvements between District hubs to provide capacity and better connectivity. Further detail of the Transport Fund schemes can be found at www.westyorks-ca.gov.uk/wytf

The Fund will work towards addressing the under-investment of the past and unlocking constraints on our networks - but gaps will remain and more investment is needed.

We want to create a **'One System' integrated public transport network** for West Yorkshire and the City Region, which will build on and make the most of investment in High Speed Rail. We have an extensive heavy rail system serving much of the city region, and on many corridors improvements to rail will be the solution, but new technologies will be considered including the on-street running of Tram-Train, light Rail and Bus Rapid Transit where there are gaps in the rail network. A much improved bus network will have a key role to play in supporting economic growth, and we propose to expand rail and bus Park and Ride facilities, building on the success of the Elland Road Park and Ride service in Leeds.

The cancellation of the Leeds NGT (trolley bus) project, together with the proposed allocation of the £173.5m funding from the Department for Transport, will require a fresh look at strategic gaps in our transport networks and the identification of potential transformational transport opportunities.

Leeds Bradford Airport has a key role as a national and international gateway to the city region, and we have an aspiration to develop the airport as a transport hub and to facilitate the development of the airport area as an employment growth zone. For this to happen the airport needs improved surface access. A link road project is being taken forward by Leeds City Council and the long term public transport goal is to have a fixed rapid-transit link joining the airport with the centres of Bradford and Leeds. For the short-to-medium term we are developing a proposal for a parkway-type station on the existing rail network to provide enhanced connections to the airport.











Our Policies

The Transport Strategy identifies a range of policies collected across five core themes and a cross-cutting theme. They address the challenges and opportunities facing West Yorkshire and the issues identified in our earlier consultation as being most important to the public and stakeholders.

These themes and policies will provide a framework for WYCA, the LEP and the West Yorkshire District Councils in making investment decisions and taking action to improve transport.

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CORE THEME	OUR AMBITION	CROSS CUTTING THEME
 ROAD NETWORK	A road network that enables users to move around more efficiently, and that balances the competing demands for road space.	  ENVIRONMENTAL HEALTH, WELLBEING AND INCLUSION <p>To improve the transport system of West Yorkshire in a way that it makes a significant contribution to improving the health and overall wellbeing of people living and working here.</p> 
 PLACES TO LIVE AND WORK	To make our cities, towns and neighbourhoods more attractive places to live, work and visit.	
 ONE SYSTEM PUBLIC TRANSPORT	A transformational public transport system that connects different modes of transport into one network.	
 SMART FUTURES	To use technology to better plan and manage the transport system and improve the experience of the people using it.	
 ASSET MANAGEMENT & RESILIENCE	To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost effective way.	

The following section provides a summary of the core themes and policies – they are explained in detail in the full Transport Strategy document which can be accessed at: www.yourtravelyoursay.co.uk

The Road Network

Our ambition is for a road network that enables users to move around more efficiently, and which better balances the competing demands for road space

Across West Yorkshire there are 100 miles of motorway and 6000 miles of local roads. These roads have a range of users including drivers and passengers in cars, vans, lorries, coaches, buses, taxis and motorcycles as well as locally, cyclists and pedestrians. Our roads are congested at busy times of the day, slowing journeys and making them unreliable. Congestion is frustrating and costly for businesses, freight operators and individuals. A better managed road network with greater efficiency, more capacity and improved access is vital to our economic plans.

To achieve this we propose to

- increase capacity and improve journey times and reliability by working with Highways England to prioritise locations for Strategic Road Network improvements on the M1, M62 and A1
- improve journey times and reliability on our most important, most congested local roads by jointly managing a 400 mile West Yorkshire Key Route Network (KRN)
- make use of smart technology to actively manage the most important local roads and provide accurate information to influence behaviour and provide choice, particularly at times of disruption
- deliver improvement schemes to relieve local congestion hot spots
- open up development sites by providing new access roads where required
- provide new or expanded park and ride sites on the edge of cities and towns
- share out the available road space on some roads to prioritise certain vehicles e.g. freight, buses, taxis, motorcycles, cycles – to reflect the needs of different places and the role of the road
- work with the freight industry to improve routes, facilities, the environmental performance of vehicles and to shift more freight from road to rail and water
- work with the taxi trade to enhance facilities and improve environmental performance of vehicles
- providing local walking and cycling networks making it safer and easier to access local facilities and the public transport network
- improve road safety and parking facilities for motorcycles

Places to live and work

Our ambition is to create people friendly city, town and local centres and neighbourhoods, to make them more attractive places in which to live, work and visit

We want successful, vibrant places which attract and retain high quality businesses and skilled, talented people, and benefit from a strong visitor economy. To do this we will need to invest more in our cities, towns and smaller settlements so that they become more attractive places in which to live, work and visit.

The key is in making our places more people-friendly by investing in the public realm and improving access and air quality. This will help give them the conditions and right image that businesses need to thrive. We also want to improve our neighbourhoods to create safer, healthy streets which benefit from clean air, where local trips are made easily on foot or by bike and which are well connected with public transport.

To achieve this we propose to

- improve our gateway rail and bus stations and their surrounding areas to create more attractive public spaces, so that travel to and from our cities and towns offers the best possible experience for local people, businesses and visitors
- improve orbital roads and add new road capacity where required to take traffic away from our city and town centres, rather than through them
- use freed-up space in our city and town centres to enhance the public realm for walking and provide routes and parking facilities for cycles
- Set targets to increase the mode share of sustainable transport to the central commercial areas of our cities and towns
- reduce the road safety dangers and air quality and noise impacts that major transport corridors can have on local communities
- involve communities in making improvements to neighbourhoods to create greener and healthier places to live, with better facilities for walking and cycling
- ensure new places created through development benefit from high quality design to support community interaction and ensure sustainable access is built-in

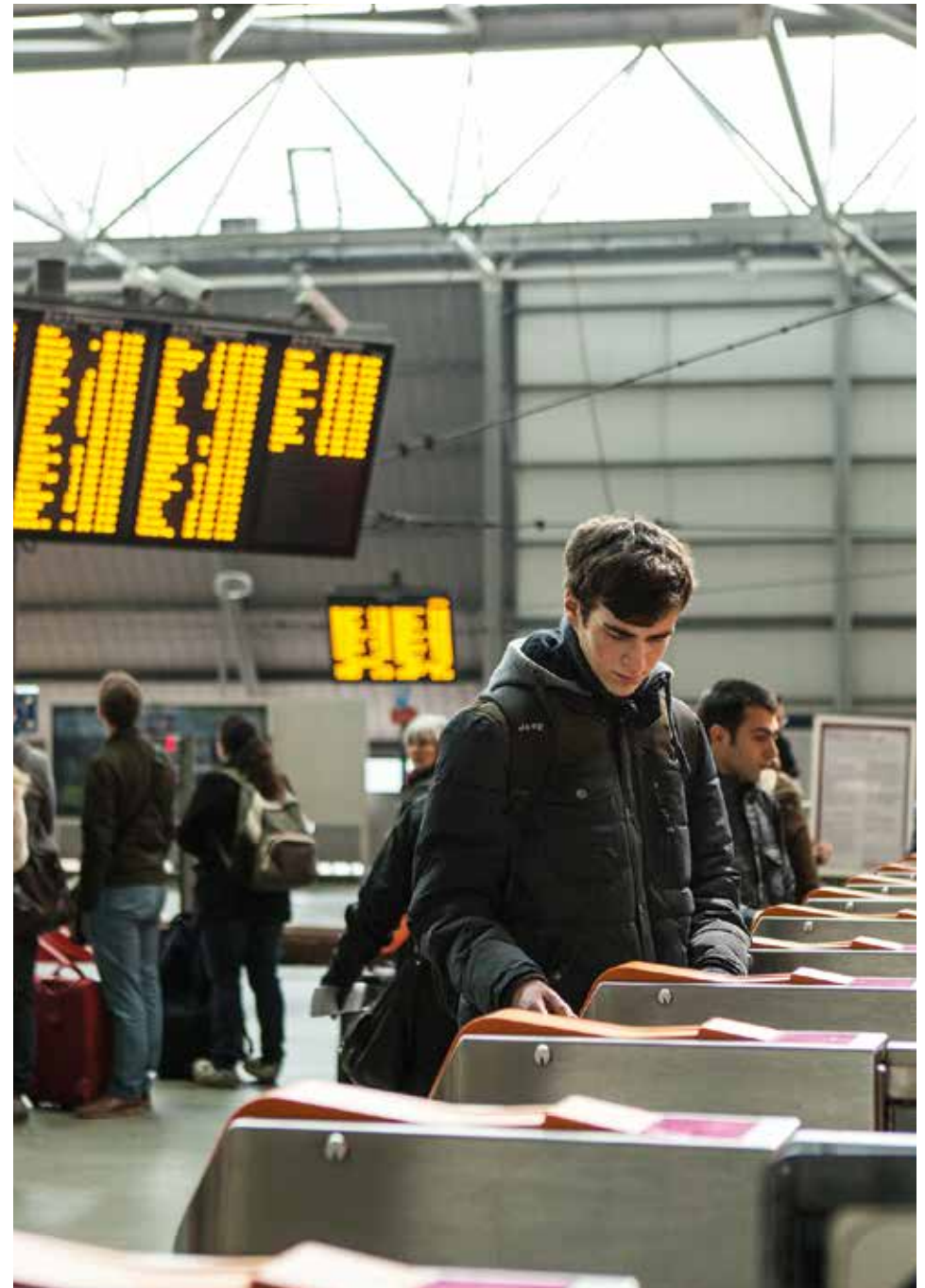
One System Public Transport

Our ambition is for a transformational 'metro' style public transport system that seamlessly connects different modes of transport into one network

We want to create a 'One System' public transport network for West Yorkshire and the city region – this means a transformed, multi-modal public transport system that benefits from segregation and priority over other vehicles and integrates all tiers and modes through physical interchange, timetabling, ticketing and payment. The core of our 'One System' will be heavy rail, but new technologies such as Tram-Train, light rail and Bus Rapid Transit will be looked at to fill gaps in the rail network. An improved bus service will also have a vital role. We will be High Speed ready, building on national investment in HS2 and HS3. A new 'Yorkshire Hub' station at Leeds will link with HS2 and Northern Powerhouse Rail (HS3) proposals for transformed Trans-Pennine travel.

To achieve this we propose to

- strengthen the existing heavy rail network, building new stations, running more local cross-city rail services and potentially extending some existing lines
- work with rail industry partners to replicate the high quality of travel enjoyed by users of Leeds North-West services on all city region rail lines.
- continue pressing the case for the rail industry to commit to a programme of rail electrification and upgrades, with the Calder Valley and Harrogate lines prioritised
- work with rail industry partners to implement a masterplan for the Leeds 'Yorkshire Hub' HS2 station
- work with rail industry partners to provide an intermediate HS3/Northern Powerhouse Rail stop between Leeds and Manchester in West Yorkshire
- develop new and improved public transport solutions for strategic growth areas at Leeds Bradford Airport, East Leeds Extension, the Five Towns area in Wakefield District and other areas where rail options do not exist.
- create the best bus system in Europe, by working with operators to provide integrated bus services; integrated, simple, affordable fares; accessible reliable travel information, and modern buses which contribute to improved air quality
- improve transport hubs, including adding more rail and bus Park & Ride facilities
- improve and integrate payment systems and travel information



Smart Futures

Our ambition is to use technology to better plan and manage the transport system and transform the experience of the people using it

Technology provides great opportunities to transform how we manage our transport system and the way in which products and information are provided to the travelling public. We will build on the strong foundation provided by our MCard public transport smart card system and the yournextbus and other passenger information services. We particularly want to be at the forefront of developing 'mobility as a service', whereby customers have a single mobility account that gives them access to, for example, bus, train, taxi, car club vehicles and bike share schemes and new, more convenient ways to pay.

To achieve this we propose to

- deliver an integrated network management and driver communications centre to jointly and actively manage a Key Route Network of the most important, most congested local roads
- work with Transport for the North to develop the 'mobility as a service' systems that enable customers to pay before or be invoiced after their travel, with registered users able to travel by a range of different modes
- exploit technology to develop new easy to access customer information, allowing easy choice between travel modes and easy re-planning of journeys when disruption occurs
- support open data initiatives that enable others to make use of transport data to provide information services
- maintain an inclusive approach to ensure that travel information is available in a number of non-digital and accessible formats
- utilise anonymised travel data in our transport modelling and appraisal to inform investment decisions

Asset Management and Resilience

Our ambition is to ensure that our transport assets are fit for the future and properly managed in a sustainable, environmentally friendly and cost-effective way

Improving transport is not just about building new schemes, we must maintain all of our transport assets - roads, bridges, traffic control systems, street lighting and public transport infrastructure – in good working condition to increase customer satisfaction and build in greater resilience so that our assets function reliably during periods of high demand and varied conditions such as extreme weather. We will build on our adoption of the Government's Highways Maintenance Efficiency (HMEP) programme to improve our asset management practice, deliver greater efficiencies and maximise the funding that we can put back into our transport network.

To achieve this we propose to

- make the best use of limited budgets through joint working, common standards, shared procurement and better long term asset management across all the West Yorkshire Local Authorities
- ensure we achieve the efficient management of assets through the planning and design process for new developments through more effective partnerships with planners, architects and utility providers
- reduce the problems normally associated with disruption through the proactive maintenance of the road network, clearing drains regularly and carrying out tree and retaining wall inspections
- invest in the timely renewal of traffic signals and lights to minimise the possibility of failures, and in new equipment that is more reliable and cheaper to operate
- contribute to a low carbon economy by minimising the environmental impact of maintaining transport assets by re-using materials and recycling where possible.
- explore options for new and alternative funding sources including from private sector developments, to invest back into our transport assets

Environment, Health and Well Being, Inclusion

Our ambition is to improve the transport system in such a way that it contributes to improving the health and overall wellbeing of people living or working here

We want to tackle the negative impacts of our current transport system and provide better options for healthier, environmentally-friendly, inclusive transport.

To achieve this we propose to

- adopt a Low Emission Strategy with targets for reducing air pollution, carbon emissions and noise levels from transport
- support the introduction of a Clean Air Zone in Leeds by 2020 and investigate the consistent use of stronger emissions controls across West Yorkshire
- roll-out an electric charging network and investigate facilities for other alternative fuels such as gas and biodiesel, to support the shift to environmentally friendly cars, taxis, buses and goods vehicles
- protect our green infrastructure and seek to create a cross boundary network of green transport corridors
- ensure all large transport schemes are subject to an environmental assessment
- deliver our transport projects in a more sustainable manner through construction that reduces reliance on natural resources, minimises waste and supports re-use of materials
- provide opportunities for cycling and walking by delivering the right quality infrastructure on and off-road - building on the step change achieved by the CityConnect Cycle Super highway and canal towpath improvements

- support healthy, active lifestyles through training and promotional campaigns to attract more people to cycle and walk
- continue to drive down accidents through highway design, road safety interventions and programmes of education, training and publicity, moving us closer towards a 'zero tolerance' of transport related deaths
- tackle accidents involving cars by supporting the use of Safety Cameras and Automatic Number Plate recognition Cameras
- combine planning and resources with other agencies to deliver a 'total transport' approach to connecting disadvantaged or rural areas to opportunities - prioritising young and older people, those with mobility difficulties, the unemployed and those on low incomes
- use smart ticketing and payment technology to develop concessionary travel offers for targeted, disadvantaged groups
- reduce community severance and isolation by encouraging healthy travel and improving safety, paying attention to the needs of older and frailer people

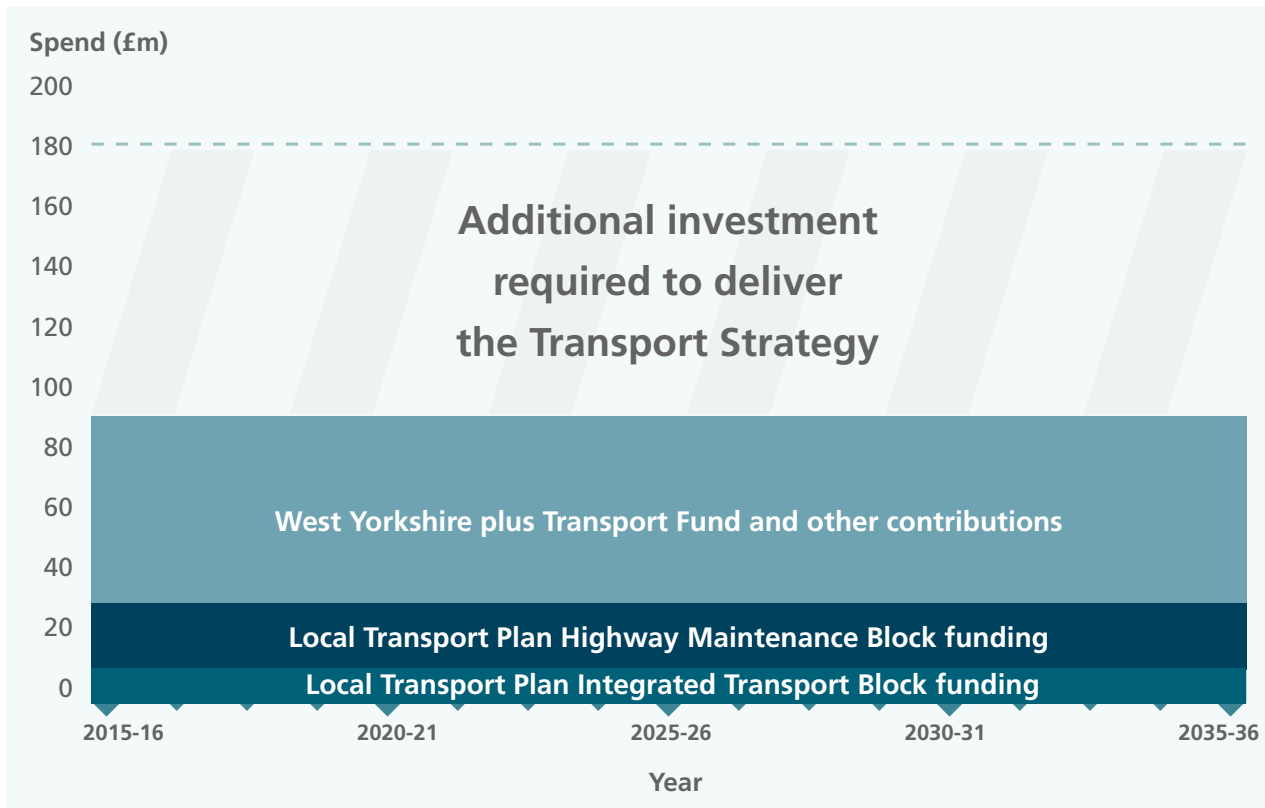


Funding the Strategy

We have ambitious plans for the transport system – but the affordability of our plans is a challenge. We will need to build on the good base provided by the West Yorkshire plus Transport Fund and we propose to develop new ways to fund our strategy.

Maintaining our current levels of capital funding alone will require about £80 million to £90 million per year. To deliver all of our growth ambitions could require a doubling of this current level of capital funding for transport.

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To achieve this we propose to

- take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements
- align our investments with funding provided by other agencies such as HS2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further
- lever in more private sector investment from private sector development and business leaders
- seek contributions to transport improvements through planning obligations under the Town and Country Planning Act 1990 and through the Community Infrastructure Levy
- explore the options such as road-user charging and workplace parking levies to raise funds locally for reinvestment into transport improvements - but only when our local economic conditions are right

Implementing the Strategy

The 20 year Transport Strategy sets the vision, objectives and policies to inform investment decisions.

The Transport Strategy will be supported by a series of five year Implementation Plans, containing the specific programmes and projects.

The implementation of the strategy will be managed by the West Yorkshire Combined Authority with the five West Yorkshire District Councils. Delivery will be carried out by various partners and agencies. Regular reviews of delivery progress will be carried out to ensure that the strategy is on track.

West Yorkshire Transport Strategy 2016 - 2036

Implementation Plans

2016-21

2021-26

2026-31

2031-36

Programmes and Projects

High level programme and early delivery

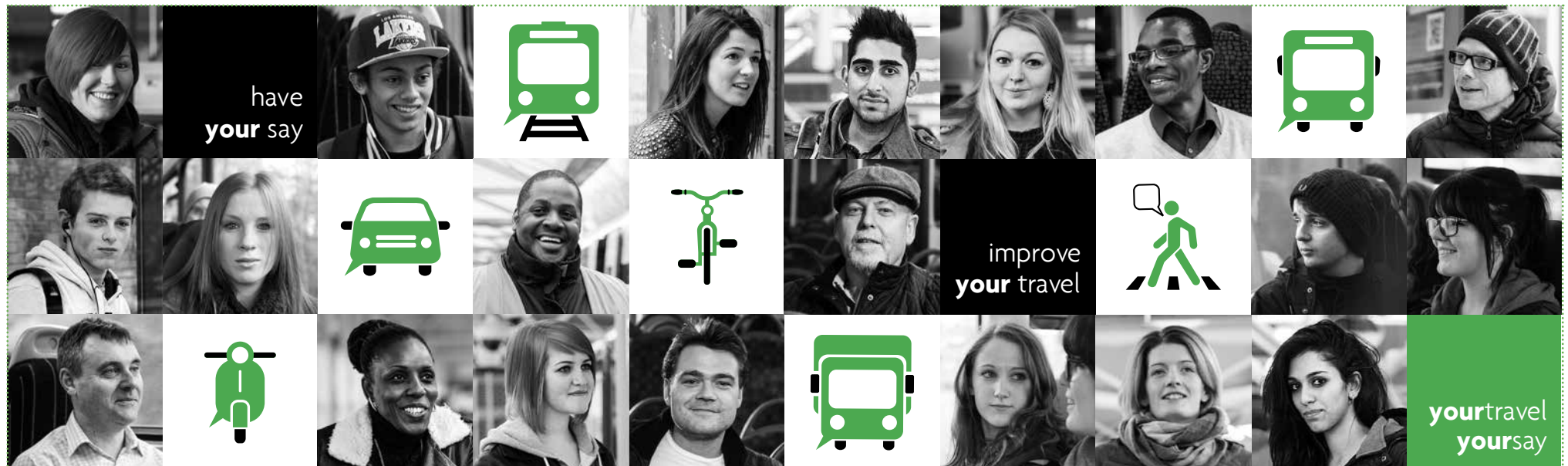
We have identified some of the key programmes and projects that will form part of the Implementation Plans, but further development work will be undertaken once the Strategy is complete and adopted.

The full Transport Strategy document includes an early indication of the high level programme that will be required to deliver the Strategy, which can be accessed from our website at: www.yourtravelyoursay.co.uk - see pages 64 and 65

We want your input to help us develop the new West Yorkshire Transport Strategy. Consultation with the public and stakeholders on our draft Transport Strategy will run from 18 July 2016 for 3 months to close on 21 October 2016.

We would like as many people as possible to share their views on:

- How strongly you agree or disagree with our proposed policies described in each of the core themes and the cross-cutting theme?
- What you think we should measure to show our progress in delivering transport improvements in each of the core themes and the cross-cutting theme?
- Have we missed anything you feel should be included in the strategy?



You can get involved by completing an online questionnaire by visiting: www.yourtravelyoursay.co.uk by 21 October 2016.

Alternatively paper copies of the questionnaire are available on request, or can be printed from the website and returned via the freepost address

We recommend that you read the full version of the draft West Yorkshire Transport Strategy by visiting: www.yourtravelyoursay.co.uk

There will be a number of consultation events and workshops taking place during the consultation period - with details at: www.yourtravelyoursay.co.uk

Contact Us:

Website: www.yourtravelyoursay.co.uk

Email: yourtravelyoursay@westyorks-ca.gov.uk

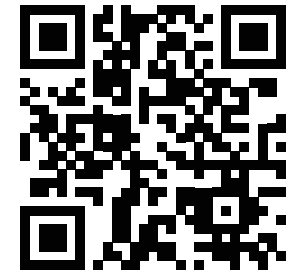
Telephone: 0113 245 7676 (MetroLine)

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If you require this information in another format (e.g. large print, braille, audio, other language) please phone MetroLine on 0113 245 7676 or email yourtravelyoursay@westyorks-ca.gov.uk

If you would prefer to write to us then please use the following freepost address:
Freepost CONSULTATION TEAM (WYCA)



WEST YORKSHIRE BUS STRATEGY

2016-2036



Foreword

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Buses are vital to West Yorkshire, its people, its business and its economy. Each week people in West Yorkshire make over 3.5 million journeys on local bus services, making them the most highly used form of public transport. Those journeys link them to jobs, education, training, shopping and vital health services. Buses also provide essential connections with friends and family, for days and evenings out.

If we are going to achieve the ambitious levels of economic growth we have set for West Yorkshire and the City Region, an improved bus system is vital.

Our goal is to create the best bus system in Europe, where catching the bus is an attractive and natural choice for everyone. This will take time, but by working with our partners and customers, the Combined Authority wants to develop a modern, integrated and innovative bus system, which we can all be proud of. We have drafted a West Yorkshire Bus Strategy, which sets out what we want West Yorkshire's bus system to achieve between 2016 and 2036.

If we are going to reinvent our bus system over the next 20 years, we need your help. You may be a bus service user who wants to tell us how you want to see buses improved, or if you are someone who never catches the bus, we would like to know why. If you are a business owner we want to hear how buses can work better for you and your employees.

Whatever your views, please let us know them and help us build the modern bus network of the future that West Yorkshire needs.

This document is a summary of the proposed West Yorkshire Bus Strategy. The full document can be seen on our website, alongside details on how to take part in this consultation online, just visit: www.yourtravelyoursay.co.uk



Clr Keith Wakefield
Chair of Transport
Committee WYCA



Roger Marsh
Chair of the LEP

Who we are and how the buses are run

What is the West Yorkshire Combined Authority (WYCA)?

WYCA was formed in April 2014 and has responsibility for Transport, Economic Development and Regeneration in the five West Yorkshire Districts: Bradford, Calderdale, Kirklees, Leeds and Wakefield.



Metro is the transport brand owned by WYCA



The LEP is a public-private partnership, responsible for driving business-led economic growth across Leeds City Region. WYCA is its accountable body.

Who runs the bus services in West Yorkshire?

West Yorkshire's buses are run by around 40 private companies who decide the majority of routes and timetables, and set fares for them. Arriva, First and Transdev run around 90% of all these services.

WYCA does not run any of the buses but it does contract bus companies to run around 15% of the county's bus services - those which are important to people but don't make much money.

Further information on how the bus system currently operates can be found in chapters 1 and 2 of the main Bus Strategy document.

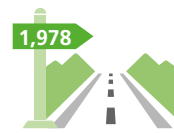
When we talk about the bus system we mean all aspects of bus travel including vehicles, tickets, highways, infrastructure, information and how both we and the bus companies communicate with you.

i The West Yorkshire Bus Strategy is being produced as part of the wider West Yorkshire Transport Strategy 2016 - 2036. The Transport Strategy builds upon the transport element of the Leeds City Region Strategic Economic Plan (SEP). The SEP sets out WYCA's long-term vision for the Leeds City Region economy.

For more information on the SEP and to get involved in the wider Transport Strategy Consultation, which includes plans to support rail, cycling, walking, highways and freight movement, please visit: www.yourtravelyoursay.co.uk



driven by buses in West Yorkshire each year



miles of roads in West Yorkshire



bus journeys in West Yorkshire each year

Recent achievements

We have worked with bus companies and district councils to introduce a number of bus initiatives, including:

- YourNextBus - our live mobile timetable information which is used over 3,740,000 times per month via apps, SMS and mobile internet.
- Castleford's award winning new £6m Bus Station, which opened in 2015.
- Elland Road Park & Ride - around 500 cars are parked there Monday to Saturday and we are expanding to meet growing demand.
- MCard, the smart multi-operator ticket scheme - used for around a third of all West Yorkshire bus trips, or around 1.1 million journeys per week.
- Introduction of smart phone technology to provide real-time information at all West Yorkshire bus stops.
- Continued investment into vehicles by bus companies to make them attractive and accessible - the majority now have low floors and 97% are now fitted with smart ticketing machines.



The vision for buses

In order to create the best bus system in Europe, our vision is:

To create a modern, integrated and innovative bus system, which puts customers first and contributes to the delivery of West Yorkshire's economic, environmental and quality of life ambitions as set out in the Strategic Economic Plan and the West Yorkshire Transport Strategy.

Objectives for the Bus Strategy:

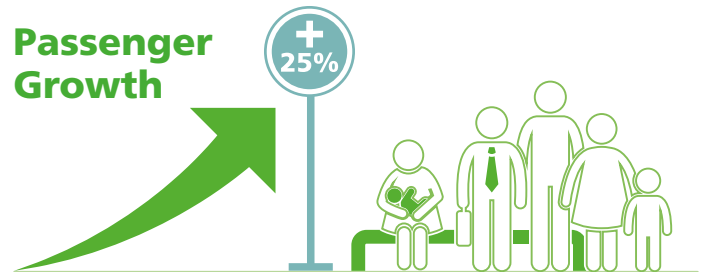
- To enable economic growth in West Yorkshire by improving connectivity to areas of economic opportunity.
- To realise environmental aspirations, including significantly reducing local emissions.
- To support local communities by improving access to health services, education, employment, leisure and retail destinations.

To deliver these objectives we need to ensure customers are consistently put first and their rising expectations are met.

The strategy must create a safe and secure environment for all.

We also need to make sure that the West Yorkshire bus system, as set out in the main Bus Strategy document, is financially sustainable in the long term.

The Bus Strategy sets the target to grow the number of bus passengers by up to 25% over the next ten years.



Target to grow the number of bus passengers over the next 10 years

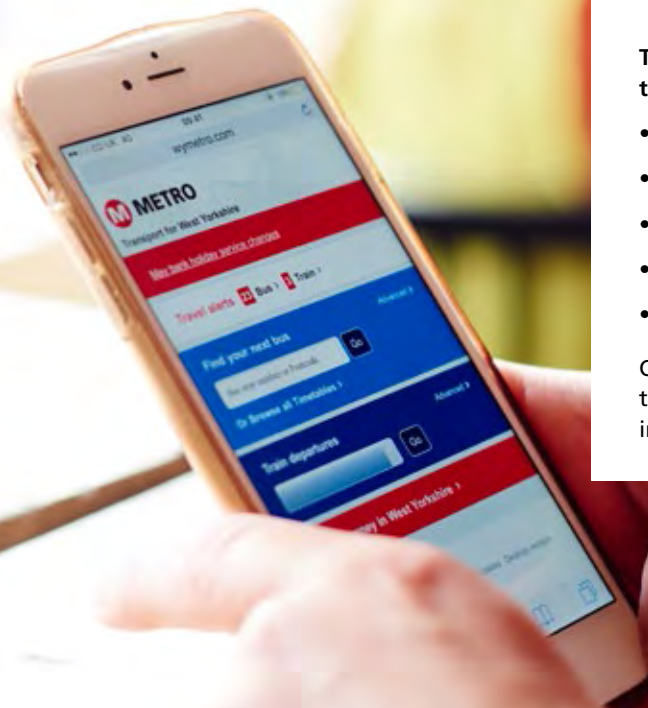
i Further information on the Vision, Objectives and Target can be found in chapter 5 of the main Bus Strategy document.

Your feedback so far

87% of people who use buses in West Yorkshire are satisfied by their experiences*. We hear lots of good things about the buses, but we know there are still issues to address.

Some passengers have told us that:

- Travel by bus is not always a satisfactory quality experience.
 - Buses don't always run to timetable, and occasionally fail to turn up at all.
 - Buses can take a long time to reach their destination.
 - The bus network is complicated and difficult to understand, which makes it hard to work out which bus or buses to catch.
 - It can be hard to know which bus tickets/passes offer best value for money.
 - Bus travel information can be inconsistent and/or not always easily available.
 - It is difficult for customers to understand who operates their bus service, what WYCA does, who to contact if things go wrong, or how to provide feedback.
 - Some buses are old and their exhaust emissions can be harmful.
- This consultation will enable us to check how widely these concerns are shared.



Looking to the future

The following pages set out our proposals to improve the bus system:

- Your customer experience
- Your bus journey
- Paying for travel
- Planning your journey
- The environment

Only by delivering these proposals together will we realise the vision. More detail on all of these proposals is set out in chapter 6 of the main Bus Strategy document.

Your customer experience

Our proposal is to provide consistent and excellent customer service across the bus system

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Creating a modern customer experience, which encourages trust, confidence, and long term loyalty is fundamental.

To achieve this we propose:

- Introducing a single customer portal for the whole West Yorkshire bus system where customers can obtain advice and assistance on any bus related matter.
- Investing in more staff training so customers receive an excellent service at all stages of their journey.
- Using data and intelligence to understand and meet customer needs better.
- Providing a clean and welcoming environment for everyone, at interchanges, stops, shelters and on vehicles.

Bus services should be clearly and consistently designed and easily-identifiable with the service they are providing (e.g. express, rural, school). The exterior of the vehicle should be correct for the type of service it is operating, with the appropriate information displayed internally and externally.

Improving the customer experience could also include on-board visual displays, audio announcements, speedy and reliable Wi-Fi connectivity, and phone and tablet charging capability.



Your bus journey

Our proposal is to provide modern, coherent and integrated bus services

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This proposal seeks to deliver beyond just the 'essentials' enabling the bus system to operate punctually to consistent standards, to cope with disruption and meet customer expectations.

This proposal includes:

- Designing a clear and understandable bus network with better connections for both urban and rural communities across West Yorkshire and beyond.
- Providing a bus network with better integration, and improved links with other modes of transport such as rail, cycling, and walking.
- Improving bus service frequencies to cater for demand, e.g. "turn up and go" on routes of high demand and simpler timetables where they are serving a lower density community.
- Providing bus services to new housing and employment developments.
- Integrated communications to keep you informed, especially when things go wrong.
- Improving access to a wider range of jobs and travel to schools, colleges and universities.

Innovations could include:

- Better interchange between bus, rail and other modes.
- Frequent services operating later into the evening.
- A new night bus network.
- New Park & Ride sites and services.
- A network of fast and frequent express services.
- Encouraging community and door-to-door travel.

Targeted infrastructure improvements to make bus journeys quicker and more reliable, this could include investment in:

- New segregated bus priority lanes.
- Priority for buses at traffic signals across West Yorkshire.
- Reliable real-time information on all services.
- Modern waiting areas which provide passenger safety and comfort, and make neighbourhoods more attractive places to live, work and play.

Paying for travel

Our proposal is to provide integrated, simple and affordable bus fares for all

This proposal includes:

- **Integration:** One fare for each journey, no matter which bus company runs the service
- **Simplicity:** A handful of products across all West Yorkshire bus services
- **Affordability:** Reasonably priced fares that offer value for money

We will continue to provide concessionary fares for young, older, blind or disabled people and others who will benefit most from them.

Flexible ways of paying for a journey are increasingly important to customers. The proposal also includes introducing more cashless methods of paying for bus tickets.

Moving away from cash will contribute to improving journey reliability by minimising bus boarding times and encouraging customer loyalty.

Planning your journey

Our proposals are to:

- Present the bus system as a single network
- Provide easily accessible and reliable travel information

These proposals include:

- Developing a clear, simple and consistent brand for West Yorkshire's buses which also makes it possible to identify specific services such as express, local or rural services.
- Providing passengers with a choice in how they receive high quality and reliable information, when and where they need it, across all bus services.
- Using digital information such as social media, web and mobile apps to encourage customer 'self-service' and meet fast-changing requirements.
- Where appropriate and practicable, continuing to provide printed timetables, fares information, route maps and information points at busy city and town centre locations, focused on promoting bus travel.
- Providing information about all fares, as well as routes and services on journey planning tools.
- Providing real-time information for all bus journeys.
- Providing up to the minute travel information, including disruptions, that enables passengers to make informed choices about their journey.



The environment

Our proposal is for a modern, low carbon bus system which contributes to improved air quality

Page 80

This proposal includes:

- A bus fleet that has a positive impact on health and environment, with consistent year on year improvement
 - Meeting the legal health standards for air quality by ensuring older buses are modernised or replaced through investment to reduce local emissions.
 - Requiring all vehicles new to West Yorkshire to meet at least the latest environmental standard* as a minimum.
 - Encouraging new vehicle technologies which move towards near to zero vehicle emissions.
 - Providing support to establish clean air zones across West Yorkshire.
 - Raising public awareness around bus emissions standards.
- * The current standard is Euro VI

Delivery of the range of proposals outlined in this document will help to increase bus patronage, which is integrated with other environmentally-friendly methods of transport such as cycling, walking and car-sharing.





What happens next?

Please complete our questionnaire online by visiting:

www.yourtravelyoursay.co.uk by 21 October 2016.

Alternatively paper copies of the questionnaire are available on request, or can be printed from the website and returned via the freepost address below.

Your views and comments will help to shape the main Bus Strategy document, which we aim to finalise and adopt in 2017.

The West Yorkshire Transport Strategy consultation is taking place at the same time as the West Yorkshire Bus Strategy consultation.

You can find further details and take part in both consultations at:

www.yourtravelyoursay.co.uk

Contact Us:

Website: www.yourtravelyoursay.co.uk

Email: yourtravelyoursay@westyorks-ca.gov.uk

Telephone: 0113 245 7676 (MetroLine)

Like us on Facebook: [yourtravelyoursay](https://www.facebook.com/yourtravelyoursay)

Follow us on Twitter: [@yrtravelyrsay](https://twitter.com/yrtravelyrsay)

If you require this information in another format (e.g. large print, braille, audio, other language)

please email yourtravelyoursay@westyorks-ca.gov.uk or phone MetroLine on 0113 245 7676

If you would prefer to write to us then please use the following freepost address:

Freepost CONSULTATION TEAM (WYCA)

Developed with support from:



[yourtravelyoursay](http://www.yourtravelyoursay.co.uk)



Bus Services Bill Summary

Current	Proposed Changes in England	Passenger Benefits
Commercial provision of services – limited local authority input		
<ul style="list-style-type: none"> Bus operators decide the routes, fares and vehicles to provide. Local authority can specify additional services not provided by operators commercially 	<ul style="list-style-type: none"> Regulations can be made to require open data on fares, timetables and real-time information. 	<ul style="list-style-type: none"> No changes to the operating model in areas where the local authority considers the bus market is effective and there is good passenger satisfaction. Bus passengers across the country could get the same kind of information as those in London or rail passengers.
Partnerships – bus operators and local authorities work together to improve services		
<p>Voluntary partnerships</p> <ul style="list-style-type: none"> Local authority and bus operators agree on a package of measures to improve bus services. Not legally enforceable 	<ul style="list-style-type: none"> Voluntary partnerships can remain unchanged if both parties wish. 	<ul style="list-style-type: none"> No changes to the operating model in areas where the local authority considers the bus market is effective and there is good passenger satisfaction.
<p>Quality Partnership Scheme</p> <ul style="list-style-type: none"> Formal agreements made by local authority and bus operators Local authority provides infrastructure and can enforce service standards Only compliant operators can use the new facilities. 	<p>New Advanced Quality Partnership Schemes</p> <ul style="list-style-type: none"> Remove the requirement to always provide infrastructure Introduce new categories of service standards e.g. Requirements on information provision and marketing of joint products. 	<ul style="list-style-type: none"> Better marketing and promotion of bus services Joined up ticketing and smart card products make it easier for passengers to travel. Faster journeys from quicker boarding.
	<p>New Enhanced Partnerships</p> <ul style="list-style-type: none"> Enhanced Partnership plan – sets out how services should be improved. Decisions on general standards must be agreed by a qualified majority of operators. All operators in an EP area must comply. 	<ul style="list-style-type: none"> Deliver better frequency and timing of services. Impose maximum fares. Mandate joint participation in ticketing schemes making it easier for passengers to travel.
Local authority takes responsibility for bus services in its area		
<p>Quality Contract Scheme (QCS)</p> <ul style="list-style-type: none"> Five part public interest test has to be met. Consultation and respond to the recommendations of an independent Board. Quality Contract Scheme can last maximum 10 yrs. Has never been implemented in practice. 	<ul style="list-style-type: none"> QCS legislation no longer applies in England. <p>New Franchising Powers</p> <ul style="list-style-type: none"> Mayoral Combined authorities - automatic access to powers. Develop a business case. Open and transparent consultation. There is no maximum time limit for a franchising model. Other local authorities could in future access franchising powers if regulations made and SoS gives consent. 	<p>Local authority can control:</p> <ul style="list-style-type: none"> Services provided – could increase coverage. Fares – could offer simplified tickets that can be used across operators and transport modes. Service quality Branding and marketing. Buses uses – could set air quality requirements

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The Bus Services Bill: An Overview

This document summarises the main measures in the Bus Services Bill and explains how they are intended to work in practice.

The Government wants to:



Grow bus passenger numbers



Enable a thriving and innovative commercial bus sector



Tackle air quality hot spots



Help cities and regions unlock opportunity and grow their economy



Improve bus services for passengers

The Bill helps achieve this by:



Strengthening arrangements for partnership working in the sector, by introducing 'Enhanced Partnerships'



Introducing new franchising powers with decisions at a local level



Providing for a step change in the information available to bus passengers

The Bill will not:

✗ Impose particular solutions

✗ Affect bus services operating wholly within Scotland, Wales, Northern Ireland or London

Delivering for passengers

Buses support our economy and connect our communities to the workplace, as well as to vital public services such as healthcare and education. They help to reduce congestion in our urban areas, with cleaner bus technologies also contributing significantly to improving air quality.

England's most used form of public transport

Buses are England's most used form of public transport accounting for over 60% of all public transport trips¹, and with over 4.65 billion passenger journeys completed in 2014/15².

Since 2004/05, bus use in England outside London has increased by 2%³. But the picture is mixed. In our metropolitan areas bus use has declined by 7% since 2004/05⁴, whereas in non-metropolitan areas it has increased by 9%⁵. There is a wide disparity in the performance of local bus services across England, with areas such as Brighton and Hove and Nottingham having the highest number of bus journeys per head, more than three times the England outside London average of 50 journeys⁶.

Bus use has grown dramatically in London, rising by 31% since 2004/05⁷. There are many characteristics which set London apart from other areas across the country, such as population density and growth, and policy choices such as the congestion charge. London, however, has demonstrated that where bus networks are extensive, services frequent, and passengers have easy access to information about fares and services, bus patronage can increase.

This suggests that there is scope for improvement in the current legislative framework. This view was reinforced by discussion with local authority and bus industry representatives at a series of 'Bus Reform Workshops' held in autumn 2015⁸.

Passenger satisfaction levels are at 86%⁹ but passengers still identify room for improvement¹⁰.



Better value for money from bus journeys



More buses arriving on time at your bus stop

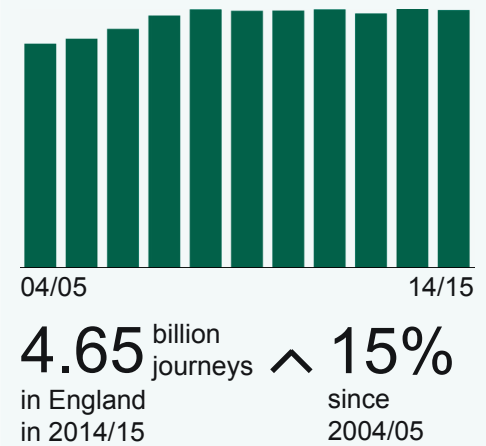


More journeys on buses running on time

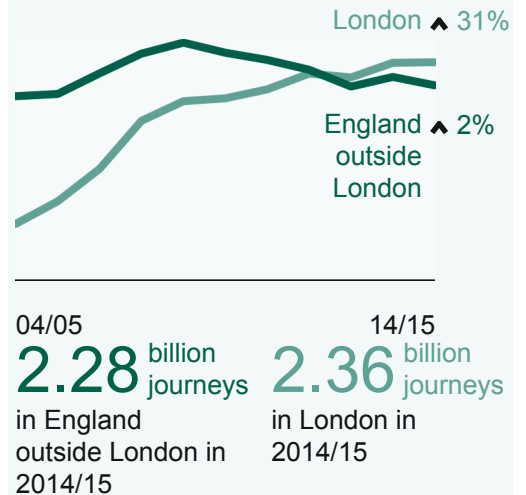


Buses running more often than they do now
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Bus use in England



Over half of bus use in London



Top local authorities for bus use

England outside London, journeys per head

Brighton and Hove 158

Nottingham 153

Reading 119

Tyne and Wear 107

West Midlands 98

50 bus journeys per head average for England outside London in 2014/15

The benefits of better bus services

Better bus services can prove the key to unlocking economic growth, and we know that there is significant untapped growth potential in our cities, regions and rural areas. Buses also help battle congestion, helping to keep our city and town centres accessible for all. Community transport also provides crucial services that both encourage growth and reduce isolation by linking individuals and communities to existing transport networks, work, education, shops and services.



Employment and economic benefits

- ▶ 52% of all public transport commuting trips by non-London residents are made by bus¹¹. Better transport provides opportunity and increases productivity. Local employers rely on bus links to provide them with a flow of qualified employees.
- ▶ Bus networks in England's six metropolitan areas are estimated to generate £2.5 billion of economic benefits per year, £1.3 billion of them through access to work, training, shopping and leisure opportunities¹².



Air quality and reduced congestion

- ▶ Buses also help battle congestion in our city and town centres, helping to keep them accessible for all - without buses congestion in city centres would be 21% higher at peak times, causing more congestion and millions of pounds of lost productive or leisure time¹³.
- ▶ Buses can also be part of the solution to our air quality problems. Low emission buses – such as electric or bio-methane vehicles – offer significant carbon dioxide savings and improved air quality.



Accessibility

- ▶ Where commercial bus services are not viable, the community transport sector can offer services that address local needs and increase patronage. The sector is well placed to serve more isolated communities, with approximately 8 million passenger trips taking place in rural areas¹⁴.

Innovation already leading to success

A great deal has already been achieved through innovation and joint working between Government and the bus industry¹⁵. The de-regulated bus market works well across much of England – but there is room to improve.



Passenger satisfaction levels at 86%



Almost 90% of buses accessible



Promoting low emission buses on our roads



Doubling of the number of buses with CCTV



Smart ticketing on 9 out of 10 buses

What does the Bill do?

We want to unlock the significant potential that exists for the bus industry to achieve more for passengers than it does today. Central Government's role is to provide local authorities and bus operators with the tools they need to improve local bus services and get more people on to buses. So the Bill will expand the range of tools available by introducing new powers and improving the approaches that are currently available.

Partnership

Existing Quality Partnerships will be made more attractive by removing the requirement that the scheme involve the provision of specific facilities such as infrastructure.

New Enhanced Partnership powers will enable local authorities to work with bus operators to set a vision for bus services in their area and a plan to help achieve those improvements.



The enhanced partnership scheme made by the local authority can set standards for local bus services – including vehicle specifications, branding, ticketing and service frequencies.



Ticketing requirements will apply to all scheme operators, and may include smart ticketing, discounts (such as child fares) and marketing requirements.



The local authority and operators will produce the scheme in partnership. The authority can only adopt the scheme if they have sufficient support from operators.



The local authority will be able to take on responsibility for bus registration from the Traffic Commissioners – enabling them to manage and enforce the new standards.

Franchising

New franchising powers will replace the existing Quality Contract Scheme powers. The new franchising powers will allow local authorities to take control of their local bus services, like the Mayor of London and Transport for London (TfL).



New powers

Combined authorities with directly elected Mayors will be given powers to franchise local bus services in their area.



New responsibilities

The Mayor will have responsibility for determining which bus services should be provided.



Operators

Operators will then bid for the right to operate those services or apply for a permit to operate a service in addition to those specified by the authority.



Transparency

The final decision to move to a franchised network will need to be taken in a transparent and democratic way by the Mayor.

Open data and ticketing

These new powers will make it easier for passengers to use buses and to access timetables, fares, routes, the location of services and the arrival time of services. By integrating this new approach with bus registration we will strip out duplication and streamline processes.



Other improvements

The Bill implements a competition recommendation in relation to the bus registration process to give local authorities powers to:

- get information about passenger numbers and the revenue of a service that an operator intends to cancel or has cancelled.
- give this information to potential bidders if the authority decides to support the service that has been cancelled. This will make sure there is a level playing field for bidders and help local authorities take better decisions on whether or not to support services.

The Bill also exempts rail replacement bus services procured by train operating companies from bus service registration requirements, recognising that these services are often provided at short notice, and for limited periods of time.

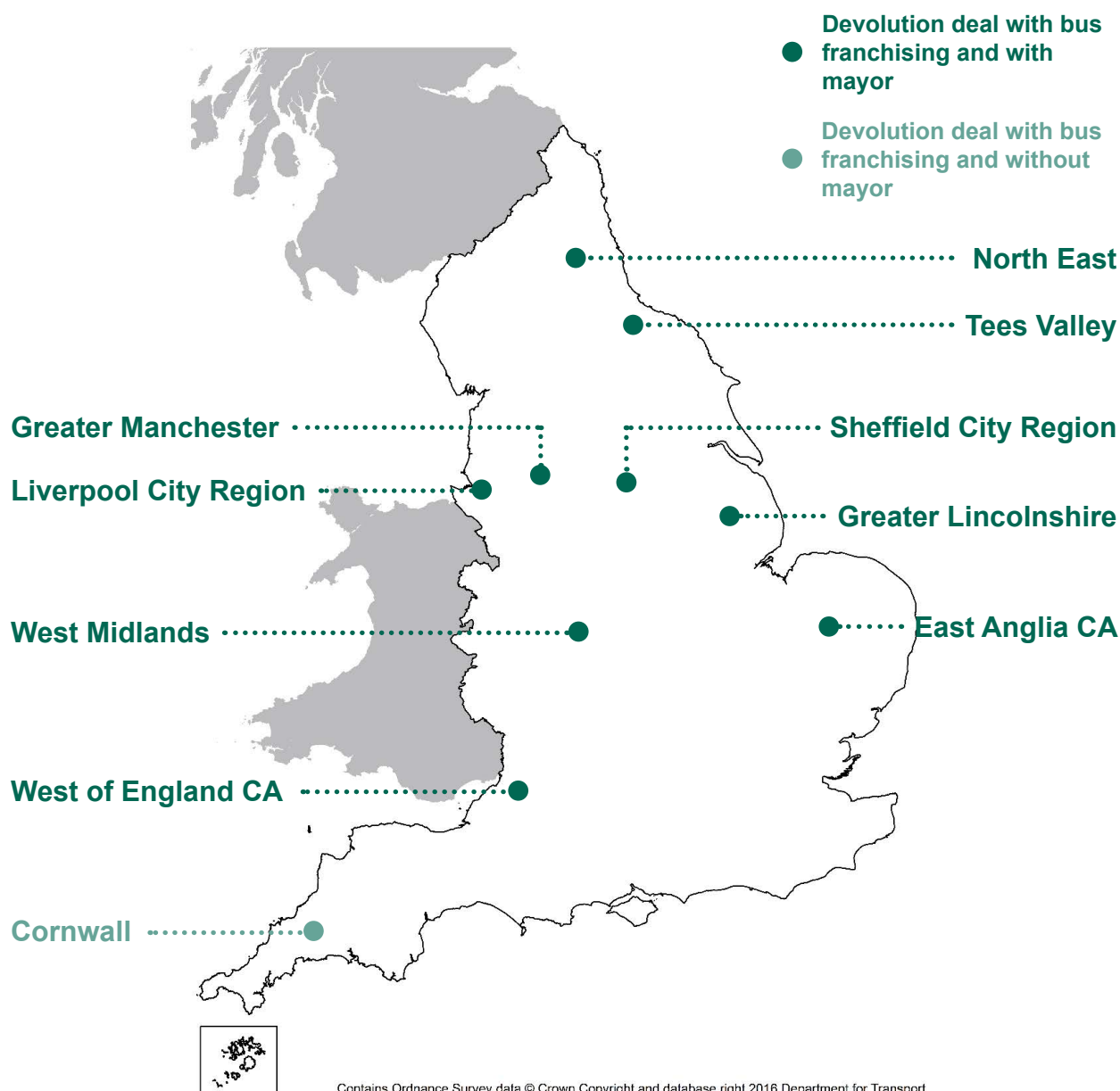
How will the Bill support devolution?

Devolution deals – signed with local authorities across the country – allow for local decisions to be taken to drive growth, investment and improve services for local people. Each deal is different but all devolve far-reaching powers over economic development, transport and social care. Several deals include new bus franchising or partnership powers – which are included in the Bill.

The Bill enables devolution. Mayors and local authorities will be free to determine the best way of improving bus services for local people.

Bus franchising and devolution

It is now for these local areas to determine which approach they wish to take to improve their bus services.



What will the Bill do for passengers?

We have worked closely with stakeholders to understand the expectations of bus passengers, bus operators and Local Government to develop this Bill. Together we have identified opportunities for buses to play a much greater role in the life of communities across England, helping people get around and helping them get on.

The Bill provides a new legislative framework for bus operators, elected Mayors and local authorities to make these opportunities a reality. Used well, these powers will lead to better journeys, better places and better value for taxpayers and passengers.

Using the Bill's powers to deliver for bus passengers

Better bus services can prove the key to unlocking economic growth, and we know that there is significant untapped growth potential in our cities, regions and rural areas. The policies set out in the Bill are designed to make bus services more attractive and benefit passengers, helping to improve patronage. The powers in the Bill could be used to achieve all of the outcomes listed below:



Better journeys

- ▶ New buses – potentially with WiFi and USB sockets.
- ▶ Better bus networks – serving more or different locations, operating at night or weekends.
- ▶ Faster journeys.
- ▶ Easier, contactless payment.
- ▶ More tickets that work across operators and modes.
- ▶ A step change in information – know when your bus will arrive and how much it will cost.
- ▶ Services that are more accessible for passengers with disabilities.



Better places

- ▶ New and better links to job opportunities.
- ▶ Increased productivity.
- ▶ Fewer car journeys in congested town centres.
- ▶ Fewer isolated communities.
- ▶ Low emission buses – improving air quality.
- ▶ Thriving community transport services.



Better value

- ▶ New and different types of discounts, for apprentices, job seekers and other groups.
- ▶ Better competition between operators.
- ▶ Fares that are easier to compare.
- ▶ Services provided by commercial operators who remain free to innovate.
- ▶ More joined-up services – buying regular bus services, schools services and health transport together.

The proposals in the Bill can help deliver many of these outcomes, providing passengers with better journeys, better value and better places to live.

Enhanced Partnerships



Enhanced Partnerships can help achieve better journeys by:

- ▶ Enabling bus operators and authorities to work jointly to innovate and respond quickly to passenger demand.
- ▶ Setting the types of payment that must be accepted, allowing for easier contactless payment
- ▶ Requiring certain information to be given to passengers.



Enhanced Partnerships can help achieve better places by:

- ▶ Identifying the optimal bus services needed in an area.
- ▶ Setting standards for buses in the area – including for emissions and accessibility.



Enhanced Partnerships can help achieve better value by:

- ▶ Enabling common ticket rules and fare zones to be set up across all services and operators in the area, including discounts for apprentices or other passengers as required.
- ▶ Allowing the price of multi-operator tickets to be set so that they can be used on different operators' services and modes of transport.

Franchising



Franchising can help achieve better journeys by:

- ▶ Giving Local Government the power to decide:
 - what buses services run where and when.
 - the types of ticket available including discounts for apprentices or other passengers as required.
- what types of payment must be accepted including smart and contactless.
- what information is available to passengers.
- whether additional accessibility features are needed in their area – such as talking buses.



Franchising can help achieve better places by:

- ▶ Putting responsibility for key local roads, and deciding which bus services run, in one place.
- ▶ Giving Local Government the power to decide what sorts of buses must be used – including their emissions standards or technologies.



Franchising can help achieve better value by:

- ▶ Local Government – accountable to local people – setting all fares.
- ▶ Giving Local Government the central funding for bus services that is currently provided directly to operators.
- ▶ Taking a more strategic view of what services are needed and where and focusing services where they are most needed – rather than where the best commercial opportunity may be.
- ▶ Creating effective competition to run bus services in areas where there is little on-road competition today.
- ▶ Allowing commercial bidders for franchises to innovate.
- ▶ Local Government joining up their planning of local transport services across modes and types of provision (including school and health transport).

Open data and ticketing



Open data and ticketing provisions can help achieve better journeys by:

- ▶ Making it easier for passengers to pay for travel across their local area.
- ▶ Providing passengers with better information about the services in their areas to allow more accurate door-to-door journey planning.



Open data and ticketing provisions can help achieve better places by:

- ▶ Ensuring that anybody developing new ticketing arrangements considers the linkages with other schemes that exist or are being prepared nearby.



Open data and ticketing provisions can help achieve better value by:

- ▶ Providing passengers with more information about fares so they can make more informed travel choices.



How will the Bill improve existing types of bus partnerships?

Many successful partnerships operate on a voluntary basis. Others have used the current powers to set up a “Quality Partnership Scheme” where local transport authorities invest in bus-related facilities (such as priority lanes, new bus stops or bus stations) and local bus operators improve the quality of their services in return, often providing new buses. Operators who do not participate cannot use the facilities provided by the authority.

Improving existing partnership approaches

The Bill:

- ▶ Creates new ‘Advanced Quality Partnerships’ which can be based on “measures” taken by the local authority – such as parking or traffic management policies – as well as, or instead of, facilities provided by the authority, such as bus lanes.
- ▶ Broadens the requirements that can be placed on operators under an Advanced Quality Partnership to include the marketing of the services themselves and of the tickets and fares available to passengers.

Examples of what can be achieved through partnership working



Passenger numbers increased by 13% in the first year after “**The Star - a new brand of buses**” - was launched between Portsmouth and Waterlooville. The 26 new buses all have a unique livery, depicting a historic Royal Naval vessel. The partnership involves First and two local authorities.



The **Oxford Bus Strategy** led to Stagecoach, Oxford Bus Company and Thames Travel jointly introducing a SmartZone smartcard allowing passengers to travel on any local bus in the Oxford area.

What is Enhanced Partnership and how will it work?

The success of any bus partnership arrangements depends on good working relationships between the local authority and bus operators. There needs to be consensus on what needs to be done and a degree of trust that everyone will deliver “their part of the bargain”. No legislation can achieve this on its own. But it can set a legal framework which gives authorities and operators the best possible opportunity to do so. The Bill will create Enhanced Partnerships and Advanced Quality Partnerships.

Enhanced Partnership

The Bill will create a new type of partnership, called an ‘Enhanced Partnership’. The core principles are that:



- ▶ The bus market in the partnership area remains commercial.
- ▶ The partnership proposals can cover any geographical area within the boundaries of the relevant local transport authority (or authorities).
- ▶ The partnership proposals must receive majority support from the bus operators who would be affected by the proposals. If they do not, then the proposals cannot be taken forward.
- ▶ The local transport authority will need to work closely with bus operators. The authority will have the legal responsibility for the proposals – but we will expect arrangements to be developed jointly between authorities and operators. Otherwise it is unlikely that the authority will achieve the majority support from operators required.
- ▶ The partnership proposals can set standards that some or all local bus services must meet. These can include the timing or frequency of services, vehicle standards and ticketing products to be accepted.
- ▶ The partnership proposals cannot dictate the price of bus operators’ own tickets or compel them to run services that they do not wish to operate.

Enhanced Partnership plan and scheme

At the core of the enhanced partnership process is the collaborative development of an Enhanced Partnership plan and scheme.

Enhanced Partnership plan



Analyse performance of the local bus market.



Sets bus improvements objectives.



Sets the geographical area or areas of application.



Explains how long the proposals will last.

Enhanced Partnership scheme



Sets out the detailed actions to be taken by the authority and bus operators.



Sets out the route requirements for services in the area, potentially including:



Sets out the operational requirements for services in area, potentially including:

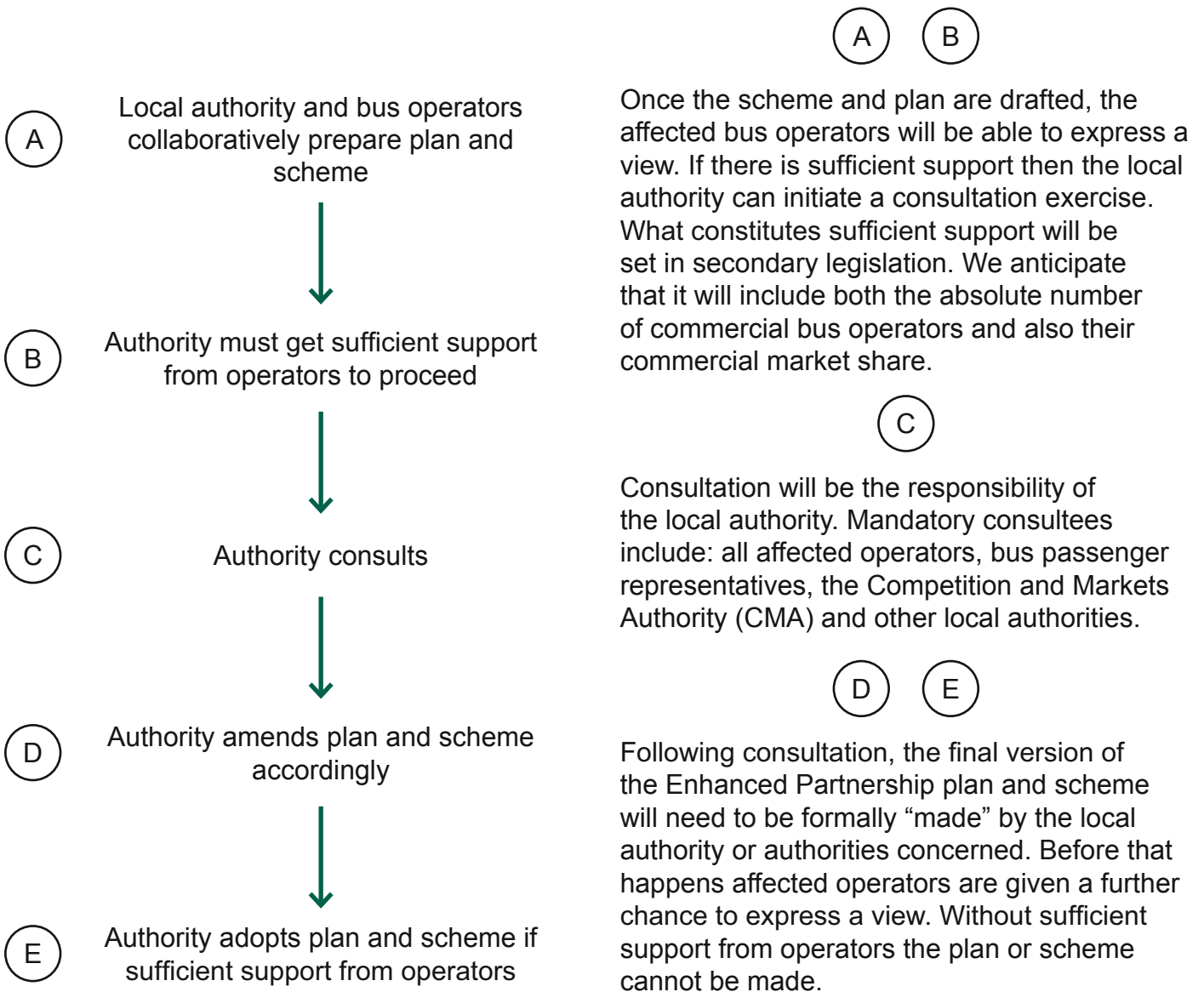
- Frequency of services
- Timetables

- Vehicle specifications
- Branding
- Payment methods
- Ticketing structure
- Real-time information requirements

- ▶ An Enhanced Partnership can cover all, or parts of, the area of a local transport authority. More than one local transport authority can be involved.
- ▶ The Bill requires all commercial operators of local bus services who might be affected by the Enhanced Partnership to be invited to participate and kept informed of progress.
- ▶ How the plan and scheme are developed in practice is decided locally. Some areas might choose to set up working groups between local government and operators – perhaps including an independent or passenger voice.
- ▶ The local authority will have powers to request information from bus operators to assist in developing the plan and scheme and for monitoring and reviewing them once implemented.
- ▶ The scheme can include whatever combination of actions the authority considers appropriate, having involved affected bus operators in its development. One scheme could include only ticketing standards, another branding and vehicle requirements, a third a much wider set of actions.
- ▶ The scheme can set the price of multi-operator tickets, require particular payment methods to be accepted, require tickets to be promoted, accepted or sold in a particular way and set common rules for all tickets sold in the area – such as standard fare zones, validity periods for season tickets and eligibility for concessions. It cannot set the price of single operator tickets.

Enhanced Partnership process

The way in which Enhanced Partnership proposals will be developed and implemented is summarised in the flow chart below:



Bus Registration in Enhanced Partnerships



The Bill provides for bus registration powers to transfer from the Traffic Commissioner to the lead local authority for the Enhanced Partnership. All decisions and responsibility will rest with the local authority not the Traffic Commissioner. Where the scheme includes route requirements the lead local authority must take on the registration function. Where the scheme only includes operation requirements, the authority may choose to take on the powers. Responsibility for bus registration would transfer for the entirety of the area affected by the scheme or not at all.

Route requirements will be enforced through acceptance or rejection of registrations. Operation requirements will be attached to registrations. A registration could be refused or cancelled if route or operation requirements are not met. Operators will have the right to appeal a decision to the Traffic Commissioner (if a local authority has taken the decision) or to the Upper Tribunal (if a Traffic Commissioner has taken the decision).

What is bus franchising and how will it work?

Franchising is based on the model for providing bus services in London – which are procured by Transport for London. The authority determines and specifies the bus services to be provided in an area, and bus operators bid to provide the services. It is also similar to rail, where national or local government specify most services and commercial operators run them.

Bus franchising

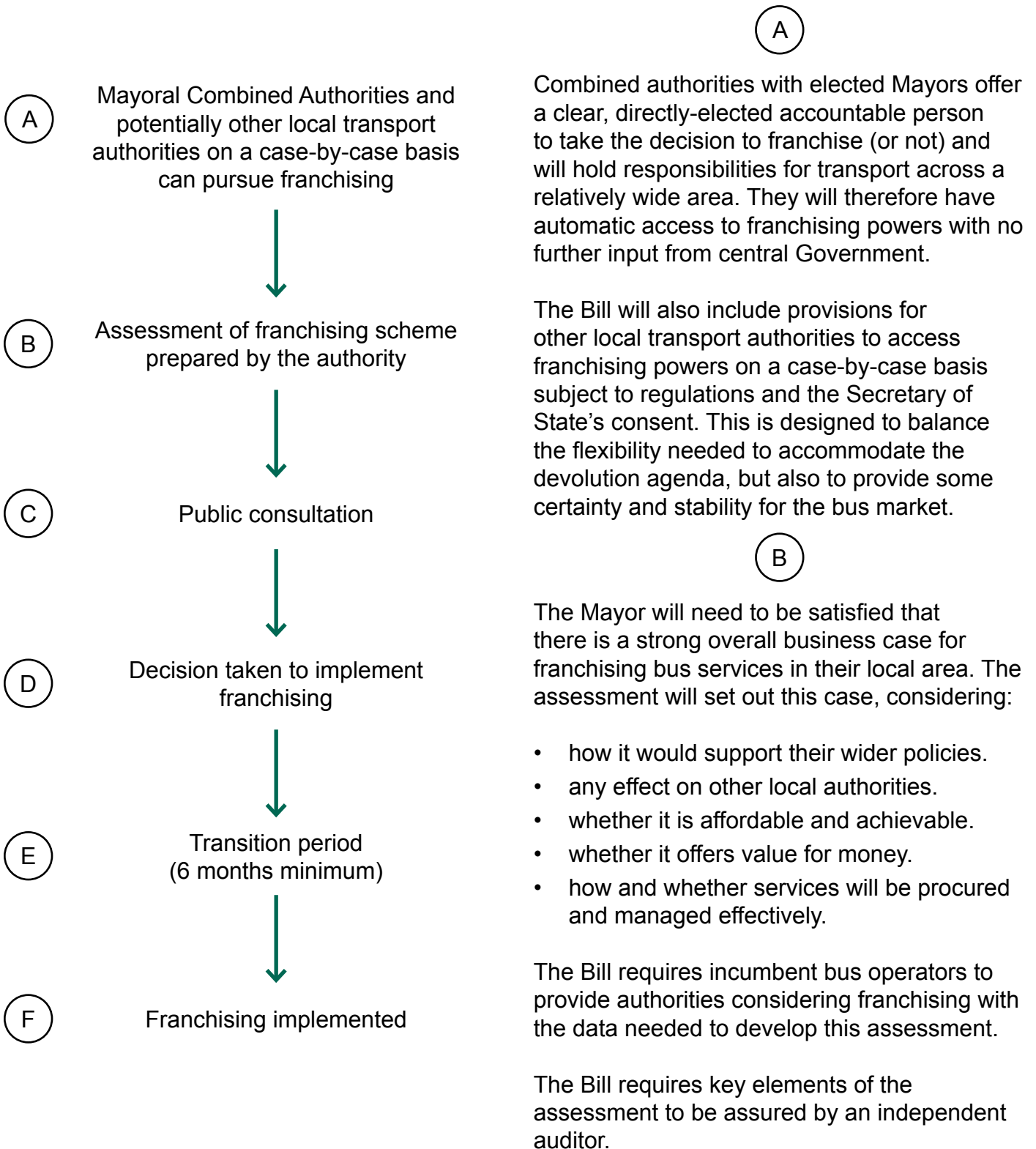


The core principles of our bus franchising policy are that:

- ▶ Franchising powers should only be available to authorities, other than Mayoral Combined Authorities, where the capability and track-record of the authority concerned is sufficiently strong and where there is an appropriate economic geography.
- ▶ A local decision needs to be taken as to whether or not to use the franchising powers, with clear accountability at the local level.
- ▶ Local decisions to implement franchising should not be second-guessed by central government or an independent body.
- ▶ Local decisions to move to franchising need to be based on robust evidence and analysis, with the needs of passengers, including those who travel into and out of franchising areas, firmly in mind.
- ▶ Franchising will give the local authority the ability to take control of, and responsibility for, the local bus services in the area.
- ▶ Bus services should continue to be provided by commercial operators, not local authorities. Local authorities will, in future, not be able to set up new municipal bus companies.
- ▶ Plans to implement franchising must take account of the needs of small and medium sized operators.
- ▶ Non-commercial community transport operators will not be affected by franchising.

Bus franchising process

The way in which franchising proposals will be developed and implemented is summarised in the flow chart below:



C

The consultation document should set out the area franchising will apply to, the services included and how the procurement process will operate (including consideration of how to ensure small and medium sized operators can participate). Franchising authorities will be required to consider impacts on neighbouring areas. Mandatory consultees include operators who may be affected, passenger representatives and other local authorities.

D

A decision will be taken in the round, and authorities may take their own judgements as to the weight to be applied to each of the elements of their assessment. There is no requirement to “pass” all of the aspects of the assessment.

E

Once the decision to franchise has been taken, the Bill will enable authorities to double the notice period that must be given before operators can cancel or amend bus services. This is to help deliver stable services for passengers

Also, to give incumbent operators and any new entrants time to adapt and plan for the change, the Bill requires at least a six month transition period between the tender results for the new franchise being announced and its implementation in practice.

F

The Bill provides that the Transfer of Undertakings Protection of Employment Regulations (TUPE) will apply where franchising is implemented. Staff transferred under TUPE will be offered a “broadly comparable” pension scheme.

Service permits

The Bill will allow commercial services which are not part of a franchise to operate in a franchising area if they are “permitted” to do so by the franchising authority. Service permits should be granted if the proposed service would benefit passengers and not adversely affect franchised services.

This will apply particularly to cross-boundary services, where a service has its origin or destination outside of the franchised area. Permits could also be used to enable ‘open access’ – allowing commercial operators to fill any gaps that exist in the franchised network.

Authorities will be able to attach certain conditions to the issuing of a permit, such as ticket types that must be accepted. The Bill requires the franchising authority to set out the conditions that they intend to attach in certain circumstances. Operators will be able to appeal to a Traffic Commissioner against a decision not to grant them a service permit.



How will the Bill improve information for passengers?

Information about local bus services varies hugely across England. At its best – such as in London – passengers have real-time information, accurate fares and timetables at their fingertips. But this is not the case everywhere. Research by Transport Focus found that passengers want more centralised information about bus times, routes and fares.

Open data

The Bill includes powers to make regulations regarding the release of open data on routes, timetables, punctuality and fares, including its format. All operators of local bus services will be required to release the requested information. In franchising areas the responsibility will lie with the franchising authority.

We intend to phase in these requirements, with registration data being required in 2017, and fares and punctuality data being added in stages by 2020. This transitional approach should make the process of releasing data easier for operators to manage.

Situation now

National dataset for route and timetable information held by Traveline – much data taken from paper-based system, not always accurate.

Fares information hard to find in advance – no national dataset for bus fares.

9 out of 10 buses have equipment fitted to generate real-time data – but data not available to passengers¹⁶.

Future opportunity

Open data means new opportunities for tech companies and app developers.

Accurate door-to-door journey planning across England.

Managed “assisted digital” service for smaller operators.

Recent successes

The Arriva Bus App was the first fully national real-time bus app and, since its launch in June 2014, has had 750,000 downloads. The app has a full trip planner and provides access to timetables, fares and real-time information for every individual bus route operated by Arriva.

The real-time data is freely available to local authorities and other stakeholders.



How will the Bill make paying for travel easier?

Buses outside London have equipment to accept smart tickets, and major operators have committed to all buses accepting contactless payment by 2022. But the vast majority of bus fares are still paid in cash – and some operators still require the right change.

Making bus services easier to use

Improving these arrangements won't just make payment easier for passengers, it can also:

- make journeys across modes easier – by increasing the take up of multi-modal tickets.
- speed up bus journey times. It takes much longer for passengers paying by cash, rather than contactless, to get on a bus.

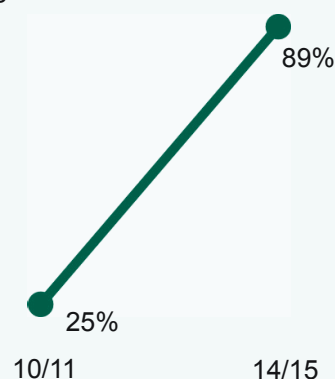
The Bill gives local authorities a range of new tools to make buying a ticket and paying for bus services easier for passengers. All of the new proposals, including the new partnership and franchising proposals, will help contribute to this.

The Bill also updates existing powers to establish multi-operator and multi-modal ticketing schemes so that it is clear they can also specify the technology to be accepted. And it ensures that anybody developing new ticketing arrangements thinks about what other schemes exist or are being prepared nearby.

The table below summarises what can and cannot be done under the new powers.

Smart ticketing enabled buses

Percentage of buses fitted in England outside London

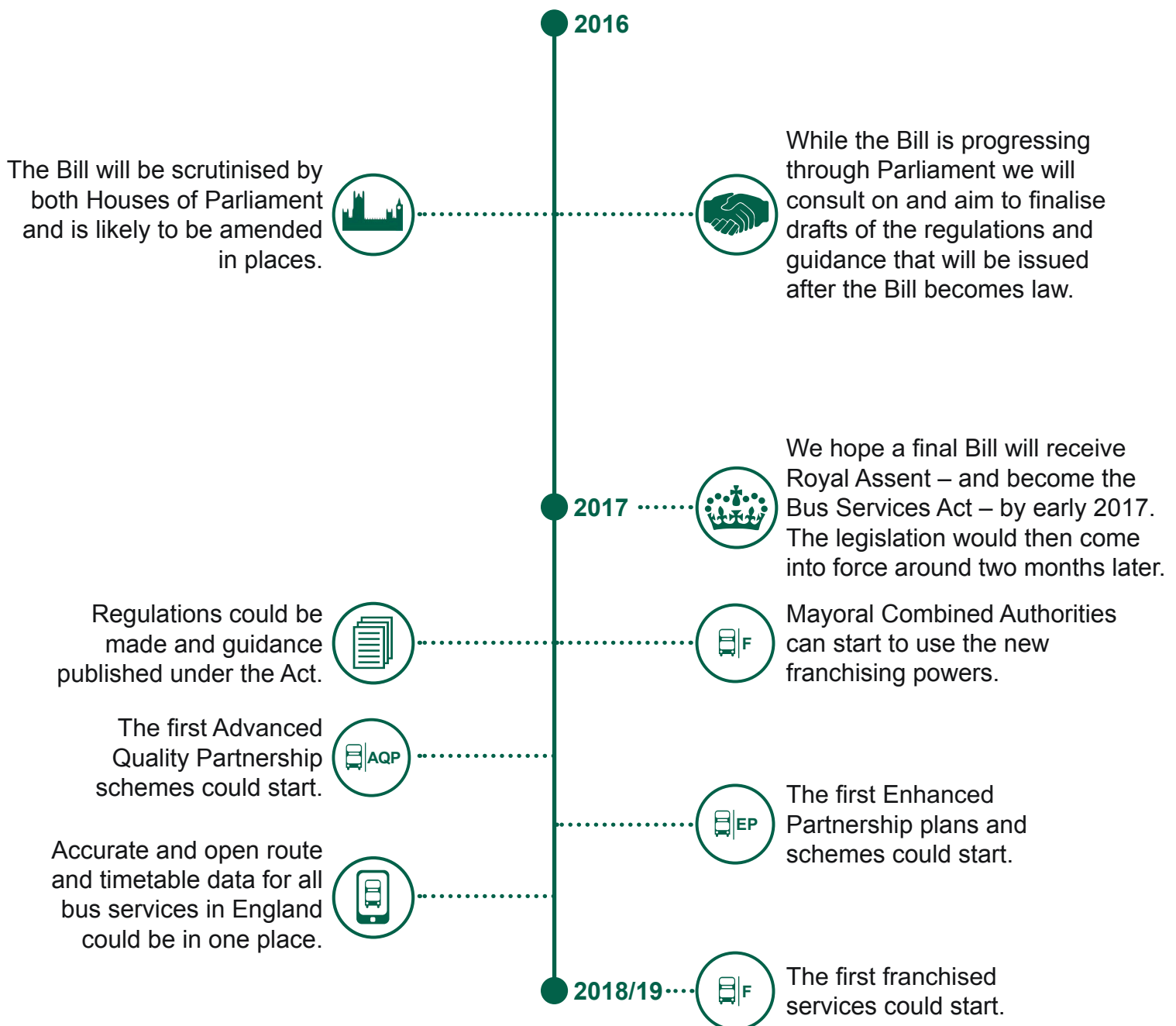


Can a requirement be put on bus operators to:	Ticketing schemes	Advanced Quality Partnership	Enhanced Partnership	Franchising
Sell and accept a multi-operator or multi-modal ticket (including in a specific format, such as on a smart card)?	✓	✓	✓	✓
Market particular tickets in a certain way (including promoting multi-operator tickets not just their own tickets)?	✗	✓	✓	✓
Set all their tickets and fares on a standard set of "zones" that apply to all operators?	✗	✗	✓	✓
Follow common ticket rules for their own tickets (such as a standard length of "period" tickets or age to qualify for a youth concession if offered)?	✗	✗	✓	✓
Sell or accept any type of ticket on a particular technology (such as a smart card)?	✗	✓	✓	✓
Charge a set price for a multi-operator ticket?	✗	✗	✓	✓
Charge a set price for their own, single-operator tickets?	✗	✗	✗	✓

What happens next?

We would encourage local authorities and bus operators to start thinking now about whether and how they could use any of the new powers in the Bill – assuming that they become law following scrutiny by Parliament – to improve bus services for passengers, support their local economy and grow the overall bus market.

The timeline below sets out our best view of what is likely to happen over the next two years.



Sources and acknowledgements

Sources

1. In 2014, in England, the average number of local bus trips was 59 and the average number of public transport trips was 94. This made local bus trips 63% of all public transport trips. National Travel Survey, Department for Transport, September 2015, Table NTS0303.
2. In 2014/15, the number of local bus passenger journeys made in England was 4.65 billion. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103.
3. In 2004/05, the number of local bus passenger journeys made in England outside London was 2.25 billion and in 2014/15 was 2.28 billion, an increase of 1.7%. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103.
4. In 2004/05, the number of local bus passenger journeys made in metropolitan areas was 1.07 billion and in 2014/15 was 1.00 billion, a decrease of 6.7%. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103.
5. In 2004/05, the number of local bus passenger journeys made in non-metropolitan areas was 1.18 billion and in 2014/15 was 1.29 billion, an increase of 9.3%. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103.
6. In 2014/15, there were 158 local bus passenger journeys per head in Brighton and Hove and 153 local bus passenger journeys per head in Nottingham. The average for England outside London was 50 local bus passenger journeys. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103 and Table BUS0110.
7. In 2004/05, the number of local bus passenger journeys made in London was 1.80 billion and in 2014/15 was 2.36 billion, an increase of 31.1%. Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0103.
8. Bus reform workshops took place in five locations across England in September and October 2015.
9. The Bus Passenger Survey was conducted in 24 authority areas in England. Overall 86% of passengers were satisfied with their service. Bus Passenger Survey Autumn 2015, Transport Focus, March 2016, page 3.
10. Transport Focus conducted research into top priorities for improvements for bus users. Bus passengers have their say, Transport Focus, March 2016, page 23.
11. Based on statistics from National Travel Survey.
12. The Case for the Urban Bus, Urban Transport Group, February 2013, page 1.
13. The Case for the Urban Bus, Urban Transport Group, February 2013, page 28.
14. The CTA State of the Sector Report for England, Community Transport Association UK, 2012, page 4.
15. Innovation already leading to success: (a) Source given in footnote 9 (b) Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0603 (d) Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0604 (e) Public Service Vehicle Survey, Department for Transport, September 2015, Table BUS0607
16. Source given in footnote 15(e).

Image acknowledgements

Stagecoach UK Bus and First Group (page 10), and Arriva (page 17).



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Tel No: 0113 251 7224

Our Ref: KW/MB/AP/SJN

21 September 2016



Appendix 4

BY EMAIL

**TO: ALL LEEDS CITY REGION
MEMBERS OF PARLIAMENT**

Dear Member of Parliament

BUS SERVICES BILL

Buses are vital to West Yorkshire, its people, its business and its economy. Each week people in West Yorkshire make over 3.5 million journeys on local bus services, making them the most highly used form of public transport in our area. An improved bus system is vital to achieve the ambitious levels of economic growth we have set for West Yorkshire and the City Region.

Throughout the summer of 2016, the Combined Authority has been consulting local people and businesses on a strategy which seeks to create the best bus system in Europe; where catching the bus is an attractive and natural choice for everyone. This will give a clear mandate upon which to apply the legislative tools available to improve bus services.

At present these legislative tools are too weak. They provide limited scope to ensure fares are simple, smart and integrated, to deliver stable networks, to address air quality concerns or to ensure consistency in matters which are important to customers including punctuality, reliability and cleanliness.

The Bus Services Bill, currently before Parliament, is an opportunity to give Transport Authorities, including the West Yorkshire Combined Authority, the powers that London currently enjoys to plan and regulate the local bus network.

Its aim is to do three things:

- Introduce a simpler route to the franchising of bus networks for Mayoral Combined Authorities (and to other places at the discretion of the Secretary of State). This will allow bus services in those areas to be provided in the same way that buses are provided in London with the public sector specifying services and the private sector competing for the contracts to provide those services;
- Improve the arrangements in those areas which remain deregulated through providing for more comprehensive partnership agreements between local transport authorities and bus operators;
- Provide for more and better 'open data' to support enhanced passenger information.

/Continued

To All Leeds City Region MPs
21 September 2016

In its present form we believe that the Bill (which started in the Lords and completed its Committee stage before the recess) is broadly on track to achieve these aims and we are pleased that in general terms its objectives enjoy all part support.

However, one area of detail where we share the concerns of many parties is that all Transport Authorities should have equal access to franchise powers. As the Bill is currently drafted this is limited to a Mayoral Combined Authority (other places at the discretion of the Secretary of State).

It is also important that during the course of the passage of the Bill that additional requirements or tests are not added to the legislation. In this regard it is important to recognise that two previous pieces of legislation (the 2000 Transport Act and the 2008 Local Transport Act) intended to provide powers for transport authorities outside London to franchise bus services proved unworkable in practice because the processes they contained were disproportionate, convoluted and restrictive.

With a new Government now in place it is vital that the commitment to this legislation is maintained and to the original timescales (enactment with all secondary legislation and guidance by Spring 2017). If this is achieved then we believe that we will be in a position to move ahead on fundamental improvements to bus services in West Yorkshire using the new powers available.

If it would be helpful my colleagues and I would be very happy to brief you further through a face to face meeting on this important piece of legislation.

More background on the Bill can be found on this dedicated microsite on the Urban Transport Group's website: <http://www.urbantransportgroup.org/resources/bus/bus-services-bill>.

Yours faithfully



Councillor Keith Wakefield
Chair
WYCA Transport Committee



Councillor Martyn Bolt
Leader of the Conservative Group
WYCA Transport Committee

A Pinnock

Councillor Andrew Pinnock
Liberal Democrats
WYCA Transport Committee

Local Government Association Briefing Bus Services Bill, House of Lords, Committee Stage Wednesday 20 July

Appendix 5



Key messages

- **We support Lord Kennedy of Southwark and Baroness Randerson in their intention to oppose Clause 21 of the Bus Services Bill.** Clause 21 prevents local authorities from forming a company for the purpose of providing a local bus service. This would remove powers granted to councils under the 2011 Localism Act and associated General Power of Competence Provisions. Councils should continue to be allowed to form companies which are able to compete either in the open market place or for council contracts if they are able to offer a better service and value-for-money for bus users.
- **We support Amendment 127A tabled by Baroness Randerson,** which calls for the Bus Services Operators Grant to be automatically devolved to local authorities which have franchising powers. This funding could be used to improve bus services for residents, and should automatically come to all local authorities, not just Mayoral Combined Authorities. It will be crucial these extra powers are accompanied by sustainable and long term funding to ensure that local authorities are able to exercise them effectively.

Further information on key clauses

We support the Lord Kennedy of Southwark and Baroness Randerson's intention to oppose the question that Clause 21 stand part of the Bill.

We support Lord Kennedy of Southwark and Baroness Randerson in their intention to remove Clause 21 from the Bus Services Bill. Clause 21 prevents local authorities from forming a company for the purpose of providing a local bus service. The Bill states that councils will no longer be able to form municipal bus companies. We are concerned that this removes powers granted to councils under the 2011 Localism Act and associated General Power of Competence Provisions. Councils should be continue to be allowed to form companies which are able to compete either in the open market place or for council contracts if they are able to offer a better service and value-for-money for bus users.

Currently, the Bill does not allow a council to form new municipal bus companies, but it does not end existing municipal bus company arrangements. This could result in the perverse situation of a municipal bus company running the buses in an area that it wasn't allowed to set up their own services for.

We support Amendment 127A tabled by Baroness Randerson, which calls for the Bus Services Operators Grant to be automatically devolved to local authorities which have franchising powers.

Amendment 127A tabled by Baroness Randerson calls for the Bus Service Operators Grant to be terminated from the end of the financial year once the Bill has been passed, and for the funding to be directed to relevant authorities. We support the devolution of the Bus Service Operators Grant, as councils are better placed to target this public subsidy to where it will have the most impact. The devolution of bus subsidy enables flexible and tailored responses according to a

Briefing

Local Government House, Smith Square, London SW1P 3HZ
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local authority's needs and priorities. Most importantly, we are calling for central government to provide sustainable and long term funding of bus services to ensure councils have the necessary resources to accompany new franchising powers.

Supporting small and medium sized bus operators: By devolving the grant to local authorities, it would be possible to offer tenders to bus companies in cases where an unprofitable service might otherwise be withdrawn. This would include small and medium sized operators who are being priced out of the market by larger operators, due to their low return on sales profit margins. The grant could help stop these services from being withdrawn.

Environmental objectives: Another reason to devolve the grant to local authorities, is the Bus Service Operators Grant acts as a poor incentive to operators to improve their environmental objectives. Currently, the grant is linked to fuel consumption and a bus operator would receive more subsidy if it increased its fuel consumption, rather than lowered it. This provides a perverse incentive to improve the operator's environmental targets, particularly in relation to harmful vehicle emissions. It also reduces the commercial incentive for operators to invest in more expensive low carbon buses which deliver long term fuel and carbon savings.



URBAN TRANSPORT GROUP

Consultation response

Bus Services Bill

Transport Select Committee

August 2016

Jonathan Bray
Director

Urban Transport Group

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Leeds – LS1 2DE
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1. Introduction

- 1.1. The Urban Transport Group (UTG) represents the seven largest city region strategic transport bodies in England, which, between them, serve over twenty million people in Greater Manchester (Transport for Greater Manchester), London (Transport for London), the Liverpool City Region (Merseytravel), the North East (North East Combined Authority), the Sheffield City Region (South Yorkshire Passenger Transport Executive), the West Midlands (Transport for West Midlands) and West Yorkshire (West Yorkshire Combined Authority).
- 1.2. This response is on behalf of our full members other than TfL (given the very different legislative context in London).

2. Response

The need for the Bill: why buses are important

- 2.1. Over 80% of all public transport trips in the six Metropolitan areas (Greater Manchester, Merseyside, South Yorkshire, Tyne and Wear, the West Midlands and West Yorkshire) are made by bus - around one billion journeys annually and around half of all the bus trips made nationally every year outside London.
- 2.2. Buses deliver multiple and overlapping economic, transport, social and health benefits. In Metropolitan areas alone, bus networks are estimated to generate over £2.5 billion in economic benefits by providing access to opportunities; reducing pollution and accidents; and improving productivity.
- 2.3. The relatively low cost and flexibility of bus services makes the bus a key weapon in the battle against traffic congestion which costs urban economies at least £11 billion a year. Just one double decker bus can take 75 cars off the road. A new generation of cleaner, greener buses is a further boost to the environmental credentials of the bus.
- 2.4. Better bus services are also central to promoting social inclusion and keeping people connected to opportunity - especially the quarter of all households (and half of those on the lowest incomes) without access to a car.
- 2.5. For more on why buses matter, see our 2013 report, 'The Case for the Urban Bus', a detailed evaluation of the economic and social value of bus networks which can be downloaded here: <http://www.urbantransportgroup.org/resources/types/reports/case-urban-bus-economic-and-social-benefits-investing-urban-bus>
- 2.6. For all these reasons efficient and effective bus networks are key to city regions' wider aspirations for growing and inclusive economies and for a cleaner environment. Being able to exercise greater control over bus networks can be used in harmony with other measures to achieve these benefits – which can include better management of road capacity, clean air zones, economic planning, devolution of health and social care and so on.

The need for the Bill: learning the lessons of previous legislative experience

- 2.7. Bus services outside London were deregulated in 1986. Since then, there have been two systems of bus provision - one for London and one for the rest of Great Britain.
- 2.8. In London, Transport for London (TfL, which is accountable to the Mayor) specifies in detail what bus services are to be provided. TfL decides the routes, timetables and fares. The



services themselves are operated by private companies through a competitive tendering process.

- 2.9. In the rest of the country, it is a free market meaning that anyone (subject to minimum safety and operating standards) can start up a bus service. In this environment, bus operators are free to run whatever services they like as well as decide the fares they will charge and the vehicles they will use. Although in theory, it is a competitive market, in reality, most bus services are provided by five large companies who rarely compete against each other (Arriva, First, Go-Ahead, National Express and Stagecoach). As there is no obligation on commercial operators to provide a comprehensive service in areas where they operate, the market delivers services only on profitable routes. As a result, the public sector, subject to funding being available, steps in to subsidise services which commercial operators do not operate.
- 2.10. The ability for London to specify, manage and develop its bus network has underpinned the very different outcomes on bus services between London and the rest of the Great Britain. Since 1986/87, patronage in London has doubled, mileage has increased by 74% and fares have on average been lower than in the city regions. Meanwhile, since 2004/5 patronage in the metropolitan areas has fallen by 7% whilst patronage in London has increased by 31%.
- 2.11. There have been two attempts to provide a legislative remedy since bus deregulation. They are the 2000 Transport Act and the 2008 Local Transport Act. Both of those pieces of legislation provided a route to the franchising of bus services for local transport authorities outside London as well as other measures to make improvements within the existing deregulated framework. However both of those pieces of legislation made the route to franchising too convoluted, complex or restrictive. As a result no bus services in Great Britain (outside of London) have been franchised. The 2016 Bill represents the third attempt at legislative reform and given the experience of previous legislation there is no benefit or purpose in reproducing the failings of the previous legislation through a process which is disproportionate or which would be easy for incumbent monopoly operators to use their considerable resources to thwart. The key lesson of previous legislative failure is that the new legislation should be based on allowing each area to choose how it wishes to provide local bus services through utilising processes which are simple, fair and transparent.

The benefits of franchising and what the legislation needs to do

- 2.12. Franchising can unlock a wide range of benefits. The public sector specifying the outcomes they want to pay for and the private sector competing to provide those outcomes through open competition is well established for public services in general and for transport in particular (including all bus services in London, light rail systems across GB, national rail services throughout GB and bus services in Jersey). When well-constructed, a franchise provides a means by which the commercial sector can make a reasonable return by growing the market in a way that also provides good value for money for passengers and taxpayers. There are an increasing number of private sector bus operators with a strong track record of high quality provision that are enthusiastic about the opportunities that extending franchising to bus services outside London can bring. A briefing on this can be downloaded here: <http://www.urbantransportgroup.org/resources/types/briefings/bus-operators-backing-regulation>
- 2.13. The benefits that franchising can bring include:



- Single, integrated local transport networks under one brand and one simple, smart Oyster-style ticketing system (which could ultimately cover a wide range of modes from bus to rail and from cycle hire to car clubs);
- The ability to cap and regulate fares and deliver good value concessionary schemes;
- Contractually guaranteed vehicle and service standards (e.g. on fleet age, emission levels, cleanliness and reliability);
- More local accountability as bus networks are responsible to locally accountable bodies and are properly consulted on;
- Better information and consumer rights;
- Better value for money for the taxpayer through more efficient use of subsidy (including cross subsidy between profitable and unprofitable services within a network), less leakage into excessive profit taking, and no need for defensive over-bussing of key corridors in order to deter incursions from potential competitors;
- A planned network where services are integrated with each other and with the wider public transport network and which can be developed in line with demand and changing land use patterns.

2.14. We believe that the Bill as drafted at the time of writing does broadly provide a simpler route to being able to deliver these benefits. We would be deeply concerned if there were any moves to introduce any further criteria or tests as this risks moving this legislation into the same category as the 2000 and 2008 Acts i.e. unusable in practice.

2.15. Even where franchising is not a local transport authority's preferred option for their area in the first instance, having it available as a workable option is an incentive for operators to enter into negotiations on what can be achieved through other means.

2.16. We do not think the clauses which would prevent **new municipal operators** from being established are justified. If local determination of bus services and ensuring value for money is the objective then it is not sensible to rule out this option especially given the generally positive track record of existing municipal operators.

2.17. We do not support limiting the automatic right of access to franchising powers to **Mayoral Combined Authorities**. In an environment where national policies on Mayors may change it does not make sense to make a particular format of governance the precondition for a format for the provision of bus services where a local transport authority believes that this is the model which is appropriate for them.

The benefits of improving the existing deregulated framework (Advanced Quality Partnerships, Enhanced Partnerships, Ticketing Schemes) and what the legislation needs to do

2.18. It should be for each area to determine how they wish to provide their bus service in line with local aspirations. The Bill therefore rightly contains measures which extend what can be achieved through working within the existing deregulated environment where voluntary agreement can be reached. We therefore welcome the provisions in the Bill in this area.

2.19. The first measure would extend the scope of the Quality Partnership Scheme provisions in the 2008 Act (and in doing so renames them as **Advanced Quality Partnerships**). Under an AQP a Local Transport Authority commits to taking measures that will benefit bus services



(such as traffic management and parking policies or bus priority) for a route or routes. In order to use these facilities bus operators must meet set standards for the services that benefit from these facilities. This could include vehicle standards, frequency and timings, maximum fares and information provision. Note that a Local Transport Authority cannot compel an operator to use the facilities it provides and therefore operators voluntarily enter into an AQP and as such are in a position to negotiate on terms.

- 2.20. The predecessors to AQPs (the QPS) were a feature of the 2008 Act that was taken up by a wide range of transport authorities and has proved useful. The widening of the scope of AQPs is welcome (for example, the removal of the requirement that the threshold for local authorities for such schemes is limited to the provision of physical infrastructure for buses).
- 2.21. The second measure is to extend the scope of existing ticketing scheme legislation through new **Advanced Ticketing Schemes** and as such are welcome. However it should be noted that although the scope is extended to take into account smart ticketing, and also the promotion and availability of such tickets, it does not allow for the setting of fares by a local transport authority nor does it prevent operators from pricing multi-operator tickets artificially high such that they are rarely attractive to customers.
- 2.22. The third measure would introduce new provisions for **Enhanced Partnerships** (which will allow, to a greater or lesser extent, operators and the local transport authority to manage the local bus market). It would do this through an authority producing an Enhanced Partnership Plan and Scheme for how bus services would be provided in future. This could at its maximum extent include such requirements as vehicle specifications and branding, ticketing structure and timetables. It could not however (for competition law reasons) include the price of operator single tickets.
- 2.23. There would be some kind of qualified voting system which would ensure that such a scheme could not be imposed on operators against their will (how this would be done in practice is still to be defined). In other words an EP is still a largely voluntarily arrangement, the detail of which incumbent bus operators have a de facto veto, but once agreed upon it takes statutory form.
- 2.24. It is important that the qualified voting system is applicable in a way that meets the very different market conditions that can exist in different areas whilst at the same time guarding against the largest operator (or operators) skewing an Enhanced Partnership in their favour at the expense of smaller operators or the public interest. Or the danger of progress only moving at the speed of the least committed partner in a way that could prevent affordable and attractive schemes being blocked.
- 2.25. Although these measures, either used individually or combined, offer significant scope for better outcomes for passengers, it is important to understand that the scale of the benefits that might emerge are conditional on operator consent (either directly or indirectly) whereas in a franchise the outcomes are contractually guaranteed. In addition, full fares integration can only occur through franchising.

Improving the standards that apply to bus services in key areas

- 2.26. During the parliamentary debates that have taken place so far on the Bill there has been a great deal of focus on the need to improve the standards for bus services including in areas like emissions, concessions and accessibility for people with disabilities. We share many of the aspirations that have been expressed in these areas and our members have a track



record of supporting improvements in these respects. However we would also be concerned about any moves to introduce new blanket national standards that apply only to one format for the provision of bus services (such as franchised services or Enhanced Partnerships). To do so would risk adding costs to one format for the provision of bus services which could deter local transport authorities from pursuing such a format. It also risks two tier provision for passengers depending on the format by which their bus services are being provided. We would therefore argue that the best way to make improvements to national standards is via regulations which apply to all bus services.

- 2.27. However, in doing so it is also important to recognise that where there are cost implications (for example a new national concession), that in an environment where available local authority resource for funding is under severe pressure, this could lead to cuts being made elsewhere to bus services to compensate. This in turn means that there is a need for any uplifts in national standards with significant cost implications to be reflected in levels of Government funding for the sector.

Small and medium sized operators

- 2.28. Small and medium sized operators are in decline in the existing deregulated framework and there is a steady process in many areas where such companies either go out of business or are taken over by larger concerns. Without a change in the legislative framework there is no reason to suppose that this process of consolidation will not continue.
- 2.29. One way in which the SME sector is supported is via the franchising of loss making services within the existing deregulated market. Indeed it is in the interests of the local transport authority to keep the market competitive through ensuring there is a diversity of suppliers.
- 2.30. How the measures in the Bill (from franchising to Enhanced Partnerships) are applied is best determined locally however there is already reference in the legislation to ensuring that the interests of SMEs are reflected. It is also clearly not in the interests of local transport authorities to undermine a high quality SME bus sector where it remains.
- 2.31. It is also important to understand that the status quo is not amenable to the entry of new small and medium size operators due to the likely response of large incumbent monopolies. This is why SMEs like Hackney Community Transport have welcomed the opportunities that the new legislation offers.

Open data

- 2.32. Consumer rights in relation to bus services are extremely limited at present. For example, there is no right of access to fares information (other than when boarding a bus) and available data on how bus routes are performing is often subject to secrecy clauses imposed by operators. Even the Traffic Commissioners, who have the statutory role on enforcement on poor performance, have no right of access to the performance data which is derived from the increasingly common real time information systems (systems which have often been subsidised or grant funded by national or local government).
- 2.33. The contrast with London is marked, in the capital Transport for London has been able to use its powers to act as an open data pioneer. By creating an open data environment, software developers are able to utilise data feeds to create new applications for passengers. These applications often consolidate information from multiple sources, and offer a wide range of benefits for travellers, including real-time information, opportunities for interchange, and the



locations of cycle/car share schemes. More than 6,000 developers have registered for TfL's open data sets, which power over 460 applications and other products, to add real value for passengers accessing transport services.

- 2.34. Open data could also enable the wider integration of transport services with other sectors, offering up an integrated package for passengers accessing healthcare, education and employment opportunities. It could enable developers to discover and exploit new economic opportunities in the digital and creative industry.
- 2.35. The intent of the legislation to open up data on bus services is therefore both long overdue and welcome. However, much of the detail of how the open data provisions will work in practice is yet to be worked through. It will be important to ensure that the data is in a form which is usable both for transport planning and for passenger information, for example.

Ticketing and new technologies

- 2.36. It is important to make a distinction between ticketing products and the smart means by which they are delivered. Transformative technological change is opening up new smart ways by which bus services (as part of wider public transport networks) can be paid for - including smartcards, bankcards and mobile devices (phones, tablets, smart watches and so on). These can require contact with a reader, or they can be contactless. They can also be through a particular retailer (such as Apple Pay).
- 2.37. The other half of the equation is the ticketing products that are being accessed by one or more of these smart means. In large urban areas in particular we argue that these products should be as simple and integrated as possible and that passengers should be confident that they are not paying more than they need to due to the complexity of different fares provided by different operators. We need to seek to avoid the situation where different services require different products or where different services are accessible by different smart means. Or to put it another way, we need to avoid having ticketing that may be smart rather than paper - but is still disintegrated rather than integrated.
- 2.38. The Bus Services Bill has a crucial role to play in ensuring that the ticketing products (which may well be available by a diversity of smart means) are simple and integrated through its promise of a simpler route to franchising as well as improvements to the existing deregulated system.

Report of the Head of Governance Services and Scrutiny Support

Report to Scrutiny Board (City Development)

Date: 12 October 2016

Subject: Work Schedule

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<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? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1 Purpose of this report

1.1 The purpose of this report is to consider the Scrutiny Board’s work schedule for the forthcoming municipal year.

2 Main Issues

2.1 A draft work schedule is attached as appendix 1. The work programme has been provisionally completed pending on going discussions with the Board.

2.2 When considering the draft work programme effort should be undertaken to:

- Avoid duplication by having a full appreciation of any existing forums already having oversight of, or monitoring a particular issue
- Ensure any Scrutiny undertaken has clarity and focus of purpose and will add value and can be delivered within an agreed time frame.
- Avoid pure “information items” except where that information is being received as part of a policy/scrutiny review
- Seek advice about available resources and relevant timings taking into consideration the workload across the Scrutiny Boards and the type of Scrutiny taking place
- Build in sufficient flexibility to enable the consideration of urgent matters that may arise during the year

2.3 Also attached as appendix 2 is the minutes of Executive Board for 21 September 2016

3. Recommendations

3.1 Members are asked to:

- a) Consider the draft work schedule and make amendments as appropriate.
- b) Note the Executive Board minutes

4. **Background papers**¹ - None used

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Draft Scrutiny Board (City Development) Work Schedule for 2016/2017 Municipal Year

Schedule of meetings/visits during 2016/17			
Area of review	June	July	August
Inquiries		Formal Response – Powering Up The Leeds Economy Through Digital Inclusion Formal Response – Housing Mix Transport for Leeds - Scoping	
Annual work programme setting - Board initiated pieces of Scrutiny work (if applicable)	Consider potential areas of review		
Budget			
Pre Decision Scrutiny			
Policy Review			
Recommendation Tracking			
Performance Monitoring	Performance Report		
Working Groups			

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*Prepared by S Pentelow

Key: SB – Scrutiny Board (City Development) Meeting

WG – Working Group Meeting

Draft Scrutiny Board (City Development) Work Schedule for 2016/2017 Municipal Year

Schedule of meetings/visits during 2015/16

Area of review	September	October	November
Inquiries	<p>Agree scope of review for ** Transport for Leeds - Supertram, NGT and beyond</p> <p><u>Evidence Gathering</u> 1) Transport for Leeds - Supertram, NGT and beyond</p>	<p><u>Evidence Gathering</u> Bus Provision Inquiry - Inquiry Final Session</p>	<p><u>Evidence Gathering</u> 2) Transport for Leeds - Supertram, NGT and beyond</p>
Pre Decision Scrutiny			
Policy Review			
Recommendation Tracking			
Performance Monitoring		KSI/ Road Safety - review	
Working Groups			

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* Prepared by S Pentelow

Draft Scrutiny Board (City Development) Work Schedule for 2016/2017 Municipal Year

Schedule of meetings/visits during 2015/16			
Area of review	December	January	February
Inquiries	<u>Evidence Gathering</u> Transport for Leeds - Supertram, NGT and beyond	<u>Evidence Gathering</u> Transport for Leeds - Supertram, NGT and beyond	<u>Evidence Gathering</u> Transport for Leeds - Supertram, NGT and beyond
Budget and Policy Framework	Initial Budget Proposals 2017/18 and Budget Update Site Allocation Plan (Re-scheduled from January per Cllr Truswell)		
Pre Decision Scrutiny			
Policy Review			
Recommendation Tracking			
Performance Monitoring	Performance Report		
Working Groups			

Key: SB – Scrutiny Board (City Development) Meeting

WG – Working Group Meeting

Draft Scrutiny Board (City Development) Work Schedule for 2016/2017 Municipal Year

Area of review	Schedule of meetings/visits during 2015/16		
	March	April	May
Inquiries	<u>Reports</u> Draft Report to pre-meeting	<u>Reports</u> Final Report	
Budget and Policy Framework	Local Flood Risk Management Strategy Annual scrutiny review		
Pre Decision Scrutiny			
Recommendation Tracking			
Performance Monitoring			
Working Groups			

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Unscheduled -

- ECOC and the new city cultural strategy –. Pre-decision Scrutiny required in 2016 new municipal year before submission
- Vision for Leisure Centres - @ Executive Board October 2016
- Leeds Let's Get Active
- Housing on Brownfield Land – 5 year land supply - TBC
- East Leeds Extension and Orbital Road Progress - TBC

Updated –October 2016 *Prepared by S Pentelow

Key: SB – Scrutiny Board (City Development) Meeting

WG – Working Group Meeting

EXECUTIVE BOARD

WEDNESDAY, 21ST SEPTEMBER, 2016

PRESENT: Councillor J Blake in the Chair

Councillors A Carter, R Charlwood,
D Coupar, S Golton, J Lewis, R Lewis,
L Mulherin, M Rafique and L Yeadon

SUBSTITUTE MEMBER: Councillor J Procter

57 Substitute Member

Under the provisions of Executive and Decision Making Procedure Rule 3.1.6, at the point at which Councillor A Carter left the meeting (Minute No. 61 refers), Councillor J Procter was invited to attend for the remainder of the meeting on behalf of Councillor Carter.

58 Declaration of Disclosable Pecuniary Interests

There were no Disclosable Pecuniary Interests declared at the meeting, however, in relation to the agenda item entitled, 'Outcome of Statutory Notices on Proposals to Increase Primary and Secondary Learning Places in Holbeck; Kirkstall-Burley-Hawksworth and Burmantofts Planning Areas', Councillor Yeadon drew the Board's attention to her position as governor of Hawksworth Wood Primary School (Minute No. 78 refers).

59 Minutes

RESOLVED – That the minutes of the previous meeting held on 27th July 2016 be approved as a correct record.

HEALTH, WELLBEING AND ADULTS

60 Better Lives Programme: Phase Three: Next Steps and Progress Report

The Director of Adult Social Services submitted a report presenting the outcomes from the associated consultation exercise which was agreed to be undertaken by Executive Board on 23rd September 2015 (Minute No. 40 referred), and which sought approval of the next steps for the delivery of the Better Lives Strategy.

In presenting the report, the Executive Member for Health, Wellbeing and Adults thanked all of those who had participated in the associated consultation process, with specific reference to the contribution of the Scrutiny Board (Adult Social Services, Public Health and NHS), partners, stakeholders, Trade Unions, service users and their families, and highlighted how the original proposals had been revised in response to the contributions made.

In addition, detail was provided upon the submitted proposals, which looked to modernise the type of social care that was provided in Leeds, unlock sites for extra care and also enhance intermediate care and complex care provision.

Draft minutes to be approved at the meeting
to be held on Wednesday, 19th October, 2016

The focus that was being placed upon improving the quality of service provided within the private sector was also highlighted.

Members then discussed the key proposals detailed within the report, and with respect to specific enquiries raised around the decommissioning of certain services, the Board was provided with detailed responses to such enquiries.

Linked to this, Members also discussed the evolving nature of social care provision in the city, with specific reference being made to the role played by the Council, Neighbourhood Networks and private sector providers. The Board also considered matters regarding capacity and quality levels of social care provision, with specific reference being made to the surplus of residential care in the city and the demand which existed for extra care housing. Responding to such comments, emphasis was placed upon the vital role to be played by extra care housing in the future, whilst also, officers undertook to provide Board Members with further details regarding the over-supply of residential care units in the city.

In response to a specific enquiry regarding the content of correspondence which had been received by some service users, it was undertaken that the content of such communications would be reviewed.

Also, given the significant nature of this matter, it was requested that Members were provided with the opportunity to comment upon this matter at the next scheduled Council meeting. In response, it was undertaken that this request, and the portfolio order by which the Executive Board minutes would be considered at the November Council meeting would be submitted to the Group Whips for consideration.

Furthermore, the Board received assurances that the priority for providing any affected service users with alternative provision would be to accommodate the choices of the individual, and that they would be guaranteed to receive a level of provision which was at least equal in quantum and to the standard of their current provision, if not better. In addition, it was highlighted however that should an individual choose provision that was rated less than their current standard, then where appropriate, checks may be undertaken in order to ensure that that choice was in the individual's best interest.

In addition, assurances were also provided around the personal support that service users and their families would be given during any transition process by the Assessment and Transfer Team.

In conclusion, the Chair highlighted the need for the Council to continue to lobby Government on a cross-party basis, in order to highlight the level of resource that the Local Authority needed in order to ensure that there was the necessary levels of social care provision in the city.

RESOLVED –

- (a) That the decommissioning of the services provided at: Middlecross, Siegen Manor and The Green residential care homes, be approved;
- (b) That the decommissioning of the services provided at: Middlecross, Siegen Manor, The Green, Springfield and Radcliffe Lane Day Centres, be approved;
- (c) That the timescales for ceasing those services, based on the timeline as detailed within Appendix 3 to the submitted report, be agreed;
- (d) That the remodelling of Wykebeck Valley day centre to become a complex needs centre for the east of the city, taking a phased approach to accommodate the needs of existing and future customers, be approved;
- (e) That approval be given to the reinvestment of £0.111m from the planned savings, in order to ensure that Wykebeck can offer an enhanced service like Laurel Bank and Calverlands complex needs day centres;
- (f) That approval be given for the Siegen Manor site to be ear-marked for the purposes of exploring the potential to develop it for the provision of extra care housing;
- (g) That the development of a city-wide in-house integrated recovery service, comprised of Assisted Living Leeds, the SKiLs enablement service and a bed-based offer to support the wider Leeds Intermediate Care Strategy, be approved, and that it be agreed that this service should be called the 'Leeds Recovery Service';
- (h) That approval be given for The Green to be retained as a community asset for intermediate care / recovery beds, subject to discussion and agreement with NHS commissioners, with a further report being presented to Executive Board for consideration when associated discussions have concluded;
- (i) That the outcome of the full consultation reports with stakeholders, including residents, service users, their families and carers, Trade Union, staff and Scrutiny Board, as detailed at Appendices 1 and 2 to the submitted report, be noted;
- (j) That the immediate decommissioning of the services provided at Manorfield House residential home, together with the assessment and transfer process of residents, be noted;
- (k) That the continued formal consultation under Employment Legislation with Trade Unions and staff be noted, together with the provision of support for staff throughout the decommissioning process which

includes identifying any opportunities for employment within the Council;

- (l) That the development of alternative models of support, including those provided in the independent sector and by other in-house services, be noted;
- (m) That it be noted that the commissioned service Bay Tree Resource Centre in Moor Allerton also offers a choice of day support for people with complex needs including dementia;
- (n) That the continued work via the Housing and Care Futures programme to identify potential future use of the sites that become available as a result of the implementation of such proposals and resolutions be noted, which include the opportunity for further development of specialised older people accommodation, including extra care housing;
- (o) That it be noted that the lead officer responsible for implementation of such matters is the Director of Adult Social Services.

(Under the provisions of Council Procedure Rule 16.5, Councillor A Carter required it to be recorded that he abstained from voting on the decisions referred to within this minute, whilst under the same provisions Councillor Golton required it to be recorded that he voted against the decisions referred to within this minute)

ECONOMY AND CULTURE

61 Medium Term Financial Strategy 2017/18 to 2019/20

Further to Minute No. 42, 27th July 2016, the Deputy Chief Executive submitted a report which presented the Council's updated Medium-Term Financial Strategy for 2017 – 2020 for the purposes of approval. The report also invited the Board to consider whether or not to accept the Government's 4-year funding offer.

Members welcomed the early consideration of such matters. With regard to considering the Government's 4 year funding offer, it was requested that should the offer be accepted, then this should be with a caveat that the level of funding currently offered is a minimum level of funding, and that in accepting the 4 year funding offer, this should not preclude the Council from receiving any further provision of funding during the 4 year period.

In addition, it was also requested that representations be made on behalf of the Council to Government with respect to the fact that the level of financial settlement received by Leeds was comparatively less than other Core Cities.

In considering the submitted report, Members considered the ongoing review in respect of Locality Services, whilst emphasis was placed upon the increasing importance of working effectively with the Council's partners across all sectors and working effectively at a local level.

RESOLVED –

- (a) That the draft 2017 – 2020 Medium Term Financial Strategy and Efficiency Plan be approved;
- (b) That it be noted that further proposals will be brought forward to address the current shortfall;
- (c) That the Government's 4-year funding offer be accepted, on the basis that this represents a minimum level of government funding;
- (d) That representations be made on behalf of Leeds City Council to Government with respect to the fact that the level of financial settlement received by Leeds is comparatively less than other Core Cities;
- (e) That the recommendation to approve the Medium Term Financial Strategy and Efficiency Plan, and the consideration of whether to accept the 4-year funding offer, be exempted from the Call In process, for those reasons as detailed within paragraph 4.5.2 of the submitted report (detailed below);
- (f) That it be noted that the Deputy Chief Executive will be responsible for the implementation of the resolutions above.

(During the consideration of this item, Councillor A Carter left the meeting and was replaced by Councillor J Procter for the remainder of the meeting)

(The Council's Executive and Decision Making Procedure Rules state that a decision may be declared as being exempt from Call In by the decision taker if it is considered that any delay would seriously prejudice the Council's, or the public's interests. In line with resolution (e) above, resolutions (a) and (c) contained within this minute were exempted from the Call In process, given that the size of the financial challenge facing the Council has meant that the outcomes of the work from service and policy reviews could not be brought to Executive Board sooner, and also due to the fact that the deadline for accepting the Government's 4-year funding offer is the 14th October 2016. As such, it is deemed that any delay to the implementation of these matters would prejudice the Council's, or the public's interests).

COMMUNITIES

62 Citizens@Leeds: Supporting Communities and Tackling Poverty - Update

Further to Minute No. 6, 24th June 2015, the Assistant Chief Executive (Citizens and Communities) submitted a report providing an update on the progress made in supporting communities and tackling poverty in Leeds over the past 12 months. The report also presented the planned activities for the next year and set out details of key challenges.

Responding to an enquiry in respect of the programme's action plan for 2016/17, it was highlighted that the submitted report did provide details of priorities for the forthcoming year, however, it was undertaken that further detail in respect of proposed actions would be provided to Executive Members for consideration.

RESOLVED –

- (a) That the information detailed within the submitted report, be noted;
- (b) That the plans for the next year, as detailed within the submitted report, be noted;
- (c) That a further report be submitted to Executive Board in 12 months which sets out the progress made in supporting communities and in tackling poverty.

63 Strategic and Co-ordinated response to Migration in Leeds

The Assistant Chief Executive (Citizens and Communities) submitted a report which was in response to a recommendation from the Scrutiny Board (Citizens and Communities) to Executive Board, and which also provided an update on the work being undertaken to establish the Leeds Strategic Migration Board.

Members thanked the Scrutiny Board (Citizens and Communities) for the work which they had undertaken in this area.

In addition, emphasis was placed upon the need to ensure that adequate funding was provided by Government where the Authority agreed to participate in specific migration programmes.

RESOLVED –

- (a) That the work which has taken place to establish the Leeds Strategic Migration Board, as detailed within the submitted report, be noted;
- (b) That endorsement be given to the approach being taken to establish what Leeds' 'support' is for those new migrants coming to the city;
- (c) That a report detailing the progress of the Leeds Strategic Migration Board be submitted to Executive Board in the spring of 2017;
- (d) That it be noted that the Assistant Chief Executive (Citizens and Communities) is responsible for leading on such matters.

64 City of Sanctuary Progress Report

The Assistant Chief Executive (Citizens and Communities) submitted a report providing an overview of the principles of the City of Sanctuary initiative and detailed the recent work which had been undertaken in this area. In addition, the report also highlighted some areas of challenge and the work taking place to understand and address such issues. Finally, the report sought the Board's continued commitment to the City of Sanctuary principles.

Members welcomed the content of the submitted report, the proposal to explore the potential of gaining a formal accreditation, and the work being undertaken in schools which was linked to the City of Sanctuary initiative.

RESOLVED –

- (a) That the work which has taken place in order to support Leeds' status as a City of Sanctuary be noted;
- (b) That approval be given to recommitting to the principles of, and work undertaken as part of the City of Sanctuary, and that a formal promise be given to supporting the initiative;
- (c) That approval be given to exploring the potential of providing a submission in order to gain a formal accreditation as a City of Sanctuary, and, as part of this, further consideration be given to working with the City of Sanctuary group with the aim of developing a 'Council of Sanctuary' award;
- (d) That a progress report on such matters be submitted to Executive Board in early 2017;
- (e) That it be noted that the Assistant Chief Executive (Citizens and Communities) is responsible for leading on such matters.

65 Strong and Resilient Communities - a Refreshed Approach to Delivering Cohesion and Prevent Across the City

The Assistant Chief Executive (Citizens and Communities) submitted a report regarding the refreshed approach towards the promotion of cohesion in Leeds and also on the delivery of the statutory 'Prevent' initiative across the city. The report also sought support for the development of new ways of working as part of a long term strategy which looked to embed cohesion, compassion and mutual respect across all of the city's communities.

Members thanked all of those involved for the significant work which had been undertaken in this area to date.

Responding to a specific Member enquiry, officers undertook to provide the Member in question with further information on the work of the pathfinder projects and breakthrough project.

RESOLVED –

- (a) That the refreshed approach towards cohesion and Prevent, as outlined within the submitted report, be endorsed;
- (b) That approval be given to the staged approach towards the Pathfinder projects, as set out in section 4.10 of the submitted report, as follows:-
 - **Stage 1:** Undertake consultation with services and elected members to identify issues, skills gaps and agree a range of activities – commence by October 2016;

Draft minutes to be approved at the meeting to be held on Wednesday, 19th October, 2016

- **Stage 2:** Development of local cohesion plans for each of the 10 Community Committee Areas – to 31 March 2017;
 - **Stage 3:** Build the capacity and confidence of frontline staff and Elected Members – to April 2017 (then ongoing);
 - **Stage 4:** Identify pathfinder projects – 1st project to commence in Autumn of 2016.
- (c) That the Chief Officer (Communities) be requested to take forward the development and implementation of the staged approach and the Pathfinder projects, with a progress report being submitted to the Board in 2017;
- (d) That the Chief Officer (Communities) be requested to provide the Board with an update report on the implications of the 'Casey Review' for Leeds, following the national publication of the report.

ENVIRONMENT AND SUSTAINABILITY

66 Leeds Parks Trust

The Director of Environment and Housing submitted a report which sought approval to enter into an agreement with the Leeds Community Foundation in order to establish a Leeds Parks Trust, which would look to maximise opportunities for charitable giving and legacies, and gaining support from local businesses and other organisations for the benefit of improving parks and greenspaces across the city.

Members highlighted the vital role in improving parks and greenspaces which was played by local communities, volunteers, voluntary groups, together with the donations which were received.

Responding to an enquiry, the Board noted that where financial donations were not dedicated to a specific park or greenspace, then such donations would contribute towards the improvement of community parks, with specific reference being made to those which were yet to achieve the Leeds Quality Parks Standard. In addition, clarification was also provided in respect of the proposed management fee of 15%, in that it would be subject to a maximum cap on larger donations relating to actual costs, and that the fee would be reviewed after 6 months.

In addition, it was requested that further consideration be given to the name of the proposed 'Leeds Parks Trust' organisation, so that it was clear that the assets of the city's parks were not to become part of that Trust.

RESOLVED –

- (a) That approval be given to enter into an agreement with the Leeds Community Foundation in order to establish an organisation which will maximise opportunities for charitable giving and legacies, together with gaining support from local businesses and other organisations;

- (b) That it be noted that the Chief Officer (Parks and Countryside) is responsible for the implementation of resolution (a) (above), ahead of a planned launch in April 2017.

ECONOMY AND CULTURE

67 Visitor Economy and Vibrant City Centre

The Director of City Development submitted a report providing an update on the success of a number of initiatives held during Summer 2016 which aimed to enhance the vibrancy of Leeds city centre. In addition, the report also presented key details from the 2015 research and evaluation which had been undertaken in respect of the Leeds visitor economy, which demonstrated continued growth in this area.

Members welcomed the submitted report and the actions which had been taken in order to make the city centre more family friendly.

Responding to specific enquiries, it was undertaken that the Members in question would be provided with further details on: the ways in which visitors to the city were accessing and being provided with tourist information; and the ways in which Leeds' offer as a city was now being communicated and marketed both nationally and internationally.

RESOLVED – That the following be noted:

- (a) The continued growth of the visitor economy figures between 2013 to 2015 which is supported by the VisitLeeds strategy, the improved product, the successful delivery of world class events and the continued momentum this gives towards the Leeds 2023 European Capital of Culture bid;
- (b) The Council will work with the Leeds Business Improvement District in order to seek to align their marketing and promotional activities with the work of VisitLeeds as the principal destination management organisation leading on visitor economy;
- (c) The successful implementation of a range of interventions to embrace the vibrancy of Leeds city centre and to endorse the further development and associated financial support which will deliver tactical interventions such as the pop up parks in the future, in order to improve the attractiveness and vibrancy of Leeds city centre as a visitor destination;
- (d) That the success demonstrated to date will be built upon in order to ensure that the Council continues to take advantage of critical developments including: Victoria Gate and Kirkgate Market; Leeds Business Improvement District and world class events hosted in Leeds;
- (e) The continued support for the strong city collaborative approach with all partners, to increase momentum and ramp up activity in the context of national and international competition.

EMPLOYMENT, SKILLS AND OPPORTUNITY

68 More Jobs, Better Jobs: A Progress Report

The Director of Children's Services and the Director of City Development submitted a joint report which provided an update on the work undertaken to date in respect of the 'More Jobs, Better Jobs' Breakthrough Project.

Responding to a Member's enquiry, the Board received further information on the process by which the Council would address concerns which existed with an employer in the city, received further details on the work which would be undertaken by the newly appointed Key Account Manager who would be working with businesses, and was advised of the methodology which would be used to evaluate the progress being made as part of the 'More Jobs, Better Jobs' Breakthrough Project.

RESOLVED – That the progress made to date in respect of the 'More Jobs, Better Jobs' Breakthrough Project, as detailed within the submitted report, be noted.

RESOURCES AND STRATEGY

69 Financial Health Monitoring 2016/17 - Month 4

The Deputy Chief Executive submitted a report which set out the Council's projected financial position at month 4 of the 2016/17 financial year. In addition, the report also reviewed the current budget position and highlighted key potential risks and variations.

RESOLVED – That the projected financial position of the authority, as detailed within the submitted report, be noted.

REGENERATION, TRANSPORT AND PLANNING

70 Investment of Affordable Housing Planning Obligation Funding

The Director of City Development submitted a report providing an overview of the current position regarding the affordable housing planning obligation funding (Committed Sums) and which sought approval for the investment of such funding into a range of new supply affordable housing schemes.

Responding to a Member's enquiry, the Board was provided with information on the proposals detailed within the report in respect of the site at Kidacre Street, Hunslet, whilst an update was also provided on the current position regarding the creation extra care housing in the context of affordable housing provision.

RESOLVED –

- (a) That the content of the submitted report, be noted;
- (b) That the necessary 'authority to spend' for those schemes listed at section 3.9 of the submitted report, be approved.

71 Integrating Diversity and Inclusion into the Built Environment

The Deputy Chief Executive and the Director of City Development submitted a joint report which presented, for the purposes of proposed adoption, a framework which aimed to help the Council achieve its ambition to become the best City in the UK - fair, open and welcoming - by creating high quality, inclusive and accessible environments which would eliminate barriers for both Council employees and those living in communities across Leeds.

Responding to an enquiry, the Board received an update on the progress being made in Leeds with respect to the provision of 'Changing Places' toilets.

RESOLVED –

- (a) That the proposed framework for Leeds City Council, in respect of 'Integrating Diversity and Inclusion into the Built Environment', as appended to the submitted report, be adopted;
- (b) That in applying the framework, it be noted that Leeds City Council will seek to strike the right balance between aspiration, practicality and cost;
- (c) That it be noted that the overall responsibility for the implementation of the framework sits with the Director of City Development.

72 'West Yorkshire Plus' Transport Fund

The Director of City Development submitted a report which sought approval to enter into the Grant Agreements with the West Yorkshire Combined Authority (WYCA) which were needed to continue funding and also deliver those agreed major projects identified within the West Yorkshire Plus Transport Fund (WYTF) programme.

Responding to an enquiry, the Board received assurances that Ward Member consultation would take place as appropriate on schemes which affected a Member's Ward.

In addition, a Member highlighted the importance of ensuring that all geographic areas of Leeds benefitted from future investment in the city's transport infrastructure.

RESOLVED –

- (a) That approval in principle be given to the progression of the schemes as referenced in paragraph 2.4 of the submitted report, subject to engagement and consultation with local Members and other relevant partners and communities during scheme design;
- (b) That authority be given to enter into the Grant Agreements with WYCA for the projects in the West Yorkshire Plus Transport Fund, the detail of which is to be agreed by the Chief Officer (Highways & Transportation) under his authority from the scheme of delegation;

- (c) That the progress which has been made to date with schemes within the Leeds District, as summarised within paragraph 2.4 of the submitted report, be noted;
- (d) That it be noted that the Chief Officer (Highways & Transportation) is responsible for the implementation of such matters.

73 Site Allocations Plan: Revised Publication Consultation for Outer North East

The Director of City Development submitted a report which presented the revised draft Site Allocations Plan (SAP) for the Outer North East (ONE) Housing Market Characteristic Area (HMCA), and which sought approval for those documents to be the subject of a period of public consultation, in order to invite the submission of formal representations.

RESOLVED –

- (a) That the publication of the revised draft Site Allocations Plan for the Outer North East HMCA, together with the sustainability appraisal reports and other relevant supporting documents be approved for the purposes of public participation and also to formally invite representations to be made;
- (b) That the necessary authority be delegated to the Chief Planning Officer, in consultation with the relevant Executive Member, in order to make any factual and other minor changes to the Revised Publication Plan for the Outer North East HMCA and supporting material, prior to public consultation.

(In accordance with the Council's Executive and Decision Making Procedure Rules, the matters referred to within this minute were not eligible for Call In as the power to Call In decisions does not extend to those decisions made in accordance with the Budget and Policy Framework Procedure Rules, which includes the resolutions above)

74 Killingbeck Meadows Natural Flood Mitigation Solution and Brownfield Land Programme: Update

The Director of City Development submitted a report providing details of a proposed scheme to improve the level of surface water storage during storm events within the Wyke Beck valley in the Killingbeck and Seacroft and Halton Moor areas of the city. The report also provided an update on the site disposal process for Council owned brownfield land in Seacroft and Halton Moor and also sought approval to inject funding which had been secured from the Local Growth Fund into the Capital Programme, whilst also seeking associated 'Authority to Spend'.

Members welcomed the proposals detailed within the submitted report.

RESOLVED –

- (a) That the principle of Natural Flood Management Schemes at Killingbeck Meadows, be approved;

Draft minutes to be approved at the meeting to be held on Wednesday, 19th October, 2016

- (b) That the submission of planning applications for the Killingbeck Meadows Natural Flood Management Schemes, be approved;
- (c) That approval, together with the necessary authority be given to inject £1.5 million and spend £1.6 million of funding from the Capital Programme, in order to support the delivery of the Killingbeck Meadows Natural Flood Management Schemes;
- (d) That it be noted that the officer responsible for the implementation of the delivery of the Killingbeck Meadows Natural Flood Management Schemes is the Chief Officer (Highways & Transportation). It also be noted that the works will be procured through a competitive tender process and, subject to securing sufficient financial contributions, delivered during 2018;
- (e) That the progress made in bringing forward new housing on the Council's brownfield sites across the city, be noted;
- (f) That approval be given to inject into the Capital Programme and also provide the necessary authority to spend the £1.1m of recoverable loan funding from the Local Growth Fund, in order to support the provision of enabling works associated with the delivery of new homes on Council owned brownfield sites in East Leeds;
- (g) That the necessary authority be delegated to the Director of City Development in order to approve the reinvestment of the Local Growth Fund loan into additional sites, once receipts begin to be received for the original tranche of 9 sites.

CHILDREN AND FAMILIES

75 Domestic Violence and Abuse Breakthrough Project

The Director of Environment and Housing submitted a report which provided an update on the work undertaken to date as part of the 'Domestic Violence and Abuse' Breakthrough Project, and which presented the first annual report on this project.

By way of an introduction to the report, the Board received further detail on the current activities which were taking place in this area, and noted the intention to provide Elected Members with the opportunity to become more involved in such activities.

Responding to an enquiry, Members received an update on the actions being taken to further develop the safeguarding arrangements for those suffering from domestic violence and abuse which were in place over weekends. Further to this, the Board noted the crucial role which was being played by the 'Front Door Safeguarding Hub', and the improvements it had brought to the process of information sharing between partners. Specific emphasis was also placed upon the importance of ensuring that young people affected by

domestic violence and abuse received the correct support from the relevant agencies.

RESOLVED –

- (a) That the progress which has been made to date in addressing the issues associated with domestic violence and abuse be noted, together with the content of the first Annual Report on the associated Breakthrough Project, as appended to the submitted report;
- (b) That annual update reports on the Domestic Violence and Abuse Breakthrough Project be presented to future Executive Board meetings.

76 Retirement of Nigel Richardson, Director of Children's Services

On behalf of the Board, the Chair together with the Executive Member for Children and Families paid tribute to the Director of Children's Services, Nigel Richardson for his services to the Council, as this would be the final Board meeting in which he would be in attendance prior to his retirement. Members thanked Nigel for what he had achieved during his time in Leeds and for the legacy that he was leaving.

77 Outcome of the consultation to increase learning places at Hovingham Primary School

The Director of Children's Services submitted a report on proposals brought forward to meet the local authority's duty to ensure sufficiency of school places. Specifically, this report related to the outcome of a consultation exercise regarding proposals to expand provision at Hovingham Primary School, and which sought permission to publish a Statutory Notice in respect of such proposals.

RESOLVED –

- (a) That the publication of a Statutory Notice to expand Hovingham Primary School from a capacity of 420 pupils to 630 pupils with an increase in the admission number from 60 to 90, with effect from September 2017, be approved;
- (b) That it be noted that the responsible officer for the implementation of such matters is the Head of Learning Systems.

78 Outcome of Statutory Notices on proposals to increase primary and secondary learning places in Holbeck; Kirkstall-Burley-Hawthorn and Burmantofts Planning Areas

The Director of Children's Services submitted a report providing details of proposals brought forward to meet the local authority's duty to ensure sufficiency of school places. Specifically, this report was divided into three parts and included consideration of proposals in respect of Hunslet Moor Primary School; Hawthorn Wood Primary School; Shakespeare Primary School and the Co-operative Academy of Leeds.

When considering this matter, the Board noted that the paragraph 4.6.1 of the submitted report should read: 'The statutory time limit for final decisions on each of the proposals detailed in this report is 2nd October 2016', rather than 2nd September 2016, as detailed.

RESOLVED –

- (a) That the proposal to expand Hunslet Moor (Community) Primary School by increasing its capacity from 315 pupils to 420 pupils, increasing the admission number from 45 to 60, with effect from September 2018, be approved;
- (b) That the proposal to expand Hawksworth Wood (Community) Primary School by increasing its capacity from 210 pupils to 420 pupils, increasing the admission number from 30 to 60, with effect from September 2017, be approved;
- (c) That the proposal to expand Shakespeare (Community) Primary School by increasing its capacity from 315 pupils to 630 pupils, increasing the admission number from 45 to 90, with effect from September 2018, be approved;
- (d) That the linked proposal to expand The Co-operative Academy of Leeds by increasing its capacity from 900 students to 1200 students, increasing the admission number from 180 to 240, with effect from September 2019, be approved;
- (e) That it be noted that the responsible officer for the implementation of such matters is the Head of Learning Systems.

DATE OF PUBLICATION: FRIDAY, 23RD SEPTEMBER 2016

**LAST DATE FOR CALL IN
OF ELIGIBLE DECISIONS:** 5.00 P.M., FRIDAY, 30TH SEPTEMBER
2016

(Scrutiny Support will notify Directors of any items called in by 12.00noon on Monday, 3rd October 2016)

Draft minutes to be approved at the meeting
to be held on Wednesday, 19th October, 2016

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