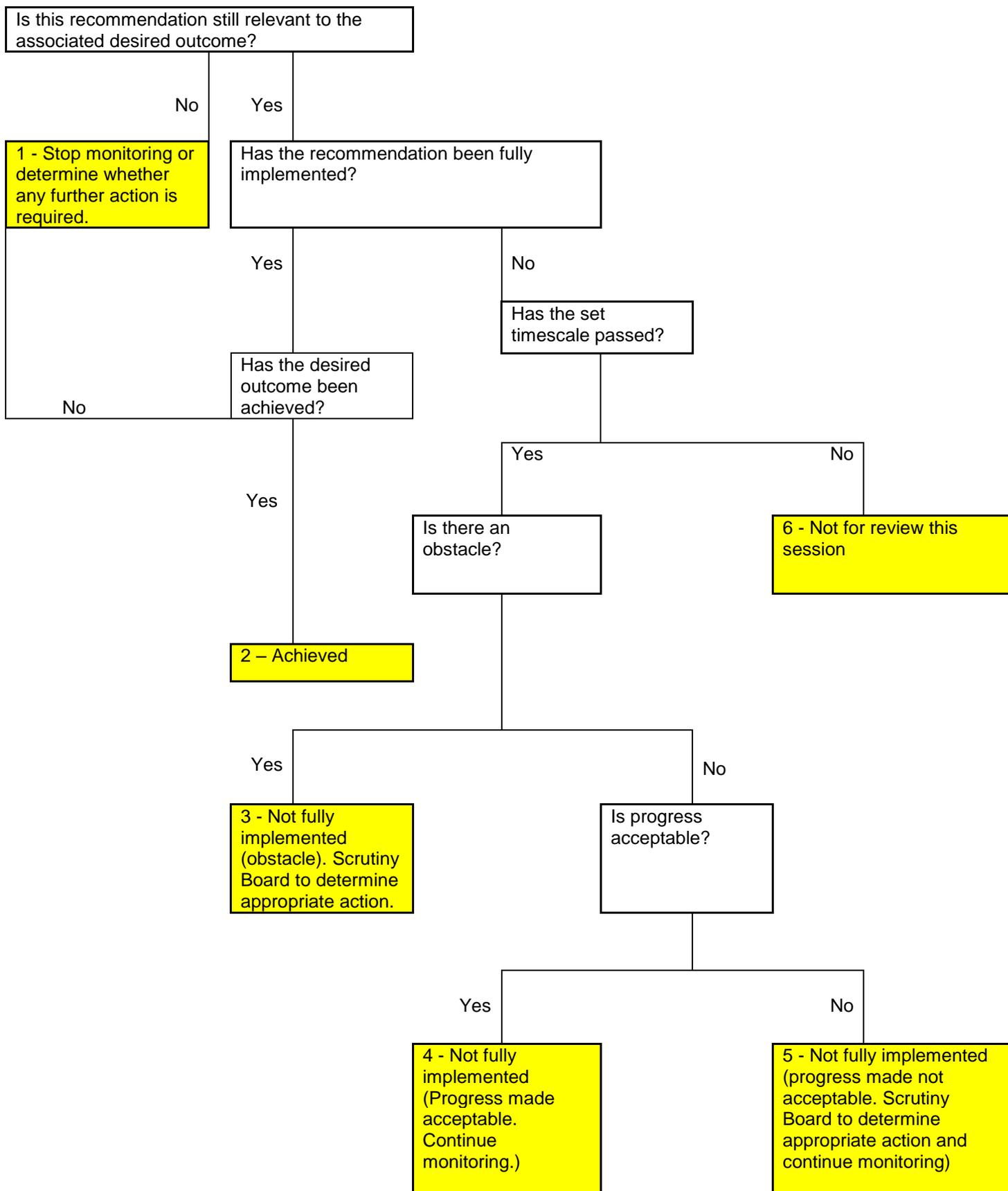


Recommendation tracking flowchart and classifications:
Questions to be considered by Scrutiny Boards



Position Status Categories

- 1 - Stop monitoring or determine whether any further action is required
- 2 - Achieved
- 3 - Not fully implemented (Obstacle)
- 4 - Not fully implemented (Progress made acceptable. Continue monitoring)
- 5 - Not fully implemented (Progress made not acceptable. Continue monitoring)
- 6 - Not for review this session

Desired Outcome – To improve bus services to the public through improved accountability and competition.

Recommendation 1 – That the Director of Transport Services (WYCA) explores how existing legislation and powers recently provided in the Bus Services Act could be utilised:

- a) To enhance the responsiveness and accountability of bus operators to local communities.
- b) To open up the bus service market to new competitors and to promote competition in Leeds and the West Yorkshire region.

The findings and conclusions are to be reported to the Scrutiny Board (City Development) in the first quarter of 2018.

Current Position: On the 5 July 2019 Transport Committee approved the establishment of a voluntary partnership with bus operators with a view to migrating to a statutory partnership model as it matures. The table below provides a summary of the themes, work streams and commitments of the Alliance jointly agreed with bus operators.

Theme	Work Stream	Commitments
Customers at the Heart	Network Legibility	Single clearly identifiable brand
	Ticketing and Retail	Account based ticketing
	Ticketing and Affordability	Simple fares structure and fare offers for young people
	Travel Information	Live journey planning information, real time and disruption collaboration
	Customer Service	Consistent customer service offer, improved on board bus customer facilities
	Communication and Engagement	Promotional engagement to encourage behavioural change
Keeping Buses Moving	Highway Infrastructure	Highway Improvement Programme to reduce journey times, congestion relief programme, improved bus waiting infrastructure, development of a Transport Coordination Centre
	Service Provision	Extended operating hours, Review of the bus network structure, improved network security, better emergency planning, major highway events planning and resilience

A Sustainable Bus Network	Clean Bus Technology	Delivery of a clean bus technology programme
	Economy of the Bus Network	Better data availability, review of the economy of the bus network

Formal response (19 July 2017):

The Directorate support this recommendation and will work with WYCA to form a detailed understanding on the provisions and opportunities offered by the Bus Services Act and due course the anticipated secondary legislation and regulations yet to be published. It recognised as WYCA have advised that there is a breadth of other pertinent legislation and legal powers including those related to accountability and competition.

Position April 2018

The Bus Services Act 2017 was enacted in May 2017, it expands the range of powers available to directly elected mayors and local transport authorities (LTAs) in areas in England outside of London to improve local bus services. The Act provides the following options for LTAs to adapt its approach to local circumstances

- Franchising- where the LTA issues contracts with bus operators to provide services in the area. The Act provides mayoral LTAs with “London-style” powers to franchise local bus services, application for franchise powers by non-mayoral authorities will need to be made to the Secretary of State
- Partnership- joint arrangements between LTAs and bus operators. The Act develops the existing Quality Partnerships powers extending their scope to include matters such as fares and frequencies. Two new forms of formal partnership are established “Advanced Quality Partnership Schemes” and “Enhanced Partnerships Schemes”

The Bus Services Act also enables data about routes, fares and times across the country available to be openly available to app developers and further facilitates smart multi modal ticketing schemes. On 27 November, the Secretary of State issued guidance on the use of the powers contained in the Act.

The Combined Authority adopted its Bus Strategy 2040 in August 2017 which sets out a vision for the bus system and a target to grow bus patronage by 25% over the next ten years. In Leeds, The scale of investment in the bus offer through the £173.5m Leeds Public Transport Investment Programme has enabled the Council and Combined Authority to set ambitious targets to double bus patronage within 10 years supported. A programme of public engagement has been instigated on the first rounds of investment plans for this programme in a series events which will run into the summer period on key corridors, city centre gateways and in due course rail station and park and proposals. It is also anticipated that further rounds, yet to be scheduled, will develop further the plans for improving the infrastructure on the wider core bus network across the city. Further details around the Leeds Public Transport Investment Programme are provided in the Appendix to this paper.

Bus 18 is an informal partnership with bus operators seeking to deliver the first stage of the strategy. The success of this initiative will determine the most appropriate use of the powers in the Bus Services Act. The Combined Authority Transport Committee were advised of the guidance at its January 2018 meeting. A detailed assessment of the DfT guidance is underway and a paper will be presented to the Transport Committee later in 2018 setting out the options available to the Authority.

At the meeting Combined Authority and LCC Officers will provide a presentation update around the Bus Services Act, Bus 18 and the most recent Bus Patronage forecasts.

Position December 2018

On 9 November 2018 the Combined Authority's Transport Committee reviewed the progress of the Bus 18 initiative and resolved to enter into a formal alliance with bus operators. This will set out a range of commitments for bus operators, the Combined Authority and Districts and an action plan to achieve these commitments. Whilst the commitments will apply across the region, specific action plans will be developed in each District to reflect the level of investment being made by operators and the public sector. The commitments are based upon the heads of terms agreed between the Council, Combined Authority and bus operators as part of the funding agreement with Government for the Connecting Leeds (LPTIP) programme. The terms and commitments for the Bus Alliance will be considered by the Transport Committee at its meeting on 11 January 2019

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To improve bus services by reacting to direct public feedback.

Recommendation 2 – That Director of Transport Services (WYCA) provides a report, in the first quarter of 2018, to the Scrutiny Board (City Development) on how the key areas to address, raised in the AECOM report, will be or have been, resolved through the West Yorkshire Bus Strategy and West Yorkshire Transport Strategy.

Current Position: The Transport Committee has established a workplan for the Alliance aimed at delivering the objectives set out in the West Yorkshire Bus Strategy as informed by the AECOM analysis of consultation feedback prepared to inform the development of the Bus Strategy. A full copy of the workplan will be supplied to the Scrutiny Committee

Formal response (19 July 2017):

The Directorate and WYCA support this recommendation. The AECOM report provides an analysis of the feedback obtained by WYCA during the consultation on its proposed bus strategy in 2016 and the authorities will work together to understand how the key areas of service quality and performance that have been identified can be addressed through joint collaborative working.

Position April 2018

The AECOM report referred to was commissioned to review the consultation feedback gathered by the Combined Authority to inform the development of the Bus Strategy which was adopted in August 2017. The respondents to the consultation ranked in priority order the following elements of bus services as most important

- Quick, frequent and reliable
- An affordable offer with value for money at its heart
- High quality, consistent information fit for the 21st century
- A safe and pleasant customer experience before, during and after the journey
- An easily understood, integrated and stable network for West Yorkshire, that is responsive to changing needs
- A modern, clean and accessible fleet that contributes to reducing transport's harmful emissions

- Simple, smart and integrated ticketing
- A clear identity that inspires passenger confidence

The Bus Strategy 2040 sets out the following vision

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

The Bus Strategy sets out actions in the following areas to address the feedback emerging from the Combined Authority's consultation analysed by AECOM;

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

The Bus 18 initiative was developed with bus operators to deliver immediate 'short term' actions to implement the Strategy and is explained fully in the response to Recommendation 7. These short term actions are aimed at making buses easier to use, enhancing the customer experience and supporting the need to improve emissions from buses. A focus on stimulating the use of the bus by young people has developed as a key element in addressing issues including affordability and customer expectations whilst supporting the viability of the City Region's bus service.

Position December 2018

The draft commitments set out for the proposed Bus Alliance encompass the objectives set out in the West Yorkshire Bus Strategy as informed by the AECOM analysis of consultation feedback prepared to inform the development of the Bus Strategy.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To support Bus Operators to improve bus punctuality and reliability, and to enable the Scrutiny Board to understand the wider congestion reduction strategy for Leeds.

Recommendation 3 – That the Director of City Development provides the Scrutiny Board (City Development), with a report at a future meeting which outlines the congestion alleviation plan for Leeds, including identification of areas of the City that requires priority measures, the measures due to be implemented city wide and timescales for implementation.

Position Status – Achieved as determined at the April 2018 Scrutiny Board meeting.

Desired Outcome – To identify what measures have been taken to understand the barriers to bus usage from non-users, and the action that needs to be taken to persuade non-users to change their mode of transport to bus.

Recommendation 4 – That Director of Transport Services (WYCA) and ABOWY provide the Scrutiny Board (City Development) with an update, in the first quarter of 2018,

regarding the research into the barriers to bus travel for non-users, and the action to be taken to make bus travel a viable and more attractive mode of transport for non-users.

Current Position: The Combined Authority commissions an annual tracker survey into satisfaction with various aspects of travel and transport amongst users and non-users. In 2018, respondents in this survey rated bus services 6.7 out of 10 a slight drop from 6.9 in the previous year.

The Combined Authority and bus operators jointly fund and enhanced sample of bus passengers within the Transport Focus National Bus Passenger Survey. In 2018 85% of respondents in West Yorkshire were satisfied or very satisfied compared with 83% in the previous year. National results were in a range of 75% to 95%

Both of these surveys provide the key customer satisfaction indicators for monitoring the success of the West Yorkshire Bus Strategy. The results of both surveys for 2019 are expected in in the first quarter of 2020

Formal response (19 July 2017):

The Directorate and WYCA support this recommendation for further collaborative work and reporting aimed at securing a better understanding of the propensity for the choice of bus travel and the measures that could make bus a mode of choice for a wider section of the travelling public. The importance of participation of all bus operators through ABOWY is recognised.

Position April 2018

The Combined Authority commission an annual tracker survey into satisfaction with various aspects of travel and transport amongst users and non-users. These results are expected in March 2018. At this time, the Transport Focus annual Bus Passenger Survey results will be published. This annual survey includes an extensive local sample enabling year on year analysis at the City Region level. A specific update can be brought to the Scrutiny Board (Infrastructure and Investment) early in the new municipal year.

Position December 2018

The Combined Authority commissions an annual tracker survey into satisfaction with various aspects of travel and transport amongst users and non-users. In 2017, respondents in this survey rated bus services 6.9 out of 10 a drop from 7.1 in the previous year

The Combined Authority and bus operators jointly fund and enhanced sample of bus passengers within the Transport Focus National Bus Passenger Survey. In 2017 83% of respondents in West Yorkshire were satisfied or very satisfied compared with 87% nationally. Satisfaction with bus services in West Yorkshire in 2017.

Both of these surveys provide the key customer satisfaction indicators for monitoring the success of the West Yorkshire Bus Strategy. The results of both surveys for 2018 are expected in in the first quarter of 2019

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To ensure that air quality in the Leeds area is improving.

Recommendation 5 – That Director of Transport Services (WYCA) and the Director of City Development, working in collaboration with Bus Operators, provide the Scrutiny Board (City Development) with an update at a future meeting on the implementation and impact of air quality improvement measures, outlined in the West Yorkshire Bus Strategy, Leeds Transport Strategy, and Bus 18 Programme objectives. (see recommendations 6,7&8)

Current Position: To date 130 of the 284 new ultra-low emission, Clean Air Zone compliant buses provided by First as part of their commitment to the Leeds Public Transport Improvement Programme are in operation. Arriva and Transdev have also introduced new ultra-low emission onto their services into Leeds. In addition 8 ultra-low emission buses have been introduced on Leeds Park & Ride services,

Successful bids to the DEFRA Clean Bus Technology Fund are enabling the retrofitting of emission control technology on 479 buses operating in West Yorkshire. Priority has been given to vehicles which will operate within the Leeds and Bradford Clean Air Zones

The Combined Authority's bid the DfT Ultra Low Emission Bus scheme has been successful and will enable Stourton Park & Ride to be operated by electric buses. First for a pilot electric bus route in Leeds. First West Yorkshire were also successful in obtaining funding for nine buses to operate a pilot electric bus service in Leeds from 2020.

Formal response (19 July 2017):

The Directorate support this recommendation noting the wider work underway within the city and with WYCA to address the air quality concerns arising from motor traffic, primarily diesel engines and the potential requirement for a Clean Air Zone. The informal Bus 18 partnership between ABOWY and WYCA includes a pledge by the bus industry to take action to address its impact on air quality within the region. Specific targets will be developed and agreed with the city's bus operators within the Leeds Public Transport Investment Programme.

Position April 2018

The move towards a low emission bus fleet in Leeds is being accelerated through commitments from the major operators to invest in new low emission vehicles (minimum Euro 6) and will be accelerated further through the proposed Clean Air Zone (CAZ). In February 2018, WYCA and LCC were successful in receiving £4.2m from the DEFRA Clean Bus Technology Fund for the retrofitting of emission control technology on 231 buses operating in West Yorkshire (including 75 operating solely within Leeds).

Through a bidding process with operators, the technology will improve bus operator vehicle emission standards to ensure compliance with the proposed CAZ and will target emission reduction in several Air Quality Management Areas of West Yorkshire. There are also a number of initiative to exceed the euro 6 target including new ultra-low emission hybrid buses on the cities park & ride services this month and the introduction of electric buses on the no.5 city service in 2019.

Position December 2018

The first phase of 34 Euro 6 buses as part of First's commitment to the Connecting Leeds programme entered service earlier in 2018, a further 5 entered service on a new Thorpe Park route in the autumn and the first batch of the next phase of 58 new buses are

arriving in the City. In addition 8 ultra low emission buses have been introduced on Park & Ride services,

The successful bid to the DEFRA Clean Bus Technology Fund for the retrofitting of emission control technology on 231 buses operating in West Yorkshire has commenced. By March 2019, c 100 buses operating in and around the Leeds district will have been brought up to the standard.

The outcome of bids to the national Ultra Low Emission Bus fund is awaited. This involves a WYCA/ LCC bid to operate Stourton Park & Ride with electric buses and a bid by First for a pilot electric bus route in Leeds.

The authorities have continued to work with the bus operators as the roll out of new buses commenced in the spring of 2018 so that by the end of 2019 there should be over 50 new Euro 6 lower emissions buses will have begun operating in the city. There have also been trials of a single deck electric vehicle and the precursor of the initial operation of selected city centre based route by an electric buses during the current financial year.

During the year the park and ride bus fleet has been replaced by new diesel electric hybrid buses which have further reduced emissions. As part of the development of a new park and ride site at Stourton, it is intended to include electric buses within the procurement requirements for the new service. In addition it is planned the electric generation through solar PV screens will form part of the scheme and will provide electricity to support the new buses and private vehicle charging at the site.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To ensure that the proposals in the West Yorkshire Bus Strategy are implemented and successful outcomes are achieved in a timely manner.

Recommendation 6 – With regard to the West Yorkshire Bus Strategy, that Director of Transport Services (WYCA) provides the Scrutiny Board (City Development) with an update, in the first quarter of 2018, which identifies progress in the implementation and delivery of the proposals outlined in the bus strategy.

Current Position: On the 5 July 2019 Transport Committee approved the establishment of a voluntary partnership with bus operators which is supported by a workplan which identifies actions to contribute towards achieving the successful outcomes in the bus strategy. A copy of the workplan is provided as an appendix.

Formal response (19 July 2017):

The Directorate and WYCA support this recommendation.

Position April 2018

Progress on Bus 18 was reported with recommendation 7 below.

Position December 2018

With regard to the West Yorkshire Bus Strategy, that Director of Transport Services (WYCA) provides the Scrutiny Board (City Development) with an update, in the first quarter of 2018, which identifies progress in the implementation and delivery of the proposals outlined in the bus strategy.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To ensure that the promises in the Bus 18 Programme are implemented and successful outcomes are achieved in a timely manner.

Recommendation 7 – With regard to the Bus 18 programme, that Director of Transport Services (WYCA), in collaboration with Bus Operators provides the Scrutiny Board (City Development) with an update in the first quarter of 2018, which identifies progress in the implementation of the pledges outlined in the programme. This report should also outline the impact and outcomes delivered by the Bus 18 programme.

Current Position: The Bus 18 programme was reviewed by the Transport Committee on 9 November 2018, it identified the success and challenges of Bus 19 and resolved that Bus 18 should move to a more formal partnership. On the 5 July 2019 Transport Committee approved the establishment of a voluntary partnership with bus operators.

Formal response (19 July 2017):

The Directorate support this recommendation noting that close working is taking place with WYCA in terms of the development of the Bus 18 programme and its relationship to the new additional investment being planned through the Leeds Public Transport Investment Programme. It will also be important to learn the lessons for the future from this shorter term programme as these materialise during 2018.

Position April 2018 – (Recommendation 6 & 7)

The Bus 18 initiative was formally launched in Bradford on 24 March 2017 when the Combined Authority and the bus operators made the following pledges to address issues which are important to passengers:

- **To make buses easy to use we will:**
- We will develop a simpler bus network with fewer changes, more reliable services, smarter information and more ways to pay in advance.
- **To reduce emissions**
- We will introduce more environmentally friendly buses with less emissions to improve air quality.
- **To improve customer satisfaction and passenger experience**
- We will agree a customer promise to increase satisfaction with bus travel and engage with young people to understand what is needed to make buses more useful to them.

The following progress was made in 2017 on the Bus 18 themes :

- **Ticketing-** a Day Saver smart carnet product and the MCard android app are now available
- **Network Stability** – an agreement has been made with bus operators to consult on major bus route changes and to limit changes to six times of the year
- **Young People-** engagement with Youth Parliaments
- **Air Quality** - buses in West Yorkshire now display an Eco Star star rating which identifies their environmental performance. Fleet replacement plans are being agreed with operators

- **Punctuality & Reliability** – a £1m programme of work to address bus “punctuality hotspots” is now in progress
- **Customer Service** - any customers not happy with their bus journey can claim a free travel voucher from the major bus operators. Customers can call a taxi and claim the cost back from either First, Arriva or Transdev if their last bus doesn't arrive within 20 minutes of the scheduled time.
- **Information** – WYCA and bus operators have collaborated on a new design for bus stop information which is being rolled out from February 2018.

In November 2017 the Combined Authority Transport Committee adopted the following priorities for the Bus 18 initiative

- **Young People** – a strongly promoted, discounted “go anywhere” day ticket
- **Air Quality** – to maximise the funding opportunities provided by central government to facilitate low emission buses
- **Punctuality & Reliability** – a strong focus on punctuality and reliability with clear visibility of performance against targets
- **Customer Confidence** – a campaign to increase public awareness of the recent investment in buses and the steps taken to increase patronage

Position December 2018

The report to the 9 November 2018 Combined Authority Transport Committee on the Bus 18 initiative was provided for Board members.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To ensure that investment and proposals in the Bus element of the Leeds Transport Strategy are implemented and successful outcomes are achieved in a timely manner.

Recommendation 8 – With regard to the investment in bus travel defined in the Leeds Transport Strategy, that the Director of City Development and Director of Transport Services (WYCA) provides the Scrutiny Board (City Development) with:

- a) An update at a future meeting which identifies progress in the £180m investment in bus travel in Leeds.
- b) An update at a future meeting which identifies the outcomes that have been delivered through this investment and the impact of that investment.
- c) An overview of the delivery plan for bus priority measures across Leeds and how this complements the delivery of improvement plans specified by Bus Operators/ ABOWY.

Current Position: Consultations have been completed during 2018 on all 5 of the planned LPTIP bus corridors. The possibility of early delivery have been followed up by consultations specific to elements of the A660 and A61North corridors and the initial

proposals are now being reviewed following the confidents with a view to firming up the proposals and priority interventions for detailed design and delivery during 2019.

Planning applications have been submitted for the new 1000 space Stourton park and ride site and the expansion of the existing 800 space Elland Road site to 1350 spaces. Early development is being undertaken to understand the feasibility of a site at Alwoodley Gates and the feasibility and case for other sites continues to be undertaken.

A similar process has been followed to support the development of the city centre "gateways" scheme where again detailed development and commencement of construction is planned during 2019.

Appointments have been made to the contracts for delivery partners for the separate corridor/park and ride and the gateways packages and the suppliers are established in the city and teams.

In addition approval was received from the Department for Transport for an allocation of £2.7m to development and delivery of traffic signals improvements to the A65 corridor to provide an improved dynamic and adaptive system of traffic light control on the A65 corridor (SCOOT), which is expected to benefit bus journey times and reliability as well offering new opportunities for linking the system to air quality and congestion monitoring systems. SCOOT is an urban traffic control system which works on dynamic signal timing adjustments to match the flows and volume of traffic on a continuous basis, making it more responsive to local variations. The latest iterations potentially make it easier adapt to other factors such as air quality and selective priority for vehicles such as buses. This scheme will be monitored and the learning and expertise applied to the traffic signal upgrades that will be applied more widely as part of the LPTIP corridor scheme and more widely across the network.

Formal response (19 July 2017):

The Directorate and the Combined Authority support this recommendation noting that the combined figure for funding incorporating Department for Transport funding, Leeds City Council and WYCA contributions is £183 million. Complementary third party investments including from the bus operators, rail industry, planning and development is expected to ultimately achieve a final gross transport investment of circa £275 million from this programme.

Position April 2018

The public transport investment programme is being developed to compliment the Bus 18 programme, West Yorkshire Bus Strategy and Leeds Transport Strategy. The first completed scheme to aid egress from Leeds bus station on St. Peters Street has been completed.

A first phase of consultation on 4 key radial corridors will be carried out in Feb/March 2018 with implementation planned in phases over 2019-2021.

Preparation of planning applications is underway for Stourton Park & Ride and a further extension of Elland Road.

Development work is ongoing for the city centre gateways within the context of other major city centre proposals, such as Leeds Station and South Bank, to be consulted on in summer 2018

Position December 2018

Consultations have been completed during 2018 on all 5 of the planned LPTIP bus corridors. The possibility of early delivery have been followed up by consultations specific to elements of the A660 and A61 North corridors and the initial proposals are now being reviewed following the confidants with a view to firming up the proposals and priority interventions for detailed design and delivery during 2019.

Planning applications have been submitted for the new 1000 space Stourton park and ride site and the expansion of the existing 800 space Elland Road site to 1350 spaces. Early development is being undertaken to understand the feasibility of a site at Alwoodley Gates and the feasibility and case for other sites continues to be undertaken.

A similar process has been followed to support the development of the city centre “gateways” scheme where again detailed development and commencement of construction is planned during 2019.

Appointments have been made to the contracts for delivery partners for the separate corridor/park and ride and the gateways packages and the suppliers are established in the city and teams.

In addition approval was received from the Department for Transport for an allocation of £2.7m to development and delivery of traffic signals improvements to the A65 corridor to provide an improved dynamic and adaptive system of traffic light control on the A65 corridor (SCOOT), which is expected to benefit bus journey times and reliability as well offering new opportunities for linking the system to air quality and congestion monitoring systems. SCOOT is an urban traffic control system which works on dynamic signal timing adjustments to match the flows and volume of traffic on a continuous basis, making it more responsive to local variations. The latest iterations potentially make it easier adapt to other factors such as air quality and selective priority for vehicles such as buses. This scheme will be monitored and the learning and expertise applied to the traffic signal upgrades that will be applied more widely as part of the LPTIP corridor scheme and more widely across the network.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*

Desired Outcome – To ensure that all options defined in the Bus Services Act 2017 to support bus service improvement are fully explored and understood.

Recommendation 9 – That Director of Transport Services (WYCA) and the Director of City Development fully investigate the elements of the Bus Services Act regarding:

- a) The implementation of partnership arrangements with robust governance and accountability provision.
- b) The requirements for gaining Secretary of State approval for the implementation of bus franchising in Leeds and West Yorkshire.

The analysis, options and methodology for implementation to be reported in the first quarter of 2018 to the Scrutiny Board (City Development).

Current Position: The Bus Alliance approved by the Transport Committee on 5 July 2019 will establish robust governance and accountability provisions to enable a formal partnership approach. This will be a further stage in the delivery of the West Yorkshire

Bus Strategy and is expected to mature into a formal arrangement under the Bus Services Act.

On 10 October 2019, the Combined Authority reviewed its position in the context of an anticipation of the sale of First West Yorkshire Ltd and the sale of by DB of its UK Arriva operation. The Combined Authority resolved to participate in the sale of First and to commission specialist advice on the business case for investment in bus operations. At the time of writing, the sale process for First West Yorkshire had not started and there were no announcements regarding the future operation of Arriva services. A verbal update will be provided.

Formal response (19 July 2017):

The Directorate support the principle of this recommendation noting as stated with respect to the Recommendation 1 response that achieving full appreciation may be contingent on the further information that will be required from government to fully understand the options provided by the Bus Services Act. As stated in 3.5 above the requirements for gaining the Secretary of State's approval for the implementation of bus franchising in the region may not be known by the first quarter of 2018.

Position April 2018

On 27 November 2017, the Secretary of State issued guidance on the use of the powers contained in the Bus Services Act. The Combined Authority Transport Committee were advised of the guidance at its January 2018 meeting. A detailed assessment of the DfT guidance is underway and a paper will be presented to the Transport Committee later in 2018 setting out the options available to the Authority.

The Act provides mayoral LTAs direct access to powers to franchise local bus services. The Combined Authority is not a mayoral authority and would need to make application to the Secretary of State should it seek to progress towards franchising. The details of the process and criteria to be adopted by the Secretary of State are awaited.

In addition, at the meeting Combined Authority and City Council officers will provide a presentation update around the Bus Services Act, Bus 18 and most recent Bus Patronage forecasts.

Responding to the new powers available through the Bus Services Act, the January 2018 meeting of Council resolved its support for the achievement of a "modern, responsive and attractive rail and bus networks demand their operators are properly accountable to the passengers and communities they serve". In welcoming the "the commitment from the Secretary of State for Transport calling for councils to consider putting forward proposals for bus franchising arrangements in their areas" Council further requested that "the Chief Executive works with the council's partners to develop proposals as soon as possible for bus franchising in Leeds to present to the Secretary of State".

Position December 2018

The proposed Bus Alliance to be considered by the Transport Committee on 11 January 2019 will establish robust governance and accountability provisions to enable a formal partnership approach. This will be a further stage in the delivery of the West Yorkshire Bus Strategy and will develop into a formal arrangement under the Bus Services Act.

The Act provides direct access to powers to franchise local bus services for mayoral LTAs such as Greater Manchester where several million pounds per annum is being spent on developing the case for adopting franchising powers.

West Yorkshire and other non mayoral authorities do not have franchising powers and would need to make application to the Secretary of State presenting a Full Business Case. Such an application would need to demonstrate that the use of partnership provisions has not been successful in delivering the Combined Authority's Bus Strategy. The Alliance is therefore a key stage in the process of delivering the bus service which people identified they require in the bus strategy consultation.

Position Status 4 *This is to be formally agreed by the Scrutiny Board*