



**Report of Director of City Development and West Yorkshire Combined Authority
Report to Scrutiny Board (Infrastructure, Investment & Inclusive Growth)**

Date: 14 October 2020

Subject: Advancing Bus Service Provision

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open 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. This report sets out the progress made in responding to the recommendations arising from the Scrutiny inquiry into Advancing Bus Service Provision.

1.2. The following appendices are attached to this report:

- Appendix 1: Recommendation tracking criteria presented in the form of a flow chart
- Appendix 2: Recommendation tracking
- Appendix 3: The Impact of Covid-19 on Bus Services
- Appendix 4: Bus Network Map
- Appendix 5: Work stream summaries
- Appendix 6: Original Advancing Bus Provision inquiry report (2017)

2. Background information

2.1 An inquiry into Advancing Bus Service Provision was undertaken by the Scrutiny Board (City Development) between January and October 2016. The scope of the inquiry and its findings were set out in the final report, which was published in May 2017 and is attached as Appendix 6. In July 2017, the Scrutiny Board received a formal response to the recommendations arising from this review.

2.2 Improving the bus network has been identified by both Leeds City Council and West Yorkshire Combined Authority as an integral part of transforming transport in Leeds. This is reflected in the Leeds Transport Strategy, which was agreed by the Executive

Board in 2016, and the subsequent Bus Strategy 2040 adopted by West Yorkshire Combined Authority in August 2017.

- 2.3 These strategies have strong links to Leeds City Region's Strategic Economic Plan and its aspirations around economic output and job creation. They also support ambitions to create a cleaner, greener city in which a reduction in pollution delivers significant public health benefits.
- 2.4 As an illustration of progress that has been made towards transforming the region's varied bus services into an integrated network, a network map is attached at Appendix 4.

Leeds Public Transport Investment Programme (LPTIP)

- 2.5 Following the 2016 Government decision not to grant powers for a new rapid transit system in the city, the unprecedented decision was taken to make the Department for Transport's funding element of £173.5m for the proposed NGT trolleybus system available for public transport improvements in Leeds.
- 2.6 In response the Leeds Public Transport Investment Programme (LPTIP) was developed jointly by Leeds City Council and WYCA. The programme considered how best to use the £173.5m investment to respond to the city's key transport challenges in a way which also complemented investments being made through the West Yorkshire Transport Fund programme. The transformation of the bus network was one of the LPTIP's three core elements.
- 2.7 The LPTIP is now approaching a formal windup for which all expenditure needs to be committed by March 2021 for final completions to be achieved in 2021/22.

Additional Developments

- 2.8 Since the original scrutiny inquiry the Bus Services Act 2017 has been enacted, expanding the range of powers available to directly elected mayors and local transport authorities to improve bus services in areas of England outside London.
- 2.9 On the 5 July 2019 the WYCA Transport Committee also approved the establishment of a voluntary partnership with bus operators with a view to migrating to a statutory partnership model as the partnership matures.

3. Main issues

Covid-19

- 3.1 The unprecedented response to this year's coronavirus pandemic has had a substantial impact on public transport in Leeds with bus services initially reduced to a 'key worker network' during the period of national lockdown. Services have gradually increased over subsequent months but this has had to be a carefully managed process incorporating new procedures designed to keep staff and passengers safe.
- 3.2 Appendix 3 sets out some of the impacts of Covid-19 for bus services and also outlines some of those precautionary steps taken by operators to ensure a safe return to full mileage as the city seeks to recover from the pandemic. This is an ongoing process

and both WYCA and operators are seeking to be agile in their response to rapidly changing public health advice, guidance and legislation.

Recommendation Tracking

- 3.3 Scrutiny Boards are encouraged to clearly identify desired outcomes linked to their recommendations to show the added value Scrutiny brings. As such, it is important for the Scrutiny Board to also consider whether its recommendations are still relevant in terms of achieving the associated desired outcomes.
- 3.4 The Scrutiny recommendation tracking system allows the Scrutiny Board to consider the position status of its recommendations in terms of their on-going relevance and the progress made in implementing the recommendations based on a standard set of criteria. The Board will then identify further action as appropriate.
- 3.5 Progress in implementing the recommendations of the Advancing Bus Provision inquiry was last considered by the Scrutiny Board on 20 November 2019. Recommendation 3 had already been agreed as achieved in April 2018 and in November the Board determined that progress against the remaining recommendations was acceptable and members would continue to monitor activity.
- 3.6 Recent progress against each recommendation is set out within the table at Appendix 2. There is also a standard set of criteria presented in the form of a flow chart at Appendix 1. The questions in the flow chart should help to decide whether a recommendation has been completed and if not whether further action is required.

4. Consultation and engagement

- 4.1 Where internal or external consultation processes have been undertaken with regard to responding to the Scrutiny Board's recommendations, details of any such consultation will be referenced against the relevant recommendation within the table at Appendix 2.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 There are no equality and diversity, or cohesion and integration implications as a result of this report.

4.3 Council policies and the Best Council Plan

- 4.3.1 The content of this report supports the Best Council Plan objectives for inclusive growth and the aims for an integrated transport strategy. The work also complements the shared transport priorities set out in the West Yorkshire Transport Strategy and Bus Strategy.

Climate Emergency

- 4.3.2 Appendix 2 details progress made in relation to ensuring that air quality in Leeds is improving. Action includes introducing 189 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. Eight ultra-low emission buses have also been introduced on Leeds Park & Ride services.

4.3.3 Successful bids to the DEFRA Clean Bus Technology Fund are also 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.

4.3 Resources, procurement and value for money

4.4.1 There are no specific implications as a result of this report.

4.4 Legal implications, access to information, and call-in

4.5.1 There are no specific legal implications as a result of this report.

4.6 Risk management

4.6.1 This report has no specific risk management implications.

5 Conclusions

5.1 The Scrutiny recommendation tracking system allows the Scrutiny Board to consider the position status of its recommendations in terms of their on-going relevance and the progress made in implementing the recommendations based on a standard set of criteria. This report sets out the progress made in responding to the recommendations arising from the Scrutiny inquiry into Advancing Bus Service Provision.

6 Recommendations

6.1.1 Members are asked to determine the monitoring status for each of the recommendations in Appendix 2.

7 Background documents¹

7.1 None.

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.