



West
Yorkshire
Combined
Authority

Tracy
Brabin
Mayor of
West Yorkshire



West Yorkshire Enhanced Partnership

BSIP EP Scheme

March 2024

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1. Organisations making the Enhanced Partnership Scheme

THE WEST YORKSHIRE COMBINED AUTHORITY ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:

- (1) WEST YORKSHIRE COMBINED AUTHORITY of 40-50 Wellington House, Wellington Street, Leeds, West Yorkshire, England, LS1 2DE (“Combined Authority”)**
- (2) CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL of Britannia House, Hall Ings, Bradford, West Yorkshire, England BD1 1HX**
- (3) BOROUGH COUNCIL OF CALDERDALE of Town Hall, Crossley Street, Halifax, West Yorkshire HX1 1UJ**
- (4) KIRKLEES METROPOLITAN BOROUGH COUNCIL of Town Hall, Ramsden Street, Huddersfield, West Yorkshire, England HD1 2TA**
- (5) LEEDS CITY COUNCIL of Civic Hall, Calverley Street, Leeds, England, LS1 1UR**
- (6) CITY OF WAKEFIELD METROPOLITAN DISTRICT COUNCIL of Wakefield One, Wakefield, WF1 2EB**

2. Enhanced Partnership Scheme Content

- 2.1. This document fulfils the statutory requirements for an EP Scheme as set out in the Transport Act 2000 as amended by the Bus Services Act 2017. In accordance with statutory requirements in section 138A to 138S of the Transport Act 2000, the EP Scheme document sets out:

Section 3 - Scope of the EP Scheme and commencement date

Section 4 - Obligations on the Local Authorities

Section 5 - Obligations on Operators

Section 6 – Governance Arrangements

- 2.2. The EP Scheme can only be put in place if an associated EP Plan has been made. Therefore, this document should be considered alongside the associated EP Plan.
- 2.3. The EP Scheme has been jointly developed by the Combined Authority, City of Bradford Metropolitan District Council, Borough Council of Calderdale, Kirklees Metropolitan Borough Council, Leeds City Council, City of Wakefield Metropolitan District Council and Operators.
- 2.4. The EP Scheme sets out obligations and requirements on both the Combined Authority, all five West Yorkshire local authorities, and the Operators in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.

3. Scope of the Enhanced Partnership Scheme and Commencement Date

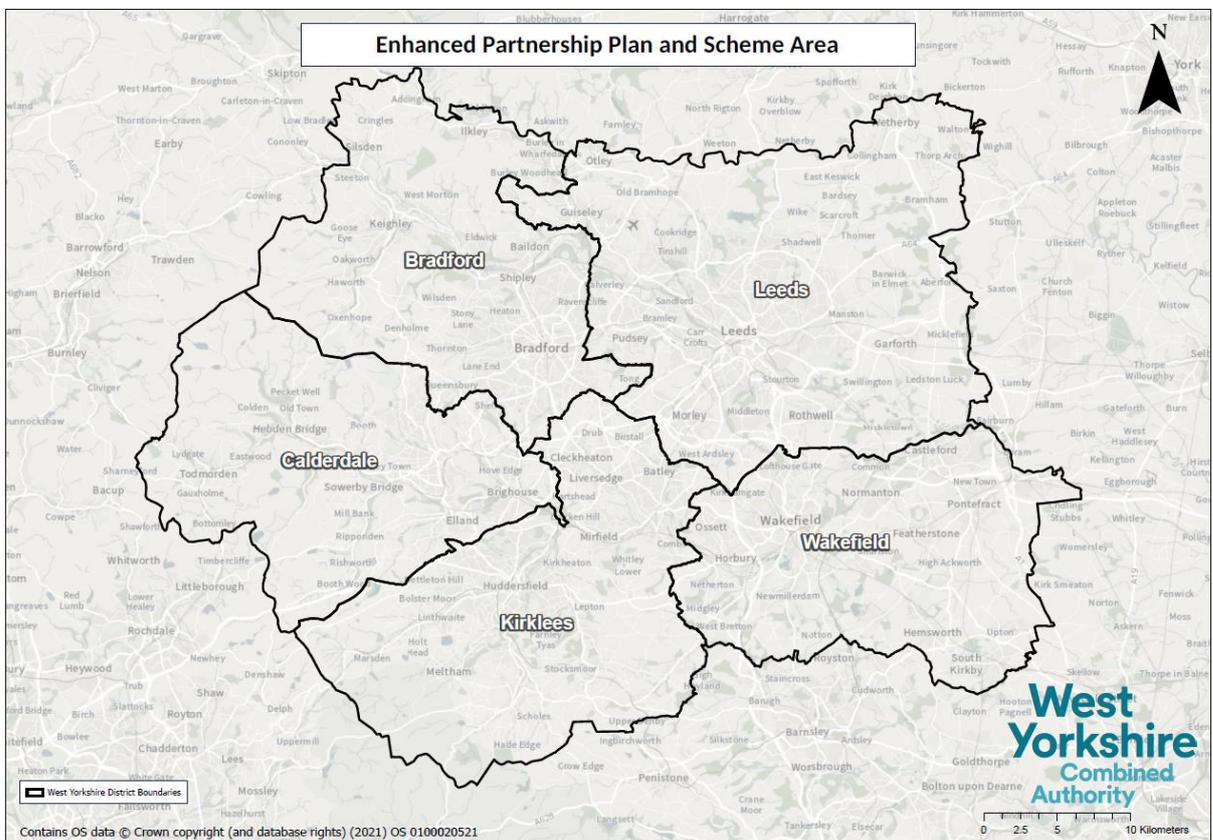
3.1. Description of Geographical Coverage

3.1.1. This EP Scheme will support the improvement of all local bus services operating within West Yorkshire.

Map of EP Plan and EP Scheme Areas

3.1.2. Figure 1 illustrates the extent of the EP Plan and EP Scheme area:

Figure 1 – EP Plan and EP Scheme area



3.2. Commencement Date

3.2.1. The EP Scheme is made on 1 November 2022 and shall come into operation on this date and has subsequently been varied on 29 March 2024.

3.2.2. The term of this EP Scheme shall be until 1 April 2027 and will be reviewed by the Combined Authority every 6 months (see Section **Error! Reference source not found.**).

3.2.3. Delivery of the interventions within this EP Scheme will be supported by the BSIP funding outlined in Annex A.

3.3. **Included Services**

- 3.3.1. All Local Services (save for the Exempted Services below) are within scope of this EP Scheme. The Combined Authority will maintain a list of services that are affected by this EP Scheme and make this available to Operators when this EP Scheme is made, then subsequently every 6 months when this EP Scheme is reviewed.

3.4. **Exempted Services**

- 3.4.1. The following Local Services are exempt from the requirements of this EP Scheme:
- Any Local Service which whilst open to the general public has a start point or destination at a school, and which is predominantly used by students travelling to or from such school.
 - Any Local Service which is not registered with at least one service operating on each week day.
 - Any Local Service which is primarily operated as a replacement service for rail.
 - Any Local Service which is registered to operate less than three journeys in any day.
 - Any Local Service which has over 50% of its route mileage outside the area of this EP Scheme.
 - Any Local Service which forms part of a longer route which is not registered as a Local Service and operates as a long-distance scheduled coach services.
 - Any Local Service for which the facility of vehicle parking is included in the price of the bus fare, but only in respect of the requirements of Sections 4 and 5 of this Scheme which relate to bus fares;
 - Any Local Service which was procured by the Combined Authority prior to 1 November 2022, but only to the extent that the standards specified in the contract for such Local Service do not meet the requirements of this Scheme;
 - Any Local Service procured by the Combined Authority from 1 November 2022, but only to the extent that a prior competitive tender has not been able to procure the same (or a similar) local service at an affordable rate, or has received no tenders;
 - Any Local Service which is registered as a flexible service.
 - Any Local Service which is operated solely with vehicles having 16 seats or less, and which operates for no more than one day a week.
 - Any Local Service which is registered to support a special event.
 - Any Local Service which would, other than for its registration under section 6 of the Transport Act 1985, be an excursion or tour within the meaning in section 137(1) of the Transport Act 1985.

4. Obligations on the Authorities

4.1. Summary of obligations on authorities

- 4.1.1. The Authorities as indicated in the matrix contained in Annex B shall provide the specific interventions (being Facilities and/or Measures and from the date or dates indicated in Annex B).
- 4.1.2. A number of supporting commitments are outlined and attached to this Scheme in Appendix 1.

4.2. Measures

Fares Reduction and Simplification (see page 30 of EP Plan)

- 4.2.1. The Combined Authority, shall, subject to Sections 4.2.5 to 4.2.7, ensure a maximum single journey bus fare for travel within the EP Scheme Area which shall be £2 , from 1 November 2022, and subject to periodic review thereafter by the West Yorkshire Bus Alliance Executive Board.
- 4.2.2. The Combined Authority shall, subject to Sections 4.2.3 to 4.2.4, ensure that the most anyone should pay for unlimited bus travel within the EP Scheme Area from 3 March 2024, shall be the MCard West Yorkshire Day Saver ticket and any subsequent daily fare cap charged at £5.00, and subject to periodic review by West Yorkshire Ticketing Company Ltd thereafter at least annually, or sooner if deemed necessary.

Multi operator ticketing products:

- 4.2.3. The Combined Authority shall provide, and engage with Operators in the periodic review of, the reimbursement scheme and any other schemes required which shall apply in respect of the multi operator ticketing products sold through the MCard (daily, weekly, monthly for both bus and bus-rail travel). Such reimbursement scheme shall be made by no later than 3 March 2024.
- 4.2.4. Delivery of this Measure is dependent on co-operation by Operators as reasonably requested by the Combined Authority in relation to the periodic review of the reimbursement scheme and any other schemes required which shall apply in respect of the multi-operator ticketing products referred to above, and, provision by Operators of such multi-operator ticketing products, each as referred to in the 'Fares Reduction and Simplification' section in Section 5.1 of this EP Scheme.

Single operator ticketing products:

- 4.2.5. From 1 November 2022, the Combined Authority shall engage with Operators in the periodic review of a reimbursement scheme and any other schemes required which shall apply in respect of the maximum fare chargeable for single operator ticketing products intended for use in the EP Scheme Area.

- 4.2.6. The Combined Authority shall provide such reimbursement scheme and any other such schemes required from 1 November 2022 and until such time as another scheme supersedes it.
- 4.2.7. Delivery of this Measure is dependent on co-operation by Operators as reasonably requested by the Combined Authority in relation to the periodic review of the reimbursement scheme and any other schemes required which shall apply in respect of the maximum fare chargeable for single operator ticketing products available for use in the EP Scheme Area, and, provision by Operators of such single operator ticketing products in accordance with the maximum fare chargeable, each as referred to in the 'Fares Reduction and Simplification' section in Section 5.1 of this EP Scheme.

Business to Customer Sales and Marketing (see page 32 of EP Plan)

- 4.2.8. The Combined Authority will work with Local Authorities and Operators on campaigns to promote fares reduction initiatives and wider Bus Service Improvement Plan initiatives, as well as behavioural change campaigns (such as 'Walk It, Ride It'), subject to the outcome of campaign insights and evaluation, and in line with the communications and marketing plan.

Business to Business Sales (see page 36 of EP Plan)

- 4.2.9. The Travel Plan Network is an existing free membership scheme for any employer in the EP Scheme Area who is committed to encouraging their staff to travel sustainably to work.
- 4.2.10. The Combined Authority will facilitate business to business ticket sales through the Travel Plan Network from the EP Scheme commencement date and enable mobility credits to be provided to beneficiaries via partner organisations, either through an administrative function in the operation of the MCard Mobile app or via smartcard, no later than 30 September 2024.
- 4.2.11. The mobility credits project aims to:
- increase access to key destinations, such as employment, leisure sites and places of cultural interest in West Yorkshire for demographics that currently lack such access, for reasons such as the cost of bus tickets;
 - support people to travel by bus and improve their confidence in navigating and using the West Yorkshire bus network, helping to develop the bus as a viable alternative to the private car by March 2026; and
 - identify the extent mobility credits can provide social value and prolonged behaviour change towards bus use.
- 4.2.12. To achieve this the Combined Authority will establish a Project Board no later than 30 September 2024. The Project Board shall determine and use criteria to identify partner organisations who work with individuals that will benefit from the scheme.

Linkages between bus and urban traffic management and passenger information (see page 31 of EP Plan)

- 4.2.13. The Combined Authority, in collaboration with Local Authorities and Operators, will investigate current issues affecting bus and urban traffic management and its interface

with the provision of passenger information and create a plan to address them by 31 December 2024. The measures identified within the plan will be delivered in collaboration with Local Authorities and Operators, from 1 March 2025.

Enhanced Safer Travel Partnership with West Yorkshire Police (see page 43 of EP Plan)

- 4.2.14. To ensure the EP Scheme Area's bus stops, stations and bus network in general are as safe as possible an environment for all passengers, the Combined Authority will collaborate with West Yorkshire Police to secure the deployment of 15 Safer Travel Police Community Support Officers (PCSO's), a Sergeant and a Safer Travel Manager, by no later than 31 March 2024.
- 4.2.15. The Safer Travel Partnership aims to reduce anti-social behaviour and violent crime and protect women and girls, as well as the young and vulnerable.
- 4.2.16. To achieve this, the Safer Travel Partnership will undertake activities including:
- agile deployment of PCSO's at bus stations, bus stops and on buses based on up-to-date intelligence provided by the Safer Travel Manager, bus operators, policy systems and incidents reports submitted by security teams;
 - working with partner agencies to run proactive events in bus stations, based on national themes including but not limited to hate crime, disability awareness and knife crime;
 - holding "meet the team" contact points in bus stations every month, advertised through social media, so members of the public have visibility of the team and have the opportunity to meet the team and discuss any concerns;
 - undertaking "trojan bus operations", where PCSO's board what appears to be a regular bus service, but which is a staged service designed to pick up anti-social behaviour offenders at bus stops and stations en-route;
 - working with schools to provide guidance and advice regarding staying safe whilst using the bus network and promoting the safer travel partnership
- 4.2.17. The Combined Authority will work with Local Authorities and Operators to provide the Safer Travel Partnership with up-to-date intelligence on locations and services negatively impacted by anti-social behaviour.

Network Enhancements (see page 30 of EP Plan)

- 4.2.18. The Combined Authority will review implementation of the Tranche 1 services, detailed in Annex C, in collaboration with Operators, no later than 25 February 2025 and periodically thereafter.
- 4.2.19. Subject to final discussions with Operators, the Combined Authority will deliver the Tranche 1.5 services outlined in Annex C, no later than 21 July 2024.
- 4.2.20. The Combined Authority, in collaboration with Operators and Local Authorities, will identify services to be delivered through Tranches 2 and 3, by no later than 30 June 2024. These services will be implemented no later than 28 February 2025.
- 4.2.21. The Combined Authority will by 31 December 2024, with support from Local Authorities and Operators, further develop a Bus Network Development Plan that identifies how existing services can be enhanced and new services developed to deliver the objectives of the Bus Service Improvement Plan.

- 4.2.22. The Bus Network Development Plan will develop the evidence base and criteria for evolving the bus network over the coming years, in line with the strategic principles set out in the BSIP and in consideration of the Combined Authority's equality, diversity and inclusivity ambitions. It will also identify how the network will need to evolve in stages between 2025 – 2030.
- 4.2.23. The Bus Network Development Plan will incorporate an implementation plan which will be incorporated into this Scheme in accordance with the bespoke variation mechanism set out in Section 6.
- 4.2.24. The Bus Network Development Plan will identify potential locations for Demand Responsive Transport services which are complementary to existing Local Bus Services. This EP Scheme will be varied to specify the preferred location and implementation date for delivery of the trial in accordance with the bespoke variation mechanism set out in Section 6 of this EP Scheme.

Superbus (see page 30 of EP Plan)

- 4.2.25. The Combined Authority, along with the relevant Local Authorities, will continue discussions with Operators up until 31 March 2024 regarding the development of the Superbus proposals, to be delivered in each district. This EP Scheme shall be varied to incorporate finalised Superbus schemes in accordance with the bespoke variation mechanism set out in Section **Error! Reference source not found.** of this EP Scheme. Superbus schemes currently in delivery are outlined in Annex D.

BSIP Phase 2

- 4.2.26. The Combined Authority, in collaboration with Local Authorities and Operators will support the continuation of services identified as requiring protection and/or restoration in Annex C, as per the start and end dates listed in the Annex. Any further services identified for support will be detailed in the Annex in accordance with the bespoke variation mechanism.

Mobility Hubs (see page 30 of EP Plan)

- 4.2.27. The Mobility Hub programme integrates existing transport, shared mobility and community functions in one location.
- 4.2.28. The Combined Authority, in collaboration with the relevant Local Authorities, will develop the mobility hub programme in accordance with the process and timescales set out below:
- Phase 1 - Mobility Hub Development, to include:
 - Market appraisals for mobility hub sites in Calderdale
 - Delivery and management model recommendations
 - Development of a series of evidence-based options for mobility hubs at the selected sites, based on the market appraisal and delivery and management model recommendations
 - Procurement of consultants and appointment by 31 January 2024
 - Development of Full Business Case for Phase 1 by 30 April 2024
 - Phase 2 – Prioritisation Framework for hub locations (for Phase 2), to include:

- Development of a prioritised long list of sites for delivery under phase 2
 - Development of a prioritisation framework using agreed methodology for future site assessment by the Combined Authority and its partners.
 - Development of a proforma for each priority site which will identify key risks, opportunities and facilities that could potentially be provided at each priority site on the long list
 - Full Business Case to commence no later than 31 January 2025
- 4.2.29. This EP Scheme shall be varied to incorporate the finalised hub locations in accordance with the bespoke variation mechanism set out in Section 6 of this EP Scheme.

Passenger Charter (see page 27 of the EP Plan)

- 4.2.30. From 1 March 2023, the Combined Authority and Operators, will meet the commitments set out in the West Yorkshire Bus Passenger Charter, (found through the following link: [Bus Passenger Charter | Metro \(wymetro.com\)](https://www.wymetro.com/bus-passenger-charter)), and review the Charter annually thereafter.

Bus Priority and Related Bus Infrastructure Schemes (see page 32 of the EP Plan)

- 4.2.31. The Combined Authority, in collaboration with the Local Authorities and Operators, will further develop and deliver the list of bus priority and other related bus infrastructure schemes outlined in Annex E, from the commencement date of this Scheme. Further detail of the facilities and measures to be provided will be included as a future variation using the bespoke mechanism in Section 6.
- 4.2.32. In particular, any operator savings generated by the schemes will be calculated by the Combined Authority and/or Local Authority in discussion with Operators during the development of the Outline Business Case of each bus priority scheme. An agreement will then be reached with the affected operators, the Combined Authority and the relevant Local Authority as to how the savings will be reinvested into services.

General

- 4.2.33. Where a TRO is required for a Facility and/or Measure, then the Local Highway Authority (or Local Highway Authorities) for the area to which the TRO applies shall use all reasonable endeavours to make such TRO in sufficient time for the relevant Facility or Measure to be provided no later than the date or dates indicated in Annex B. Where a Local Highway Authority is unable to make any required TRO in the timescale specified, then the Combined Authority may postpone the introduction of such Facility or Measure until a date reasonably following the actual date that the TRO is made in accordance with section 138I(3)I or (d) of the Transport Act 2000 and amend the date or dates specified for implementation of any requirement in Annex B as being dependent upon such Facility or Measure.
- 4.2.34. Where an Authority is unable to introduce and/or deliver any Facility or Measure in the timescale specified (including where funding from Department for Transport or any other funding body which is required to introduce such Facility or Measure has not been provided), then such Authority shall promptly notify the Combined Authority, and where the Combined Authority assesses, acting reasonably, that it is not reasonably practicable to introduce and/or deliver such Facility or Measure in the specified timescale under this EP Scheme, the Authorities shall postpone the introduction and/or delivery of such Facility or

Measure until a date reasonably following the actual date that the relevant Authority is able to introduce and/or deliver such Facility or Measure in accordance with section 138(3) or (d) and amend the date or dates specified for implementation of any requirement in Annex B as being dependent upon such Facility or Measure.

- 4.2.35. Where an Authority is unable to introduce and/or deliver any Facility or Measure as envisaged in this EP Scheme (including where funding from Department for Transport or any other funding body which is required to introduce and/or deliver such Facility or Measure has not been provided) and this is demonstrated to the reasonable satisfaction of the Combined Authority, then such Authority shall be entitled to introduce and/or deliver that Facility or Measure in such other manner or by such other method as it considers appropriate, acting reasonably, provided that such alternative manner or method of introduction and/or delivery shall deliver benefits equivalent to those that would have been delivered had that Facility or Measure been introduced and/or delivered as envisaged by this EP Scheme, and that Authority may propose a proposed variation which amends the scheme description, Authority responsibilities and whether there are any TROs required for that Facility or Measure as set out in this section 4 and Annex B accordingly, and provided that these are the only amendments specified, then Section **Error! Reference source not found.** shall apply to such proposed variation as if it had been referred to the Combined Authority and any Authority affected by the proposed variation.
- 4.2.36. Where, notwithstanding their obligations listed in the above three paragraphs, an Authority is unable to make a TRO or introduce and/or deliver any Facility or Measure within the term of this EP Scheme (including where funding required from Department for Transport or any other funding body to introduce and/or deliver such Facility or Measure will not be provided within the term of this EP Scheme) and this is demonstrated to the reasonable satisfaction of the Combined Authority, then in accordance with section 138E of the Transport Act 2000, this EP Scheme shall be varied to remove the requirement to implement such TRO, Facility or Measure and to remove any requirement that is identified in Section 4 as being dependent upon such TRO, Facility or Measure.

5. Obligations on Operators

5.1. Fares Reduction and Simplification (see page 30 of EP Plan)

Multi operator ticketing products:

- 5.1.1. Operators shall co-operate as reasonably requested by the Combined Authority in relation to the periodic review of any other schemes required in respect of the multi operator ticketing products sold through the MCard (daily, weekly, monthly for both bus and bus-rail travel).
- 5.1.2. Operators shall accept the multi operator ticketing products referred to above, and such multi operator ticketing products shall be retailed at no more than £5.00, from 3 March 2024 and reviewed periodically thereafter by West Yorkshire Ticketing Company at least annually or sooner if deemed necessary.
- 5.1.3. Compliance with this requirement is dependent on implementation by the Combined Authority of a reimbursement scheme and any other schemes required as referred to above including continued implementation of a multi-operator ticketing arrangement, including fares setting and allocation arrangements which are compliant with applicable competition and subsidy control law and following implementation by the Combined Authority of the reimbursement scheme and any other schemes and arrangements required, provision by the Combined Authority of such reimbursement scheme and any other schemes required, each as referred to in the 'Fares Reduction and Simplification' section in section 4 of this EP Scheme.
- 5.1.4. Fares will be held for 12 months from the day of implementation of the West Yorkshire Combined Authority Capped Fare Scheme Arrangement valid from 4 September 2022 ("**Capped Fare Scheme**") and reviewed annually thereafter, or sooner, using CPI . Reimbursements will be made for each operator by reference to the fares in operation no earlier than 1 November 2022 adjusted on the day of implementation of the Capped Fare Scheme and annually thereafter by no greater than CPI. In accordance with Schedule 3 of the Capped Fare Scheme, fares may be additionally increased such that they exceed CPI in specific circumstances set out therein and upon agreement with the Combined Authority.

Single operator ticketing products

- 5.1.5. Operators shall co-operate as reasonably requested by the Combined Authority in relation to the periodic review of any other schemes required in respect of the single operator ticketing products available for use in the EP Scheme Area.
- 5.1.6. Following implementation by the Combined Authority of the reimbursement scheme and any other schemes required as referred to above on a basis compliant with applicable competition and subsidy control law, Operators shall provide single operator ticketing products for use in the EP Scheme Area, and such single operator ticketing products shall be retailed at no more than £2.00, and periodically reviewed thereafter by the Combined Authority and Operators under the Enhanced Partnership governance arrangements as set out in Section 6, at least annually or sooner if deemed necessary.

- 5.1.7. Compliance with this requirement is dependent on implementation by the Combined Authority of a reimbursement scheme and any other schemes required as referred to above which are compliant with applicable competition and subsidy control law and following development by the Combined Authority of the reimbursement scheme and any other schemes required, provision by the Combined Authority of such reimbursement scheme and any other schemes required, each as referred to in the 'Fares Reduction and Simplification' section in section 4 of this EP Scheme.

Business to Customer Sales and Marketing (see page 32 of EP Plan)

- 5.1.8. Operators will work with the Combined Authority on campaigns to promote fares reduction initiatives and wider Bus Service Improvement Plan initiatives, as well as behaviour change campaigns, subject to the outcome of campaign insights and evaluation.

Business to Business Sales (see page 36 of EP Plan)

- 5.1.9. To ensure a co-ordinated approach to business to business sales, Operators will align their retail resources with the Travel Plan Network to sell products business to business, from the commencement date of the EP Scheme.

Network Enhancements (see page 30 of EP Plan)

- 5.1.10. Where an operator provides a service within Tranche 1 (detailed in Annex C) then such operator shall provide such service no later than 25 February 2024 and for an initial period of 12 months.
- 5.1.11. Operators will continue to work with the Combined Authority and Local Authorities to develop the services within Tranche 1.5 and, no later than 21 July 2024, where an operator provides a service within Tranche 1.5 (detailed in Annex C), then, subject to final discussions, such operator shall provide such service for an initial period of 12 months.
- 5.1.12. Operators will also support the Combined Authority and Local Authorities in identifying services to be delivered through Tranches 2 and 3 by no later than 30 June 2024. The latter services will be implemented by Operators no later than 28 February 2025
- 5.1.13. Operators will by, 31 December 2024, support the Combined Authority with further development of a Bus Network Development Plan which will identify how existing services can be enhanced and new services developed to deliver the objectives of the Bus Service Improvement Plan. The Bus Network Development Plan will incorporate an implementation plan which will be incorporated into this Scheme in accordance with the bespoke variation mechanism set out in section 6.
- 5.1.14. The Bus Network Development Plan may identify corridors where passengers would benefit from a co-ordinated timetable. Subject to the provisions of 6.24, Operators will, in so far as is commercially and reasonably practicable, collaborate with the Combined Authority and each other to enable the delivery of a co-ordinated service on the given corridor, and in compliance with the relevant competition law.

Superbus (see page 30 of EP Plan)

- 5.1.15. From 3 September 2023, Transdev will deliver the 'Superbus' schemes outlined in Annex D, supported by BSIP funding for an initial three year period and then for a two further years commercially.

- 5.1.16. First West Yorkshire will, no later than 18 February 2024, deliver the Kirklees/Calderdale 'Superbus' scheme (detailed in Annex D) supported by BSIP funding for an initial three year period and then for a two further years commercially.
- 5.1.17. Arriva Yorkshire will deliver a 'Superbus' scheme in Wakefield, no later than 30 September 2024, supported by BSIP funding for an initial three year period and then for a two further years commercially.
- 5.1.18. This EP Scheme shall be varied to incorporate finalised Superbus schemes in accordance with the bespoke variation mechanism set out in section **Error! Reference source not found.** of this EP Scheme.

BSIP Phase 2

- 5.1.19. Operators, in collaboration with the Combined Authority and Local Authorities, will deliver the services identified as requiring protection and/or restoration in Annex C, as per the start and end dates listed in the Annex. Any further services identified for support will be detailed in the Annex in accordance with the bespoke variation mechanism.

Linkages between bus and urban traffic management and passenger information (see page 31 of EP Plan)

- 5.1.20. Operators, in collaboration with the Combined Authority and the Local Authorities, will contribute to the investigation into current issues affecting bus and urban traffic management and its interface with the provision of passenger information and contribute to the creation of a plan to address these issues, by 31 December 2024. The measures identified within the plan will be delivered in collaboration with the Combined Authority and Local Authorities, from 1 April 2025.

Enhanced Safer Travel Partnership with West Yorkshire Police (see page 43 of EP Plan)

- 5.1.21. To ensure the EP Scheme Area's bus stops, stations and bus network in general are as safe as possible an environment for all passengers, Operators will collaborate with the Combined Authority and Local Authorities by:
- providing up-to-date intelligence on locations and services negatively impacted by anti-social behaviour
 - allowing PCSO's to board their buses to carry out their duties in relation to protecting passenger safety

Passenger Charter (see page 27 of the EP Plan)

- 5.1.22. From 1 March 2023, Operators and the Combined Authority, will meet the commitments set out in the West Yorkshire Bus Passenger Charter, which can be found through the following link: [Bus Passenger Charter | Metro \(wymetro.com\)](https://www.wymetro.com), and review the Charter annually thereafter.

Bus Priority and Related Bus Infrastructure Schemes (see page 32 of the EP Plan)

- 5.1.23. Operators will contribute to discussions with the Combined Authority and Local Authorities in relation to the development and delivery of the list of bus priority and other related bus infrastructure schemes outlined in Annex E.
- 5.1.24. Operators will discuss with the Combined Authority and/or Local Authority any operator savings generated by the schemes. On understanding the likely savings, Operators will

come to an agreement with the Authorities as to how this will be reinvested into services, and this will be included within this Scheme using the bespoke variation mechanism.

- 5.1.25. The exact operator savings per scheme will be calculated during the development of the Outline Business Case for each bus priority scheme. On understanding the likely journey time savings, an agreement will be reached with the affected operators as to what will be provided in return. On completion of the infrastructure scheme the operator savings will be placed into an Enhanced Partnership scheme alongside the anticipated journey time savings, as set out in the business case.

General

- 5.1.26. Where one or more Operators is unable to meet any relevant requirement in the timescales specified in this Section 5 (including where funding from Department for Transport or any other funding body which is required to introduce such requirement has not been provided), they shall promptly notify the Combined Authority specifying the time period in which they can meet the relevant requirement, and setting out any reasons why the standard cannot be met in the specified timescale.
- 5.1.27. Where the Combined Authority assesses, acting reasonably, that it is not reasonably practicable for one or more Operators to meet the relevant standard in the specified timescale under this EP Scheme, the parties agree that the Combined Authority may postpone the introduction of such standard until a date reasonably following the actual date on which the standard can be met by all relevant Operators (or could have been met, had such Operators used reasonable endeavours to achieve the relevant standard).

6. Governance Arrangements

- 6.1. The West Yorkshire Bus Alliance was established in April 2019 and aims to address downward trends in bus patronage and contribute to the delivery of the [West Yorkshire Bus Strategy](#). It is split into two boards, the Executive and Operational Boards and for the purpose of considering arrangements for the variation and revocation of EP Schemes these issues shall be discussed as part of Executive Board meetings.
- 6.2. The Operational Board will discuss EP Scheme development and make recommendations to the Executive Board in relation to decisions. The Operational Board will be supported by working groups, initially an Operator Working Group and Local Authority Working Group, but other working group's may be created as and when required.
- 6.3. The Executive Board is chaired by the Chair or Deputy Chair of the West Yorkshire Combined Authority Transport Committee or their replacement and/or proxy as may be notified from time to time by the Combined Authority.
- 6.4. The Executive Board is comprised of representatives from:
 - Association of Bus Operators in West Yorkshire
 - Arriva Yorkshire
 - City of Bradford Metropolitan District Council
 - Borough Council of Calderdale
 - First West Yorkshire
 - Kirklees Metropolitan Borough Council
 - Leeds City Council
 - Transport Focus
 - Transdev
 - City of Wakefield Metropolitan District Council
 - West Yorkshire Ticketing Company,

provided that, in respect of representatives of Operators on the Executive Board:

- where the market share of services operated in the EP Scheme Area by an Operator, calculated by annual registered service mileage, decreases to less than 3% or less, such Operator shall no longer be entitled to have a representative on the Executive Board; and
 - where the market share of services operated in the EP Scheme Area by an Operator, calculated by annual registered service mileage, increases to 3% or more, such Operator shall be entitled to have a representative on the Executive Board.
- 6.5. The Executive Board shall meet on a quarterly basis and will discuss EP business as part of these meetings.
 - 6.6. Executive Board meetings will consider EP business where necessary, as well as other business relating to Alliance activities, as appropriate. At the discretion of the Chair, guests shall be invited to attend the EP part of the Executive Board meeting where it is considered that their input will contribute to the discussions to be held at the meeting.

- 6.7. Subject to the provisions in 6.21 relating to variations to the scheme, any decisions required of the Executive Board will be taken by consensus where possible i.e. everyone in attendance is in agreement. In the event that consensus cannot be reached, the CA will have 1 vote, each Council will have 0.2 votes and collectively bus operators will have 2 votes split between respective bus companies using the market share methodology set out in the WYTCL Joint Venture agreement. In the event that a vote is inconclusive and the proposition cannot be amended to obtain consensus, the Chair may exercise a casting vote.
- 6.8. Any matters relating to the EP Scheme will be discussed by the Executive Board, and used by the Combined Authority to inform their decision on whether to commence the bespoke variation or revocation process, as detailed later in this section, if required.
- 6.9. EP specific papers shall be prepared by the Combined Authority and circulated to members as part of the wider Executive Board agenda pack circulation. Circulation will be within an appropriate timescale prior to the meeting.
- 6.10. Any urgent EP business and decisions that are required to be taken by members of the Executive Board outside of the meeting cycle will be sent to Executive Board members for approval by email.
- 6.10. Any Member may suggest to the other Members that an additional Member would be suitable to be co-opted to the Board. The Chair of the Executive Board shall take the final decision on whether the additional Member is co-opted and what rights (if any) they have at the Executive Board, provided that this shall not affect the voting rights on the Executive Board.

Review of EP Scheme

- 6.11. This EP Scheme shall be reviewed by the Executive Board every six months following publication of data (every six months) on progress towards targets, as required by the BSIP – this will ensure any necessary action is taken to deliver the targets set out in the BSIP. The Combined Authority will initiate each review. The review shall take into account:
 - 6.11.1. Review by the Executive and Operational Board's of matters relating to its area;
 - 6.11.2. Review by the Executive Board of performance across the EP Scheme Area, including consideration of matters reported by each Board; and
 - 6.11.3. data on progress towards achieving the KPIs specified in the EP Plan.
- 6.12. The Executive Board may review specific elements of the EP Scheme on an ad-hoc basis. Executive Board members and any other Operator should contact the Combined Authority at the following email address, michael.bunting@westyorks-ca.gov.uk, explaining what the issue is and its urgency. The Combined Authority will then decide whether to table the matter at the next scheduled meeting of the Executive Board or make arrangements for a more urgent meeting of the Executive Board, where the matter requires resolution in advance of the next scheduled meeting of the Executive Board.

Postponement of operation of requirements of this EP Scheme

- 6.13. For the avoidance of doubt, where it appears to the Combined Authority that any of the dates specified in section 138I(3)(b) to © of the Transport Act 2000 should be postponed, then section 138I of the Transport Act 2000 shall apply in respect of such postponement.

Bespoke arrangements for varying or revoking the EP Scheme

- 6.14. Should the Scheme be required to be varied, this will be undertaken in accordance with section 138E of the Transport Act 2000 and the procedure set out in sections 6.15 to 6.18 (inclusive) of this EP Scheme shall apply in place of the provisions of sections 138L to 138N (inclusive) of the Transport Act 2000 in order to vary this EP Scheme.

Proposer of a variation

- 6.15. Consideration will be given to potential EP Scheme variations highlighted either by a Local Authority, one of the organisations represented on the Executive Board, or by an Operator (“**Proposer**”). The Proposer of a variation shall, so far as is reasonably practicable:
- 6.15.1. demonstrate how the proposed variation might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies;
 - 6.15.2. identify the Local Services and areas which will be affected by the proposed variation, including the requirements which will be imposed on Operators in respect of such Local Services, and the changes required and any description of the proposed standards which should be included in this EP Scheme;
 - 6.15.3. identify any Facilities or Measures which are to be implemented as part of the proposed variation or any modifications or amendments to existing Facilities or Measures within the EP Scheme including proposed dates for implementation, the proposed Authority which is to implement any such Facility or Measure and the sources and availability of funding required to deliver such Facility or Measure;
 - 6.15.4. identify any significant adverse effect on competition of the proposed variation, and where any such adverse effect is possible, identify whether such proposed variation has a view to achieving one or more of the purposes specified in paragraph 2(3) of Schedule 10 of the Transport Act 2000 and consider whether the effect on competition is likely to be proportionate to the achievement of those purposes; and
 - 6.15.5. identify the Authorities and Operators which may have an interest in or be affected by the proposed variation and whether the proposed variation may be relevant to the Executive Board.
- 6.16. Such requests should be in writing and submitted to michael.bunting@westyorks-ca.gov.uk. The Combined Authority will forward all requests onto all Executive Board members within 5 working days.

Decision-making process and bespoke objection mechanism

- 6.17. On receipt of a request for a variation under this section, the Combined Authority will circulate via email relevant documentation relating to the variation to affected parties. Affected parties will need to consider and come to a decision on whether they are in agreement or otherwise with the provisions and obligations of the variation and indicate their decision to the Combined Authority within 28 days of receiving the documentation.

Executive Board members who wish to object to the variation must set out their objection in writing within the 28 day period or they shall be deemed to have agreed to the variation.

- 6.18. Only if the proposed variation is agreed by all affected parties within the timescales given to review the variation documentation, on the basis of this unanimity and subject to Section 6.25 the proposed variation shall be referred to the Combined Authority and each Authority affected by the proposed variation for approval in accordance with Section 6.21, and following such approval the Combined Authority shall make the EP Scheme variation in accordance with Section 20 within seven working days and publish the revised EP Scheme on its website. In the event that a proposed variation is not agreed to by all affected parties within the timescales given to review the variation documentation, an Executive Board meeting shall be convened within 10 working days of the expiry of such review period, to discuss and reach a decision in respect of such variation proposal.
- 6.19. If, following the Executive Board meeting referred to in section 6.18, there is not full agreement by affected Operators, but the Combined Authority and each Authority affected by the proposed variation have agreed to the proposed variation, then the proposed variation may be put to the operator objection mechanism as set out in The Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, as if the proposed variation was a variation to this EP Scheme notified under section 138L of the Transport Act 2000 save that:
- 6.19.1. a reduced objection period of 14 days shall apply in place of the 28 day period stated in section 138L(2)© of the Transport Act 2000; and
- 6.19.2. references to “the area to which the scheme relates” in section 138L(5)(b) of the Transport Act 2000 shall be taken to be references to the area to which the proposed variation relates.
- 6.20. If objections under the operator objection mechanism implemented pursuant to Section 6.18 do not reach the statutory objection limits, then subject to Section 6.25, the proposed variation shall be referred to the Combined Authority and each Authority affected by the proposed variation for approval in accordance with Section 6.21.
- 6.21. Following any referral to the Combined Authority and each Authority affected by the proposed variation pursuant to Sections 6.17 and 6.19, the Combined Authority and any Authority affected by the proposed variation shall be entitled to promptly confirm agreement to that proposed variation following a formal decision by such Authority to the proposed variation, and within 7 working days of the final approval of the Combined Authority or any relevant Authority, the Combined Authority shall publish the revised EP Scheme on its website on behalf of the Authorities.

Revocation of the EP Scheme

- 6.22. An EP Scheme can only exist if an EP Plan is in place and an EP Plan requires at least one EP Scheme to be in place, therefore:
- 6.22.1. if the EP Plan is revoked then this will automatically lead to this EP Scheme ceasing; and
- 6.22.2. if this EP Scheme is revoked and no other EP Scheme is in place in the area of the EP Plan, the EP Plan will cease.

- 6.23. If the Combined Authority or another affected party believes it is necessary to revoke the EP Scheme, the Executive Board will discuss this issue at its next available meeting. As a result of this discussion the Combined Authority will make a decision as to whether to initiate the variation process as documented in Sections 6.14 to 6.21, in place of the provisions of section 138O of the Transport Act 2000, for the purpose of revoking the EP Scheme on the basis that the proposed variation will be revocation of this EP Scheme, and such proposed variation will be relevant to the Executive Board, all Authorities and Operators.
- 6.24. If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.

Competition

- 6.25. The EP Plan and the EP Scheme have been developed with all Operators, and this EP Scheme does not have and is not likely to have a significantly adverse effect on competition. The competition test set out in Part 1 of Schedule 10 to the Transport Act 2000 has been applied and it is concluded that, at this point, there will be no significantly adverse effect on competition arising from the EP Plan or the EP Scheme.
- 6.26. Where a proposed variation is to be effected to this EP Scheme the Combined Authority shall apply the competition test set out in Part 1 of Schedule 10 to the Transport Act 2000 and the proposed variation to the EP Scheme shall not be made if the Combined Authority is unable to conclude either:
- 6.26.1. that the making of the proposed variation will not have or be likely to have a significantly adverse effect on competition; or
 - 6.26.2. that the making of the proposed variation is justified by paragraph 2(2) of Part 1 of Schedule 10 to the Transport Act 2000.

Annex A

BSIP Funding Allocation Summary

	Scheme Title or Intervention	FY 2022/23 £ (actual)	FY 2023/24	FY 2024/25	FY 2025/26	Total
		Resource	Resource	Resource	Resource	Resource
Fares Support	Fares reduction and simplification (£2 single fare/capped MCard Daysaver etc)	10,114,865	17,944,822	16,914,383*	-	44,974,070*
Fares Support	Business to Customer Sales & Marketing	241,446	333,333	425,221	-	1,000,000
Fares Support	Business to Business Sales – Mobility Credits	-	250,000	250,000	-	500,000
Fares Support	Business to Business Sales – Travel Plan Network Team	-	175,000	325,000	-	500,000
Fares Support	Internal capacity (fares)	-	500,000	500,000	-	1,000,000
Network Enhancement	Network Enhancements – new and improved services	-	1,500,000	10,469,170	8,587,830*	20,257,000
Network Enhancement	Superbus – town network enhancements	-	736,339	4,904,053	4,959,608	10,600,000
Network Enhancement	Service Innovation – DRT pilot	-	300,000	350,000	350,000	1,000,000
Network Enhancement	Service Innovation – Mobility Hubs	-	125,000	125,000	-	250,000
Network Enhancement	Internal capacity – network management	-	300,000	300,000	-	600,000
Supporting Bus Priority	Bus, urban traffic management and passenger information interface	-	150,000	300,000	-	450,000
Supporting Bus Priority	Enhanced Safer Travel Partnership	-	434,986	881,014*	-	1,316,000*
Supporting Bus Priority	Internal capacity – bus performance management	-	300,000	300,000	-	600,000
BSIP Phase 2	Supporting and protecting the bus network	-	3,875,221	3,875,221	-	7,750,442
Total		10,356,311	26,924,701	39,919,062	13,897,438	91,097,512

*Including BSIP Phase 3 funding

Annex B

Summary of obligations on local authorities

Responsibility	Date from which responsibility is to be provided	Current Stage	Next pre-delivery Milestone & Date	Local Transport Authority	Local Highway Authority
Provision and periodic review of reimbursement scheme	1 November 2022	Delivery	N/A	West Yorkshire Combined Authority	-
Campaigns promoting fares reduction initiatives, wider BSIP initiatives and behavioral change campaigns; communications and marketing plan	1 November 2022	Delivery	N/A	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Travel Plan Network	1 November 2022	Delivery	N/A	West Yorkshire Combined Authority	-
Provision of mobility credits via MCard app enhancement and smartcard	30 September 2024	Business Justification Case	CA Approval June 2024	West Yorkshire Combined Authority	-
Investigate and create plan to address issues between bus, urban traffic and passenger information	31 December 2024	Strategic Assessment	S.A submission May 2024	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Collaboration with West Yorkshire Police to deploy 15 Safer Travel PCSO's, a Sergeant and a Safer Travel Manager; provide up-to-date intelligence on locations impacted by anti-social behaviour	31 March 2024	Delivery	N/A	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council -
Review of Tranche 1 services	18 February 2025	Delivery	N/A	West Yorkshire Combined Authority	-

Develop and deliver Tranche 1.5 services	21 July 2024	FBC	FBC approval expected May 2024	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Identify services to be delivered through Tranches 2 and 3	30 June 2024	FBC	FBC approval expected May 2024	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Deliver services within Tranches 2 and 3	28 February 2025	FBC	FBC submission March 2024	West Yorkshire Combined Authority	-
Network Development Plan	31 December 2024	FBC / Delivery	N/A	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Superbus discussions	30 March 2024	FBC / Delivery	N/A	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Wakefield Metropolitan District Council
Mobility hub development – Phase 1, including appointment of consultants and FBC development	30 April 2024	FBC	FBC submission April 2024	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • Borough Council of Calderdale
Mobility hub development – Phase 2	31 January 2025	OBC / FBC	FBC submission January 2025	West Yorkshire Combined Authority	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
Passenger Charter	1 March 2023	Delivery	N/A	West Yorkshire Combined Authority	-

<p>Bus Priority and related Bus Infrastructure</p>	<p>Development: from 1 November 2022</p> <p>Delivery: Various, see Annex E</p>	<p>Various; see Annex E</p>	<p>Various; see Annex E</p>	<p>West Yorkshire Combined Authority</p>	<ul style="list-style-type: none"> • City of Bradford Metropolitan District Council • Borough Council of Calderdale • Kirklees Metropolitan Borough Council • Leeds City Council • City of Wakefield Metropolitan District Council
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Annex C

Network Enhancement Packages

Tranche 1

Service	Route	Description	Service Change Date	Initially Contracted Until
548/549	Halifax – Brighouse - Huddersfield	Daytime frequency uplift from 20 minutes to to combined 15 mins/ 30 through to Huddersfield	18 February 2024	18 February 2025
14	Pudsey - Leeds	Daytime frequency uplift from 60 minutes to 30 mins, with broadly hourly evening and Sunday service	25 February 2024	25 February 2025
106	Wakefield - Hall Green via Kettlethorpe	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
148/149	Wakefield- Knottingley via Pontefract	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
189	Wakefield - Castleford via Normanton	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
268	Bradford - Wakefield via Cleckheaton	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
444/446	Leeds - Wakefield via Rothwell	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
496	Wakefield - Upton via South Elmsall	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
126	Wakefield - Dewsbury	Evening frequency uplift from 60 minutes to 30 minutes	18 February 2024	18 February 2025
195/196	Wakefield - Hemsworth via Walton & Ryhill	Evening frequency uplift from 60 minutes, and with no evening provision to Hemsworth, to every 30 minutes	18 February 2024	18 February 2025

Tranche 1.5

Service	Route	Description	Service Change Date	Initially Contracted Until
601/602	Bradford Outer Ring Road	New orbital service	21 July 2024	21 July 2025
541/542	Siddal – Norton Tower	Daytime frequency uplift from 30 minutes to 20 minutes	21 July 2024	21 July 2025
324	Huddersfield – Meltham	Daytime frequency uplift from 20 minutes to 15 minutes	21 July 2024	21 July 2025
91	Halton Moor - Pudsey	Daytime frequency uplift from 30 minutes to 20 minutes	21 July 2024	21 July 2025
607	Bradford - Thornton	Daytime frequency uplift from 15 minutes to 10 minutes	21 July 2024	21 July 2025
212	Dewsbury – Hospital – Alverthorpe - Wakefield	Daytime frequency uplift from 60 minutes to 30 minutes	21 July 2024	21 July 2025
164	Leeds - Selby	Daytime frequency uplift from 120 minutes to 60 minutes (Micklefield/Sherburn)	21 July 2024	21 July 2025
140/141	Pontefract – Leeds via J32	Evening enhancement from 60 minutes to 30 minutes	21 July 2024	21 July 2025
135/136 *	Pontefract – Eastbourne via Chequerfield and Harewood Park	Evening enhancement from 60 minutes to 30 minutes	21 July 2024	21 July 2025
102*	Wakefield – Eastmoor		21 July 2024	21 July 2025
122*	Wakefield - Lupset - Roundwood - Ossett - Gawthorpe	Evening enhancement from 60 minutes to 30 minutes	21 July 2024	21 July 2025

**Subject to cost*

BSIP Phase 2

Service	Route	Start Date	Initially Contracted Until
77A/7S	Leeds - Primley Park/Alwoodley/Shadwell	23 July 2023	16 February 2025
20	Halifax – Pellon – Rye Lane	27 August 2023	31 August 2024
21	Halifax – Hanson Lane – Highroad Well	29 October 2023	31 August 2024
22	Halifax, Market Street – Bus Station – Claremount – Halifax	29 October 2023	31 August 2024
55	Leeds - Cottingley Circular	23 July 2023	16 February 2025

62	Leeds - East End Park Circular	23 July 2023	16 February 2025
65	Leeds - Morley - Gildersome	23 July 2023	16 February 2025
86	Rodley- Armley - Middleton	23 July 2023	16 February 2025
91	Pudsey - Headingley- Halton Moor	23 July 2023	16 February 2025
184	Huddersfield – Slaithwaite - Oldham	10 December 2023	30 March 2024
342	Huddersfield – Almondbury Circular	23 July 2023	27 October 2024
343	Halifax – Barkisland – Elland – Blackley - Huddersfield	27 August 2023	31 August 2024
356	Huddersfield - Longwood	23 July 2023	27 October 2024
387	Huddersfield - Beaumont Park Circular	23 July 2023	27 October 2024
524	Halifax – Ovenden – Illingworth - Mixenden	27 August 2023	31 August 2024
526	Halifax – Bradshaw – Queensbury – Hungerhill / Shelf	27 August 2023	31 August 2024
530	Halifax – Pellon Lane – Pellon – Fountainhead Village	27 August 2023	31 August 2024
532	Halifax – Washer Lane – King Cross	27 August 2023	31 August 2024
534	Halifax – Shibden – Brow Lane - Northowram	27 August 2023	31 August 2024
541/542	Norton Tower - Halifax - Siddal	23 July 2023	1 September 2024
546	Halifax – Newland - Warley	27 August 2023	31 August 2024
549	Halifax - Brighouse - Huddersfield	23 July 2023	1 September 2024
561/562	Halifax – West Vale – Ripponden – Sowerby Bridge Circular	27 August 2023	31 August 2024
563/ 563A	Halifax – Copley – West Vale - Elland - Brighouse	27 August 2023	31 August 2024
574	Halifax – Sowerbby Bridge - Midgley	27 August 2023	31 August 2024
577	Halifax – Sowerby Bridge – Hubberton - Halifax	27 August 2023	31 August 2024
579	Halifax - Sowerby Bridge	23 July 2023	1 September 2024
586	Halifax - Ripponden - Commons	23 July 2023	1 September 2024
587	Halifax – Sowerby Bridge – Ripponden – Rochdale Interchange	27 August 2023	31 August 2024
612/613 /614	Buttershaw - Bradford - Shipley	23 July 2023	18 May 2024
617/618	Allerton - Bradford - Holme Wood	23 July 2023	18 May 2024
621	Haworth Road - Bradford -Bierley Circular	23 July 2023	18 May 2024

626	Bradford - Bingley - Baildon	23 July 2023	18 May 2024
671	West Bowling - Bradford - Thorpe Edge	23 July 2023	18 May 2024
D1	Huddersfield – Kirkburton – Scissett – Denby Dale	29 October 2023	31 August 2024
X84	Leeds - Otley- Ilkley	23 July 2023	16 February 2025

Annex D

Superbus Schemes

Service(s)	Operator	Proposed Route	Improvement	Service Change Date	Contracted Until
K2/K3, K7	Transdev	K2/K3 – (Keighley – Braithwaite) K7 (Keighley – Oakworth)	<ul style="list-style-type: none"> K2/K3 – daytime frequency uplift from 15 minutes to 10 minutes combined K7 – daytime frequency uplift from 20 minutes to 12 minutes £1 flat fare across the Keighley local network	3 September 2023	3 September 2028
Aireline	Transdev	60/60A (Keighley – Shipley – Leeds)	60/60A – daytime frequency enhancement from 30 minutes to 20 minutes between Shipley and Leeds, with this section renamed 60A. The 60A will also operate via Calverley Lane hourly to reinstate a lost link.	3 September 2023	3 September 2028
501/X1	First West Yorkshire	X1 - (Huddersfield – one stop in Elland – Halifax) 501 - Huddersfield – Lindley – Huddersfield Royal Infirmary – Elland – West Vale – Calderdale Royal Hospital – Halifax)	Service 503 to be withdrawn and replaced with: <ul style="list-style-type: none"> X1, operating more directly between Huddersfield and Halifax and linking in to new Elland rail station when open. Enhanced frequency from 60 minutes daytime and 120 minutes evenings and Sundays to every 15 minutes daytime and 30 minutes evenings and Sundays. 501, enhanced from a limited service to every 15 minutes daytime and 30 minutes evening and Sundays, providing a new direct link between Huddersfield Royal Infirmary and Calderdale Royal Hospital and Weatherhill Road area of Huddersfield with a new service Both services will co-ordinate between Halifax and Calderdale Royal Hospital to provide a service every 7/8 minutes	18 February 2024	18 February 2029

Annex E

City Region Sustainable Transport Settlement Bus Priority and Bus Related Infrastructure Schemes

Scheme	Description/Bus Improvements	Location	Current Stage	Next pre-delivery Milestone & Date	Project Delivery Start	Completion Date
Highways Asset Management and Enhancement	The programme will implement renewal and improvement of highway assets, including roads, structures, cycleways, footways, lighting and drainage across West Yorkshire. Asset enhancement will also benefit sustainable modes of travel by introducing elements of bus, cycle and walking improvements into traditional asset renewal projects.	West Yorkshire wide	Delivery	N/A	Started	31/03/2027
Highways Network Management and Enhancement	The programme will replace out-of-date and high-risk signal infrastructure as well as introduce modern network management systems that allow opportunities for detection and priority of pedestrians, cyclists and buses at junctions, including smart traffic control that can automatically respond to congestion and air quality information.	West Yorkshire wide	Delivery	N/A	Started	31/03/2027
Halifax Bus Station	Deliver a modern, fit for purpose bus station, creates a public transport gateway into the town centre, a key place of interchange for bus services, and includes a fully enclosed and level concourse facility (including customer information, toilets and retail), cycle parking and improved access for pedestrians.	Halifax	Delivery	N/A	Started	31/03/2024
Heckmondwike Bus Hub	A new bus station facility in the centre of Heckmondwike, increasing bus capacity, improving passenger waiting facilities, including new toilet facilities and better bus information along with improved access arrangements to the station for buses, reducing journey times, boarding arrangements and measures to improve associated bus movements and journey times within the town.	Heckmondwike	Approval to Proceed	N/A	01/02/2024	31/12/2024
Bradford Interchange – bus station essential works	Re-waterproofing of the concrete deck, plus resurfacing of the carriageway. Includes any repairs to the surface of the concrete deck as required (non-structural)	Bradford	Delivery	N/A	Started	30/04/2024
Leeds City Centre Bus Priority and Active Travel	A package of measures that builds on the success of Leeds city centres schemes being delivered through other funding programmes (TCF, LPTIP, and the Transport Fund) to enhance the sustainable transport offer in Leeds city centre by re-allocating existing carriageway to more sustainable modes, in accordance with LTN 1/20 and the National Bus Strategy. (Delivery dates	Leeds	Delivery / Full Business Case	N/A	Started	31/08/2025

	are for start of work on first package, and end date for last package)					
Dewsbury – Cleckheaton Bus, cycling and walking corridor	New bus priority measures, new/widened footways and crossings along the length of the A638 corridor, from the outskirts of Dewsbury town centre, through Heckmondwike and Cleckheaton, to Chain Bar roundabout on the M62	Dewsbury/Cleckheaton	Full Business Case	FBC Approval 13/3/24	31/03/2024	30/06/2025
Thirsk Row Bus gate	Enable an existing one-way street to be two-way for buses (remaining one way for general traffic) along with a new bus gate enabling buses to avoid unnecessary and highly congested movement in the city centre. It will also enable a wider footway and an extension of the existing bi-directional cycle track.	Leeds	Delivery	N/A	Started	30/04/2024
Public Transport Network Navigation	Making it easier for bus passengers to navigate the bus network by improving legibility and improving accessibility expanding the existing Leeds Network Navigation project across the core bus network in West Yorkshire, through real-time information, bus stop information, access improvements, and journey/route planning tools.	West Yorkshire-wide	Approval to Proceed	N/A	Started	31/01/2026
Dewsbury Town Centre Walking & Cycling Improvements	Improve the provision and safety of walking and cycling in and to/from Dewsbury town centre through the delivery of new and upgraded footways, crossing facilities, cycle routes and improved connectivity between the rail/bus stations and reduce severance of residential areas on the periphery of the town.	Dewsbury	Outline Business Case	OBC approval 24/05/24	31/07/2024	31/07/2025
Huddersfield Rail Station walking and cycling connections	Deliver more attractive and safer walking and cycling routes on key approaches to Huddersfield town centre and to its key rail and bus sites, education sites and across the ring road to reduce segregation from using more sustainable modes of transport.	Huddersfield	Outline Business Case	OBC approval 13/3/24	31/08/2024	31/03/2026
Bus shelter improvement programme	Shelter refurbishment, renewal and improvement package, delivering renewal of life expired shelters and new features and facilities to create greener and more innovative shelters. These could include intelligent shelters, phone charging, Real Time Information screens, advertising, and solar panels	West Yorkshire wide	Strategic Outline Case	SOC submission April 2024	31/12/2024	31/03/2026
Bradford Interchange Station Access	Improving Bradford Interchange and access to it, including a new station approach and entrance for pedestrians giving a direct, safe and legible route from the civic quarter and City Park through to the interchange.	Bradford	Delivery	N/A	Started (phase 1)	30/06/2026
Bradford City Centre Cycling and Walking Improvements	Removing through traffic from key civic areas, creating a new bus priority corridor around Bradford city centre for more efficient movement of buses, with new bus hubs serving key locations in the city centre.	Bradford	Delivery / Approval to Proceed	N/A	Started	31/03/2025

South Bradford Park & Ride and Bus Expressway	Corridor improvements for bus through targeted bus priority measures. Park and Ride options being explored	Bradford	Outline Business Case	OBC Approval 24/5/25	31/10/2024	31/03/2026
Wakefield City Centre Bus, Cycle and Walking Improvements	Remove elements of through traffic from parts of Wakefield city centre and provide walking and segregated cycle links from/to key locations as well as links to wider cycle provision outside of the city. New bus priority measures around the bus station will also improve bus journey times and reliability. *Redefined scheme to be presented*	Wakefield	Outline Business Case	OBC Approval April 25	Subject to Review	Subject to Review
Safety Accessibility and Efficiency Programme	The scheme will deliver improvements at bus stations and stops to make public transport more accessible to everyone, developing solutions through engagement with disabled people. It will also deliver an Invest to Save programme to reduce consumption and waste, leading to carbon reductions across the public transport estate. Phase 1 of this project is currently underway (funded elsewhere), CRSTS will fund Phase 2.	West Yorkshire wide	Strategic Outline Case	SOC submission April 2024	31/12/2024	31/03/2026
A629 Wakefield Road Sustainable Transport scheme	Deliver enhancements to existing bus priority along the A629 route between Waterloo and Huddersfield town centre.	Huddersfield	-	N/A	Scheme paused	Scheme paused
Dewsbury – Batley – Chidswell Bus, cycling and walking corridor	Provide a series of bus, cycle and footway improvements along routes between Dewsbury, Batley and Chidswell. These include new cycle links, widened footways, new crossing points, bus priority at junctions and enhanced waiting facilities and bus information at stops.	Dewsbury/Batley/Cleckheaton	Outline Business Case	OBC Approval 13/3/24	30/04/2025	31/05/2026
Dewsbury Bus Station	Transform Dewsbury Bus Station, improving both operational and passenger facilities, including improvements to bus flow, pedestrian access, passenger concourse and waiting areas, journey information and facilities for customers. This will significantly improve passenger experience and support the drive to encourage increased bus travel in the town.	Dewsbury	Full Business Case	FBC Approval June 24	30/09/2024	28/02/2026
A64 Bus, Cycle and Walking Improvements and bus P&R	Improve bus journey times through creation of bus priority measures along the A64 and provide enhancements to existing cycle infrastructure, with additional connections to the existing cycle superhighway. The scheme will also link to a future park and ride site to provide more attractive bus journeys.	Leeds	Full Business Case	FBC Approval Aug 2024	31/08/2024	31/10/2025
Zero emission buses	Introducing Zero Emission Buses and related infrastructure, building on current zero emission bus programmes to help achieve our targets in the Bus Service Improvement Plan to raise the total proportion of the fleet to 50% by 2030	West Yorkshire wide	Full Business Case	FBC submission Dec 2024	31/01/2025	31/12/2026

Bus Station improvements programme	Improvements to bus stations across the region to improve customer experience and make bus journeys a more attractive and competitive option	West Yorkshire wide	Strategic Outline Case	SOC submission Mar 2024	30/04/2025	31/12/2026
A61 (N) multi modal corridor improvements – Scott Hall Road bus lane	Deliver 1km of outbound bus lane to remove the source of significant bus delay on this important corridor between north Leeds and Leeds city centre. It will also re-prioritise traffic at two large, congested junctions to prioritise bus services, resulting in faster and more reliable bus journey times. There are also associated cycling and walking improvements.	Leeds	-	Scheme paused	Scheme paused	Scheme paused
Huddersfield Bus Station	Transform Huddersfield Bus Station, improve both operational and passenger facilities, including improvements to bus flow, pedestrian access, waiting areas, journey information and facilities for customers as well as a new cycle hub. This will significantly improve passenger experience and encourage increased bus travel into the town.	Huddersfield	Full Business Case	FBC Approval Nov 24	31/12/2024	31/08/2026
Elland Road South/Churwell Hill	Introduce a bus bypass lane to allow buses to avoid queuing traffic at a busy junction onto the ring road and improve bus waiting facilities. The scheme also provides new cycling facilities with bi-directional cycleways and controlled crossing facilities to all arms of the junction.	Leeds	Full Business Case	FBC submission Dec 2024	31/03/2025	31/01/2026
A660 bus priority & cycle corridor incl. Lawnswood roundabout	Bus priority and cycle provision along key corridor in north Leeds, providing bus priority and segregated cycle provision on the corridor, including improvements to Lawnswood roundabout to address cycling safety issues	Leeds	Full Business Case	FBC submission Apr 2024	30/09/2024	30/09/2025
Integrated ticketing and information	<p>A range of initiatives, complemented with BSIP revenue funding, that support improved ticketing and information including:</p> <ul style="list-style-type: none"> • Installation of tap-out card readers and electronic ticketing machines (to enable pay-as-you-go capping) • Retrofitting of vehicles with onboard audio-visual information technology • Further development of the MCard mobile app • Enhanced disruption messaging • Information accessibility enhancements 	West Yorkshire wide	Business Justification Case / Delivery	Awaiting government guidance to inform scheme development	Started	31/03/2027
A61 Bus, Cycle and Walking Improvements	Enhanced bus priority and new, targeted, high quality cycle infrastructure. New and improved crossings for pedestrians and cyclists at key locations. New bus lanes / priority at locations in Leeds and Wakefield to improve bus journey times.	Leeds and Wakefield	Outline Business Case	OBC approval June 24	Subject to securing additional funding	Subject to securing additional funding

A639 Bus, Cycle and Walking Improvements	Enhanced bus priority and new, targeted, high quality cycle infrastructure. New and improved crossings for pedestrians and cyclists at key locations. New bus lanes / priority at locations in Leeds and Wakefield to improve bus journey times.	Leeds and Wakefield	Outline Business Case	OBC approval June 24	Subject to securing additional funding	Subject to securing additional funding
Brighouse Cycling and Walking Improvements	Includes new bus priority measures to improve bus journey times and reliability	Brighouse	-	N/A	Scheme paused	Scheme paused
Demand Responsive Transport (DRT)	Delivery of demand responsive bus schemes across West Yorkshire. Based on the lessons learned from the East Leeds Flexibus scheme DRT schemes will be developed to address specific areas of need where public transport access is currently poor.	Specific locations within West Yorkshire	Strategic Assessment	Subject to best practice review	30/04/2025	31/12/2025
A639 Park Road, Pontefract – on and off highways improvements	Improvements include widening the A639 to four lanes between A639/Park Lane junction and A639 Park Road/Princes Drive junction; New bus signal priority measures at A639/Park Lane junction using bus detectors on the approach to the traffic signals	Pontefract	Full Business Case	FBC submission Oct 2024	30/06/2025	28/02/2026
Beckett Street, Leeds – transformational bus priority scheme	Planned improvements located over two sections of carriageway north and south of the junction with Lincoln Green Road to accommodate a new section of bus lane outbound. The northern section is to be widened to accommodate new bus lanes both outbound and inbound. A bi-directional segregated cycleway will be built and improved bus stop facilities and an improved pedestrian environment will also be part of this key scheme.	Leeds	Full Business Case	FBC submission Dec 2024	31/01/2025	31/03/2026
Mobility hubs	Delivery of mobility hubs in locations across West Yorkshire. These hubs will increase local transport accessibility by providing access to demand responsive transport services, shared bikes, car club and EV charging facilities to complement existing public transport networks. Facilities delivered at the hubs include – cycle parking, cycle hire, EV charging points, passenger information and improved waiting facilities	Specific locations within West Yorkshire	Full Business Case	FBC Summer 2024	30/06/2024	31/03/2027
Community Transport Vehicle renewal and upgrade to electric vehicles	Access Bus community transport vehicle fleet replacement and upgrade to electric vehicles.	West Yorkshire wide	Strategic Assessment	Subject to technical vehicle review	TBC	TBC
Wakefield Road, Bradford transformational bus priority and cycle corridor	Bus priority measures on A650 Wakefield Road to deliver a Bus Rapid Transit-level provision, improving bus journey times and journey reliability through road space reallocation, including upgrade and making permanent temporary segregated cycle scheme on from Dudley Hill to Bradford	Bradford	Strategic Outline Case	SOC submission May 2024	31/03/2026	31/03/2027

	city centre to be improved and made permanent.					
West Yorkshire neighbourhood improvement package (incl. active travel and electric vehicle charging)	Improvements within local neighbourhoods to create safer, more economically active local areas and high streets. Delivering improvements to walking and cycling provision alongside other potential measures improvements such as electric vehicle charging points, bus gates, car club spaces, cycle parking, sustainable urban drainage and the creation of informal/formal mobility hubs.	West Yorkshire wide	Strategic Outline Case	SOC submission Sep 2024	30/04/2025	31/03/2027
Bradford Bus Hotspots	A range of interventions to reduce congestion on Bradford's bus network by reducing delays to customer journeys, removing overall congestion from busy roads such as Leeds Road gyratory and improving road safety with the aim to promote a move towards sustainable transport.	Bradford	Strategic Outline Case	SOC submission August 2024	31/01/2026	28/02/2027
Heath Common to Knottingley Bus Priority	Targeted bus priority at key locations. This may include new bus lanes and priority provision at junctions along the core bus corridor to improve bus journey times.	Wakefield, Featherstone, Pontefract and Knottingley	Strategic Outline Case	SOC submission May 2024	31/01/2026	31/07/2027
Horbury to Wakefield / Ossett to Wakefield bus priority	Bus infrastructure enhancements to improve bus journey times and reliability along the corridors, and which will also improve air quality in the surrounding areas. In addition the scheme will also identify opportunities for improvements to cycling and pedestrian infrastructure where appropriate, especially concerning accessibility to bus stops to facilitate the integration of active travel and public transport journeys.	Wakefield, Horbury and Ossett	Strategic Outline Case	SOC submission May 2024	31/01/2026	31/07/2026
South Wakefield Bus Package (including; A636 Denby Dale Road bus priority measures)	Bus infrastructure enhancements to improve bus journey times and reliability along the corridors, and which will also improve air quality in the surrounding areas. In addition the scheme will also identify opportunities for improvements to cycling and pedestrian infrastructure where appropriate, especially concerning accessibility to bus stops to facilitate the integration of active travel and public transport journeys.	Wakefield	Strategic Outline Case	SOC Submission May 2024	31/01/2026	31/07/2026
North Wakefield Bus Package (including; A642 Aberford Road corridor bus priority measures)	Bus infrastructure enhancements to improve bus journey times and reliability along the corridors, and which will also improve air quality in the surrounding areas. In addition the scheme will also identify opportunities for improvements to cycling and pedestrian infrastructure where appropriate, especially concerning accessibility to bus stops to facilitate the integration of active travel and public transport journeys.	Wakefield	Strategic Outline Case	SOC Submission May 2024	31/01/2026	31/07/2026
A62 – A644 Bus priority corridors-Huddersfield – Cooper	Bus infrastructure enhancements to improve bus journey times and reliability, along two main corridors within Kirklees, A62 Leeds Road / A644 Huddersfield Road. This project sits	Cooper Bridge/ Mirfield	Strategic Outline Case	SOC submission Mar 2024	31/01/2026	31/01/2027

Bridge – Ravensthorpe – Dewsbury	alongside several transport schemes already in progression in order to provide continuity and additionality to provide sustainable transport enhancements over a wider area.					
A660 – Northern/University Gateway inclusive of the Headrow to St Marks Road	Addressing bus delay through improvements in Leeds city centre up to the Inner Ring Road. From there, the scheme will remove general traffic from Blenheim Terrace in both directions, creating a bus, cycle and walking only environment, facilitated through the provision of bus gates and complementing the proposed A660 protected cycle lane.	Leeds	Outline Business Case	OBC submission May 2024	30/04/2025	30/09/2026
Calderdale Bus hotspots and priority incl. bus lane camera enforcement	A package of interventions to improve bus journey times and reliability, including camera enforcement of bus lanes along main bus corridors and bus gates within Halifax and other district centres alongside other potential measures e.g., traffic regulation measures particularly focusing on pinch points on popular routes. Approvals for necessary regulatory powers passing through Calderdale Council Committees at present	Calderdale District	Business Justification Case	BJC submission Sep 2024	31/07/2025	31/03/2027
Kings Road sustainable transport (bus + cycle) corridor	Provision of a segregated cycle lane on both sides of Kings Road (northern section). A bus priority corridor including combination of bus lanes, bus gates and bus priority features. Delivery of a high quality walking and cycling corridor with associated public realm improvements	Bradford	Strategic Outline Case	SOC submitted, awaiting approval	31/03/2026	31/03/2027
North-East Calderdale Bus Priority and Cycle corridor – phase 1	Development and initial delivery of a major scheme to improve bus and active travel in north east Calderdale, reducing the impact of through traffic on local communities. The scheme enables development work on the major scheme as well as delivering bus priority between Halifax and Stump Cross. Delivery will be for the construction of the bus priority element.	Halifax and NE Calderdale	Outline Business Case	OBC submission Sep 2024	31/03/2026	31/03/2027

Annex F

Definitions used in the document

Authority - the Combined Authority and each Highway Authority and "Authorities" shall be construed accordingly.

Bus Franchising Area – area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (section 123). Bus services in the area are controlled and specified by the transport authority, with Operators providing services under one or more contracts.

EP Plan – the EP Plan made on 1 April 2022 pursuant to section 138G(1) of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

EP Scheme - an enhanced partnership scheme as defined in section 138A(5) of the Transport Act 2000, and "this EP Scheme" shall be construed as a reference to the EP Scheme made pursuant to this document, as may be amended or varied from time to time in accordance with its terms or pursuant to section 138K of the Transport Act 2000.

EP Scheme Area – area to which this EP Scheme document applies.

Facilities - physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP Scheme Area or new and improved bus priority measures which are made within the EP Scheme Area. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Local Authorities – prescribed under section 23 of the Local Government Act 2003.

Local Highway Authorities – Local Authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means:

- CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL
- BOROUGH COUNCIL OF CALDERDALE
- KIRKLEES METROPOLITAN BOROUGH COUNCIL
- LEEDS CITY COUNCIL
- CITY OF WAKEFIELD METROPOLITAN DISTRICT COUNCIL

Local Service – has the meaning given to it in section 2(1) of the Transport Act 1985.

Local Transport Authority (LTA) – has the meaning given to it in section 108(4) of the Transport Act 2000 and for the purposes of this EP Scheme shall mean West Yorkshire Combined Authority

MCard – brand name for multi-operator smartcard tickets covering both bus-only and bus and train travel within the EP Scheme area on all operators' services. MCard tickets are developed, managed and promoted by the West Yorkshire Ticketing Company Limited (WYTCL)

Measures – has the meaning given to it in section 138D(2) of the Transport Act 2000 and shall include improvements with the aim of:

- increasing the use of Local Services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- improving the quality of Local Services.

Mobility Hub – visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm

Network Development Plan – has the meaning given to it in section 6.2

Operator - an operator of a Registered Local Bus Service within the EP Scheme Area which is not exempt pursuant to section 3.3.1.

Registered Local Bus Service – as set out in Section 2 of the Transport Act 1985.

Safer Travel Partnership – partnership between the Combined Authority, bus operators and West Yorkshire Police to reduce crime and anti-social behaviour on public transport

Superbus – package of measures implementing bus priority, reduced bus fares and increased service frequencies within a defined geography

TRO – Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

Travel Plan Network – free corporate membership scheme for any employer within West Yorkshire, entitling employees to discounted travel options

West Yorkshire Ticketing Company Ltd – a not-for-profit, joint venture between the bus and rail operators of West Yorkshire and its delivery partner, the West Yorkshire Combined Authority (WYCA). WYTCL develops, manages and promotes the full range of MCard travel products for use in West Yorkshire.

Signatory Page

Signed for and on behalf of:

- (1) **WEST YORKSHIRE COMBINED AUTHORITY** of Wellington House, 40-50 Wellington Street, Leeds, West Yorkshire, England, LS1 2DE (“Combined Authority)

PRINT NAME _____

SIGNATURE _____

- (2) **CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL** of Britannia House, Hall Ings, Bradford, West Yorkshire, England, BD1 1HX

PRINT NAME _____

SIGNATURE _____

- (3) **BOROUGH COUNCIL OF CALDERDALE** of Town Hall, Crossley Street, Halifax, West Yorkshire, England, HX1 1UJ

PRINT NAME _____

SIGNATURE _____

- (4) **KIRKLEES METROPOLITAN BOROUGH COUNCIL** of Town Hall, Ramsden Street, Huddersfield, West Yorkshire, England, HD1 2TA

PRINT NAME _____

SIGNATURE _____

- (5) **LEEDS CITY COUNCIL** of Civic Hall, Calverley Street, Leeds, West Yorkshire, England, LS1 1UR.

PRINT NAME _____

SIGNATURE _____

- (6) **CITY OF WAKEFIELD METROPOLITAN DISTRICT COUNCIL** of Wakefield One, Wakefield, West Yorkshire, England, WF1 2EB.

PRINT NAME _____

SIGNATURE _____



Find out more
westyorks-ca.gov.uk

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**West
Yorkshire
Combined
Authority**

**Tracy
Brabin
Mayor of
West Yorkshire**

All information correct at time of writing