

Report to: Transport Committee

Date: 7 July 2023

Subject: **Transport Policy Update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1 To provide Transport Committee with an update on relevant transport policy developments not covered elsewhere on the agenda.

2. Information

Active Travel Fund 4 (ATF4)

- 2.1 West Yorkshire has previously been successful in receiving funding for active travel scheme delivery through three previous tranches of Active Travel Funding from the Department for Transport (and now Active Travel England). Table 1 outlines the total amounts received through previous active travel funding and some examples of the schemes funded.

Table 1 – Details of previous Active Travel Funding received

Funding round	Amount awarded (West Yorkshire)	Examples of projects funded
Emergency Active Travel fund	£2,513,000	Safe Streets for Walking and Cycling; Protected cycle routes; Footway widening and increasing pedestrian space; secure cycle parking; Enabling more walking and cycling to schools; Maintenance of existing cycle routes to bring back into use

ATF2	£10,053,000	Active travel neighbourhoods linking to new cycle routes; cycle parking/storage; cycle route improvements including segregated cycle provision and junction improvements; school streets; walking accessibility improvements; behaviour change projects.
ATF3	£6,931,250	A660 Otley Road; Bradford and Calderdale Active Travel Neighbourhoods; School Streets fund (25 school streets); Darley Street (Bradford)

- 2.2 On 10th January 2023 the Combined Authority was invited to submit a bid for Active Travel Fund 4 (ATF4) on behalf of the West Yorkshire Districts. The bidding process for ATF4 was compressed and the Combined Authority facilitated discussions with each District to understand priority schemes for inclusion in the bid. West Yorkshire have been identified as a 'Tier three' authority and as such was provided with an indicative allocation of funding to guide our bid development. A guidance document around design quality criteria and expectations on scheme eligibility for funding was provided by ATE to all bidding authorities.
- 2.3 The ATF4 bid was submitted to Active Travel England on 24th February 2023 with the successful bidders being notified on 22 March 2023.
- 2.4 West Yorkshire was successful in receiving £17.43m which is one of the highest allocations made by ATE in this round of bids.
- 2.5 The ATF4 bids were assessed against several key objectives including compliance with LTN 1/20 (design quality standards); value for money and ability to provide safe route options for all groups in society including women and girls. Bids were assessed by ATE on an Authority-wide basis and not by individual Districts.
- 2.6 Table 2 provides details of the funding received by District, including schemes that were not successful.

Table 2 – ATF4 package by District

District	Successful Scheme	Description	Development /Delivery	Value	Schemes not funded
Wakefield	Fitzwilliam - Ackworth	Traffic-free path to station	Delivery	£2,555,735	
	Grandstand Road Ph1	Traffic-free path to station	Delivery	£224,171	
	Grandstand Road Ph2	Low traffic onward connection	Development	£40,430	
Calderdale	Hebble Trail Development Work	Identify Hebble Trail Solution	Development	£150,000	Ling Bob / Rycroft LTN
	Access to Schools	Enhanced walking routes	Delivery	£698,969	
	Mini-Holland Phase 1	Trial Elements of MH Programme	Delivery	£2,353,617	

District	Successful Scheme	Description	Development /Delivery	Value	Schemes not funded
Kirklees	Huddersfield Narrow Canal	4.41km of towpath upgrade - Marsden to Slaithwaite	Delivery	£957,625	Snelsons Bridge, Activating Spen Valley Greenway, Access to Schools, Brunswick Street Path.
	Huddersfield Broad Canal	5.75km of towpath upgrade (Aspley Marina to Cooper Bridge)	Delivery	£1,374,648	
WYCA	School Streets Fund	12 School Streets in WY	Delivery	£240,000	New Pedestrian Crossing Fund
Bradford	Access to Hospitals	St Luke's & Airedale Hospital	Delivery	£475,000	Silsden - Kildwick Towpath, Thornton Road Phase 2, Active Travel Neighbourhoods, Access to Greenspace, Great Northern Rail Trail.
	Access to Schools	Package of Walking Improvements	Delivery	£570,282	
Leeds	Eastern Gateway	Segregated cycle provision	Delivery	£400,000	Elland Road Extension, Footway Widening Package, Roseville Road + local enhancements.
	Whitehall Road (Holbeck Connector)	Bi-directional cycle provision	Delivery	£2,300,000	
	Bentleys Residential Streets	Modal filter residential streets	Delivery	£350,000	
	Westgate Connector (Headrow to Marlborough Street)	Segregated cycle provision	Delivery	£1,800,000	
	Armley Town Street	Town centre enhancement and walkable neighbourhood	Delivery	£2,940,191	

- 2.7 A change request for the A660 Otley Road corridor scheme (funded through ATF3) was also approved which provides an additional £5.69m funding for the scheme.
- 2.8 Subsequent discussions have been held with ATE to understand the rationale behind the decisions to fund individual schemes. ATE are keen to work with individual Districts to assist in improving the standard of schemes to ensure that they meet the funding criteria set for future rounds of active travel funding. In the case of Bradford Thornton Road (which was the largest scheme included in the bid), the remit for Phase 1 of this project has subsequently been expanded to include feasibility work for Phase 2 to ensure that this can proceed through the design process with a view to gaining funding in the future.
- 2.9 ATE have indicated it is likely that a further round of Active Travel Funding (currently referred to as ATF5) will be available in Autumn 2024, however recently announced reductions to ATE's overall budget suggest that this will be a more limited funding opportunity. (Written Transport Update statement, 9 March 2023).
- 2.10 Alongside the ATF4 bid which provides capital funding for schemes, West Yorkshire has also received £2.53m in January 2023 through the Capability Fund (previously Capability and Ambition Fund) which provides revenue and

support for scheme development and officer training to support scheme development and delivery.

- 2.11 These funds can be targeted to help support scheme development both for schemes within the ATF4 package require further work before being delivered and also schemes that were unsuccessful that form part of the future pipeline of schemes for development.
- 2.12 The Combined Authority has submitted a package level Strategic Outline Case that includes both the ATF4 and CAF funding allocations. We are also working closely with the partner councils to ensure that sufficient internal resources are in place to deliver the schemes outlined within ATF4.
- 2.13 The Combined Authority and partner councils have requested detailed feedback from ATE on the unsuccessful schemes from the ATF4 submission. Meetings have recently taken place with ATE and Bradford Council, Leeds City Council and the Combined Authority respectively, the latter forming the first annual review meeting with ATE, resulting in a successful review (with a formal outcome to follow).

Transport for the North Updates

Strategic Transport Plan 2 (STP2)

- 2.14 Transport for the North (TfN) is currently undertaking public consultation of its draft Strategic Transport Plan (STP2). The STP2 provides the opportunity to speak with one voice on behalf of the north by providing statutory advice on our strategic transport priorities to ensure a transport network fit for the future.
- 2.15 It sets out the unique opportunities and challenges facing the North's economy, people and communities, showing how transport investment can enable regional economic growth, support decarbonisation and reduce social exclusion. It is built on three core strategies:
- Northern Powerhouse Independent Economic Review
 - Transport Decarbonisation Strategy
 - Socially Inclusive Transport Strategy
- 2.16 The STP2 vision is that by 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing, and access to opportunities for all. This will be achieved through a transformed zero emission, integrated, safe and sustainable transport system, that will enhance connectivity, resilience, and journey times for all users.
- 2.17 The 12 week public consultation period ends in August, and TfN are using a variety of means of conducting the consultation. For further information, please visit [Our Strategic Transport Plan \(virtual-engage.com\)](https://virtual-engage.com)

Rail North Committee

2.18 Rail North Committee met on 7 July 2023, and considered the following substantive items:

- **Appointment of Chair and Vice Chairs of Rail North Committee**, where Mayor Burnham was appointed Chair and Cllr Hinchcliffe appointed as Majority Vice Chair. The Minority Vice Chair was deferred to the next meeting.
- **Operators Business Plans**, where Members received an update on the position of business planning, and views were sought on the priorities that should be reflected in the 2024/25 business plans for Northern and Trans Pennine Express.
- **Infrastructure and Future Services Development**, the Committee received an update on activity linked to the ongoing work of the Manchester Taskforce, which has covered both recent timetable changes and work on the 'Blueprint' for infrastructure interventions and service development. It also considers these themes across the North more widely, including the general approach to infrastructure planning.
- **RNP Operational Update**, where Members received an update report for noting, plus there were representatives in attendance from the main rail operators, to provide updates on activity and future plans, in particular on Trans Pennine from DfT OLR Holdings Ltd, in terms of plans to improve Trans Pennine Express services.

2.19 The next meeting of Rail North Committee is due to take place in September 2023.

3. Tackling the Climate Emergency Implications

3.1 The updates covered in this report all have a positive impact on tackling the climate emergency, through the development of appropriate strategies and plans, and securing funding to deliver initiatives against these.

4. Inclusive Growth Implications

4.1 Developing a safe, stable and effective transport network across West Yorkshire through activity included in this report is crucial to ensuring inclusive growth ambitions are realised for all communities.

5. Equality and Diversity Implications

5.1 Ensuring due consideration of equality and diversity implications is central to all the activity set out in this report.

6. Financial Implications

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

7. Legal Implications

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

8. Staffing Implications

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

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the Committee notes the updates provided in this report.

11. Background Documents

Agendas, papers and webcasts of meetings of the Transport for the North Board and Rail North Committee are available via this link:

<https://transportfornorth.com/about-transport-for-the-north/meetings/>

12. Appendices

None