

**MINUTES OF THE MEETING OF THE
TRANSPORT COMMITTEE
HELD ON FRIDAY, 4 SEPTEMBER 2020 AT REMOTE MEETING – TO
BE LIVESTREAMED HERE:
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Present:

Councillor Kim Groves (Chair)	Leeds City Council
Councillor Manisha Kaushik (Deputy Chair)	Kirklees
Councillor Martyn Bolt (Leader of the Opposition)	Kirklees Council
Councillor Neil Buckley	Leeds City Council
Councillor Peter Caffrey	Calderdale Council
Councillor Peter Carlill	Leeds City Council
Councillor Colin Campbell	Leeds City Council
Councillor Andy D'Agorne	York Council
Councillor Miss Jo Hepworth	Wakefield Council
Councillor James Homewood	Kirklees Council
Councillor Hassan Khan	Bradford Council
Mark Roberts	Beer Hawk Ltd
Councillor Taj Salam	Bradford Council
Councillor Kevin Swift	Wakefield Council

In attendance:

Councillor Lisa Mulherin	Leeds City Council
Dave Pearson	West Yorkshire Combined Authority
Alan Reiss	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Ben Kearns	West Yorkshire Combined Authority

10. A Minutes Silence

Members observed a minutes silence in memory of Councillor Carmel Hall.

11. Apologies for absence

Apologies were received form Councillor Jeffery and Councillor Ellis.

12. Declarations of disclosable pecuniary interests

There were no pecuniary interests declared at the meeting.

13. Exempt information - possible exclusion of the press and public

14. Minutes of the meeting of the Transport Committee held on 3 July

Resolved: That the minutes of the meeting held on 3 July be approved.

15. Covid 19 - Impacts and Recovery

The Committee considered a report which provided an update on the current issues relating to the impacts of COVID-19 on transport operations and the proposals recovery.

Members noted the steps taken to prepare the bus network for the return of schools and colleges to increase capacity and ensure a safe and Covid secure bus provision.

Members noted the funding arrangements and the continuation of the COVID-Bus Services Subsidy Grant which provided funding support to operate bus services at pre COVID-19 service levels despite the significant reduction in fare revenue. The Chair had written to the Secretary of State to express concern around the sustainability of this method of funding.

Members discussed:

- Future long term demand for public transport given the trend away from regular commuting and more home working.
- Analysis was ongoing and a consultation for employers plans for home working as well as footfall in town and city centres was underway
- New ticketing offers would be assessed to reflect the new ways of working.
- That view on the importance of getting employees back to what differed from sector to sector and need to be considered on that basis.
- An additional 80 buses had been added to the system to accommodate the return of schools and colleges.
- The work underway with universities to promote active travel and that more certainty around funding for active travel was needed.
- Members discussed the delegation made at the March meeting of the Transport Committee to the Managing Director and questioned whether such delegations remained necessary now that the Committee could be held virtually. Members suggested keeping the recommendation in place with a view to reviewing it at the November meeting.
- It was noted that the Combined Authority was subject to periodic changes in Government funding, particularly around school transport which may require decisions in the moment.
- The recommendation to remove the delegation was voted on with 3 members in favour and 7 against.

Resolved:

- (i) That the Committee considers an update of the Transport Recovery Plan at the November Committee meeting.
- (ii) That the delegated decision-making arrangement approved by the Committee on 13 March be maintained for use on urgent matters relating to the COVID-19 emergency and reviewed at the next meeting.

16. Carbon Reduction Pathways and Connectivity Plan Update

The Committee considered a report which provided an update on the findings of the West Yorkshire Carbon Emission Reduction Pathways study and the West Yorkshire Connectivity plan.

The Combined Authority had declared a climate emergency and set a target that commits the region to achieving net-zero carbon by 2038, with significant progress to be made by 2030. The task is challenging and will require significant and swift action to decarbonise all sectors, including transport.

The Carbon Emission Reduction Pathways study sought to demonstrate the ways in which the target could be met across a range of policies areas and the transport sector work to date was detailed in the submitted report.

The modelled pathways for transport decarbonisation would require ambitious and challenging policy changes.

Stakeholder engagement was underway, and the responses would feed into the development of draft policy recommendations and an implementation road map. A full public consultation would follow.

Members noted the update on the connectivity plan which would set out how the transport network could be better equipped to respond to the challenges of the future and to better connect the region.

Members made the following comments:

- The scale of the challenge on carbon reduction in transport, particularly on active travel.
- The need to review projects based on decarbonisation and because of changing transport trends due to the pandemic and that current funding was realigned to address these twin challenges.
- That the assumptions on the ending of diesel cars was optimistic and on aviation to be decreased by 20%. The ambitions of the airport in terms of passenger growth did not align with the modelled decarbonisation.
- It was noted that the region would look to the Government on a national

aviation strategy to set out some targets for the sector.

- The significant discrepancy between the current situation and the targets would require significant policy shifts
- Clarity was needed around the cycling targets and the way in which it would be measured.

Resolved:

- (i) That the proposed timetable to produce, and engagement on, the connectivity plan and pipeline identified in paragraph 2.30 be approved.
- (ii) That a further report to its 20 November 2020 meeting to provide details of the connectivity plan and pipeline and the proposals for public and stakeholder engagement, to consider approval to consult on the plan be considered at the next meeting.
- (iii) That the committee agrees to hold a workshop at a date to be confirmed with Members of Transport Committee and Portfolio Holders to provide input to the production of the connectivity plan and pipeline and the proposals for public and stakeholder engagement.

17. Walking and Cycling Update

Members were provided with an update on matters relating to walking and cycling.

Members made the following comments:

- That there was not enough funding available for all the active travel schemes currently in the pipeline
- Data on baseline active travel in the constituent local authorities
- Spen Valley Greenway – needed clarity on whether it was going to continue as an active travel corridor or used for mass transit – important that space for active travel was retained.
- More information on the active travel neighbourhoods
- Members discussed Active Travel England and its membership and role. It was not yet known
- Concerns around the relationship between the Combined Authority and the Canal and River Trust and if it was truly reciprocal – especially around funding.
- That there was a possible workstream around making the case for additional funding to fulfil the pipeline of active travel schemes to the standard that the region is driving for. It was suggested that the Active Travel Working group could take this up

Resolved:

18. Leeds City Region Transport Update

- Update on TfN meetings
- Fair deal for young people consultation – waiting for Covid
- Network navigation in Leeds
- Bus fleet and clean air compliance

Members had the following questions and comments:

- Euro 6 buses – varying percentages between the districts – some as low as 38% - need to concentrate efforts. Partly because government funding for clean bus technology fund was skewed towards Leeds Bradford due to clean air zones in those areas.
- Risks with bus operators in current financial position means they are prevented from making new investments in the bus fleet.
- Rail needs assessment – Members wanted to express their support for the scope of the rail needs assessment and the views expressed by the Combined Authority on the restricted nature of the scope which could restrict schemes for the region in the future.
- Clarity on Northern Transport acceleration council and where projects sit in TfN.

19. Summary of Transport Schemes