

**Report to:** Transport Committee

**Date:** 6 September 2019

**Subject:** **Leeds City Region Transport Update**

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**Author(s):** Various

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:	

## 1. Purpose of this report

1.1 To provide the Transport Committee with an update on current issues.

## 2. Information

### Major Roads update

2.1 Transport Committee (15 March 2019) agreed that the Combined Authority should work with its partner councils, Transport for the North (TfN) and the Department for Transport (DfT) to develop funding proposals for the government's National Roads Fund (NRF). A total of £3.5 billion has been set aside from the NRF for investment in the DfT's Major Road Network (MRN) in the second Road Investment Strategy (RIS2) period, 2020-2025. The DfT Investment Planning Guidance identified a central role for Sub-National Transport Bodies (e.g. Transport for the North, TfN) in developing their region's Regional Evidence Base to support bids, and in prioritising up to a maximum 10 MRN scheme bids for the whole of a region, to submit to DfT. MRN schemes cost £20m-£50 million. Local Highway Authorities could also bid for Large Local Major (LLM) schemes costing over £50 million.

- 2.2 TfN's Partnership Board on 31 July 2019 agreed the list of prioritised schemes that made up its bid to the Fund, which were then submitted to the DfT on the same day, accompanied by TfN's Regional Evidence Base and supplementary scheme documentation provided by the sponsor Local Highway Authorities. (The bid documents will be accessible from the TfN website at <https://transportforthenorth.com/>, once set up)
- 2.3 TfN included two West Yorkshire schemes in their funding bid: Bradford A650 Tong Street and Leeds Dawson's Corner/Stanningley Bypass. These are smaller MRN schemes, both costing circa. £20m. Bradford and Leeds Councils worked with TfN and DfT to finalise the details of the scheme bids. A date for the DfT's announcement of successful bids has not been confirmed.
- 2.4 The Combined Authority and partner councils had initially identified a long list of possible MRN and LLM schemes in West Yorkshire, which the partners then sifted and prioritised against the Fund's objectives and deliverability criteria to arrive at five locally prioritised schemes agreed with the Leaders of West Yorkshire Councils to put to TfN for their assessment and prioritisation:
- Bradford - A650 Tong Street widening
  - Calderdale - A629 Calderdale Way/ Calder & Hebble junction
  - Leeds - Dawsons Corner Junction Improvements & Stanningley Bypass repairs and safety scheme
  - Wakefield J32 (M62) / A639 Park Road Pontefract congestion improvement corridor
  - Kirklees Flockton by-pass
- 2.5 The DfT's bid timeline and criteria was challenging, essentially limiting the bid to schemes that had already had some significant development work and were "ready to go". The DfT required that schemes be developed to Strategic Outline Business Case or Outline Business Case (depending on programme entry year) with confirmed 15% local match funding. TfN additionally emphasised deliverability criteria, seeking schemes with good prospects for delivery in the RIS2 period.
- 2.6 This funding opportunity has highlighted the challenge of developing a pipeline of larger road schemes, and the need for development funding to progress proposals to an appropriate state of readiness. TfN is in discussion with DfT on what and how development funding may be made available to progress schemes that were not shortlisted for their bid.
- 2.7 For their bid TfN drew on the extensive evidence base already collected for their Strategic Transport Plan. The shortlisted schemes are supported as making a contribution to the economic performance of the North through improving the reliability and resilience of some of our most important roads. TfN also recognises its partner's requirements that growth is sustainable and investment is required to improve air quality and to reduce carbon emissions associated with road schemes. TfN has committed through its Strategic Transport Plan and the Regional Evidence Base submitted to this Fund, to work with partners to deliver a programme of carbon policies and measures to contribute towards

meeting the government's carbon reduction targets and are consistent with local authority declarations of Climate Emergencies. This will mean that strategic transport infrastructure is designed and constructed in a sustainable way (with e.g. sustainable drainage systems) and also that investment is made through TfN's and partner programmes in mitigations such as accelerating the delivery of Electric Vehicle charging points, and technological innovations.

#### Transforming Cities Fund Update

- 2.8 As part of the Government's Industrial Strategy and the National Productivity Investment Fund, the Transforming Cities Fund (TCF) aims to drive up productivity through improved connections between urban centres and suburbs. To do this, TCF provides a significant opportunity to invest in infrastructure to improve public and sustainable transport connectivity in some of England's largest cities. Within TCF, there is a £1.2 billion capital only fund which the Combined Authority is eligible to bid into.
- 2.9 On behalf of the Leeds City Region, the West Yorkshire Combined Authority submitted a Strategic Outline Business Case (SOBC) to the DfT, as draft, on 20 June 2019. The SOBC puts forward funding scenarios for a share of the £1.28 billion available to the 12 successful areas, to be spent by March 2023.
- 2.10 As part of the co-development process with DfT, officers have now received helpful feedback on the draft SOBC which will be used to shape the final submission which is due on 28 November 2019.
- 2.11 As part of the process of developing the SOBC and TCF Programme, further work is required to ensure schemes are sufficiently developed and delivery ready by the time of a funding decision in March 2020. As such, on 1 August the Combined Authority considered a report to unlock up to £3m of development funding from the West Yorkshire + Transformation Programme to fund TCF development work in the short term. The recommendation was approved, delegating the release of funds for individual schemes to the Managing Direction in consultation with the Chair of Transport Committee. The full report can be found here  
<https://westyorkshire.moderngov.co.uk/documents/s12979/Item%2010%20-%20Transforming%20Cities%20Fund.pdf>

#### Cycling and Walking Working Group

- 2.12 The second meeting of the Working Group was held in July 2019 and the group discussed a forward plan of items for future agendas. The group were updated on the Combined Authority's current delivery of behaviour change programmes, and development of network plans for cycling and walking through Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 2.13 Members discussed issues relating to the two topics under discussion, including:

- the need to identify potential funding sources for schemes identified in the LCWIPs and links to the Inclusive Growth Corridor development;
- the potential to develop design principles for walking and cycling;
- the need to ensure our behaviour change programmes reach new audiences that may be currently less likely to walk or cycle;
- opportunities around school travel to encourage more walking and cycling
- the impacts of the current behaviour change programmes, for example reducing sickness levels through the Bike Friendly Businesses programme

### Active Travel Design Principles

- 2.14 The on-going delivery of the CityConnect programme has raised the standards locally for construction of new or improved cycling and walking infrastructure. Lessons learnt through delivery of schemes in the first phase of CityConnect programme, including the Leeds to Bradford Cycle Superhighway, has informed delivery in the second phase - for example through the segregated cycle tracks being introduced on the Canal Road scheme in Bradford. The CityConnect principles have also led to new ways of designing cycling and walking infrastructure in other investment programmes, such as the Leeds Public Transport Investment Programme and the West Yorkshire-plus Transport Fund through the provision of new segregated cycle tracks, separated and protected from vehicular traffic through junctions.
- 2.15 The development of these schemes now provides the opportunity for formalising the design principles for cycling and walking best practice, to provide consistency across West Yorkshire. It is therefore proposed to create a West Yorkshire design principles guide, which would align with the proposed Local Cycling and Walking Infrastructure Plans (LCWIPs) and would also ensure schemes delivered through the Transforming Cities Fund programme learn from City Connect and also meet the best practice standards.
- 2.16 The potential for the development and adoption of design principles for cycling and walking is currently under consideration, which would support the proposed Local Cycling and Walking Infrastructure Plans (LCWIPs) and the Transforming Cities Fund programme. These principles would be based on best practice being developed through programmes like CityConnect and in other exemplar cities, and could be supported by some detailed design guidance where relevant. Work to draft design guidance for segregated on-highway cycle provision has already been undertaken based on the experience gained through the CityConnect programme.
- 2.17 At their last meeting, members of the Cycling and Walking Working Group identified the possibility of developing design principles that the Combined Authority and partners could adopt. Although updated design guidance for cycling infrastructure (replacing the out of date Local Transport Note 2/08) is under development by Government, publication has been significantly delayed and a publication date is not yet known.

## TransPennine Express Transform Grants Scheme

- 2.18 Bids are currently being sought for a share of the £50k TransPennine Express Transform Fund. Local community groups/projects that are aimed at tackling youth unemployment, promoting social inclusion and/or improving the environment, and are within a ten mile radius of a rail route or stations served by TransPennine Express can be submitted for a grant of up to £5,000.
- 2.19 Full information about the fund including how an application can be made online is available via the following link: <https://www.tpexpress.co.uk/about-us/community/transform-grants> . Bids can be submitted from now until the closing date of 27 September 2019. Last year, funding was provided to Mirfield in Bloom from this fund.

## Wheelchair and defibrillator provision on TransPennine Express

- 2.20 Supported by Network Rail, TransPennine Express (TPE) is investing in new wheelchairs for its stations which will improve the experience for those customers needing assistance, especially where customers have luggage with them. In the coming weeks, these wheelchairs with luggage attachments will be deployed at Huddersfield and Dewsbury stations.
- 2.21 Automatic E Defibrillators (AEDs) will be installed this autumn at TPE managed stations, including Huddersfield and Dewsbury. They will also be installed on board all new Nova 3 and Nova 1 trains.

### **3. Financial Implications**

- 3.1 There are no financial implications directly arising from this report.

### **4. Legal Implications**

- 4.1 There are no legal implications directly arising from this report.

### **5. Staffing Implications**

- 5.1 There are no staffing implications directly arising from this report.

### **6. External Consultees**

- 6.1 No external consultations have been undertaken.

### **7. Recommendations**

- 7.1 That the Committee notes the updates provided in this report.

### **8. Background Documents**

- 8.1 None

## **9. Appendices**

9.1 None