
Report to: West Yorkshire Combined Authority

Date: 25 June 2020

Subject: **Transport for the North – COVID 19 Economic Response and Recovery**

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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:	N/A

1. Purpose of this report

- 1.1 Present the Combined Authority with progress on the development of a Transport for the North (TfN) Economic Recovery Plan in response to the COVID-19 crisis.
- 1.2 Seek approval from the Combined Authority on the emerging priorities for the region to be included in that plan.

2. Information

Background

- 2.1 Transport for the North is seeking to write to the Secretary of State for Transport making the case for accelerated transport investment in the North, as a central part of an Economic Recovery Plan (ERP). To do this TfN is drawing upon evidence from work on sequencing the Northern Investment Programme, Long Term Rail Strategy, from the Northern Powerhouse Rail programme and from input into Network Rail and Highways England delivery programmes. Partners also have an opportunity to shape the plan.

- 2.2 The TfN Board on the 11 June agreed that they would consider the following types of interventions as part of the Plan:
- a. Investment in decarbonising transport
 - b. Greater digital connectivity
 - c. Improving the flexible ticketing offer for public transport customers
 - d. Major maintenance programmes, particularly where improving transport reliability and resilience
 - e. Taking forward aspects of the Long-term Rail Strategy hitherto not well advanced by the industry
 - f. Investment to support rail services and recovery from the current crisis
- 2.3 TfN will use a set of criteria to assess whether schemes should be included. This was also considered at the TfN Board on the 11 June and can be found at <https://transportforthenorth.com/wp-content/uploads/Item-5.1-ERP-Appendix-1-Assessment-Framework.pdf> .
- 2.4 TfN proposes to secure sign-off for the final Economic Recovery Plan proposition at the Board meeting on 29 July 2020.

West Yorkshire Priorities

- 2.5 In consultation with partner Council officers, the Combined Authority proposes the following rail schemes to be included in the plan:
- A series of network capacity projects recommended for progression in the short-term being developed by Network Rail as recommended by the Leeds Station and Approaches Continuous Modular Strategic Planning exercise. This includes capacity improvements in and around Leeds station as well as extension of Platform 3 at Bradford Forster Square and reinstatement of Platform 2 at Castleford. Including the project to increase passenger capacity at Leeds station, these works will help to grow the capacity and capability of the rail network across West Yorkshire, including the operation of longer trains on a number of routes, notably on the Woodlesford corridor serving the Five Towns and beyond.
 - Improvements to passenger facilities and accessibility at stations that will be affected by the TransPennine Route Upgrade project, such as Marsden, Slaithwaite, Deighton, Mirfield and Ravensthorpe.
 - Support for further platform extensions being proposed by Northern around West Yorkshire, including at stations on the Wharfedale and Airedale lines to support the operation of longer trains.
 - The new station proposals at Thorpe Park, Leeds Bradford Airport and White Rose
 - The West Yorkshire Rail Park and Ride programme of extensions at station car parks, this includes schemes across West Yorkshire.
 - Access for All schemes currently proposed at Crossgates, Horsforth, Todmorden, Menston, Garforth and Pontefract.
- 2.6 Partner Councils have been asked to submit highway related schemes. These currently include the following schemes in addition to those promoted by Highways England:

- Phase 1 Dawsons Corner Junction & Phase 2 Improvements Stanningley Bypass repairs and safety scheme
- A64 Regent Street flyover major maintenance scheme
- A650 Tong Street
- A6025 Elland – Brighouse landslip repairs
- A6110 Junction Improvements
- A639 Barnsdale Bar to Pontefract reconstruction and maintenance scheme
- M62 Junction 32 improvement for strategic site access and active and public transport measures
- A6120 Outer Ring Road improvements in the North East and North West

2.7 Recognising that TfN is also considering a wider set of priorities as part of the Plan, the Combined Authority also proposes to include and support the following:

- The West Yorkshire Future Mobility Zone proposals
- Funding for fibre installation on the rail network to support station connectivity (including passenger information) and facilitate 5G roll-out in rural areas
- Acceleration of Integrated and Smart Travel initiatives, including the TfN integrated ticketing programme

2.8 The Combined Authority will also make clear the important role of active travel interventions promoted and delivered locally as part of a balanced programme for economic recovery. Promotion of low carbon transport initiatives, such as further rollout of electric vehicle charging are also important in this context.

3. Clean Growth Implications

3.1 We continue to make the case to TfN to follow the Combined Authority's lead in adopting more robust climate targets and to ensure that the carbon impact of schemes is given sufficient weight in the criteria for assessing what is included in their programme.

4. Inclusive Growth Implications

4.1 As part of the developing Inclusive Growth framework, the Combined Authority's transport priorities are informed by inclusive growth considerations. Priorities to support active travel, growth in public transport and integrated ticketing are important ways to improve accessibility and widen access to employment and leisure opportunities.

5. Financial Implications

5.1 The aim is to secure funding for the delivery of the schemes mentioned in this report, so there is currently no new financial implications.

6. Legal Implications

6.1 None arising from the report.

7. Staffing Implications

7.1 None arising from the report.

8. External Consultees

8.1 Engagement with our partner Councils has been undertaken.

9. Recommendations

9.1 That the Combined Authority notes progress on the development of a Transport for the North (TfN) Economic Recovery Plan in response to the COVID-19 crisis and endorses the priorities for this region to be included in that plan.

10. Background Documents

Item 5: Economic Recovery Plan, Transport for the North Board report, 11 June 2020. Available at: <https://transportforthenorth.com/calendar/tfn-board-11-june-2020/>

11. Appendices

None