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**Report to:** Transport Committee

**Date:** 2 July 2021

**Subject:** **Leeds City Region Transport 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 relevant updates on current issues not covered elsewhere on the agenda.

## 2 Information

### Transport for the North meetings

#### Transport for the North Board

- 2.1 The last formal meeting of the Transport for the North Board was on 16 April 2021, reported at the last meeting.
- 2.2 A public session of the Board took place on 9 June 2021. This was a public meeting and the papers published. This session considered the following substantive items:

- **Governance** where consensus was established to replace John Cridland, the outgoing Chair, with a new Independent Chair. The process of recruiting a new Chair, and interim arrangements will be informed by a Member Working Group. Members thanked John for his contribution to the work of the Board over the years.
- **Spending Review** where officers set out the proposed approach to the Spending Review, to cover both the wider transport ambitions of the North as well as the function of TfN. More information will be presented at the July meeting.
- **Manchester Recovery Taskforce** and **Williams Shapps Plan for Rail**, which are covered in more detail at **Item 7** in this Committee.
- **Northern Powerhouse Rail and Integrate Rail Plan** where it was clarified that the delay to the Integrated Rail Plan is being used to further develop and refine the business case for Northern Powerhouse Rail. Members requested that TfN keep up pressure on Government to publish the IRP as soon as possible.

2.3 Subject to ongoing restrictions relating to COVID-19, the Transport for the North Board is due to meet in Leeds for its Annual Meeting on 27 July.

2.4 A link to TfN Board meetings and papers is provided in the Background Documents section, which includes access to recordings of the public session of the Board.

#### Rail North Committee

2.5 A public Rail North Committee session took place on 23 June 2021.

2.6 The agenda covered rail reform, future service priorities, and an update on the Manchester Recovery Taskforce work. A brief verbal update will be provided to the Committee.

2.7 There have been further informal meetings of the Committee to deal with the Manchester Recovery Taskforce work, and the East Coast Main Line timetable consultation. These are dealt with in **Item 7** at this Committee.

#### Northern Transport Acceleration Council

2.8 A meeting of the Northern Transport Acceleration Council (NTAC) was convened by the Department of Transport on 18 May 2021. This was chaired by the Rail Minister, Chris Heaton-Harris.

2.9 The meeting was held in response to a request by Transport for the North to deal with timetable choices and rail infrastructure investment in central Manchester. This topic is dealt with substantively at **Item 7**.

2.10 A rail-focused NTAC meeting has also been convened to consider the Williams-Shapps Plan for Rail, and was due to take place at the end of June.

An update will be provided at the meeting, and further details included for the next meeting of the Committee.

### **Connectivity Infrastructure Plan – Next Steps**

- 2.11 Transport Committee will be aware that the engagement into the West Yorkshire Connectivity Infrastructure Plan started in January, and following a pause during the pre-election period, closed on 4 June 2021.
- 2.12 Overall a range of events, meetings and press took place around the engagement. As the engagement took place during Lockdown, most events were via Zoom and Microsoft Teams, with much awareness raising via social media. As an example, the engagement reached over 400,000 people within West Yorkshire over social media. Overall there have been over 8,700 responses to the engagement via a variety of forums, such as the interactive map, various surveys, polls, and email responses.
- 2.13 With the scale of engagement and responses, this is now the largest engagement ever undertaken by the Combined Authority.
- 2.14 A full engagement feedback report is now being drafted by WSP and will be available later in the summer. The Connectivity Infrastructure Plan and Mass Transit Vision are now forming part of the Intra City Transport Fund (£4.2billion fund) bid, which is currently being developed. Further details will be brought back to Transport Committee.

### **West Yorkshire Mass Transit**

- 2.15 The West Yorkshire Mass Transit vision 2040 was published as part of the Connectivity Plan engagement. The feedback from the engagement will also be used to update the Mass Transit vision, with the intention that an updated version of the Mass Transit Vision will be brought for consideration and approval by the end of 2021. The updated vision is anticipated to sit alongside the Transit Programme SOBC, which is currently in development and is also scheduled for Decision Point 2 submission by the end of the year. The SOBC considers all the 'corridors where there is the opportunity for Transit'. Further details around the SOBC will be brought back to Committee later in the year.

### **Walking and Cycling Update**

- 2.16 The Combined Authority continues to progress the development of the Local Cycling and Walking Infrastructure Plans in partnership with district authorities. This will provide a prioritised pipeline of schemes for future development and delivery, building on the success of the CityConnect programme, which recently celebrated its five millionth cycle user. CityConnect, combined with other projects funded through other programmes including the Transforming Cities Fund, Leeds Public Transport Improvement Programme and West Yorkshire + Transport Fund provides a strong foundation for growing active travel mode share in West Yorkshire in line with ambitious targets.

- 2.17 Funding for the continued growth of the network and associated complementary initiatives including behaviour change programmes continues to be sought through multiple channels, including the DfT's CycleRail Fund, Active Travel Fund Tranche 2 and both the Revenue and Capital streams of the DfT Active Travel Capability Fund.

### **Levelling Up Fund**

- 2.18 The Levelling Up Fund is a new National Fund announced in March 2021 Budget, jointly managed by HM Treasury, MHCLG and Department for Transport – with a focus on capital investment in local infrastructure.
- 2.19 The first-year funding releases a minimum of £800m for schemes which can start on site before March 2022. The Combined Authority submitted a bid to this on Friday 18<sup>th</sup> June. A decision is expected in the autumn. The bid comprised of a package of £36.49m for Elland Rail Station & access package and Halifax Bus Station.
- 2.20 In addition to the Combined Authority transport bid, Districts also had the option to submit bid(s) to the Levelling Up Fund.

## **3 Tackling the Climate Emergency Implications**

- 3.1 It is essential that the public transport and walking and cycling networks continues to provide access to employment, training and leisure opportunities across West Yorkshire so that modal shift to public transport and active modes can happen.

## **4 Inclusive Growth Implications**

- 4.1 It is important that the transport network continues to provide access to employment and training opportunities across West Yorkshire.

## **5 Equality and Diversity Implications**

- 5.1 It is important that the transport network addresses the accessibility needs of all communities across West Yorkshire.

## **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 members of the Committee note 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.