

**Report to:** Transport Committee

**Date:** 7 January 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 checked="" type="checkbox"/> Yes <input 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 Transport for the North (TfN) Board met in Leeds on 24 November 2021.

- 2.2 This meeting considered the following substantive items:

- **Integrated Rail Plan Review and Response Plan** – as covered at **Item 8** of today's meeting.
- **Approval of the Decarbonisation Strategy** where members agreed the TfN Transport Decarbonisation Strategy. The work was welcomed by

TfN members, and an executive summary of the work has been requested so that it can be more widely championed. The Board requested regular updates on the initiatives set out in the Strategy. A link to the final strategy is included in the **Background Documents**.

- **Major Roads Report** where members agreed a position statement on how TfN will discharge its statutory role in roads. This includes a proposed work programme, ensuring that roads and investment priorities for roads are considered as part of a 'whole transport system' approach. Members drew attention to the important role of roads in active travel and for bus services, as well as their fundamental role in large rural areas in the north.
- **Rail Reform** where members received an update on TfN's potential future role in the context of the formation of Great British Railways. Members supported a strategic role of TfN, and it was noted the important role the Local Enterprise Partnership partners bring to TfN, giving it a unique voice for the North.

2.3 The meeting also agreed minor governance changes and received an update on the recruitment of the new Independent Chair. The preferred candidate is expected to be confirmed at the next Board meeting on 25 January 2022.

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.

2.5 The next meeting of the TfN Board is scheduled to take place on 25 January 2022 as an online consultation call.

#### Rail North Committee Strategic Rail Director Consultation Call

2.6 Rail North Committee met informally on 15 December 2021. This meeting considered the following substantive items:

- **Rail Reform Next Steps** where members were updated following the November meeting of the TfN Board. Members offered strong support for the concept of 'double devolution' to both TfN and local areas. Further work will be done on the most appropriate geography for local devolution.
- **Rail North Partnership Update** where various updates on recovery and performance were provided. A key theme was the relative strength of the recovery of demand in the North relative to other areas. The importance of securing a half-hourly frequency throughout the day at Slaithwaite and Marsden was raised, as well as the need for better value rail fares.
- **Manchester Recovery Task Force** which provided an update on establishing a 'blueprint' for future rail infrastructure upgrades as part of the exit strategy from the reduced timetables agreed earlier in the year. Members felt that the infrastructure commitments still fall short of what is

required to sign-off the detailed timetable plans, and this matter will be brought back to the Board in January.

- **Investment Planning** which provided an update on the activity to address network congestion and to accommodate growth around Leeds, including the activity to secure commitment to upgrades at Bradford Forster Square for regular through trains to London. This also considered the initial impacts of the Integrated Rail Plan (a separate item on this is included at **Item 8**). Members agreed that a similar approach to that adopted for Manchester should be initiated to focus on the priorities for rail investment to address congestion around Leeds, and on the East Coast Main Line between York and Newcastle. A more comprehensive update on investment planning, including other areas, will be brought to the Rail North Committee when the Rail Network Enhancement Pipeline (RNEP) is published, expected in the New Year.

2.7 There will be further engagement with Rail North Committee members in January 2022 as the 2022/23 business plans for Northern and TransPennine Express are finalised.

2.8 A link to Rail North Committee meetings and papers is provided in the **Background Documents** section, which includes access to recordings of the public session of the meeting.

### **City Region Sustainable Transport Settlement**

2.9 West Yorkshire has been awarded an indicative total of £830 million City Region Sustainable Transport Settlement for the five-year period from April 2022, from an indicative range of £570 million to £920 million. The Combined Authority in partnership with constituent councils is reviewing options for accommodating the programme within the awarded budget.

2.10 A Programme Business Case is being prepared for submission by the deadline of mid-January 2022. The Combined Authority considered a report on the City Region Sustainable Transport Settlement and Connectivity Plan at its meeting on 9 December (see **Background Documents**). This included approval for the Programme Business Case, with delegation to the Managing Director and Mayor for finalisation of the content and appearance.

### **Mass Transit Updates**

#### **Mass Transit Vision 2040 and Connectivity Infrastructure Plan**

2.11 Alongside the Connectivity Infrastructure Plan, a Mass Transit Vision 2040 was produced to outline our plans for Mass Transit and how this relates with our wider vision for the future of transport in West Yorkshire. The Mass Transit Vision sets out our proposals for a new high-capacity mass transit system across nine corridors, using a blend of technologies.

- 2.12 An 'engagement draft' of this Mass Transit Vision was published in January 2021, as part of the wider West Yorkshire Connectivity Infrastructure Plan consultation (see **Background Documents**). There were 430,000 social media views of the engagement material. We received 7,800 responses to our surveys, polls, the interactive map and other stakeholder feedback. It is the largest consultation response of its type that the Combined Authority has received.
- 2.13 Overall, the support for our Mass Transit Vision was strong. Around 80% of respondents said they supported the Vision, either fully or in part. Feedback can be broadly grouped as:
- Those who supported the Mass Transit vision and felt that it should have been delivered years ago.
  - Those who suggested that Mass Transit was no longer needed due to changes to travel demand as a result of the pandemic.
- 2.14 A detailed analysis of the findings has recently completed, and a report has been produced to help inform changes to both documents. In light of feedback from consultation and wider work on the programme, a number of changes have been made to the Vision document. This will require addition of new pages, and updates are required to reflect the current status of the programme.
- 2.15 An updated version of the Mass Transit Vision will be presented to a forthcoming Combined Authority meeting, with the final draft published soon after.

#### West Yorkshire Mass Transit Programme Strategic Outline Business Case

- 2.16 During of 2021, a programme level Strategic Outline Business Case for Mass Transit has been developed. The business case has been developed for submission to the Combined Authority's Assurance Framework and to the Department for Transport. It is structured to follow the conventional Treasury Green Book 'Five Case' model, with the focus on the strategic dimension, which sets out the need for intervention and why transit is the preferred way to meet that need. The business case establishes the rationale for the Mass Transit project and shapes the immediate next steps to allow Mass Transit to progress through the Combined Authority's Assurance Framework towards outline and detailed design phases of development.
- 2.17 The draft business case forms part of our evidence base to support the case for the City Region Sustainable Transport Settlement.

#### Integrated Rail Plan and Mass Transit funding

- 2.18 The Integrated Rail Plan states that, "*We commit today to building a Mass Transit System for Leeds and West Yorkshire, and to supporting West Yorkshire Combined Authority over the long term to ensure that this time, it*

*gets done. That work begins now, with £200m of immediate funding to plan the project and start building it, with the first services operational in the second half of this decade.”*

- 2.19 As set out **Item 8**, we are currently working with government officials to understand the interrelationship between Mass Transit and the IRP, including the wider rail offer (HS2 and NPR). Further updates will be provided as discussions with the Department progress.

### **Manchester Recovery Taskforce Timetable Consultations**

- 2.20 As reported to the last Transport Committee, it was confirmed in October 2021 that an ‘Option B+’ had been selected as the preferred approach to revising timetables in response to the Manchester Recovery Task Force work. The detailed timetable consultation was published on 15 November 2021.
- 2.21 At the time of writing, the West Yorkshire response to the consultation was being finalised. A copy of the final submission will be included in the papers at the next Transport Committee.

### **Transport Committee Review**

- 2.22 Further to the report considered by Transport Committee at its meeting in September 2021 (see **Background Documents**), the Transport Committee Review is ongoing.
- 2.23 A proposal for the Review is due to be considered by the Combined Authority at its meeting in February 2022. There will then be the opportunity for further engagement with Transport Committee members before the details are finalised for agreement at the Combined Authority meeting in March 2022, for implementation for the 2022/23 municipal year.

## **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. The important links between tackling the climate emergency are set out in the West Yorkshire Climate and Environment Plan.
- 3.2 TfN has now agreed its Transport Decarbonisation Strategy, which provides a valuable strategic framework for addressing the Climate Emergency. The CRSTS and Mass Transit programmes are fundamental to achieving the modal shift required to meet our ambitious targets.

## **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, and

opportunities for this continue to be explored as part of the initiatives outlines in this paper.

- 4.2 The contribution of the CRSTS programme to inclusive growth is being considered as part of the programme business case currently being developed. The Mass Transit business case work will similarly include assessments of the programme's contribution of our Inclusive Growth ambitions.

## **5 Equality and Diversity Implications**

- 5.1 It is important that the transport network addresses the accessibility needs of all communities across West Yorkshire. Equality and diversity are being addressed as part of individual projects and policies. Individual schemes identified as part of the CRSTS programme will be subject to assessment to ensure that equality and diversity implications are understood.
- 5.2 The update to the Mass Transit Vision includes an additional section to set out how our approach to Mass Transit will secure is a 'best-in-class' system in relation to equality and diversity

## **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**

Transport Decarbonisation Strategy, December 2021, Transport for the North, available via this link: <https://transportforthenorth.com/decarbonisation/>

Agendas, papers and webcasts of meetings of the Transport for the North Board and Rail North Committee are available via this link: <https://transportforthenorth.com/about-transport-for-the-north/meetings/> .

*City Region Sustainable Transport Settlement and Connectivity Infrastructure Plan*, Item 11, West Yorkshire Combined Authority, 9 December 2021.

Available here:

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=133&MId=1083> .

*West Yorkshire Mass Transit Vision 2040*, Working draft for engagement, January 2021, is available along with other Connectivity Infrastructure Plan documents here: <https://www.westyorks-ca.gov.uk/improving-transport/connectivity/>

*Transport Committee Review*, Item 12, Transport Committee, 17 September 2021. Available here:

<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=138&MId=1126>

## **12. Appendices**

None