

## Yorkshire & Humber Board

### Wednesday 14 May 2025 @ 1:00, via Microsoft Teams

#### In attendance:

Karl Battersby – chair  
Gary Bartlett  
Budd Martin

Hannah Bartram  
Sarah James  
Graham North

Kylie Russell  
Nat Porter  
Kirsty Patullo (minutes)

Item	Agenda Item and Notes	Action
1	<b>Welcome and Introductions</b> KB welcomed everyone to the meeting and introductions were made around the room.	
2	<b>Integrated Rail Plan – Graham North</b> 1. <u>Links between the East and West Midlands and Yorkshire and the North East</u> HS2 Eastern Leg expectation that there would be a fast route to Nottinghamshire. In particular, Sheffield, Nottinghamshire and Birmingham. The HS2 journey was giving a promise of a 1 hour journey to Birmingham which the current route takes around 2.5 hours. Support to this proposal was provided by North Yorkshire Counsellors as would see a significant improvement in the connectivity to the Midlands.  Unfortunately, the HS2 Eastern Leg was cancelled which has left a large gap in providing an improved service between Yorkshire and the Midlands. Graham advised that the Department for Transport (DFT) are pulling together a study focussing on the Eastern leg focussing on Midlands to Yorkshire, particularly Leeds.  2. <u>TransPennine Route Upgrade</u> This upgrade is now well underway with an associated cost of approximately £17 Billion and is due to be complete by 2037.  Teams are working closely on what the future stations should look like on this network.  The journey times because of the upgrade work will reduce to 62 minutes between York and Manchester as well as significantly reducing the journey times between York and Leeds and Leeds and Manchester. The route will include new signalling and will be fully electrified by 2037 which will see significant benefits to the growing economy in the area.  Graham spoke of Transport Works Acts Orders and the potential implications when dealing with the processes and ensuring that Network Rail keep to any agreements in place. GN advised KB that he may have to get in touch offline in respect of the TWAO and potential legal implications. It is hoped that an amicable agreement can be reached but there are some tight timescales to contend with. GN to discuss with KB out with this forum.  3. <u>Northern Powerhouse Rail</u>	GN/KB

	<p>This work will likely commence in the early 2040's. It was noted that there is potential work on the Liverpool to Manchester corridor (and the surrounding areas) which is being reviewed by the City's Mayors on what the exact improvement plans will look like in these works.</p> <p>4. <u>East Coast Main Line – now (current issues) and future rail and CA thinking</u> Working is ongoing in respect of what future investment is required to continue to support the East Coast Main Line issues and future strategic planning.</p> <p>Improvement works have started between Leeds and Sheffield as deemed that the current service of two major cities is quite poor. An Improvement Group has been formed which will look at undertaking a corridor study. This has been backed by the Mayors of South Yorkshire, West &amp; York as well as North Yorkshire to lobby for investment to support this programme.</p> <p>There is a planned launch of a White Rose Rail Agreement with Lord Blunkett this coming Friday 16 May 2025. The focus will be on investment opportunities for Rail across the whole of Yorkshire.</p> <p>The December 2025 timetable has been accepted by the Government and the need for improvements to services between Edinburgh and London which meant some of the regional connectivity has been lost but strategically at national level, the consideration has been that LNER request for 3 trains per hour, between Edinburgh and London is a big strategic win. However, not taking into consideration the loss of services at places such as Darlington, Northallerton and Durham for example, and the constraints this places on the East Cost Main Line. This is being challenged and seeking for improved capacity. Work is ongoing to identify where the capacity is needed.</p> <p>Vision for 2050 is a key focus for the teams and what the Main Line should look like in 2050, and engagement consultations are underway to build a strategic plan to support this.</p> <p>5. <u>Contactless Ticketing</u> Department for Transport is currently engaging with West Yorkshire and West Midlands Combined Authorities on a system called Coral which is essentially a 'tap and go' facility which is used in major cities and is looking to be rolled out across the UK gradually. Although there are some hesitations on how this will work in some of the more rural communities. The team are in the initial stages of how pay and go models can be accommodate on services in the future. Colleagues discussed the challenges of ensuring patrons are aware of how it works and are not paying over price for their journeys, and they fully understand when purchasing in advance and prices if doing on the day. Colleagues highlighted the number of technologies available on the digital platform that supports travel technologies including use of GPS to pinpoint location and advise on what exact transports services are available to them including bus or train.</p>	
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	<p>Sarah mentioned that this type of technology does have some advantages and gave an example of these apps being used by train operators to highlight key messages of disruption to services which has been positively received by users.</p> <p>Karl referred to the Oyster Card and the hope for something similar to be adopted here in Yorkshire, but discussions have not been taken forward. Graham advised Karl that these are starting to take place but due to the geographical size of North Yorkshire for example they are considering how best this type of function can be implemented effectively. An initial consideration was to look at Zones for integrated travel. .</p> <p>6. <u>Local concepts thinking for York and North Yorkshire for rail</u> Please refer to earlier meeting discussion.</p> <p>Following Grahams updates Paul wished to see an update on the potential rail reopening and any investment in growing the network to help to new development opportunities. Graham referenced the new station development at Haxby just outside of York Station (4 miles) and the housing development currently in progress. This new station will provide a positive impact on the housing and strengthening the nearby towns with access. A business case is currently with the Department for Transport and is awaiting a decision on funding. It is has been around 6/7 years since this proposal was made and now reached the point of seeking funding approval.</p> <p>The new station will be located just outside the village at Greenfield Site which will allow for the works to begin straightaway (as soon as funding has been agreed). Estimated total cost for these works is in the region of £20-24million. This is for a station of a basic scale with carparking spaces to accommodate 150 spaces. York have budgeted for £4 million of that investment as when bidding first commenced the New Stations Fund had a requirement for 20% of the funding to come from Local Authority. This money will be passed over to Network Rail who will deliver on this programme of work.</p>	
3	<p><b>National ADEPT Update</b></p> <p><u>Transport</u></p> <ol style="list-style-type: none"> <li>1. We have responded to two consultations in recent weeks: <i>Managing the impact of street works - call for evidence</i> (<a href="#">here</a>) and the Integrated National Transport Strategy – call for ideas (<a href="#">here</a>).</li> <li>2. The Live Labs 2 Expo took place in Liverpool on 25<sup>th</sup> March, with over 200 delegates attending.</li> </ol> <p>We published a report on the same day that highlights the need for organisational behaviour change to run alongside technological change (see <a href="#">here</a>).</p> <p>This was followed by a parliamentary reception in the House of Commons on 23<sup>rd</sup> April, with Minister Lilian Greenwood attending. We launched a new pledge that invites stakeholders to drive meaningful decarbonisation across all aspects of the UK's road network and rethink</p>	

how the highways infrastructure reduces carbon – for more information and to sign the pledge, see [here](#).

3. The Home to School SEND Transport working group has reconvened, now chaired by Rose McArthur. Lots of interest (with DfE and LGA also attending) and a packed forward plan. If you would like to get involved please email [Hannah Bartram](#).

## Devolution / Growth / Planning

4. We have developed a programme of support for members on Devo and LGR issues. The first webinar was held on 4<sup>th</sup> April and focused on LGR issues. The second webinar focuses on the steps to becoming a combined / statutory authority and will take place on 29<sup>th</sup> May. We will also host issue-specific webinars on a) environment and climate change on 3<sup>rd</sup> June b) planning on 5<sup>th</sup> June c) highways and transport on 12<sup>th</sup> June and d) waste and recycling on 20<sup>th</sup> June. More information including the link to register will be posted onto the ADEPT website ([here](#)) very soon (the final date was also confirmed yesterday!).
5. Workforce issues - our Gen Z campaign pilot has now ended. The *Find Your Path* campaign focused on attracting young people aged between 18 and 27 to local authority roles, including those delivering the place services we all use such as local highways, waste and recycling, green space and access, as well as people-based roles. We will reporting on the findings at the Spring Conference on 22 May. To find out more about the campaign see [here](#) and the website is available here: <https://findyourpath.uk/>.
6. The Planning & Infrastructure Bill was laid in Parliament on 11<sup>th</sup> March. It forms part of a continuum of planning reforms (previously NPPF, planning fees uplifts and recent announcement about statutory consultees) and forthcoming changes around Planning Committees, Brownfield Passports and National Development Management Policies. There are 4 overarching objectives: 1) Faster and more certain consenting for infrastructure 2) More strategic approach to nature recovery 3) Improving certainty in decision-making and 4) Unlocking land and development. Natural England attended the April meeting of the planning working group to talk through plans for the Nature Restoration Fund. Wildlife & Countryside Link will be attending the June meeting to talk about environmental NGOs' concerns over the Bill watering down environmental protection.

## Environment / Climate

7. We responded to the government consultation on a new strategic approach to managing land use in England (otherwise known as the land use framework).

The LUF is intended to support the government's missions under the Plan for Change, including delivering new housebuilding, energy infrastructure and new towns. Our response is [here](#).

8. The Rapid Adaptation Pathways Assessment (RAPA) toolkit was launched on 13<sup>th</sup> May, with over 200 attendees. The toolkit focuses on flood and coastal erosion risks and is aimed at local authorities, allowing them to undertake a basic rapid adaptation pathways assessment approach in their places and partnerships. RAPAs are 'high-level' adaptation pathways, developed in workshop settings. They use the expert judgement of participating stakeholders to identify thresholds and actions, using maps and defined data. This webinar will introduce RAPAs and the new toolkit as well as include a case study from one of the pilot locations who trialled the toolkit and supported with its development. To find out more, see [here](#).

The recent launch was well received. The toolkit is a very simple PDF which can allow the user to click on the various elements to give an explanation on running a rapid adaption pathway assessment. The recording of the webinar is available for sharing should any colleagues who missed it can have access. Colleagues to contact KR for the link.

9. ADEPT in collaboration with COLAS and EQUANS will be holding two roundtable events on 'Place based decarbonisation - Transforming to achieve Net Zero' – one in the south and one in the north. This is following on from the workshop that was held at the ADEPT Autumn Conference 2024.

The first will take place in Exeter on 15th May – Registration can still be done. If interested, please use the link below.

<https://forms.office.com/e/qxjFFhqduu>

#### Events/Other

10. Membership renewal letters have now gone out. Colleagues were reminded to look out for this correspondence.
11. The Blueprint Coalition is hosting its next webinar titled 'Local authority action on climate: too important to leave to chance?' on Monday 19th May from 1500-1600.

The event will explore the role statutory duties can play in enabling local government to act effectively on climate change. The webinar will be taking place in the context of the Local Government Association's recently launched consultation on this subject and will be Chaired by Cllr Adam Hug (Chair of the LGA Local Infrastructure and Net Zero Board and Leader of Westminster City Council) with speakers giving local, national and civil society perspectives. The Zoom link to register is here: <https://us02web.zoom.us/meeting/register/VAexrouKSAYeHfJg8P1ANA>

12. Dates for your diary:

- i. ADEPT, COLAS & EQUANS event 'Place based decarbonisation - Transforming to achieve Net Zero', Exeter, 15th May – to register visit <https://forms.office.com/e/qxjFFhqduu>.
- ii. Blueprint webinar (see above) 19<sup>th</sup> May

	<ul style="list-style-type: none"> <li>iii. Devo webinars – see above!</li> <li>iv. Spring Conference, AGM and Annual Awards Dinner - London, 22<sup>nd</sup> May</li> <li>v. LDP alumni seminar – London, 30<sup>th</sup> June</li> <li>vi. Corporate Partner seminar – London, 4<sup>th</sup> July</li> </ul>	
<b>4</b>	<b>Roundtable and AOB</b> No items raised.	