



Department
for Transport

From the Secretary of State
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Huw Merriman MP
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House of Commons
London
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Dear Huw,

First and foremost, I would like to congratulate you on your appointment as Chair of the Transport Select Committee. I am very much looking forward to our introductory meeting on 26 February, and to working with you in the coming years as my Department delivers on many of the Government's key ambitions, such as levelling-up, decarbonisation and improving how we deliver world-class infrastructure.

I welcomed the opportunity to discuss my priorities and forthcoming transport legislation with the Committee back in October. Following correspondence from you and the former Chair, I attach an annex setting out the responses to the questions that we did not have time to cover during my session in October.

I trust you will find the responses useful and please do not hesitate to contact me again if the Committee have any further questions.

Yours ever,

Rt Hon Grant Shapps MP
SECRETARY OF STATE FOR TRANSPORT

Annex A

No.	Question	Response
1.	<p>The background notes to The Queen’s Speech state that the Government will bring forward “Airline insolvency legislation”, as opposed to an Airline Insolvency Bill, yet you told us (Q26) primary legislation was needed to address this issue. Does the Government intend to bring forward primary legislation to this issue, and why was a Bill on this matter not included in the Queen’s speech?</p>	<p>The Government reaffirmed in the Queen’s Speech on 19 December 2019 its intention to legislate to enhance the Civil Aviation Authority’s oversight of airlines and to create a new airline insolvency framework to make sure the industry can get passengers home quickly and effectively if and when an airline collapses. This will balance strong consumer protection with the interests of the taxpayer.</p> <p>Airline insolvency is a highly complex and technical policy area. Significant, detailed policy design and quantitative assessments will be needed to ensure that any reforms are proportionate and effective, practical to operate and monitor once in force and understand and mitigate any unintended consequences.</p> <p>As outlined in my statement to the House on 25 September, we will prioritise the introduction of a Special Administration Regime through primary legislation, to provide for flight operations to continue in insolvency, to ensure that there is sufficient capacity to repatriate those abroad. Regulatory changes will also be required, to be implemented via secondary legislation.</p>
2.	<p>The background notes to The Queen’s Speech state that the Government will be extending the Civil Aviation Authority’s existing remit to apply to the repatriation of both ATOL and non-ATOL protected passengers but does not say how this will be funded. What work is the Government undertaking to determine how to fund this new protection? What options are being considered? Do you agree with the Airline</p>	<p>The Airline Insolvency Review considered a number of potential options to pay for passenger protection, before arriving at its recommended funding mechanism. The Review itself notes that there are many considerations which will require further development before deciding whether to implement the recommended funding structure. It also noted that no cost-benefit analysis was undertaken. Therefore, the recommendations will require further analysis. This will include balancing the benefits of more efficient allocation of risk to those best placed to manage and control them, with any potential impacts on industry and consumers from a new funding mechanism.</p>

	<p>Insolvency Review's principle that those who benefit ought to pay for their protection, and the taxpayer's exposure should be minimised?</p>	<p>More broadly, in relation to your question about the Airline Insolvency Review's principles, while it is important to identify quickly the reforms needed to ensure consumer protection and value for money for the taxpayer, the Government is also mindful of the need to consider the challenges faced by the aviation sector. My officials are therefore considering the full range of funding mechanisms for the protections it intends to put in place. I assure you that the Government is actively considering the recommendations and detailed work performed by the Review and is committed to taking steps accordingly.</p>
<p>3.</p>	<p>The Government has introduced an Environmental Bill, which includes powers for the Government to mandate manufacturers to recall vehicles when they do not meet the relevant environmental standards. How would these provisions work? What other implication will this Bill have for the transport sector?</p>	<p>Clauses 71-74 within the Environment Bill enable the Secretary of State to issue a recall notice to a relevant manufacturer or distributor if a product does not meet the environmental standard(s) to which it was approved (the product can be a vehicle, engine of a non-road mobile machine (NRMM) or a component of either of these). In issuing the recall notice, the Secretary of State can also set supplementary requirements, including the requirement to recall a minimum percentage of the affected products, provide information to the Secretary of State and pay compensation to consumers. If a manufacturer or a distributor does not comply with any aspect of the recall notice, the Bill enables the Secretary of State to issue civil penalties. The full procedures for these measures will be set out in secondary regulations (following consultation), but it is envisaged the process will broadly mirror that for safety recalls (as set out in the General Product Safety Regulations 2005).</p> <p>Beyond environmental recalls for vehicles, the Environment Bill will put the environment at the centre of government policy-making and will make sure that we have a cleaner, greener and more resilient country for the next generation. The transport sector is an important part of this policy landscape and will play a crucial role in delivering the outcomes of the Bill, particularly around achieving new long-term targets to improve the environment.</p>
<p>4.</p>	<p>The Government's response to the recommendations from the Committee on</p>	<p>The UK's first Transport Decarbonisation Plan was announced in recognition of the need to scale up efforts to reduce greenhouse gas emissions in transport.</p>

	<p>Climate Change announced that your Department would be developing a Transport Decarbonisation Plan. What work is being undertaken to develop this plan, and how will it differ from the Department's past approach to decarbonising transport?</p>	<p>The groundwork for this work is underway, with the Government publishing a document shortly that brings together our work to date, and sets the challenge for decarbonising the sector. Our intention is then to publish the Transport Decarbonisation Plan before COP26, which, for the first time, will bring together a bold and ambitious programme of coordinated action needed to deliver UK transport's contribution to net zero. It will consider all modes of transport holistically, looking at how people travel, how goods and services are delivered, and how our transport system will need to adapt and innovate to ensure the UK benefits from this transformation.</p>
<p>5.</p>	<p>The Rail Industry Decarbonisation Taskforce and RSSB presented its final report, responding to the Minister for Rail's challenge to the industry to remove "all diesel only trains off the track by 2040" and "produce a vision for how the rail industry will decarbonise", in July. When will the Government be responding to this?</p>	<p>I accept the Rail Industry Decarbonisation Taskforce recommendations for the Department. Rail is a comparatively green mode of transport, but I believe we must accelerate rail decarbonisation so the railway plays a major part in responding to the challenge of climate change. Rail decarbonisation will be an important element in the UK's first Transport Decarbonisation Plan.</p> <p>Network Rail is developing costed decarbonisation options to inform Government decisions about the scale and pace of rail decarbonisation needed, and about how we achieve this. This work will enable us to set the clear expectation of rail recommended by the Taskforce and will lay the foundations for achieving net zero by 2050. This work will also improve air quality on the rail network.</p>
<p>6</p>	<p>You told us (Q37) that we could expect to see greater use of electrification on the railways. Can you provide some more detail on your plans to make greater use of electrification?</p>	<p>The Rail Industry Decarbonisation Taskforce has been clear that greater use of electrification, alongside deployment of newer technology, will be needed. Electrification will play a significant role in our programme to achieve our Net Zero 2050 objective.</p> <p>Network Rail's ongoing work will inform decisions about whether electrification or new technologies are the better option for each individual section of the network where diesel trains currently run and considers both passenger and freight services. This is a complicated process and it is right to take the time to</p>

		<p>do this properly. I will consider the case for exploring some electrification schemes more quickly as development of the strategy progresses. In deciding which early schemes to take forward, we will be considering the environmental impact as well as factors such as affordability; readiness of a scheme to proceed; deliverability; the disruption that might be experienced by passengers or freight operators during works; and availability of suitable rolling stock. We have noted the helpful work undertaken by the Railway Industry Association about the cost of electrification and will ensure that lessons are learnt from previous electrification schemes and those currently underway, including in Scotland and Wales. We will continue to ensure that new schemes deliver value for money for taxpayers and that the industry is able to deliver a decarbonisation programme in a sustainable way.</p>
7.	<p>The Government published its plans for the Rail Network Enhancements Pipeline in March 2018 but did not publish details of the proposals being considered through the pipeline until October 2019. Why did it take so long to publish this?</p>	<p>The Rail Network Enhancements Pipeline was published in March 2018, setting out the Government's approach to funding enhancements for Control Period 6 (2019-2024). This provided stakeholders and the rail industry with more than a year to understand and prepare for the changes we implemented from the start of CP6. Approximately half-way through the first year of CP6, the Department judged that sufficient progress had been made on a variety of projects to provide a helpful and substantive update to the industry and stakeholders.</p>
8.	<p>The Rail Network Enhancements Pipeline states that schemes that are entirely third-party funded do not need to progress through the RNEP, as the DfT and Network Rail only require notification of the proposal. In February the then rail minister told us the Department has received 30 market led proposals for rail infrastructure investments that did not require government support, and the</p>	<p>I am also pleased with the number of schemes which have entered the Pipeline since the start of the Control Period. Following the Hendy Review, and the reprofiling of several major schemes from CP5 to CP6, new and emerging priorities have also begun to proceed through the RNEP governance. Publishing the update on the RNEP now provides greater transparency and visibility on the priorities for investment than would otherwise have been available at the start of the Control Period.</p> <p>Regarding third-party schemes, my Department and Network Rail will continue to support and publicise opportunities for investment in the railway network. As</p>

	<p>Department was continuing to engage with 10 proposals. Can you update us on how these 10 proposals have progressed? Does the Department plan to provide an update, similar to the RNEP, for market led proposals? If not, why not?</p>	<p>with the Gatwick Airport Station expansion scheme, which my Department announced in July 2019, third-party investment is a key part of our investment plans, and I look forward to seeing more schemes develop.</p> <p>As with any private investment, commercial sensitivities may prevent publication of specific details during the development phase of a scheme. However, I will endeavour to raise awareness with the Committee where possible. We remain committed to maximising the benefits of private investment, taking advantage of new ideas and delivering value for money for taxpayers.</p>
9.	<p>You said (Q31) that you supported expansion at Heathrow, with the proviso that aviation needed to be more environmentally friendly so this could be achieved in line with Government's 2050 net zero commitments. How can you be confident that expansion at Heathrow will be consistent with achieving carbon neutrality by 2050?</p>	<p>During the evidence session I was clear that I was supportive of expansion but only if it can be achieved in line with the Government's carbon reduction targets. On 24 September, the CCC provided further advice setting out its recommended approach to aviation emissions. We are carefully considering this, in relation to both future aviation policy and the Airports National Policy Statement (ANPS). We plan to publish a consultation in due course on how we can ensure that aviation fully contributes to the UK reaching its net zero target by 2050.</p> <p>It is important to note that the ANPS requires an applicant for development consent to demonstrate that it would not materially impact the UK's ability to meet its carbon reduction targets, or expansion will not be able to proceed. This test is not time- specific and the relevant carbon reduction targets will be those in force at the time of the planning decision. This means that development consent would only be granted if a Northwest runway at Heathrow Airport complies with the new requirements on greenhouse gas emissions reductions introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019.</p>
10.	<p>You said (Q32) that 15% of slots at Heathrow are reserved for domestic</p>	<p>Government expects the majority of domestic flights to an expanded Heathrow to be commercially viable, as many are today. The Airports National Policy</p>

	<p>connections. How will these slots be funded, given your comments about the need to protect passengers from increased prices?</p>	<p>Statement requires Heathrow Airport to work with its airline customers to protect and strengthen existing connections and deliver new ones, setting a clear expectation that expansion should deliver at least 14 domestic routes. We will hold Heathrow Airport Limited to account on its public pledges, including the introduction of its £10m Route Connectivity Fund. There is currently no charge for the allocation of new slots.</p> <p>To support long-term, global connectivity for the nations and regions of the UK, the Department's Aviation 2050 consultation sought views on reserving slots for domestic connections, which we are considering. If new capacity, commercial incentives and slot reservations do not deliver on our expectations, Government may consider the use of Public Service Obligations (PSOs) where appropriate. This could include unfunded PSOs, enabling Government to ringfence appropriately timed slots to facilitate onward connectivity, at no direct cost to the taxpayer. Expansion must be in the interest of the consumer. I believe that a new runway will deliver increased competition on existing routes from Heathrow, as well as opening new routes, which could reduce ticket prices for passengers.</p>
11.a	<p>When will the 'open skies agreement' that the Government negotiated and agreed with the USA be published?</p> <p>a. Will it be laid before the House for scrutiny under the Constitutional Reform and Governance Act 2010?</p>	<p>The UK and US governments have initialled the new UK-US air transport agreement and signed an accompanying Memorandum of Consultations in which they expressed their expectation that, pending its entry into force, they would apply the agreement from the point that the EU-US Air Transport Agreement ceases to apply to the UK. Officials are exploring options for signature of the draft agreement. Following signature, it will be published and laid before both Houses for scrutiny under the Constitutional Reform and Governance Act 2010.</p>
11.b	<p>When will the 'open skies agreement' that the Government negotiated and agreed with the USA be published?</p>	<p>The safety arrangements with the US are entirely separate from the air transport agreement. They will take the form of implementing procedures (IPs) made under the existing UK/US Bilateral Aviation Safety Agreement and will be signed by the Civil Aviation Authority (CAA) and the US Federal Aviation</p>

	<p>b. Will the associated aviation safety arrangements – whether in the form of Implementing procedures under existing agreements or Memoranda of Understanding - be laid before Parliament? If not, why not?</p>	<p>Administration (FAA). The IPs do not fall within Part 2 of the Constitutional Reform and Governance Act 2010 (CRaG) and do not need to be laid before Parliament. We can provide copies of the IPs to the Committee if this would be helpful but they will be published by the CAA and FAA in due course.</p>
12.	<p>This Committee and its predecessors have repeatedly recommended that the Government implement Part 6 of the Traffic Management Act 2004, giving local authorities the power to enforce moving traffic violations. In its response to our report on active travel (sent to us on 10 September) your Department said it would “consider this carefully”, but its response to our report on local buses (sent to us on 11 October) rejected an almost identical recommendation, citing concerns about revenue raising, penalty levels and the number of penalty charge notices (PCNs) issued. In your evidence to us you indicated (Q47) that this was something you would be looking at. What reassurances can you provide that this is an issue you are seriously considering? Can you explain the apparent inconsistencies in the two recent responses we received to recommendations on this issue?</p>	<p>I would like to reiterate what I said when I appeared before you, that is, that I would like to look at the issue of implementing Part 6 of the Traffic Management Act 2004. As you point out, this is in line with my Department’s response to the Committee’s report on active travel. However, I must also emphasise that the Government does have concerns around issues such as revenue raising and the use of cameras to issue penalties. Indeed, these are concerns that the Transport Select Committee has in the past raised in connection with the use of cameras by local authorities to enforce parking contraventions. That is why the Department’s response to the Committee’s report on local buses rejected commencing Part 6 “as soon as possible”. However, as part of our bold ambition for buses, we will consider how best to address this issue.</p>
13.	<p>You indicated (Qs51-52) that you wanted to give local authorities more power over</p>	<p>My Department published ‘A Better Deal for Bus Users’ on 30 September, which sets out my ambition to secure a long term, sustained improvement in</p>

	<p>the provision of local bus services, and to make the process for franchising simpler. Can you provide more detail of your intentions in this area, including whether it is your intention to give local authorities the ability to create new municipal bus companies?</p>	<p>bus services to be underpinned by a National Bus Strategy for England. The strategy will focus on the needs of passengers so that more people want to use the bus, and set out how national and local government and the private sector will come together to meet the needs of local communities. Among other things, the strategy will look at the role of franchising.</p>
14	<p>The Government's Task and Finish Group on taxi and private hire vehicle licensing recommended that legislation be brought forward on the issue of taxi and PHV licensing, and one of your Ministers told the House earlier this month that the legislation in this area needs reform, but The Queen's speech did not include legislation on this matter. Why not?</p>	<p>Given that these two questions both relate to the recommendations of the Chair of the Task and Finish Group (TFG) on taxi and private hire vehicle (PHV) licensing, I shall answer them together. I share the Committee's views as to the need to reform taxi and PHV regulation to ensure a safe and well-functioning sector. I am determined that we deliver on the commitments that we made in the Government's response to the TFG report</p> <p>To that end, we will shortly publish the statutory standards for taxi and PHV licensing in respect of safeguarding issues. The focus is on safeguarding issues as the power to make it stems from section 177 of the Policing and Crime Act 2017 which was passed to protect children and vulnerable adults from harm, although all passengers will benefit from the measures proposed. The Government's response to the TFG report set out which of the recommendations relating to safeguarding would be taken forward and explained the extent to which they were covered in the draft of the standards which was issued for consultation alongside the Government response.</p>
15	<p>You told us (Q53) that the Government would be issuing statutory guidance in respect of taxi and private hire vehicle licensing. When do you aim to produce this guidance? Can you detail which recommendations of the Government's Task and Finish Group on taxi and private hire vehicle licensing can be achieved in this way, and which would require primary legislation?</p>	<p>In line with the TFG recommendations, the standards cover: the level and frequency of Disclosure and Barring Service (DBS) checks; a convictions policy; ways for licensing authorities to gather and share information using tools such as the National Anti-Fraud Network; training for those involved in licensing decisions; and English language proficiency and safeguarding training for drivers. The TFG recommended that all licensed vehicles must be fitted with CCTV and that this should be mandated nationally. The</p>

		<p>Government's view is that CCTV can be a useful safeguarding tool and that licensing authorities should determine whether to require it locally.</p> <p>Many of the TFG safeguarding recommendations propose immediate action by licensing authorities before the introduction of mandatory requirements in legislation. My Department will monitor adherence by licensing authorities to the standards, enabling the consideration of how effective the standards are in protecting children and vulnerable adults ahead of any legislative changes.</p> <p>Alongside this, we need to make sure that any legislation can adapt to further technological innovations. The Future of Mobility: Urban Strategy, published in March 2019, includes a Regulatory Review to address the challenges of ensuring our transport regulation is fit for the future. The review has been launched with eight areas of initial focus including: bus, taxi and PHV legislation; Mobility as a Service; and Data – all of which I would expect to be relevant to the taxi and PHV industry. We expect to launch a call for evidence on a number of these areas shortly.</p>
16.	How will the freight procurement framework ensure that there is enough capacity to bring vital medicines into the UK in the event of a 'no deal' Brexit?	The Freight Capacity Framework is in place for four years and provides a list of reliable operators from whom Government can procure freight capacity if required at short notice. This gives improved national resilience in the event of disruption to the flow of Category 1 goods; those vital to human and animal health and welfare, and/ or national security.
17.	The Prime Minister and the International Trade Secretary have expressed their support for creating new free ports after Brexit? Do you share this view? How will free ports deliver benefits for local communities?	<p>A cross-government approach is being taken to develop a new freeports policy and the Department for Transport is working closely with HM Treasury, the Department for International Trade, the Ministry for Housing, Communities and Local Government.</p> <p>The Government has drawn on evidence from successful freeports around the world to develop a UK freeport model for rail, air and maritime ports that</p>

		represents an attractive offer for businesses, and continues to engage with industry experts to ensure it makes freeports a success. As the first step in delivering this agenda, the Government launched a public consultation on the proposed freeport policy on 10 February 2020.
18.	The Government's position in the event of a 'no deal' exit is that it will not seek formal participation in the European Union Agency for Railways. What will the UK gain from being outside this organisation?	<p>Leaving the European Union Agency for Railways will give the UK the flexibility and freedom to shape our railway to reflect the unique characteristics of the UK network, better meeting the needs of UK passengers and taxpayers, freight shippers and industry.</p> <p>While the UK will not be a member of the Agency, the Government will work with UK business to ensure they use their relationships with European and other international partners effectively in the future, using their specialism and expertise to influence international discussions on technical standards.</p>
19.	Has all the Brexit-related legislation, including secondary legislation, that DfT needed to pass for any eventuality been made? If not, what's left?	<p>77 exit transport related SIs were laid in Parliament in preparation for a no deal exit from the EU, which represented all the work that DfT needed to complete to ensure that UK law remained operable.</p> <p>DfT continues to work with other government departments to identify and evaluate further legislative requirements. The scope of this work will be informed by the nature of the future relationship between the UK and the EU.</p>
20	What assessment have you made of how easy it is for individuals and businesses to find the 'no deal' guidance on the Gov.uk website?	My Department assessed the ease at which individuals and business could find 'no deal' guidance through a number of ways. This included providing a single coherent source of information and working closely with industry. DfT made sure content was clear and focused, worked to avoid duplication and tagged pages to appear on relevant menus on GOV.UK. DfT also undertook constant evaluation and the results showed strong engagement.
21.	Will Parliament continue to have the opportunity to scrutinise the work of	The exact mechanism for any future scrutiny of the work of international standard-setting bodies like the United Nations Economic Commission

	<p>international standard-setting bodies like the United Nations Economic Commission for Europe after the UK has left the EU?</p> <p>a. If so, what will these arrangements look like? Will the Government report the details of proposals for new rules and standards- such as those relating to motor vehicles and motor vehicle equipment- and its position on these proposals ahead of their adoption? Will the Government inform the House of how it has voted?</p> <p>b. If not, why not? This would represent a significant change in practice- and in the information currently made available to Parliament. The exact mechanism for any future scrutiny of the work of international standard-setting bodies like the United Nations Economic Commission for Europe will need to be determined, taking into account that the EU will no longer be voting on the UK's behalf after the transition period and the UK will be voting as an independent contracting party to the relevant UNECE agreement.</p>	<p>(UNECE) for Europe will need to be determined, taking into account that the EU will no longer be voting on the UK's behalf after the transition period and the UK will be voting as an independent contracting party to the relevant UNECE agreement.</p>
22.	<p>The Government's Operation Yellowhammer reasonable worst case planning assumptions state that regional</p>	<p>The Government believes that in most circumstances the fuel industry is well positioned to respond to disruptions to the supply chain from whatever cause. Government has a long-standing fuel supply contingency programme that can</p>

	<p>traffic disruption caused by border delays could affect fuel distribution within the local area. What contingency plans does the Government have in the event fuel distribution is affected by border delays?</p>	<p>be deployed in support of industry to maintain fuel supplies as close to normal levels as possible.</p> <p>Imported supplies of crude oil for UK domestic production of fuels and of finished diesel and jet fuel will be largely unaffected by the UK leaving the EU. The main imports come from outside of the EU to dedicated terminals. Even where they come from the EU there is no reason for the EU to prevent exports to the UK – these are commercial arrangements.</p> <p>Officials will continue to monitor and engage as necessary.</p>
23.	<p>We asked you (Q67) for an update on Government spending on walking and cycling infrastructure, any targets your Department had for this, and how money would reach local authorities. Please can you provide some additional information on these areas.</p>	<p>The Cycling and Walking Investment Strategy (CWIS) was published in 2017. Funding over the five years to 2020/21 is now estimated to be around £2.4 billion, double the original projection. The Government published a Report to Parliament on 7 February 2020 that contained an extensive update on spending and progress against aims and targets set out in the CWIS. The majority of funding streams are managed through local authorities, who are responsible for local cycling and walking provision.</p> <p>The CWIS aims to double cycling by 2025 to 1.6 billion stages per year and to increase walking to 300 stages per person per year. There is also a target to increase the proportion of primary school children who walk to school to 55% by the same year. Whilst the walking aim is already met, further funding will be required over the next five years for the remaining aims and targets. The Conservative Party manifesto committed to providing a further £350 million for a Cycle Infrastructure Fund and to offer Bikeability training to all school children – indeed, the Department earlier this month confirmed that Bikeability training would now be provided to all school children. Future funding in 2020/21 and beyond will be considered as part of the Budget and multi-year Spending Review expected later in 2020. However, the Prime Minister has already announced £5 billion of new funding to overhaul bus and cycle links for every region outside London, which will see over 250 miles of new, high-quality</p>

		separated cycle routes and safe junctions in towns and cities constructed across England.
24.	What impact will HS2 have on severance of walking and cycling routes across that line, and what consideration has been given to mitigating these impacts?	<p>The vast majority of existing public rights of way crossed by HS2 will be reinstated as part of the construction of the railway. Work is underway to incorporate appropriate provision for cyclists into new or altered highways associated with construction of HS2. DfT and HS2 Ltd officials meet on a regular basis to identify and continually review the opportunities for both cycling and walking which the construction of HS2 can deliver. HS2 Ltd has developed guidance for use by contractors during the design of the works which references a range of existing guidance and Cycling UK, the national cycling charity, will review this guidance in due course.</p> <p>Local Authorities along the HS2 route also have access to a Road Safety Fund to help improve road and cycle safety, with £30 million available on Phase One, and £6.5 million to be made available on Phase 2a following Royal Assent.</p> <p>In October 2018 the Government published a National cycleway feasibility study associated with HS2. The report sets out a series of pathfinder schemes focussed on maximising local cycling demand and improving access to rail stations, many of which form part of the National Cycle Network (NCN). In September 2019, the Government announced £21 million of investment into the NCN, including to build a traffic-free and accessible HS2 corridor from Sheffield to Doncaster and to construct a new traffic-free path alongside HS2 in Buckinghamshire.</p>
25.	You told us (Q36) that you would be consulting on e-scooters at some point in the not too distant future. Can you provide some additional information on	We are considering this closely and recognise that people want to take advantage of the opportunities devices such as e-scooters can offer. We are committed to encouraging innovation in transport as well as improving road safety, but new modes of transport must be safe and secure by design.

	<p>the scope and expected timings of this consultation?</p>	<p>Micromobility forms one strand of the Regulatory Review announced in the Future of Mobility: Urban Strategy, published in March 2019. This Review will examine current legislation and determine from the evidence what changes are appropriate for a safe and healthy future. It will consider a range of issues, including:</p> <ul style="list-style-type: none"> • Vehicle requirements – what minimum design standards should be applied and how should vehicles be approved. • User requirements – what requirements must users meet to use micromobility devices, e.g. licensing, insurance, minimum ages and helmet use. • Use on the road – should micromobility devices be permitted on roads, cycle tracks and lanes. • Service provider requirements – what rules should apply to businesses offering micromobility hire schemes and what powers should local authorities have to manage such schemes and their impacts. • A call for evidence on this and other aspects of the Future of Mobility Regulatory Review will be published in very near future.
26.	<p>You said (Q70) you had looked at some pieces of advice and provided some pieces of advice on a couple of different routes for a bridge between Northern Ireland and Scotland. What work has your Department undertaken to explore the possibility of such a bridge, and what involvement have ministers had in this work?</p>	<p>The previous Secretary of State met with DUP MPs to discuss the proposals. Subsequently, officials provided advice to both the previous and current Secretary of State on the options available to facilitate a feasibility study.</p>
27.	<p>We asked you (Qs13-14) about the problems with platforms 13 and 14 at Manchester Piccadilly station and you said that this was tied up with other major</p>	<p>The Department is working with Network Rail and industry partners to improve rail reliability and capacity in central Manchester. In January 2020, a cross Industry task force was appointed to consider and prioritise a number of options that can be implemented to improve the performance and capacity of</p>

	<p>projects. We would be grateful for an update on where efforts to resolve the problems related to these two platforms are.</p>	<p>all rail services through Greater Manchester in the short, medium and long term. The Task Force draws its membership from Network Rail, DfT, Transport for the North, Transport for Greater Manchester and train operators and I expect to receive the first recommendations shortly. I remain very mindful of the overlap between the projects in the Manchester area and am keen to ensure passenger disruption is minimised. I will keep the Committee up to date.</p> <p>I expect that the Task Force will recommend options to build upon the improvements already made to Platforms 13 and 14 at Piccadilly. The platforms have been revised to allow better movement of passengers and faster despatch of trains to support better performance. A passenger waiting area was constructed above the platform and this is being expanded to provide more space whilst a second signal enables two trains to use the platform at the same time instead of one. This practice is used elsewhere at major stations on the rail network.</p> <p>More widely, the Prime Minister recently announced that we would deliver an integrated plan for rail in the North, where HS2 north of Birmingham, Northern Powerhouse Rail and other local rail improvements will be part of one integrated masterplan.</p>
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