

## Devolution arrangements (May 2024)

Type	Transport powers	LTAs
<b>Level 1</b> - informal joint working between authorities	n/a	<i>No current deals</i>
<b>Level 2</b> - single institution without an elected mayoralty	<ul style="list-style-type: none"> <li>Control of appropriate local transport functions with the single institution becoming the Local Transport Authority (LTA).</li> <li>Access to support from Sub-National Transport Bodies.</li> <li>Work with Active Travel England to improve the design quality of all active travel schemes.</li> <li>Ability to request bus franchising powers</li> </ul>	<p>Cornwall; Buckinghamshire; Warwickshire; Surrey (Subject to ratification)</p> <p>Devon and Torbay Combined County Authority; Lancashire Combined County Authority (Subject to ratification)</p>
<b>Level 3</b> - single institution with a directly-elected mayoralty	<ul style="list-style-type: none"> <li>The single institution becomes the strategic transport body for the area and all associated Local Transport Authority and public transport functions, including responsibility for an area-wide local transport plan, bus Enhanced Partnerships, support for public transport services, and concessionary fares.</li> <li>Consolidation of local transport funding settlement – currently through City Region Sustainable Transport Settlements (<i>not applicable for Cambridgeshire and Peterborough; York and North Yorkshire working towards integrated multi-year transport settlement at the next Spending</i></li> </ul>	<p>West Yorkshire CA, South Yorkshire CA, Liverpool City Region CA, Tees Valley CA, West of England CA, Cambridgeshire and Peterborough CA.</p> <p>North East CA; York and North Yorkshire CA; East Midlands CA</p> <p>Hull and East Riding CA; Greater Lincolnshire Mayoral Combined County Authority; (subject to ratification with Mayoral elections expected in 2025)</p>

	<p><i>Review; Hull and East Riding; Greater Lincolnshire - following next SR)</i></p> <ul style="list-style-type: none"> <li>• Automatic access to franchising powers to independently introduce bus franchising in line with current guidance.</li> <li>• Defined and coordinated, Key Route Network, with the opportunity to request mayoral power of direction over the KRN.</li> <li>• Joint working with Great British Rail.</li> </ul>	Suffolk; Norfolk (county deal with a directly elected leader) - subject to further negotiation and ratification
<b>Trailblazer</b>	<p>Additional powers further to Level 3 -</p> <ul style="list-style-type: none"> <li>• Responsibility for administering payment of Bus Service Operators Grant</li> <li>• Rail partnership with Great British Railways</li> <li>• Single department style settlement</li> </ul>	Greater Manchester CA, West Midlands CA; North East (partly)
<b>Level 4</b>	<ul style="list-style-type: none"> <li>• Single local transport funding settlement</li> <li>• Leadership in improving consistency and efficiency in taxi and private hire vehicle licensing.</li> <li>• Leadership in developing a consistent approach to pavement parking in the area.</li> <li>• Defined and coordinated, Key Route Network, with a mayoral power of direction over the KRN.</li> <li>• Government commitment, subject to delivery of the Pay As You Go rail ticketing pilots in Greater Manchester and West Midlands, to build on these pilots to inform and support regional ambitions for integrated multi-modal ticketing</li> </ul>	<i>Areas with directly-elected mayors can apply for additional powers to access Level 4 – currently an ongoing process with Liverpool, West Yorkshire and South Yorkshire.</i>

<b>Greater London</b>	<p>Transport for London established as a statutory body by the Greater London Authority (GLA) Act 1999, responsible for meeting the Mayor of London's strategy and commitments on transport.</p> <ul style="list-style-type: none"> <li>• TfL provides the provision of public passenger transport services, to, from or within Greater London.</li> <li>• TfL is the highway and traffic authority for GLA roads and has control over the provision of bus services.</li> <li>• TfL is the licensing authority for hackney carriages (taxis) and private hire vehicles (minicabs).</li> <li>• TfL's income and funding comes from fares and local and central government grants. TfL also has borrowing powers and ability to raise local funds.</li> </ul>	<p><i>Greater London is not a combined authority and it is not covered by the Cities and Local Government Devolution Act 2016. The GLA in practice is treated in an equivalent way to the mayoral combined authorities.</i></p>
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