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Report to: West Yorkshire Combined Authority

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Subject: Transport Strategy adoption

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12a, Local Government Act 1972, Part 1	

1 Purpose

1.1 To seek WYCA approval to adopt the West Yorkshire Transport Strategy.

2 Information

2.1 The West Yorkshire Combined Authority (WYCA) is the Local Transport Authority ('LTA') for West Yorkshire, with a statutory duty to produce and keep under review a Local Transport Plan, in accordance with the Local Transport Act 2008, Section 109.

2.2 WYCA has previously agreed to update and replace the existing West Yorkshire Local Transport Plan (WYLTP), which was adopted in 2011, with a new, long term Transport Strategy. WYCA delegated oversight of the technical work to develop the Transport Strategy to the Transport Committee, with progress reports provided by Transport Committee to the WYCA.

2.3 The transport and governance landscape has changed significantly since the 2011 adoption of the WYLTP, for example:

- WYCA and Transport for the North have both been created.
- Government has decided that HS2 is coming to Leeds.
- New Northern and Transpennine franchises have been let.
- The NGT Trolleybus scheme has been cancelled by DfT.
- The Bus Services Act has been developed and achieved royal assent; and
- WYCA has adopted and is delivering the Strategic Economic Plan as the overarching policy document for the Leeds City Region.

- 2.4 The Transport Strategy covers the geography of West Yorkshire but recognises the importance of the wider Leeds City Region, and that people and goods travel longer distances across administrative boundaries. The Transport Strategy is set in the context of the Leeds City Region Strategic Economic Plan and Transport for the North's Strategic Transport Plan for the North, and is a necessary first step in providing a refreshed, high level statement of transport policy intended to provide the framework for the further development of detailed strategy and investment programmes by WYCA and partners. The Transport Strategy will also be used to influence national and regional decisions.
- 2.5 This new strategy is an opportunity to set out a vision for the role of transport in the future of the city region. To transform the region's economy and deliver inclusive growth we need to better connect the North into a single economic area and we need the transport system within West Yorkshire to provide the essential local and regional connectivity. Transport should not be a barrier to people accessing jobs, to businesses choosing to invest here and to improving the health of our residents and visitors. Improvements in transport can and should be a catalyst for change across all these objectives.
- 2.6 The vision for our transport network is one that provides fast, efficient, affordable and easy to use connections between the places people want to go and a network that improves air quality and health by giving people a real choice of sustainable modes of travel. If we achieve this:
- The region would become known for the quality of the experience it offers all transport users, the quality and liveability of its places and as a great, safe place for cycling and walking;
 - People who live and work in the region will be healthier, happier and more productive;
 - Our focus on inclusive growth will make a tangible difference to disadvantaged communities and individuals.

Consultation

- 2.7 During the development of the Strategy there has been extensive engagement with partners and stakeholders, together with two rounds of public consultation. In 2015, WYCA sought comment on the headline vision and themes of the Strategy, and in 2016 WYCA sought responses to a draft Strategy including a detailed set of policy proposals which had been endorsed by Transport Committee and reported to the WYCA meeting of 28 July 2016.
- 2.8 The 2016 consultation showed generally high levels of support for the overall approach and policy proposals. A report of the analysis of consultation responses has been published on the WYCA website. The outcomes of consultation have been considered by Transport Committee, and the Transport Strategy updated to reflect comments received.

The Transport Strategy

- 2.9 As reported to the WYCA meeting of 28 July 2016, the policies contained in the Transport Strategy has been developed around a set of core themes. The six proposed core themes of the Transport Strategy are;
- Inclusive Growth, Environment, Health and Well-being;
 - Road Network;
 - Places to Live and Work;
 - One System Public Transport;
 - Smart Futures;
 - Asset Management and Resilience.
- 2.10 The Transport Committee meeting of 7 July 2017 endorsed amendments to the Consultation draft of the Transport Strategy, to:
- Strengthen statements of ambition for each of the core themes of the strategy;
 - Emphasise the central consideration of customer experience;
 - Rationalise policy proposals and statements for clarity;
 - Stretch the mid-term targets for the first 10 years of the Strategy for increasing train and cycle trips;
 - Update the Strategy to align with national and local policy developments since publication of the consultation draft of the Transport Strategy, including the government's consultation on their Industrial Strategy and the national and local focus on Inclusive Growth.
- 2.11 It is our focus on Inclusive Growth, developing the expectation of 'Good Growth' first identified in the Strategic Economic Plan, which can set our region apart from comparable regions and Combined Authority areas. A proposed approach to Inclusive Growth is set out in a separate report (Item 7) to this Committee and will be developed over the coming months, but it is well understood that our transport policies, strategies and investment programme can make a positive contribution to including all communities, and particularly the more disadvantaged, in experiencing the full benefits of economic growth. Our approach to air quality can also make a significant improvement to the living conditions and health of our residents with particular benefits for our more disadvantaged communities. The finalisation of the Transport Strategy gives more prominence to the themes of inclusive growth and air quality.
- 2.12 In endorsing amendments to the Transport Strategy, Transport Committee agreed that the document proceeded with a recommendation to adopt to the WYCA.
- 2.13 A copy of the draft version of the Transport Strategy document proposed for adoption can be viewed online via <http://www.westyorks-ca.gov.uk/transport->

[strategy/](#) , and a hard copy will be made available to Members. This draft document has not yet been subject to copy-writing to provide consistency and clarity of language, or re-formatting, re-design and addition of art work quality photographs and graphics to finalise the document's appearance for publication. It is proposed that work to prepare the full document and an Executive Summary for publication follows adoption by WYCA of the Transport Strategy.

Further work

- 2.14 The Transport Strategy provides a high level statement of policy. This is not the end of the process and further work will be needed to develop the detail of how these policies can be implemented. The Transport Strategy also recognises that each of the partner authorities has its own unique mix of place, economic vision, opportunities and needs, and transport challenges. This means that while there are common transport objectives and themes that will be assisted by a consistent West Yorkshire policy framework, there is unlikely to be a 'one size fits all' fix so it is envisaged that partner authorities will need to be flexible in their approach to implementation. Transport Committee will continue to have oversight of further work, which will include work to:
- Develop the understanding of our transport connectivity requirements for our important economic places across the city region, including our approach to mass transit;
 - Develop the role of specific modes of transport e.g. cycling and walking and rail
 - Develop the detailed approach to delivering the desired social, environmental and public health benefits through e.g. better air quality and local safety and accessibility improvements;
 - Develop a full set of indicators and targets for the full plan period that will be used to measure the performance of WYCA in delivering the Transport Strategy

3 Financial Implications

- 3.1 There are no direct financial implications as a result of the adoption of the Transport Strategy, but costs associated with delivery of the strategy will be identified through the process of developing Implementation Plans for the Strategy.

4 Legal Implications

- 4.1 Terms of Reference set out that Transport Committee is responsible for the development of the Transport Strategy and WYCA is responsible for adoption of the strategy. At the meeting on 7 July 2017, Transport Committee recommended that following the substantial public consultations, WYCA adopt the Transport Strategy, setting out the vision and transport policies for West Yorkshire the next 20 years.
- 4.2 The adoption of the Transport Strategy satisfies the statutory duty for WYCA, as the Local Transport Authority, to produce and maintain a Local Transport Plan for West Yorkshire.

5 Staffing Implications

5.1 The development of the Transport Strategy has been overseen by WYCA Transport Policy Team.

6 External Consultees

6.1 The development of the Transport Strategy has been subject to substantial public and stakeholder consultation with this feedback included within the strategy.

6.2 The Transport Strategy has been developed in conjunction with key partners:

- Politicians – via workshops with Transport Committee members and Portfolio Holders to set the vision, objectives, core themes and policies;
- Chief Executives - to confirm local and collective aspirations and emerging policies;
- Heads of Transport – leading the development of core themes e.g. Bradford (Places), Kirklees (Road Network), Wakefield (Asset Management) and Leeds (Environmental cross cutting theme); and,
- A Key Stakeholder Reference Group, with representatives of the transport and freight industries, Public Health England, academics and interest groups.

7 Recommendations

7.1 That WYCA adopts the Transport Strategy, which sets out the high level vision and policy aspirations for the Transport system for the next 20 years.

7.2 That a decision on the final appearance and any minor amends of the Transport Strategy for publication is delegated to the WYCA Managing Director in consultation with the Chair of the Transport Committee.

8 Background Documents

8.1 None.