



<b>Report to:</b>	Transport Committee
<b>Date:</b>	29 January 2024
<b>Subject:</b>	<b>West Yorkshire Local Transport Plan (LTP) Update</b>
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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 checked="" type="checkbox"/> Yes <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No

## 1. Purpose of this Report

- 1.1 To update Transport Committee on the development of the West Yorkshire Local Transport Plan revised programme, co-development with district partners and engagement and consultation approach.

## 2. Information

### West Yorkshire Local Transport Plan

- 2.1 The Combined Authority and District partners are currently co-developing a new West Yorkshire Local Transport Plan (LTP) to be presented for adoption by mid-2025. This will be the new statutory LTP4 for West Yorkshire, the last plan being the 2040 West Yorkshire Transport Strategy adopted in 2017.
- 2.2 Transport is a crucial part of our recently published West Yorkshire Plan vision ‘a brighter West Yorkshire – a place that works for all. An engine room of ideas and creativity, where anyone can make a home’. With ‘a well-connected West Yorkshire – a strong transport system being one of our key missions. By 2040 we will have:
- A sustainable, accessible transport system;
  - Reliable and affordable buses, trains, and mass transit;

- A region with healthy people where active travel is the easiest choice for short journeys, car usage is reduced, and the first choice for travel is public transport.

### West Yorkshire Local Transport Plan Programme Update

2.3 Legal advice has been sought to ensure that due process is followed to deliver a legally sound plan and to help define the role of an updated LTP in supporting Mass Transit programme delivery. A revised LTP programme for the presentation of a new LTP for adoption in mid-2025 is currently being developed, based on the following key points from the legal advice.

- A two-stage consultation on LTP represents the lowest risk approach to overall programme delivery. This means a stage one consultation on the vision, objectives and high-level policy framework, and a stage two consultation on the full LTP “preferred approach” document.
- Co-ordination and where desirable, alignment, of the LTP and mass transit consultations is highly desirable to ensure there is consistency between the two consultations to the public and stakeholders.

### LTP Co-development Stage 1 – Setting the Strategic Ambition

2.4 The LTP programme builds on the recent engagement and consultation undertaken on both bus, mass transit and rail, as well as climate and the environment. Central to the LTP programme is, recognising the strong intention of the Combined Authority and the five West Yorkshire district partners to pursue one integrated transport strategy for West Yorkshire. It is intended to prepare the LTP as a co-developed, jointly endorsed transport plan. The first phase of the LTP co-development is currently underway with district partners, focussing on the strategic ambition and building consensus on the vision and objectives of the new LTP.

2.5 The key LTP programme output from stage 1 is a co-developed West Yorkshire LTP vision, objectives, and high-level policy public consultation document for mid-2024. This will form the basis of the first of the two proposed public consultations on the new LTP. This must be a document that connects with the people of West Yorkshire, while delivering on the West Yorkshire Plan, Bus Reform and Mass Transit programmes. Integral to the co-development of the new LTP will be a people first, outcome-based approach, which responds to our diversity of place, and embeds EDI, Health and our Vision Zero approach to Road Safety throughout the plan. The key LTP programme building blocks under development for first public consultation document include the LTP evidence base, vision, future scenarios and the logic model to understand the interventions required to achieve the vision set.

2.6 Understanding people, communities, and function of places now and into the future is key to planning an effective and efficient transport system. The new LTP vision must help

deliver a transport network that serves the real needs and wants of the people who live in West Yorkshire. The co- development of LTP Theory of Change logic map with district partners will build consensus on our future Vision and Objectives for transport across West Yorkshire. This process will simply and visually set the case for the LTP in term of Inputs, Outputs, Outcomes, and Impacts, which will form the basis for the LTP Phase 1 Vision and Objective consultation document.

### LTP Co-development Stage 2 - Building Consensus Around a New Policy Framework

- 2.7 Our aim in building a truly integrated transport system is to make travel around West Yorkshire as accessible as possible to every community. So, no matter where you are, wherever you're heading to, or whatever reason for your journey – you can rely on the regions transport system to get you there. The fact is, to make West Yorkshire Transport System fit for the future there is work to be done. Work is already underway through the Bus Service Improvement Plan, Mass Transit Vision, Rail Strategy, Shared Transport Strategy and emerging Active Travel Strategy. The new LTP will need to provide the policy framework to deliver on our vision for integrated transport across West Yorkshire.
- 2.8 The LTP also needs to support district partners in relation to their statutory functions as the Local Highway Authority (Highways Asset Management, Network Management and Road Safety), and as the Local Planning Authority. The LTP Phase 2 Co-development with district partners will take place through a number of workstreams including;
- Integrated Transport
  - Bus, Mass Transit and Rail
  - Highways/Roads
  - Shared Transport, Active Travel and Public Realm
  - Asset Management
  - Implementation Plan
  - Monitoring and Evaluation
- 2.9 The LTP needs to provide the policy framework to help deliver our BSIP Objectives, which are centred on the following strategic priorities: A safe and inclusive bus system – a bus service that is fully accessible which is designed with passengers in mind. Better connected communities – a bus service which connects communities across the region – particularly areas of high deprivation and rural areas – ensuring access to employment, education and leisure opportunities. Decarbonisation and integrated, sustainable travel – supporting the Combined Authority's net zero carbon economy by 2038 through enabling modal shift and embedding a zero-carbon transport network.
- 2.10 Mass Transit will provide the missing link in our transport system, providing fast, high capacity and direct connectivity that reflects our 21<sup>st</sup> century footprint for growth. It will link major current and future employments sites, areas of significant new housing, Park and Ride sites and areas of regeneration, as well as connecting with other modes within the network. The LTP will need to provide a new statutory transport policy framework to

help facilitate the benefits of the Mass Transit programme alongside the development of planning policy related to Mass Transit, e.g. Local Plan Policies, route alignment Area Action Plans and Supplementary Planning Documents.

### **3. Tackling the Climate Emergency Implications**

- 3.1 One of the aims of the updated West Yorkshire LTP is to help facilitate the decarbonisation of the transport sector, as well as encourage more travel by walking, cycling, bus and other sustainable modes in order to help tackle the climate emergency.

### **4. Inclusive Growth Implications**

- 4.1 One of the key aims of the updated West Yorkshire LTP will be to improve connectivity and support the region's inclusive growth ambitions.

### **5. Equality and Diversity Implications**

- 5.1 Supporting Equality and Diversity through ensuring the transport is attractive, inclusive and accessible for all is a key aim of the updated West Yorkshire LTP. Public engagement will prioritise engaging with seldom heard groups and, where possible, obtaining data on protected characteristics from participants, in order to strengthen the insights, it provides to support 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 Transport Committee endorse a two-stage approach to consultation.
- 10.2 That the Transport Committee note the development of the second phase of the LTP and continued co-development of the Local Transport Plan with the district partners led by the Combined Authority to be presented for adoption by mid-2025.

## **11. Background Documents**

There are no background documents referenced in this report.

## **12. Appendices**

None.