
Report to: Transport Committee

Date: 20 November 2020

Subject: **West Yorkshire Transport Connectivity Infrastructure Plan:
Investing in the future of West Yorkshire**

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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:	

- 1.1 To provide the Transport Committee with an update on work to develop a West Yorkshire Transport Connectivity Infrastructure Plan, ahead of its consideration by the Combined Authority in December 2020 for consultation with public and stakeholders.

2 Information

Background

- 2.1 In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040, setting out our policy framework for improving transport. The Transport Connectivity Infrastructure Plan is an extension of this, setting out a delivery plan and long-term pipeline of transport infrastructure improvements to improve connectivity in our region.
- 2.2 Transport Committee has been overseeing the work to develop the Transport Connectivity Infrastructure Plan. Work is progressing on the plan and a workshop with Transport Committee members and Portfolio Holders on its latest development was held on 13 November 2020. Given the timing of the Members workshop it was not possible to include the outputs from that

workshop in this report, or to respond by making any required amendments to the plan in readiness for seeking approval to the plan at this meeting. The timetable for production of the plan has therefore been revised with a proposal to seek approval on the plan contents and to commence consultation on the plan with the public and stakeholders at the Combined Authority meeting on 10 December 2020.

Context

- 2.3 A modern, integrated transport system is essential for an economy to flourish and communities to thrive. West Yorkshire is a significant and growing economy. Yet for it to fulfil its full potential as a major player in the Northern Powerhouse, our region needs a transformation in its transport system – to one that is fit for the 21st Century – and for a decarbonising economy
- 2.4 This plan sets out a long-term transport infrastructure investment programme for the next 20 years, providing a spatial picture of where improvements are most needed to stimulate inward investment and improve people’s quality of life.
- 2.5 Our cities and towns have out-grown our transport system. Our reliance on the car is damaging business, the environment and the health of residents. Our most disadvantaged communities, who have not benefited from car travel, suffer most from its impact.
- 2.6 Our evidence is clear that continuing the “business as usual” approach to transport will not enable economic opportunities to be fully realised, or effective action to be taken to decarbonise the economy.
- 2.7 The Connectivity Investment Plan moves us away from traditional transport investments and deliberately focusses on a sustainable future. It focuses on addressing three strategic challenges:
- COVID-19 Recession and recovery
 - Inclusive growth and the productivity gap
 - Climate change and decarbonising the economy
- 2.8 This plan makes the case to Government for longer-term local transport budgets to deliver these improvements, including unlocking the government’s infrastructure fund linked to the West Yorkshire devolution deal.
- 2.9 By starting now, we can set our region on the right pathway for tackling the climate emergency and support a green recovery from COVID-19.

Scope

- 2.10 The Plan is an evidence led approach to identifying our connectivity challenges and solutions, consistently applied across the whole geography of West Yorkshire. This work is identifying a set of options for improving transport infrastructure and connectivity to be delivered up to 2040. The plan covers bus, rail, cycling, walking, mass transit, digital demand responsive transport, other innovative solutions and car, with the intent to enhance economic

performance by connecting all of our important places, and in doing so, help deliver inclusive growth by giving particular attention to the connectivity needs for our currently more disadvantaged and peripheral communities.

- 2.11 The Connectivity Infrastructure Plan is informed by a range of other research, plans and case making reports:
- **West Yorkshire District Local Development Plans** - Each West Yorkshire Districts sets out, as part of their statutory land use plans: the spatial vision, scale of new development and strategy for accommodating new housing and employment growth
 - **West Yorkshire Bus Network Reviews** - a strategic review of the core bus network across West Yorkshire has taken place. This provides a summary of the core bus network by district in 2018, and then in three future years, 2024, 2028 and 2033. The future years consider the types of interventions needed that could create patronage growth. Further detail is in item 9 on the agenda.
 - **West Yorkshire Carbon Reduction Emissions Pathways (CERP) study** - This sets out the evidence for five key sectors of the economy including Transport, and identifies options for different CO2 reduction pathways, setting timescales for action and policies that we need to implement to ensure that our target for net zero carbon by 2038 can be met.
 - **West Yorkshire Future Mobility Strategy** This sets out ways to increase travel options through new forms of transport and better integration maximising new technologies – from autonomous cars to e-scooters, digital on-demand buses services, shared transport and integrated apps for accessing services, plus innovative ways of getting the goods into our town and city centres.
 - **Local Cycling and Walking Infrastructure Plans (LCWIPS)** - developed to help the Combined Authority and partner councils prioritise investment in walking and cycling infrastructure to support everyday journeys. Our phase one LCWIPs have successfully trialled new methodologies for community engagement. This approach is now being rolling out across West Yorkshire.
 - **Housing Affordability and Needs Study** exploring the relationship between housing, transport costs and accessibility to jobs, it identifies a number of disconnected places and evidence to suggest that the decentralisation of employment made possible by car travel, has not led to greater accessibility for low income households which have to make trade-offs between disposable income and transport expenditure.
 - **West Yorkshire Rail Vision and Strategy** - as the first product of the Rail Strategy, the Rail Vision sets out West Yorkshire's ambition for the way in which the railway needs to serve the region, its people and businesses in the future. Beyond the Rail Vision, development of the full Rail Strategy will translate the high-level objectives, outcomes, and outputs contained in the vision into interventions across the full scope of rail policy. Further detail is in item 10 on the agenda.

- **West Yorkshire Mass Transit** - Mass Transit is a bold new transport mode and a central component of the Connectivity Infrastructure Plan proposals. In parallel to the publication of the Connectivity plan, the Case for Mass transit will also be published and integrated within it.
- 2.12 The options for improving connectivity will be identified in a number of spatial plans that show which transport modes and interventions are understood to provide the most appropriate solution for a particular geography and need. Engagement on the development of the plan has been held with West Yorkshire Leaders to gather feedback on the analysis of evidence and the identification of options for improving connectivity.
- 2.13 To help quantify the scale of the challenge to meet net-zero carbon, the West Yorkshire Carbon Emission Reduction Pathways (CERP) evidence base assessed the five key sectors of Transport; Buildings; Power; Industry; and Land-use and Agriculture and demonstrate the ways in which the climate emergency could be addressed, and the target met. It identifies that:
- Transport is the largest carbon emitting sector in West Yorkshire; and
 - Transport emissions are dominated by road transport and private vehicle use, with road transport contribution over 90% of transport emissions
- 2.14 Experience has shown in recent years that delivering improved public transport infrastructure alone has not translated to a step change in public transport patronage; a reduction in carbon, particularly on bus; or, a reduction in car congestion. Alongside the development of the Connectivity Infrastructure plan, careful consideration of car policies which could complement the infrastructure proposals will be needed, in order to meet the net zero carbon targets.

Next steps

- 2.15 An update report to the 4 September 2020 meeting of this Committee agreed:
- An indicative timetable for the production of, and engagement on, the connectivity plan and pipeline
 - To hold a workshop, at a date to be confirmed, with Members of Transport Committee and Portfolio Holders to provide input to the production of the connectivity plan and pipeline and the proposals for public and stakeholder engagement
 - To make a further report to this 20 November 2020 with a view to consider approval to consult on the plan
- 2.16 The workshop with Transport Committee and Portfolio Holders was held on the 13 November, which was after the publication of the papers for this 20 November meeting of Transport Committee.
- 2.17 To accommodate the Members workshop the timetable for the production, publication and consultation on the Connectivity Plan has been revised as follows:
- **November 2020** - Further engagement with West Yorkshire Leaders and Transport Portfolio Holders

- **13 November** – Workshop with Transport Committee and Portfolio Holders to provide input to the production of the connectivity plan and pipeline and the proposals for consultation
- **November – December 2020:** Document preparation
- **10 December 2020** – The Combined Authority meeting on 10 December could be asked to agree the plan contents and arrangements for engagement on the connectivity plan and pipeline
- **Mid-December 2020 – end of January 2021:** Potential period for public engagement
- **Spring 2021:** Analysis of responses to the engagement
- **Spring - Summer 2021:** Re-shape plan's interventions and priorities following engagement

2.18 It is now proposed to seek approval to engage on the connectivity plan from the Combined Authority meeting on 10 December 2020, subject to the prior input of Transport Committee, Portfolio Holders and West Yorkshire Leaders.

2.19 Public and stakeholder engagement on the Connectivity plan and pipeline will be linked to engagement on the Combined Authority's Carbon Emissions Reduction Pathways (CERP) study. A progress update on the CERP study was reported to the Transport Committee meeting of 4 September. The CERP study identified transports' key role as the largest generator of carbon emissions in West Yorkshire. The CERP evidence has provided a key input to the development of the connectivity plan and pipeline in shaping proposals for a green recovery from the Covid-19 pandemic and future sustainable growth.

2.20 Public and stakeholder engagement on the CERP study will input into the development of the policies and actions that need to be implemented. Approval to engage on the CERP proposals for decarbonising the West Yorkshire economy will be sought from the Combined Authority meeting on the 4 February 2021, with engagement planned to commence in early February to run into March 2021.

3. **Clean Growth Implications**

3.1 The work described in this report is central to ensuring that the transport sector can play a full part in the region making a green recovery from the Covid-19 pandemic and decarbonising the West Yorkshire economy by 2038, whilst providing the connectivity improvements that will help to ensure inclusive growth.

4. **Financial Implications**

4.1 There are no financial implications directly arising from this report.

5. **Legal Implications**

5.1 There are no legal implications directly arising from this report.

6. **Staffing Implications**

6.1 There are no staffing implications directly arising from this report.

7. External Consultees

7.1 No external consultees were engaged in producing this report. The report identifies proposals for consultation on the West Yorkshire Transport Connectivity Infrastructure plan and long term investment pipeline.

8. Recommendations

8.1 That the Committee notes the verbal update from the Transport Committee workshop held on 13 November and considers the implications for the development of the connectivity plan and pipeline.

8.2 That the Committee endorses the timescales for publication of the Plan

8.3 That the Committee endorses escalating consideration of the Connectivity Investment Plan to the Combined Authority.

9. Background Documents

None.

10. Appendices

None