
Report to: West Yorkshire Combined Authority

Date: 10 December 2020

Subject: **West Yorkshire 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 Purpose of this report

- 1.1 For the Combined Authority to note the work so far and the next steps including commencement of an engagement on the Connectivity Plan and associated documents, in January 2021.

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.

Context

- 2.2 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, and to support decarbonisation of the economy, our region

needs a transformation in its transport system – to one that is fit for the 21st Century.

- 2.3 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, building on our key growth areas within the region.
- 2.4 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.
- 2.5 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.
- 2.6 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
 - Connecting Everyone - Inclusive growth and the productivity gap
 - Climate change - Decarbonising transport
- 2.7 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. The recent Spending Round confirmed Mayoral Combined Authorities would have access to an intracity transport settlement. It is important that plans are being developed now to make the best case for that funding in preparation for when further details are announced.
- 2.8 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

- 2.9 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.
- 2.10 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 A series of daughter documents accompany the overarching 'working draft' West Yorkshire Connectivity Plan. These provide more in depth analysis and information around each individual mode. Their conclusions are summarised within the West Yorkshire Connectivity Infrastructure Plan:
- Mass Transit 2040 Vision
 - Rail Vision
 - Strategic Bus Network Review

Inputs to the Plan

- 2.12 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.
 - **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. Phase one LCWIPs have successfully trialled new methodologies for community engagement. This approach is now being rolled 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.
 - **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 vision for Mass Transit will also be published and integrated within the Connectivity Plan.
- 2.13 The options for improving connectivity will be identified in 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 Council Leaders and portfolio holders to gather feedback on the analysis of evidence and the identification of options for improving connectivity.
- 2.14 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
- 2.15 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

- 2.16 The plan documentation is in the final stages of drafting and is being prepared to enable engagement on the connectivity plan, and accompanying daughter documents (Mass Transit vision, Rail Vision and Bus Network Reviews) to commence in early January 2021. The next steps would be:
- **January 2021 – March/April 2021:** Period for public and stakeholder engagement
 - **May – June 2021:** Analysis of responses to the engagement
 - **Summer 2021:** Re-shape plan's interventions and priorities following engagement

- 2.17 A public engagement and communications plan is being developed which will include key performance indicators. The aim is to seek feedback on the work so far and to help inform the next stages of development. The Connectivity Plan and its daughter documents will be hosted on the Your Voice pages of the Combined Authority website. As is consistent with other engagements, engagement on the plan will be mainly carried out digitally. The Combined Authority will also monitor responses by district and by protected characteristics during the engagement period so promotion of the engagement can be targeted as needed.

Alignment with local transport strategies

- 2.18 Transport Strategy 2040 represents the statutory requirement placed on the Combined Authority as the West Yorkshire Local Transport Authority to produce a Local Transport Plan setting out the policy framework and overarching strategy for improving transport. The Connectivity Infrastructure Plan is a delivery implementation plan for Transport Strategy 2040. The Transport Strategy and the Connectivity Infrastructure Plan have been developed with the input of each of the five partner councils and both reflect the partner councils' growth plans and priorities for investment. The partner councils can also produce non-statutory plans setting out transport strategy for their own district, providing more locally specific details. The current status with the partners' transport strategies is shown in Table 1 below:

Table 1. West Yorkshire authority Transport Strategies					
Authority	Statutory requirement	Strategy title	Period covered	Status	Published
West Yorkshire	Yes	Transport Strategy 2040	2020-40	Approved by the Combined Authority	2017
Bradford	No	tbc	tbc	In development	tbc
Calderdale	No	Calderdale Transport Strategy 2016 - 2031	2016-31	Approved by Calderdale Council	2016
Kirklees	No	tbc	tbc	Early scoping moving to development early 2021	tbc
Leeds	No	Connecting Leeds Transport Strategy	2020-30+ tbc	Engagement planned for Jan 2021 Working towards Final Draft published in summer 2021	2021 tbc
Wakefield	No	Wakefield District Transport Strategy and Implementation Plan	2011- 26	Approved by Wakefield Council	2012

- 2.19 Leeds City Council is currently developing its Connecting Leeds Transport Strategy for initial engagement commencing in early 2021 (- date to be confirmed) which will coincide with the publication of, and engagement on the, West Yorkshire Connectivity Infrastructure Plan and daughter documents. The Connecting Leeds Transport Strategy is expected to align with the Connectivity Infrastructure Plan, Mass Transit Vision and other documents and for engagement on the Leeds City Council and Combined Authority documents to be coordinated.

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. Inclusive Growth Implications

- 4.1 The work described in this report is focused on those communities of greatest economic need within the region and providing the connectivity improvements that will help to ensure inclusive growth.

5. Financial Implications

- 5.1 There are no financial implications directly arising from this report.

6. Legal Implications

- 6.1. The West Yorkshire Combined Authority is the Local Transport Authority for West Yorkshire. As the Local Transport Authority, the Combined Authority has the legal responsibility to produce and maintain a Transport Strategy for the region.
- 6.2 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 the spatial delivery plan and long-term pipeline of transport infrastructure improvements to improve connectivity in our region.

7. Staffing Implications

- 7.1. Development work has been undertaken within the West Yorkshire Combined Authority Transport Policy Team in partnership with partner district authorities.

8. External Consultees

- 8.1 District partners have been engaged in producing the Connectivity Plan. Workshops on various topics were held with Transport Committee Members.

The report identifies proposals for engagement on the West Yorkshire Connectivity plan and long term investment pipeline.

9. Recommendations

- 9.1 That the Combined Authority endorses in principle the commencement of an engagement on the Connectivity Plan and associated documents, in January 2021.

10. Background Documents

- 10.1 Rail Vision and Bus Network Review were considered at Transport Committee and can be found here:

<https://westyorkshire.moderngov.co.uk/documents/s17801/Item 9 - Appendix 1 West Yorkshire Strategic Bus Network Review.pdf>

<https://westyorkshire.moderngov.co.uk/documents/s17803/Item 10 - Appendix 1.pdf>

11. Appendices

- 11.1 None