

Report to: Transport Committee

Date: 14 October 2022

Subject: **The Mayor's West Yorkshire Local Transport Plan**

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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 provide Transport Committee with an update on the government's anticipated plans to update Local Transport Plan Guidance, and to provide an update on the development of the Mayor's new Local Transport Plan for West Yorkshire.

2. Information

Background

- 2.1 The West Yorkshire Combined Authority have a statutory duty to produce and keep under review a Local Transport Plan for West Yorkshire. The Transport Act 2000, as amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. It sets out the statutory framework for local transport plans and policies.
- 2.2 DfT provides guidance on requirements for LTPs, most recently in 2009. Guidance was initially prescriptive, but from 2009 was flexible, emphasising the development of local strategies and policies that work best for the area, its economy and environment. Under the 2009 guidance the DfT no longer formally assessed LTPs or imposed mandatory targets.

- 2.3 The Department for Transport have indicated an intention to update their guidance on LTPs. New LTP guidance is likely to focus on decarbonisation and the delivery of quantified carbon reductions, with updated LTP's likely to be linked to future funding decisions.
- 2.4 It is anticipated that LTPs will need to set out in one place local objectives for transport in an overarching unifying plan which brings together different transport modes. The anticipated new LTP guidance is likely to build on the approach set out in the government's Levelling Up White Paper and Transport Decarbonisation Local Authority Toolkit. It is also anticipated that Bus Service Improvement Plans will also need to be fully aligned with LTPs.

Devolution and the wider West Yorkshire Policy Context

- 2.5 The West Yorkshire Transport Strategy 2040 is our current LTP adopted by the Combined Authority on 3 August 2017. Based on district priorities and consultation, the strategy was produced by the West Yorkshire Combined Authority and the West Yorkshire district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.
- 2.6 The West Yorkshire Transport Strategy 2040 provides a high-level framework of 67 policies. In accordance with 2009 LTP guidance the intention was that further detail would be provided in a series of supplementary documents, plans and programmes. The West Yorkshire Transport Strategy since its adoption has enabled work to progress on our Connectivity Infrastructure Plan, Mass Transit Vision, and Shared Transport Strategy, as well as supported the case for investments through West Yorkshire Transport Fund, Transforming Cities Fund and City Region Sustainable Transport Settlement.
- 2.7 Further supplementary LTP strategy development work is also currently underway across the following policy areas, Active Travel, Rail, Electric Vehicles and Freight.
- 2.8 Since the West Yorkshire Transport Strategy was adopted, the Combined Authority have declared a climate emergency and undertaken new work - setting an ambitious science-based target for the region to be net zero carbon by 2038. The West Yorkshire Climate and Environment Plan identifies that the transport sector is the highest emitting sector for carbon emissions within West Yorkshire, dominated by road-transport and the private car. To reduce emissions to virtually zero within the sector will require a fundamental change in how we travel, with fewer journeys enabled by digital technology and more of the journeys made being undertaken by public transport, cycling and walking.
- 2.9 Since the West Yorkshire Transport Strategy was adopted, the Combined Authority has also submitted its Bus Service Improvement Plan (BSIP) to the Department for Transport (DfT) in October 2021. The development of the BSIP – which sets out our ambitious vision and plan for improving local bus services

was a requirement of the 'Bus Back Better: The National Bus Strategy for England' (2021).

- 2.10 The West Yorkshire BSIP sets out a plan of interventions across five key delivery areas, which work towards:
- An enhanced, fully inclusive and more cohesive bus network – which takes people where they need to go, when they need to go.
 - Clear and simple fares – to make paying for bus travel more affordable, easier, convenient and flexible.
 - Improved, more inclusive customer service and support – so passengers have the tools to travel with confidence and help they need if their journey does not go to plan.
 - Priority for buses on our roads – so journeys by bus are quicker, with less time spent stuck in traffic and are a viable alternative to the private car.
 - More green and better vehicles – to improve the onboard experience and make bus the sustainable choice for travel in West Yorkshire.

Updating the West Yorkshire Local Transport Plan

- 2.11 Work has commenced on developing the Mayor's LTP for West Yorkshire to be presented for adoption in early 2024. The new LTP will need to deliver on the Mayor's ambition for transport across West Yorkshire, as well as help deliver on the Mayoral pledge to tackle the climate emergency and protect the environment. The new LTP will also need to continue to reflect our vision to be a leader recognised nationally for our focus and commitment to equality, diversity, and inclusion.
- 2.12 The LTP will need also to recognise the role of transport in placemaking alongside the diversity of place across West Yorkshire – and that the scale and pace of change could look and feel very different across our different place typologies. Early engagement with our district partners and a place-based approach is integral to our strategy development to help ensure that the Mayor's LTP ambition and policies are ones we can all share and support across West Yorkshire.
- 2.13 In addition to discharging the Combined Authority's statutory duties as the Local Transport Authority in accordance with anticipated new LTP guidance, the Combined Authority also recognises the need to review, strengthen and update our statutory LTP strategic policy framework for the Combined Authority and our district partners to deliver on our local priorities.
- 2.14 An updated LTP is also required to facilitate the scale of change needed to decarbonise the transport sector and deliver the ambition contained within the West Yorkshire Climate and Environment Plan, the Bus Service Improvement Plan, and our Mass Transit Vision.
- 2.15 The West Yorkshire LTP will need to provide the policy framework to create the space needed on our roads to prioritise low carbon sustainable transport modes, as set out in the development of our supplementary LTP modal

strategy documents. As a region we are aiming to deliver significant growth in space on our roads for bus, walking and cycling provision. For West Yorkshire to deliver on fair and inclusive decarbonisation we will need to investigate road space reallocation on key corridors for cycling, walking and public transport as a key mechanism for reducing carbon emissions from travel by the private car. A road space reallocation and travel demand management strategy will be developed and consulted on as part of our updated LTP.

- 2.16 The future management of the West Yorkshire Key Route Network (KRN) will play an important role in ensuring the interventions identified in the Combined Authority's BSIP and CRSTS are successfully delivered and in achieving the Mayor's ambitions and priorities in relation to bus reform and delivery of a mass transit system.
- 2.17 How the KRN is managed in the future could improve traffic flow, reduce congestion and provide opportunities to introduce bus priority, as well as have potential benefits in enhancing the environmental performance of the road network e.g. through embedding green streets and future proofing for climate change. Through the West Yorkshire Devolution Deal, the Combined Authority secured new powers to set up and co-ordinate a KRN. A KRN Strategy will be developed as part of the updated West Yorkshire LTP, building on our strong tradition of partnership working with our five constituent authorities.
- 2.18 LTPs are anticipated to become the focus of engagement between central and local government about future funding decisions. Updating our LTP will set out the scale of change and investment needed to decarbonise transport across the West Yorkshire in a way which is fair and inclusive, supporting West Yorkshire's consistent call on government to address the historical underinvestment in transport across the North, and level up the United Kingdom.
- 2.19 The Connectivity Infrastructure Plan, which sets out the long-term transport infrastructure investment programme for the next 20 years, will be reviewed as part of the new LTP Implementation plan. Our focus will be on creating a dynamic West Yorkshire Transport Infrastructure Pipeline as part of a wider LTP implementation plan, with coherent packages of exemplar highly deliverable transport schemes, which can be quickly mobilised to delivery when funding becomes available.
- 2.20 Transport is an enabler. The West Yorkshire LTP has the potential to provide the strategic policy framework to empower our region to decarbonise transport and build a modern and sustainable economy, with vibrant communities, free of air pollution, rich in green spaces and biodiversity and supported by an efficient low emission transport network and world class infrastructure.
- 2.21 However, we know that changing travel behaviour is easier said than done. An on-going conversation about change across the transport sector in West Yorkshire is needed. A comprehensive communication and engagement plan will be developed with a focus on engagement with district partners and key

stakeholders, as well as the need for critical challenge and independent review from those inside as well as outside the transport sector. In addition to this a comprehensive stakeholder management strategy will be compiled to ensure all consultees (statutory, other or general public) are engaged with appropriately. This conversation as well as two rounds of formal statutory consultation will help ensure that the Mayor's West Yorkshire LTP ambition and policies is one we can all share and support.

3. Tackling the Climate Emergency Implications

- 3.1 One of the key aims of the updated West Yorkshire LTP is to facilitate the decarbonisation of the transport sector, as well as encourage more travel by walking, cycling, bus and other sustainable modes in order to 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.
- 5.2 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 as a result of this report.

9. External Consultees

- 9.1 No external consultations have been undertaken; however, the Local Transport Plan will be subject to an external consultation. In accordance with Local Transport Plan Guidance

10. Recommendations

- 10.1 That Transport Committee note the anticipated government update to Local Transport Plan Guidance.
- 10.2 That Transport Committee note the development of an updated West Yorkshire Local Transport Plan, and the timeline for this to be presented for adoption in early 2024.
- 10.3 That Transport Committee agree to have a workshop on the emerging direction of the West Yorkshire Local Transport Plan.

11. Background Documents

None.

12. Appendices

None.