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Report to: Transport Committee

Date: 7 July 2017

Subject: Transport Strategy

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" 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 review and endorse amendments to the draft Transport Strategy in preparation for adoption of the Transport Strategy by the West Yorkshire Combined Authority.

2 Information

Vision

- 2.1 The West Yorkshire Combined Authority is developing, with West Yorkshire Local Authorities, a new, long term Transport Strategy. Transport Committee has overseen this work. The Transport Strategy will replace the existing Local Transport Plan adopted in 2011.
- 2.2 The Transport Strategy is set in the context of the Leeds City Region Strategic Economic Plan 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 accompanying investment programmes by WYCA and the West Yorkshire partners. The Transport Strategy is also aligned with the work of Transport for the North to develop a Strategic Transport Plan for the North and it will be used to influence national and regional decisions.
- 2.3 This strategy is an opportunity for us to set out our vision for the role of transport in the future of the city region. If we want 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.

2.4 Through the themes Transport Committee have previously endorsed, the vision that emerges 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.

2.5 It is our focus on inclusive growth, developing further the expectation of 'Good Growth' first identified in the Strategic Economic Plan, that can set our region apart from comparable regions and Combined Authority areas. The approach to inclusive growth 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.

Consultation

2.6 There have been two rounds of public consultation on the draft Transport Strategy:

- An initial round of consultation in 2015, which sought comment on the headline vision and themes of the Strategy. The outcomes were reported to Transport Committee in June 2015;
- A second round of consultation in 2016 on a draft Strategy including a detailed set of policy proposals endorsed by Transport Committee prior to consultation. The outcomes were discussed by a Member working group comprising Transport Committee and Portfolio holders in January 2017, and reported to Transport Committee in February 2017.

2.7 The independent analysis of consultation responses showed high levels of agreement across most policy statements from individuals and groups, with the highest levels in the 80% to 90% range. Of 57 policy statements, only two received levels of agreement below 50% in the individual survey and four statements below 50% in the

group survey. The report of consultation analysis considered by Transport Committee was made available on the WYCA website.

- 2.8 The Transport Committee meeting of 23 February 2017 agreed that the levels of support for the overall approach and policy proposals meant that no fundamental changes were required to the draft policy framework, but Transport Committee identified a number of highlights from the consultation to be addressed in amending the Strategy for adoption by the Combined Authority:
- Be more ambitious in respect of cycling, air quality, highways, public transport, and technology
 - Set more challenging targets than the interim targets offered for e.g. Mode Share/Mode Shift.
 - Refine/rationalise the number of policy proposals and statements, towards better defining key objectives
 - Transport punctuality/reliability should be key ambition for transport in the short and long term;
 - Reference objectives and outputs from the on-going work on the Leeds City Region Metro Study to strengthen the One System Core theme;
 - Highlight the importance of improving public transport provision on key corridors
 - Places – need to be more ambitious on the investment proposals and actions;
 - Prioritise actions to improve the safety and security of public transport travel especially for public transport to appeal to younger demographics;
 - Emphasise the importance of improving the customer experience in influencing public transport image and perception.
- 2.9 Transport Committee agreed that an amended Transport Strategy be reported to the first available meeting of Transport Committee in the new municipal year.
- 2.10 The Transport Strategy is proposed to be amended in the following areas:
- Amendments to the statements of ambition for each of the core themes of the Strategy to provide clarity and indication of ambition, and to emphasis where appropriate the central consideration of customer experience - Set out in **Appendix 1**.
 - Strengthening of the interim targets - Set out in **Appendix 2**.
 - Rationalisation of policy proposals and statements - Set out in **Appendix 3**;
 - Amendments to text throughout the document to address the themes highlighted by Transport Committee and to update the Strategy to align with national and local policy developments and initiatives 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 The consultation draft of the Transport Strategy used in the summer-autumn consultation has not yet been updated or subject to copy-writing to address style of language, or re-formatting/re-design. It is proposed that work to ready the document for publication follows endorsement by Transport Committee of the proposed amendments identified in paragraph 2.10 and in Appendix 1, 2 and 3, prior to reporting to Combined Authority.

Further work

- 2.12 Following the adoption and publication of the Transport Strategy, further work will be necessary to develop specific policies and to set out how they could be delivered and implemented. Further reports will be made to Transport Committee to agree a programme and steer this work, which may include developing the detail by:
- Modes of transport e.g. future connectivity (including mass transit), active travel (cycling and walking), rail and others;
 - Theme e.g. air quality, well-being and public health, Place-making etc;
 - Performance Management i.e. a full set of indicators and targets for the full plan period of 20 years.

3 Financial Implications

- 3.1 There are no financial implications as a result of this report.

4 Legal Implications

- 4.1 There are no legal implications as a result of this report.
- 4.2 The development of the Transport Strategy satisfies the statutory duty for the WYCA, as the Local Transport Authority, to produce and maintain a Local Transport Plan.

5 Staffing Implications

- 5.1 The further work to finalise the high level Transport Strategy and to develop further detailed policy and strategy will be undertaken using existing staff resources.

6 External Consultees

- 6.1 None as a result of this report.
- 6.2 There have been two rounds of public and stakeholder consultation inputting to the development of the Transport Strategy. Portfolio Holders from the West Yorkshire District Councils have been involved with Transport Committee in overseeing the development of the Transport Strategy.

7 Recommendations

- 7.1 That Transport Committee endorses the proposed amendments to the Transport Strategy set out in paragraph 2.10 and Appendix 1, 2 and 3.
- 7.2 That a decision on the final content and appearance of the Transport Strategy is delegated to the WYCA Managing Director in consultation with the Chair of the Transport Committee and that the finalised Transport Strategy proceeds with a recommendation to Combined Authority to adopt.

8 Background Documents

- 8.1 None