

# WEST YORKSHIRE TRANSPORT STRATEGY

2016-2036

SUMMARY CONSULTATION DRAFT



# West Yorkshire Transport Strategy 2016-2036

Transport is vital to West Yorkshire, is people, its businesses and its prosperity.

The population and economy of West Yorkshire is growing. We want to put in place the right transport conditions to support this growth in a sustainable way - and we want your help.

We are consulting on a long term Transport Strategy which is intended to deliver a high class, modern, integrated transport system - which is easy to use, better connects people and places, and contributes to improving the health and well-being of people living or working in West Yorkshire.

The strategy recognises the importance of the wider Leeds City Region to our economy and that people and goods travel longer distances across administrative boundaries. The strategy will support work at the national, pan-northern, regional and local level to create a northern economic powerhouse that delivers jobs and prosperity.

There are significant challenges. Our transport system is under pressure. Investment in transport has not kept pace with economic and population growth, resulting in congestion and delays on our roads, a lack of seats on public transport, a lack of resilience in these networks and limited options for when things go wrong, and there are serious concerns about the negative impacts of our travel on people's health and the environment.

Consultation on our new West Yorkshire Transport Strategy started on 18 July 2016 and will run to 21 October 2016.

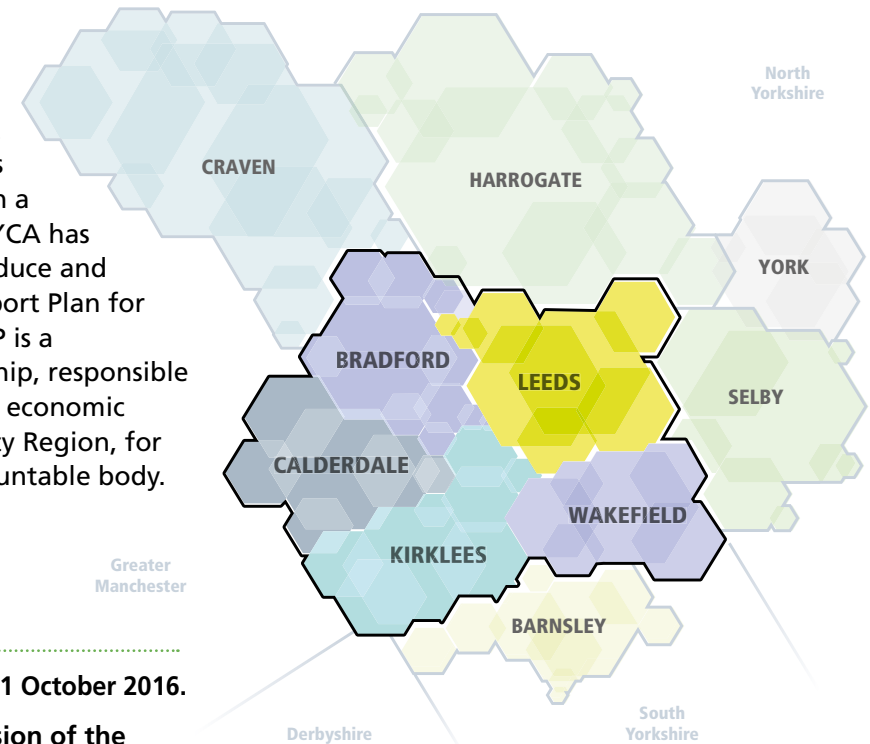
This document is a summary of the West Yorkshire Transport Strategy. You can find the full version of the West Yorkshire Transport Strategy and complete an online questionnaire by visiting [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk)

## Who we are

The strategy is led by the West Yorkshire Combined Authority (WYCA), but has been produced through engagement with many partners and stakeholders.

Where 'we' is used in the strategy it refers to WYCA, the five West Yorkshire Local Authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield and the Leeds City Region Local Enterprise Partnership (LEP), working with other organisations to bring transformational change to our transport system.

WYCA was formed in April 2014 to bring together strategic economic development and transport functions across West Yorkshire in a more effective way. WYCA has a statutory duty to produce and maintain a Local Transport Plan for West Yorkshire. The LEP is a public-private partnership, responsible for driving business-led economic growth across Leeds City Region, for which WYCA is its accountable body.



# Delivering the Strategic Economic Plan and Good Growth

The Leeds City Region is the largest UK economy outside of London, and is critical to the North's and the Nation's success, but productivity and the attractiveness of our places for business must improve to compete in a global economy.

Our West Yorkshire Transport Strategy will help deliver the Leeds City Region Strategic Economic Plan (SEP). The SEP details how the LEP and WYCA will work with businesses, the public sector and voluntary and community organisations to develop the economy.

The SEP wants 'good growth' where business competitiveness, productivity and profits go hand in hand with access to good jobs, earnings and opportunities for all residents and where the environment and people's health are highly valued.



The SEP will achieve good growth by investing in four strategic policy areas:

- **Priority 1 Growing Business**
- **Priority 2 Skilled People, Better jobs**
- **Priority 3 Clean Energy and Environmental Resilience**
- **Priority 4 Infrastructure for Growth**

Improvements in transport cut across all four SEP priorities, but are emphasised in Priority 4 - where the SEP sets out its requirements for investment in transport infrastructure and services to support the growth and regeneration of prioritised locations within the city region.

Find out more about the SEP by visiting the LEP website at: [www.the-lep.com](http://www.the-lep.com)

# How our plans fit together



**NATIONAL** HIGH SPEED RAIL / HIGHWAYS ENGLAND



**PAN NORTHERN** RAIL NORTH / NORTHERN POWERHOUSE RAIL / TRANSPORT FOR THE NORTH

**LEEDS CITY REGION** STRATEGIC ECONOMIC PLAN

**WEST YORKSHIRE TRANSPORT STRATEGY**



**DISTRICT LOCAL PLANS** TRANSPORT, ECONOMIC AND HEALTH & WELLBEING STRATEGIES

We want a transport system that supports good growth, serving the needs of both business and people.

Efficient motorways, High Speed Rail, fast East-West rail connections across the north of England and better access to airports will ensure that our physical links to the rest of the UK and the world match or exceed other comparable city regions - but our economic ambitions also require transformational change in our transport system at a West Yorkshire and local level.

The Transport Strategy provides the framework for the delivery of improved transport infrastructure and services in West Yorkshire, to support the SEP and District Local Plans, and to influence investment decisions made at the national and pan northern tiers.

# Our Transport Challenges

West Yorkshire is well located to deliver better transport connectivity to support economic growth across the City Region.

We are at the crossroads of London, Edinburgh, Liverpool and Hull, on the main national road and rail networks, linked north-south by the M1 and East Coast Mainline and east-west by the M62 and Trans Pennine Rail. We are potentially within an hour's drive-time of 7 million people, and can reach Manchester, Sheffield and Hull with direct rail connections.

The West Yorkshire transport system already supports high volumes of passenger and freight movement - but consultation and the analysis of available evidence shows there are challenges facing transport, which we need to address. Fundamentally, our transport system is under pressure. Investment in road and rail has not kept pace with economic and population growth, resulting in congestion and delays on our roads, a lack of seats on public transport, and a lack of resilience in these networks and alternative options when things go wrong - these transport restrictions could limit the ambitions for growth contained in the Strategic Economic Plan and our District Local Plans.

And the future presents further challenges. We will have an older population with higher levels of disability which will create new and different demands for travel. There are also some key social and technological trends that are likely to impact on the demand for travel by younger people in the future. Among these trends are lower levels of car ownership, participation in the share economy and greater use of smart technology.

These considerations, taken together with an energy revolution, mean we must not plan on yesterday's assumptions and should prepare for a more flexible and technology-assisted future.

- **Strategic connectivity** - our north - south and east - west connections to the UK's major cities require significant investment to remain fit for purpose
- **Congestion** - on motorway corridors and junctions and routes into our main urban centres, impacting on business costs and the accessibility of labour markets
- **Poor access** - by road, rail or bus to many key development sites and gateways including Leeds Bradford Airport, holding back job creation and house building
- **Car dominance** - in town and city centres due to a lack of orbital road capacity to remove through traffic, combined with past prioritisation of car parking in centres
- **Severe crowding on trains** - in the busiest periods, with peak period trains to and from Leeds having some of the worst crowding nationally
- **Insufficient car parking at rail stations** - and limited bus park and ride options to our centres
- **Bus journeys made slow or unreliable** - by road congestion and long dwell times at stops because of on-bus payments
- **Climate change** - with a slower rate of carbon reduction in the transport sector than in other sectors
- **Poor air quality** - and the negative impacts of harmful pollutants produced by traffic linked with a range of illnesses and premature deaths
- **Over-reliance on car use** - contributing to a rise in obesity, diabetes and coronary heart disease
- **The safety of our roads** - with particular concern for walking, cycling and motorcycling

# Our Transport Vision

Travel around West Yorkshire over the next 20 years will become easier and more reliable, using a high class, modern, well connected transport network that enhances business success and people's lives

Our Transport Strategy is driven by the aims of achieving a radical uplift in business success and in connecting growth and wealth to ensure that people, communities and the environment benefit from sustained, positive outcomes.

## Our Objectives



**Improve connectivity and reduce congestion**  
- thereby increasing business productivity and providing access to wider labour markets



**Have a positive impact on our built and natural environment**  
- increasing longer term resilience against climate change



**Create a 'sense of place'** - encouraging walking and cycling for health and other benefits and increasing access in a safe way

## Your feedback so far

The draft strategy has been informed by an initial consultation held with stakeholders and the public in 2015.

Feedback from consultation told us that a focus on the economy, and the approach described in a number of core themes was well received, but people wanted to see greater ambition with the better integration of all forms of transport a vital early step in improving transport. There were also expectations for transport making a positive contribution to the environment, to combat poor air quality and tackle climate change and in addressing the economic and health inequalities in our communities, with transport for young and elderly people and in rural areas highlighted as important issues.



## Our Ambition

Our ambition for transport lies not just in a collection of large scale transport schemes, but in the outcomes that we want to achieve.

We have identified some targets for the first 10 years of the strategy, to grow the number of journeys made by sustainable transport:

- **25% more trips made by bus made by 2026**
- **50% more trips made by rail in this region by 2026**
- **100% more trips made by bicycle by 2026**

We propose to add more targets for the whole period of the plan, which will be tailored to suit the particular circumstances and options on offer in a particular place. We are using this consultation to seek views on the indicators that should be used to measure our performance in improving transport.



# Our Travel Characteristics

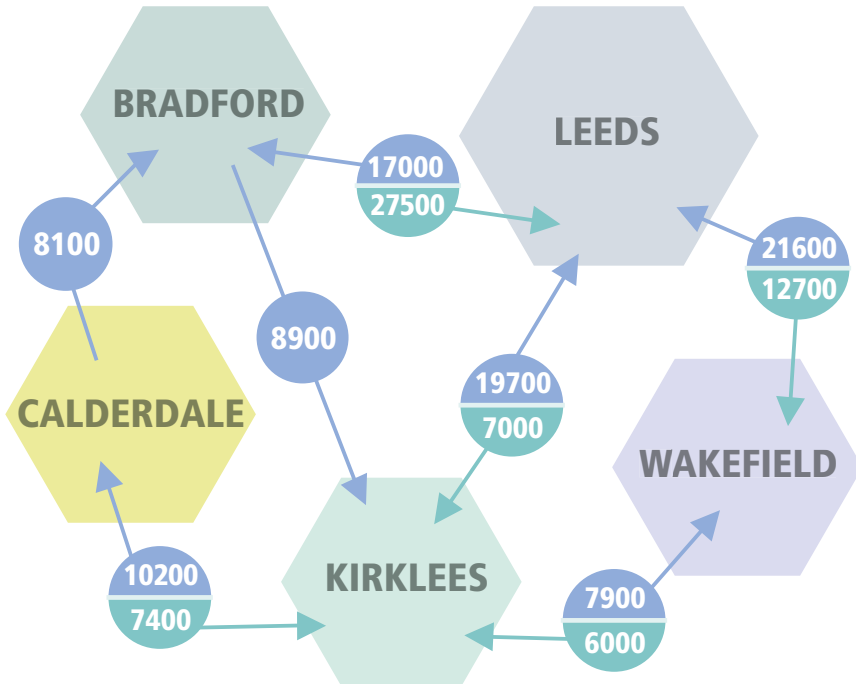
**BETWEEN 2001 and 2011, the average distance we travel to work rose by**

**14%** from 11.3km (7 miles) to 12.9km (8 miles)

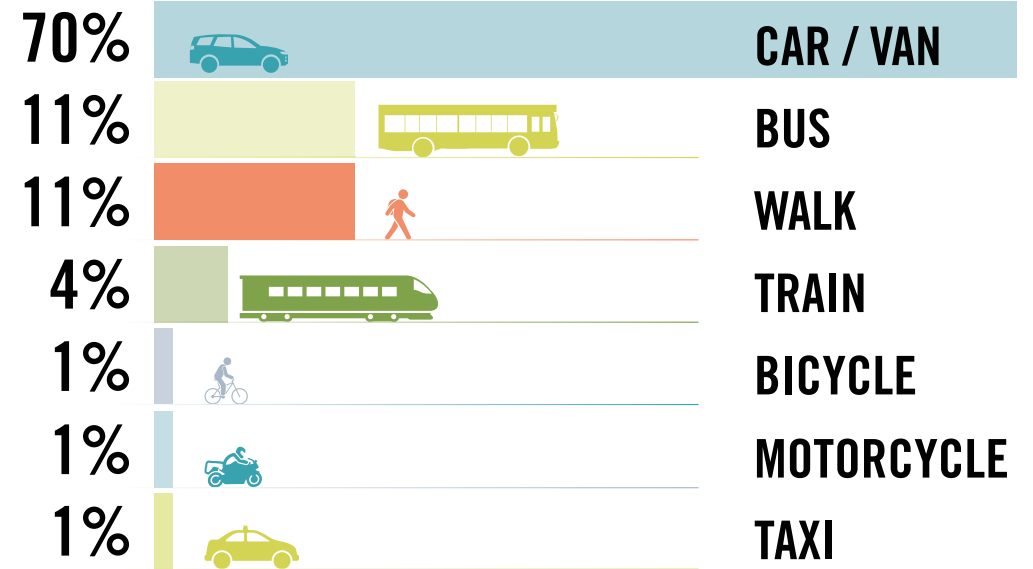
**Cars & vans dominate commuting – around**

**70%** of all travel to work (2011)

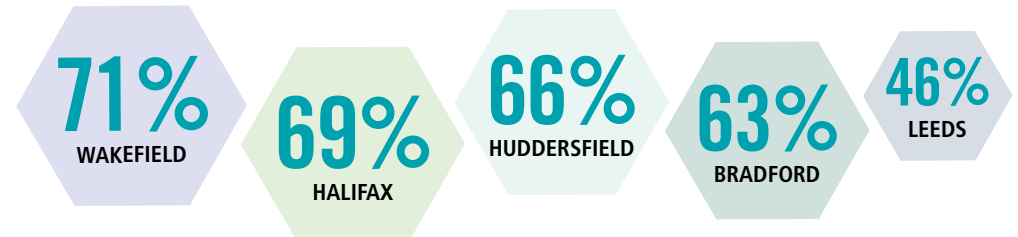
Our Districts import and export workers with each other and there have been big increases in commuting from places outside West Yorkshire. Leeds is the largest importer of labour, Kirklees is a major exporter.



## WEST YORKSHIRE TRAVEL TO WORK MODE SHARE

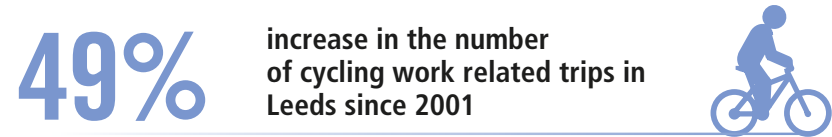


FOR COMMUTING TO OUR FIVE MAIN CENTRES THE PROPORTION OF CAR TRIPS IS GENERALLY LOWER (2011)

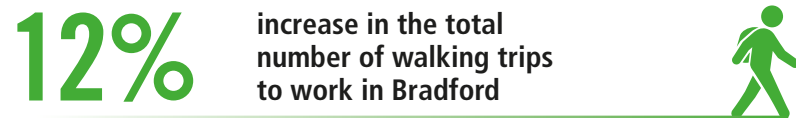
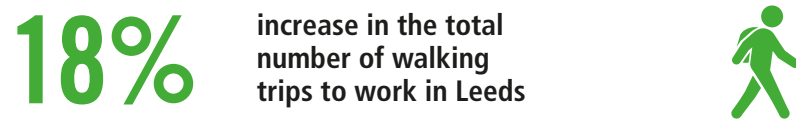




Cycling represents less than **1%** of work related trips in West Yorkshire in 2011, however there has been an increase in the total number of trips since 2001, especially in Leeds which has seen a 49% increase.



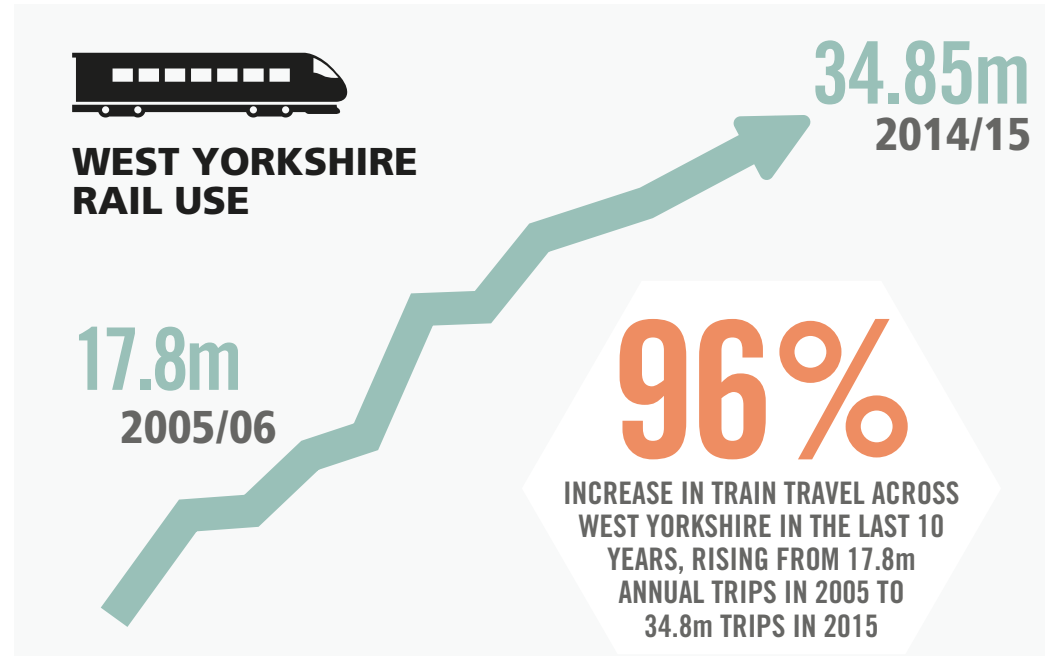
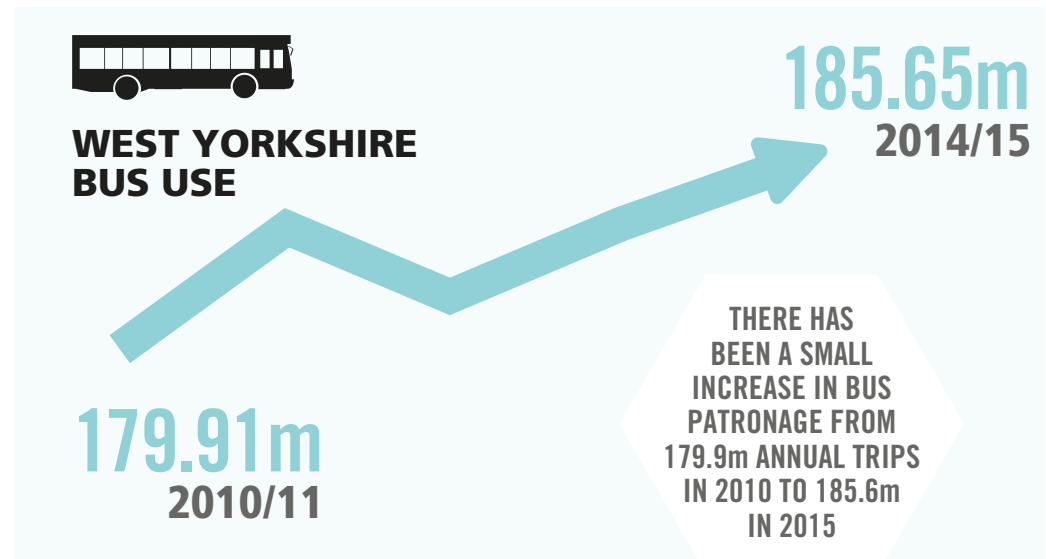
More people walked to work in 2011 than in 2001 (105,000 vs. 96,000). The highest increases in walking trips to work were in Leeds (over 18%) and Bradford (12%)



Freight – 61m tonnes of freight arrive into West Yorkshire annually and we export 54 million tonnes (2010).



Heavy goods vehicles account for only 5% of vehicles on our roads, but



# Our Growth Proposals

## Integrating spatial and transport planning

West Yorkshire's population will grow by 12% from 2015 to 2035, an increase of 280,000 people from 2.2 million to 2.5 million. The Leeds City Region population will grow in the same period from 3 million to 3.4 million.

The West Yorkshire Local Authorities through their Local Plans, are developing land-use proposals to accommodate this growth. The Strategic Economic Plan (SEP), working from the Local Plans, has set targets for jobs and housing to be created within the City Region and has identified Spatial Priority Areas as the focus for delivery.

### The SEP targets for jobs and housing are:

- **An additional 35,700 jobs by 2036** - over that of the 115,000 jobs which would be expected to be created in that period
- **10,000 - 13,000** new houses per year across the city region

### The Spatial Priority Areas are:

- **7 strategic urban growth centres** - in the West Yorkshire city and town centres of Bradford, Halifax, Huddersfield, Leeds (including the South Bank) and Wakefield, plus Barnsley and York in the City Region
- **6 strategic housing growth areas** - in Bradford Shipley Canal Road corridor, Castleford Growth Zone, East Leeds Extension, North Kirklees Growth Zone and Wakefield City Fields, plus York Central
- **12 strategic growth areas** - including mixed use employment sites and Enterprise Zones, mainly on the M1 and M62 corridors in the south of the City Region, and Leeds Bradford Airport.

This growth will generate commuter and business travel. We want to enable this growth to happen in a sustainable way.

Some new road building will be necessary to relieve congestion hot spots, take traffic away from city and town centres, and to connect and bring forward development sites – but we believe that many of the new journeys can be made in full or part by sustainable transport, using rail, bus and new technologies such as Tram-Train, and by cycling and walking, or combinations of these modes.

Locating new development in accessible locations is important. Re-populating our urban centres will help. More employment growth in our centres could be achieved with investments in high quality, high capacity public transport projects. Elsewhere, locating development close to existing or new public transport hubs or corridors, and linking them by improved cycle and pedestrian networks will create better, more sustainable places.

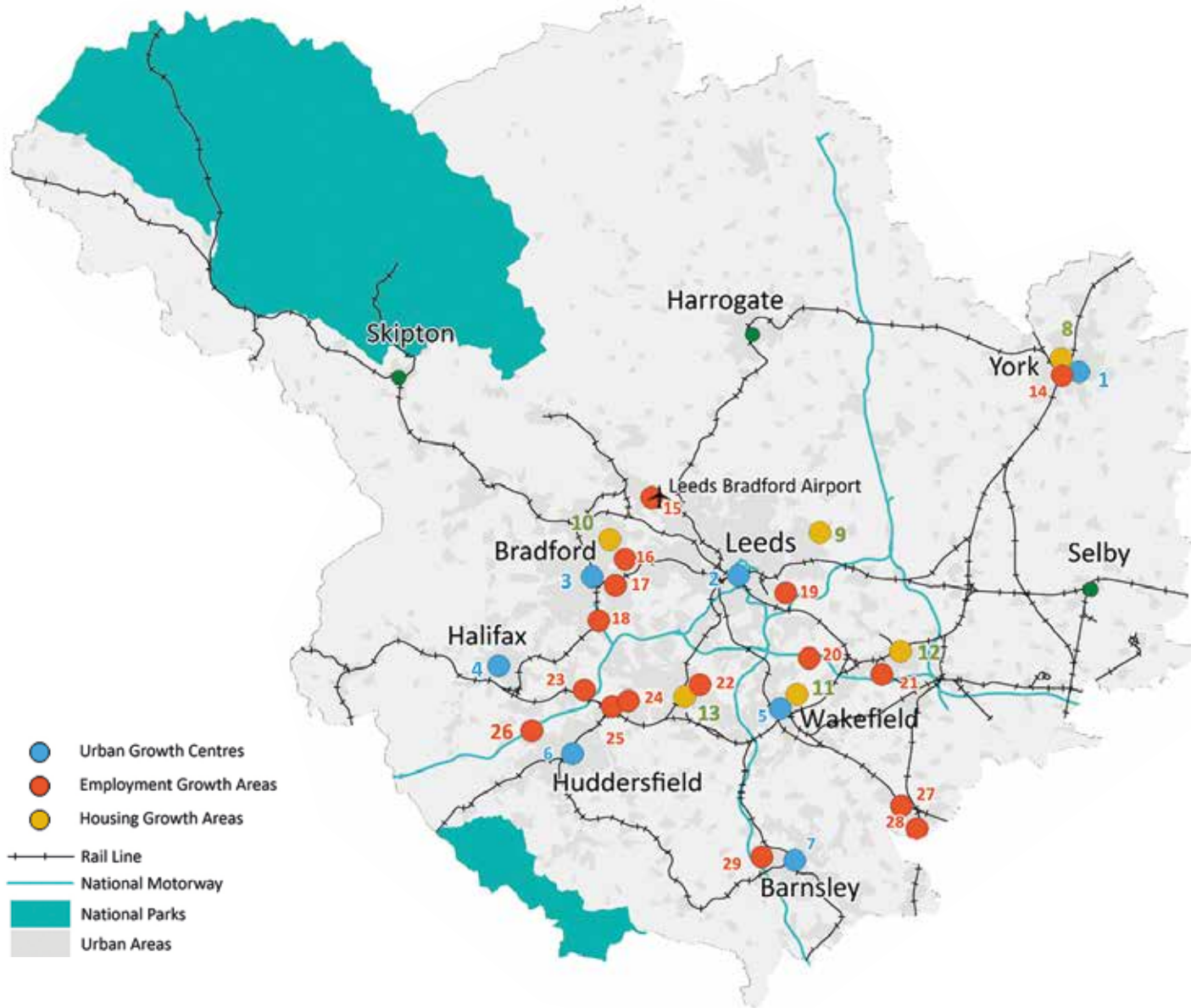
The West Yorkshire Districts have their own unique characteristics, economic strengths and needs. This means that while there are common transport challenges and themes, there is unlikely to be a 'one size fits all' transport solution.

The full Transport Strategy document includes details of the individual West Yorkshire Local Authorities economic and transport priorities, which can be accessed from our website at: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk) – see page 17

# Leeds City Region - Spatial Priority Areas

## Key

- 1 York
  - 2 Leeds
  - 3 Bradford
  - 4 Halifax
  - 5 Wakefield
  - 6 Huddersfield
  - 7 Barnsley
- 8 York Central
  - 9 East Leeds Extension
  - 10 Bradford–Shipley Canal Road Corridor
  - 11 City Fields, Wakefield
  - 12 Castleford Growth Zone
  - 13 North Kirklees Growth Zone
- 14 York Central (YNYER EZ)
  - 15 Leeds Bradford International Airport Employment Zone
  - 16 Gain Lane, Bradford (EZ)
  - 17 Parry Lane, Bradford (EZ)
  - 18 Staithgate Lane, Bradford (EZ)
  - 19 Leeds (Aire Valley) (EZ)
  - 20 Newmarket
  - 21 Glasshoughton
  - 22 Chidwell
  - 23 Clifton Business Park (EZ)
  - 24 Moor Park, Mirfield (EZ)
  - 25 Cooper Bridge
  - 26 Lindley Moor East and Lindley Moor West (EZs)
  - 27 South Kirkby Business Park (EZ)
  - 28 Lanthwaite Grange Extension (EZ)
  - 29 Barugh Green



- Urban Growth Centres
- Employment Growth Areas
- Housing Growth Areas
- Rail Line
- National Motorway
- National Parks
- Urban Areas

# Our Spatial Themes

Over the next 20 years, West Yorkshire is going to benefit from substantial national investment and some significant changes in how transport is organised and delivered, which will transform our national and regional connections. We will build on these tremendous opportunities.

## Transformed National Connectivity

**High Speed Rail** provides the prospect of transformational change giving a major boost to our local economy. The Government plans to invest £55.7 billion to build a new high speed rail network, High Speed 2 (HS2), from London to Birmingham, Manchester and Leeds. Direct high speed rail services will be operational by 2033, reducing journey times from London to Leeds by up to an hour, to only 83 minutes, as well as this new line providing a significant increase in capacity to meet the growing demand for rail travel. The new HS2 network will release constraints on the existing local and longer distance rail networks, creating opportunities for improving connections between the north's major cities and towns for commuters, business travel and potentially freight.

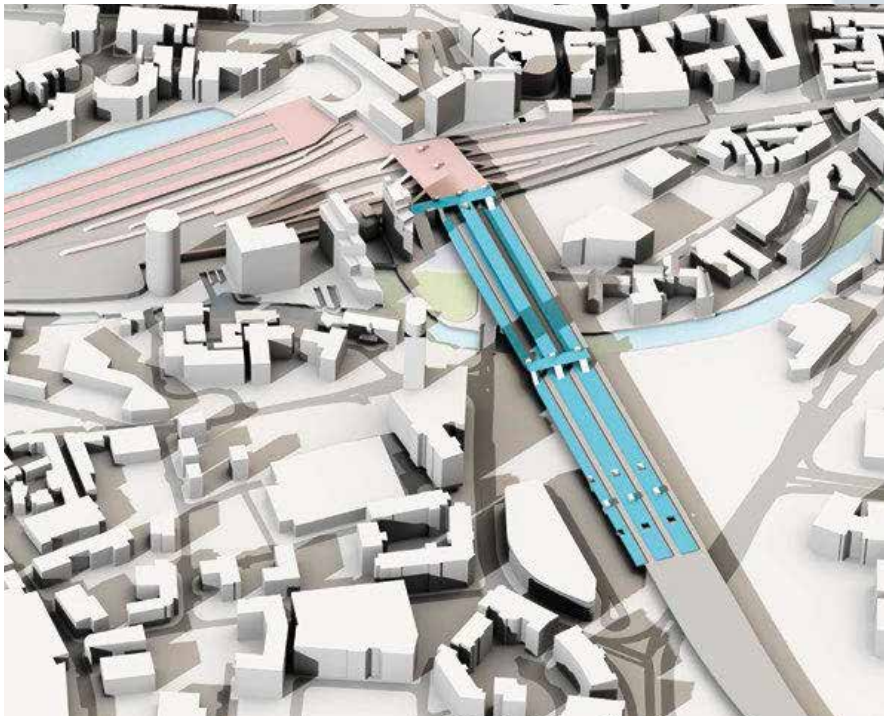
**We are calling on the Government to accelerate delivery of HS2 and to future proof a connection to the existing HS1 in the south for cross-channel links.**

A new HS2 station – **the Yorkshire Hub** – will be located in the centre of Leeds, integrated with the existing Leeds City Station. We are working with the government, HS2 Ltd, the rail industry, Transport for the North and local partners to develop our proposals for the Yorkshire Hub now.

The upgrade of Leeds station will be a project of regional and national significance, providing a centrepiece of the region's transport network and a world-class passenger experience - bringing together onto a single integrated site HS2, Northern Powerhouse Rail (- previously called HS3) and other inter-city and urban rail services, alongside regional rail and other local public transport services as part of our proposals for a Leeds City Region 'metro' system.

Creating the Yorkshire Hub will not only strongly support the regeneration in the South Bank area of Leeds and the transformation of Leeds city centre, but the Yorkshire Hub will be an asset that benefits the whole of the city region.





Leeds Yorkshire Hub HS2 Station

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- ▬ Core high speed network (Phases One and Two)
- ▬ HS2 connection to existing rail network
- ▬ Classic compatible services
- ▬ Existing lines with potential for future connection to HS2



## Transformed Connectivity across the North

WYCA is working with a range of partners on a number of exciting opportunities to deliver much needed capacity, performance and quality improvements to the rail network connecting the major towns and cities of the north in coming years.

**Rail North** brings together the Department for Transport and transport authorities across the North including WYCA to set the strategic objectives for delivering a world class railway for the North.

**Rail North** has already overseen the award of the new **Northern and TransPennine franchises**. These two rail franchises came into effect from April 2016 and will oversee a £1.2 billion investment in rail services with new, longer trains with more seats, more frequent trains and more staffed local stations and improved service levels for a better passenger experience.

**Transport for the North (TfN)** has been established by the Government as the new regional transport body for the North, comprising all the northern city regions, Local Enterprise Partnerships, Highways England, Network Rail and HS2 Ltd. In the March 2016 budget, funding was confirmed for TfN to develop options for Northern Powerhouse Rail (NPR) to provide a new high speed, high-quality, rail connection between the North's main urban centres, including Leeds to Manchester. We are working with TfN to influence the delivery of an intermediate NPR stop between Leeds and Manchester in West Yorkshire. Transport for the North is also developing proposals for accelerated improvements to the M62 motorway.

Network Rail will be upgrading the existing north **Trans-Pennine rail line** between Manchester, Leeds and York via Huddersfield, to be completed by the end of 2022, including the electrification of the line.

On the roads, better performance and more capacity is needed to serve the growing economy. **Smart Motorway technology** is being introduced by Highways England to improve motorway journeys through maximising the use of the running lanes by adjusting speed limits and closing and opening lanes, including the hard shoulder - with the technology already introduced on sections of the M1 and M62 and more sections to follow by 2025

Through their **Road Investment Strategy**, Highways England has committed schemes to deliver infrastructure improvements to relieve congestion and increase motorway performance on the M1, M62 and M621 and at junctions such as Chain Bar and Lofthouse, with more to follow - and we are working with Highways England and Transport for the North to identify and assist delivery of the most needed improvements.



## Transformed Connectivity within the City Region

Funding secured by the LEP and WYCA through the City Deal in 2015 has enabled the establishment of a £1.4 billion West Yorkshire plus Transport Fund for West Yorkshire and York.

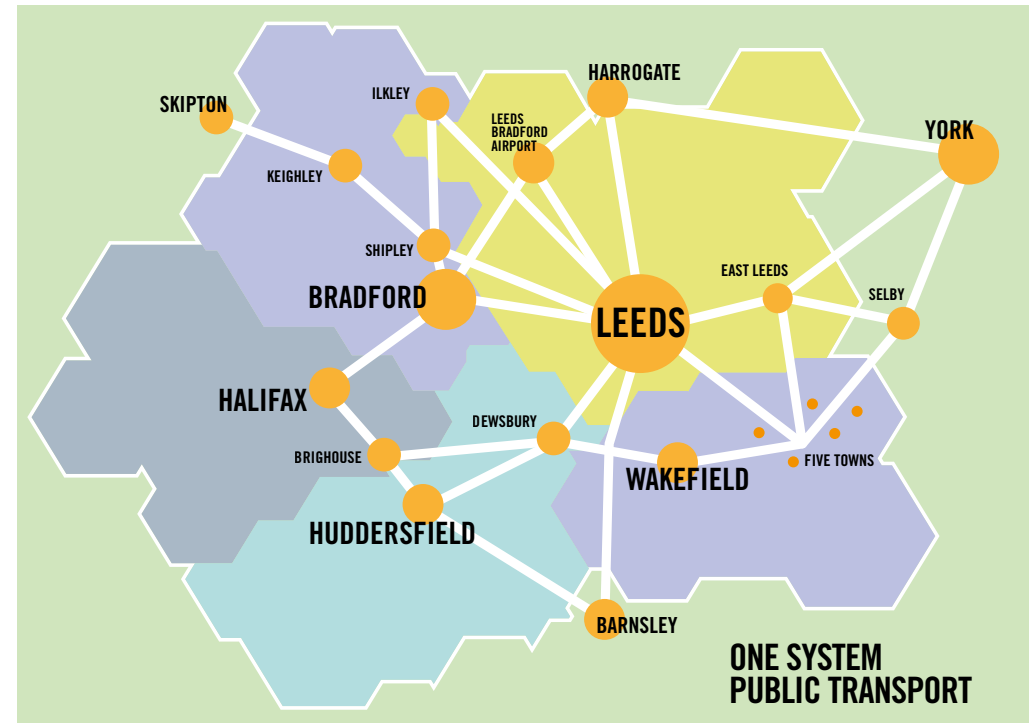
The Fund is targeted at enabling key development areas and will help to create 18,000 new jobs over the next 10 years. A number of strategic transport projects will be delivered to facilitate SEP growth priorities, which encompass motorway access and orbital road improvements, radial improvements on corridors for better public transport into our urban centres, and other road and rail improvements between District hubs to provide capacity and better connectivity. Further detail of the Transport Fund schemes can be found at [www.westyorks-ca.gov.uk/wytf](http://www.westyorks-ca.gov.uk/wytf)

The Fund will work towards addressing the under-investment of the past and unlocking constraints on our networks - but gaps will remain and more investment is needed.

We want to create a **'One System' integrated public transport network** for West Yorkshire and the City Region, which will build on and make the most of investment in High Speed Rail. We have an extensive heavy rail system serving much of the city region, and on many corridors improvements to rail will be the solution, but new technologies will be considered including the on-street running of Tram-Train, light Rail and Bus Rapid Transit where there are gaps in the rail network. A much improved bus network will have a key role to play in supporting economic growth, and we propose to expand rail and bus Park and Ride facilities, building on the success of the Elland Road Park and Ride service in Leeds.

The cancellation of the Leeds NGT (trolley bus) project, together with the proposed allocation of the £173.5m funding from the Department for Transport, will require a fresh look at strategic gaps in our transport networks and the identification of potential transformational transport opportunities.









**Leeds Bradford Airport** has a key role as a national and international gateway to the city region, and we have an aspiration to develop the airport as a transport hub and to facilitate the development of the airport area as an employment growth zone. For this to happen the airport needs improved surface access. A link road project is being taken forward by Leeds City Council and the long term public transport goal is to have a fixed rapid-transit link joining the airport with the centres of Bradford and Leeds. For the short-to-medium term we are developing a proposal for a parkway-type station on the existing rail network to provide enhanced connections to the airport.



# Our Policies

The Transport Strategy identifies a range of policies collected across five core themes and a cross-cutting theme. They address the challenges and opportunities facing West Yorkshire and the issues identified in our earlier consultation as being most important to the public and stakeholders.

These themes and policies will provide a framework for WYCA, the LEP and the West Yorkshire District Councils in making investment decisions and taking action to improve transport.

CORE THEME	OUR AMBITION	CROSS CUTTING THEME
 <b>ROAD NETWORK</b>	A road network that enables users to move around more efficiently, and that balances the competing demands for road space.	  <b>ENVIRONMENTAL HEALTH, WELLBEING AND INCLUSION</b> <p>To improve the transport system of West Yorkshire in a way that it makes a significant contribution to improving the health and overall wellbeing of people living and working here.</p> 
 <b>PLACES TO LIVE AND WORK</b>	To make our cities, towns and neighbourhoods more attractive places to live, work and visit.	
 <b>ONE SYSTEM PUBLIC TRANSPORT</b>	A transformational public transport system that connects different modes of transport into one network.	
 <b>SMART FUTURES</b>	To use technology to better plan and manage the transport system and improve the experience of the people using it.	
 <b>ASSET MANAGEMENT &amp; RESILIENCE</b>	To ensure that we make the best use of our existing and future transport assets and that they are fit for the future and properly managed in a sustainable, environmentally friendly and cost effective way.	

The following section provides a summary of the core themes and policies – they are explained in detail in the full Transport Strategy document which can be accessed at: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk)



## The Road Network

**Our ambition is for a road network that enables users to move around more efficiently, and which better balances the competing demands for road space**

Across West Yorkshire there are 100 miles of motorway and 6000 miles of local roads. These roads have a range of users including drivers and passengers in cars, vans, lorries, coaches, buses, taxis and motorcycles as well as locally, cyclists and pedestrians. Our roads are congested at busy times of the day, slowing journeys and making them unreliable. Congestion is frustrating and costly for businesses, freight operators and individuals. A better managed road network with greater efficiency, more capacity and improved access is vital to our economic plans.

### **To achieve this we propose to**

- increase capacity and improve journey times and reliability by working with Highways England to prioritise locations for Strategic Road Network improvements on the M1, M62 and A1
- improve journey times and reliability on our most important, most congested local roads by jointly managing a 400 mile West Yorkshire Key Route Network (KRN)
- make use of smart technology to actively manage the most important local roads and provide accurate information to influence behaviour and provide choice, particularly at times of disruption
- deliver improvement schemes to relieve local congestion hot spots
- open up development sites by providing new access roads where required
- provide new or expanded park and ride sites on the edge of cities and towns
- share out the available road space on some roads to prioritise certain vehicles e.g. freight, buses, taxis, motorcycles, cycles – to reflect the needs of different places and the role of the road
- work with the freight industry to improve routes, facilities, the environmental performance of vehicles and to shift more freight from road to rail and water
- work with the taxi trade to enhance facilities and improve environmental performance of vehicles
- providing local walking and cycling networks making it safer and easier to access local facilities and the public transport network
- improve road safety and parking facilities for motorcycles

## Places to live and work

**Our ambition is to create people friendly city, town and local centres and neighbourhoods, to make them more attractive places in which to live, work and visit**

We want successful, vibrant places which attract and retain high quality businesses and skilled, talented people, and benefit from a strong visitor economy. To do this we will need to invest more in our cities, towns and smaller settlements so that they become more attractive places in which to live, work and visit.

The key is in making our places more people-friendly by investing in the public realm and improving access and air quality. This will help give them the conditions and right image that businesses need to thrive. We also want to improve our neighbourhoods to create safer, healthy streets which benefit from clean air, where local trips are made easily on foot or by bike and which are well connected with public transport.

### **To achieve this we propose to**

- improve our gateway rail and bus stations and their surrounding areas to create more attractive public spaces, so that travel to and from our cities and towns offers the best possible experience for local people, businesses and visitors
- improve orbital roads and add new road capacity where required to take traffic away from our city and town centres, rather than through them
- use freed-up space in our city and town centres to enhance the public realm for walking and provide routes and parking facilities for cycles
- Set targets to increase the mode share of sustainable transport to the central commercial areas of our cities and towns
- reduce the road safety dangers and air quality and noise impacts that major transport corridors can have on local communities
- involve communities in making improvements to neighbourhoods to create greener and healthier places to live, with better facilities for walking and cycling
- ensure new places created through development benefit from high quality design to support community interaction and ensure sustainable access is built-in

## One System Public Transport

**Our ambition is for a transformational 'metro' style public transport system that seamlessly connects different modes of transport into one network**

We want to create a 'One System' public transport network for West Yorkshire and the city region – this means a transformed, multi-modal public transport system that benefits from segregation and priority over other vehicles and integrates all tiers and modes through physical interchange, timetabling, ticketing and payment. The core of our 'One System' will be heavy rail, but new technologies such as Tram-Train, light rail and Bus Rapid Transit will be looked at to fill gaps in the rail network. An improved bus service will also have a vital role. We will be High Speed ready, building on national investment in HS2 and HS3. A new 'Yorkshire Hub' station at Leeds will link with HS2 and Northern Powerhouse Rail (HS3) proposals for transformed Trans-Pennine travel.

### To achieve this we propose to

- strengthen the existing heavy rail network, building new stations, running more local cross-city rail services and potentially extending some existing lines
- work with rail industry partners to replicate the high quality of travel enjoyed by users of Leeds North-West services on all city region rail lines.
- continue pressing the case for the rail industry to commit to a programme of rail electrification and upgrades, with the Calder Valley and Harrogate lines prioritised
- work with rail industry partners to implement a masterplan for the Leeds 'Yorkshire Hub' HS2 station
- work with rail industry partners to provide an intermediate HS3/Northern Powerhouse Rail stop between Leeds and Manchester in West Yorkshire
- develop new and improved public transport solutions for strategic growth areas at Leeds Bradford Airport, East Leeds Extension, the Five Towns area in Wakefield District and other areas where rail options do not exist.
- create the best bus system in Europe, by working with operators to provide integrated bus services; integrated, simple, affordable fares; accessible reliable travel information, and modern buses which contribute to improved air quality
- improve transport hubs, including adding more rail and bus Park & Ride facilities
- improve and integrate payment systems and travel information



## Smart Futures

**Our ambition is to use technology to better plan and manage the transport system and transform the experience of the people using it**

Technology provides great opportunities to transform how we manage our transport system and the way in which products and information are provided to the travelling public. We will build on the strong foundation provided by our MCard public transport smart card system and the yournextbus and other passenger information services. We particularly want to be at the forefront of developing 'mobility as a service', whereby customers have a single mobility account that gives them access to, for example, bus, train, taxi, car club vehicles and bike share schemes and new, more convenient ways to pay.

### **To achieve this we propose to**

- deliver an integrated network management and driver communications centre to jointly and actively manage a Key Route Network of the most important, most congested local roads
- work with Transport for the North to develop the 'mobility as a service' systems that enable customers to pay before or be invoiced after their travel, with registered users able to travel by a range of different modes
- exploit technology to develop new easy to access customer information, allowing easy choice between travel modes and easy re-planning of journeys when disruption occurs
- support open data initiatives that enable others to make use of transport data to provide information services
- maintain an inclusive approach to ensure that travel information is available in a number of non-digital and accessible formats
- utilise anonymised travel data in our transport modelling and appraisal to inform investment decisions

## Asset Management and Resilience

**Our ambition is to ensure that our transport assets are fit for the future and properly managed in a sustainable, environmentally friendly and cost-effective way**

Improving transport is not just about building new schemes, we must maintain all of our transport assets - roads, bridges, traffic control systems, street lighting and public transport infrastructure – in good working condition to increase customer satisfaction and build in greater resilience so that our assets function reliably during periods of high demand and varied conditions such as extreme weather. We will build on our adoption of the Government's Highways Maintenance Efficiency (HMEP) programme to improve our asset management practice, deliver greater efficiencies and maximise the funding that we can put back into our transport network.

### **To achieve this we propose to**

- make the best use of limited budgets through joint working, common standards, shared procurement and better long term asset management across all the West Yorkshire Local Authorities
- ensure we achieve the efficient management of assets through the planning and design process for new developments through more effective partnerships with planners, architects and utility providers
- reduce the problems normally associated with disruption through the proactive maintenance of the road network, clearing drains regularly and carrying out tree and retaining wall inspections
- invest in the timely renewal of traffic signals and lights to minimise the possibility of failures, and in new equipment that is more reliable and cheaper to operate
- contribute to a low carbon economy by minimising the environmental impact of maintaining transport assets by re-using materials and recycling where possible.
- explore options for new and alternative funding sources including from private sector developments, to invest back into our transport assets

## Environment, Health and Well Being, Inclusion

**Our ambition is to improve the transport system in such a way that it contributes to improving the health and overall wellbeing of people living or working here**

We want to tackle the negative impacts of our current transport system and provide better options for healthier, environmentally-friendly, inclusive transport.

### To achieve this we propose to

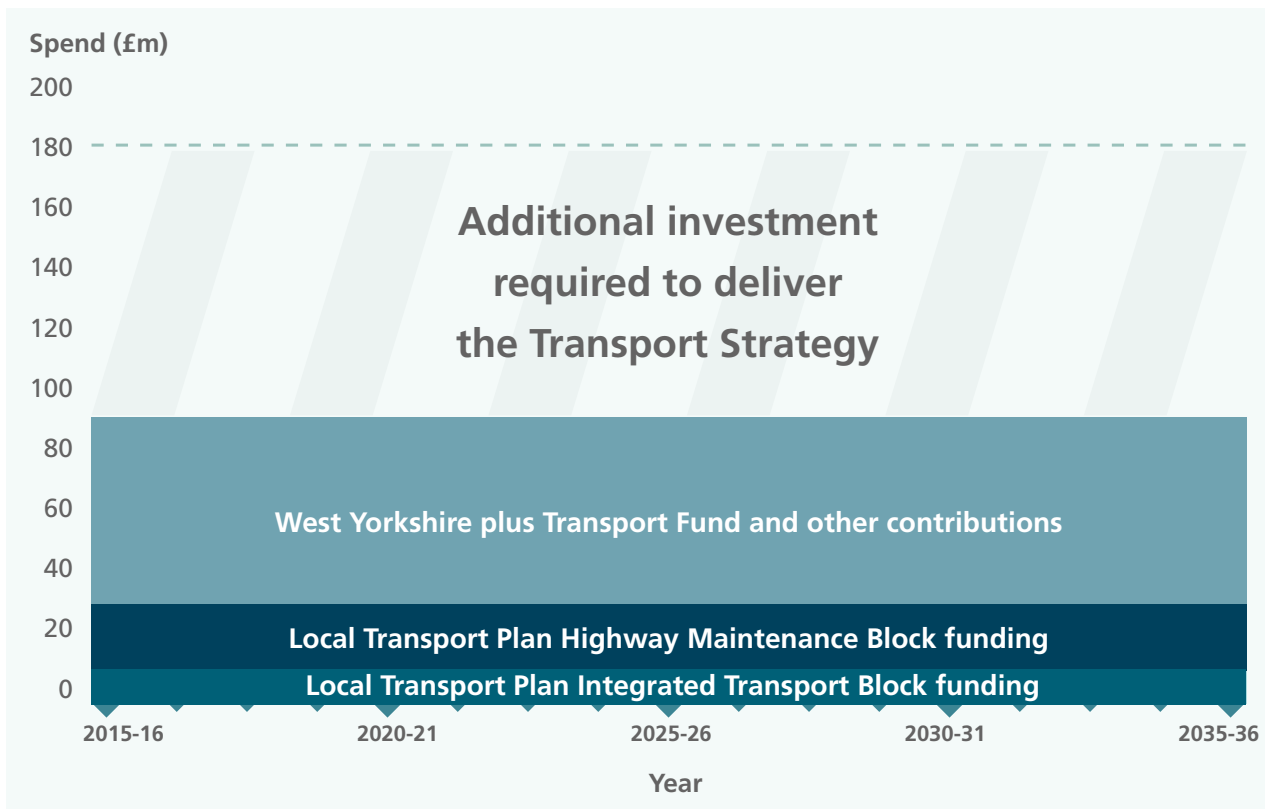
- adopt a Low Emission Strategy with targets for reducing air pollution, carbon emissions and noise levels from transport
  - support the introduction of a Clean Air Zone in Leeds by 2020 and investigate the consistent use of stronger emissions controls across West Yorkshire
  - roll-out an electric charging network and investigate facilities for other alternative fuels such as gas and biodiesel, to support the shift to environmentally friendly cars, taxis, buses and goods vehicles
  - protect our green infrastructure and seek to create a cross boundary network of green transport corridors
  - ensure all large transport schemes are subject to an environmental assessment
  - deliver our transport projects in a more sustainable manner through construction that reduces reliance on natural resources, minimises waste and supports re-use of materials
  - provide opportunities for cycling and walking by delivering the right quality infrastructure on and off-road - building on the step change achieved by the CityConnect Cycle Super highway and canal towpath improvements
- support healthy, active lifestyles through training and promotional campaigns to attract more people to cycle and walk
  - continue to drive down accidents through highway design, road safety interventions and programmes of education, training and publicity, moving us closer towards a 'zero tolerance' of transport related deaths
  - tackle accidents involving cars by supporting the use of Safety Cameras and Automatic Number Plate recognition Cameras
  - combine planning and resources with other agencies to deliver a 'total transport' approach to connecting disadvantaged or rural areas to opportunities - prioritising young and older people, those with mobility difficulties, the unemployed and those on low incomes
  - use smart ticketing and payment technology to develop concessionary travel offers for targeted, disadvantaged groups
  - reduce community severance and isolation by encouraging healthy travel and improving safety, paying attention to the needs of older and frailer people



## Funding the Strategy

We have ambitious plans for the transport system – but the affordability of our plans is a challenge. We will need to build on the good base provided by the West Yorkshire plus Transport Fund and we propose to develop new ways to fund our strategy.

Maintaining our current levels of capital funding alone will require about £80 million to £90 million per year. To deliver all of our growth ambitions could require a doubling of this current level of capital funding for transport.



### To achieve this we propose to

- take full advantage of Devolution Deal powers and local control of funding streams to secure devolved and consolidated transport budgets set within multi-year settlements
- align our investments with funding provided by other agencies such as HS2, Northern Powerhouse Rail, Transport for the North and Highways England to make all available funding stretch further
- lever in more private sector investment from private sector development and business leaders
- seek contributions to transport improvements through planning obligations under the Town and Country Planning Act 1990 and through the Community Infrastructure Levy
- explore the options such as road-user charging and workplace parking levies to raise funds locally for reinvestment into transport improvements - but only when our local economic conditions are right

# Implementing the Strategy

The 20 year Transport Strategy sets the vision, objectives and policies to inform investment decisions.

The Transport Strategy will be supported by a series of five year Implementation Plans, containing the specific programmes and projects.

The implementation of the strategy will be managed by the West Yorkshire Combined Authority with the five West Yorkshire District Councils. Delivery will be carried out by various partners and agencies. Regular reviews of delivery progress will be carried out to ensure that the strategy is on track.

West Yorkshire Transport Strategy 2016 - 2036

Implementation Plans

2016-21

2021-26

2026-31

2031-36

Programmes and Projects

## High level programme and early delivery

We have identified some of the key programmes and projects that will form part of the Implementation Plans, but further development work will be undertaken once the Strategy is complete and adopted.

The full Transport Strategy document includes an early indication of the high level programme that will be required to deliver the Strategy, which can be accessed from our website at: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk) - see pages 64 and 65

We want your input to help us develop the new West Yorkshire Transport Strategy. Consultation with the public and stakeholders on our draft Transport Strategy will run from 18 July 2016 for 3 months to close on 21 October 2016.

We would like as many people as possible to share their views on:

- How strongly you agree or disagree with our proposed policies described in each of the core themes and the cross-cutting theme?
- What you think we should measure to show our progress in delivering transport improvements in each of the core themes and the cross-cutting theme?
- Have we missed anything you feel should be included in the strategy?



You can get involved by completing an online questionnaire by visiting: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk) by 21 October 2016.

Alternatively paper copies of the questionnaire are available on request, or can be printed from the website and returned via the freepost address

We recommend that you read the full version of the draft West Yorkshire Transport Strategy by visiting: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk)

There will be a number of consultation events and workshops taking place during the consultation period - with details at: [www.yourtravelyoursay.co.uk](http://www.yourtravelyoursay.co.uk)

## Contact Us:

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If you would prefer to write to us then please use the following freepost address:

**Freepost CONSULTATION TEAM (WYCA)**

