WEST YORKSHIRE

TRANSPORT RECOVERY PLAN – FINAL DRAFT 170720

<u>Contents</u>

1. **One Page Plan**
2. **Introduction and vision**
3. **Economic recovery scenarios and implications for transport**
4. **Priority areas for action – analysis, products and programmes**
   a. Supporting our bus passengers
   b. Supporting our rail passengers
   c. Supporting a new ticketing and information offer for passengers
   d. Enabling and encouraging more people to walk and cycle
   e. Reducing the impact of road travel
5. **Asks of Government - Funding and powers to deliver locally led solutions**
6. **Measuring success**
7. **Appendices**
   A1 Bus Action Plan
   A2 Rail Action Plan
   A3 Ticketing and Information Action Plan
   A4 Walking and Cycling Action Plan
   A5 Road Impacts Action Plan

1. One Page Plan

West Yorkshire Transport Recovery Plan - 1, 2, 3, 4

1 Vision
To grow a more inclusive, resilient, sustainable economy with more productive businesses, better levels of skills and entrepreneurialism, less inequality, better environmental sustainability.

2 Goals

Inclusive Growth
Wellbeing, connectivity and accessibility, supporting access to good jobs and training for economic recovery

Sustainable Environment
Foster pro-environmental travel behaviours, reduce transport emissions and accelerate zero carbon transition

3 Key Themes – delivered over three phases of recovery

- Economic Recovery
- Safety, Health & Wellbeing
- Accessibility & Social Inclusion

6-12 months

Rescue
Acting now – ensure people have confidence in the safety of the transport network, encourage passengers back to bus and rail, build on the increase in walking and cycling during lockdown, mitigate the health, economic and environmental impacts of a consequential rise in car use

1-2 years

Re-imagining
Setting the aspiration for the future – adapt the transport network to meet changes in travel behaviour, employment and lifestyles, restore financial equilibrium to bus and rail sectors, maintain and enhance access to employment and training especially for the communities most affected by the virus, maintain impetus to reduce harmful emissions and carbon caused by transport

2-5 years

Resilience
Delivering future prosperity – develop a sustainable transport network which supports future prosperity, reduces carbon generation and is resilient to future pandemics and economic shocks

4 West Yorkshire Recovery Priorities

Public Transport
Support our bus and rail passengers by restoring services, ensuring safety and reliability, integrating services, and developing sustainable funding models

Ticketing & Information
Support new ticketing and passenger information by adapting products and payment options, enhancing live information, and improving options for under 25s

Walking & Cycling
Enabling walk and cycle by providing the facilities, space and supporting measures to travel safely and confidently, involving communities to improve experience

Road Travel
Reducing the impact of road travel by combatting transport emissions, improving road safety, supporting sustainable movement of goods and ensuring long-term resilience

2. Introduction and vision

1. West Yorkshire is facing unprecedented challenges as a result of the COVID-19 pandemic. Fast, radical action on transport is required to help mitigate the impacts of COVID-19 and the related economic crisis. This Transport Recovery Plan sets out the actions required to respond to the impacts of COVID-19 and ensure that the right transport conditions are put in place to meet the demand for travel in safety and with confidence and to help the economy recover through green and inclusive growth. Both this and the linked economic recovery plan are a result of collaboration with partners committed to leading by example in promoting health, wellbeing, inclusivity and diversity, and working together to further these values by fostering our long-term regional partnerships.

2. The COVID-19 pandemic is an economic and health emergency. In the UK, tens of thousands of people have lost their lives, and sadly this number is expected to rise. West Yorkshire as a large, densely populated area has been badly impacted. The public response across the region has been to stay at home unless providing an essential or key service, which has had a significant impact on travel patterns and behaviours and consequently on our transport services and industries. Whilst it is still uncertain what patterns of travel will emerge in the medium to longer term, we need to be ready to ensure transport can play its part in supporting a sustainable and inclusive economic recovery.

3. The importance of transport in controlling the spread of COVID-19 as well as in the recovery process should not be underestimated. Ensuring social distancing is possible on all transport modes is vital if we are to reduce the likelihood of future outbreaks as well as to help our communities and businesses recover. To support the economic recovery, the needs of our communities, and the vitality of our places, we must have in place the right infrastructure alongside inclusive and affordable transport services to support access to jobs, education, services, and shops, for all.

4. An Economic Recovery Plan has also been developed, which this Transport Recovery plan supports, setting out what is required in West Yorkshire in response to COVID-19 to deliver a successful economic recovery based on our regional strengths. The Economic Recovery Plan has utilised economic forecasting and scenario planning to produce three broad scenarios for the impact of COVID-19 on the West Yorkshire economy. This has been used to provide a basis for the transport scenarios set out in this plan. It is recognised that these scenarios will develop over time, with an approach continuously guided by local data and intelligence, resulting in a living document laying out a response that meets the needs of places across West Yorkshire.

5. The economic and transport recovery must be led locally if they are to be successful, but these plans also set out our key asks of Government in respect of funding and powers considered crucial to support our recovery. Through the delivery of this Transport Recovery Plan, we believe we can support a vision of connecting people to jobs, particularly those in deprived communities, and businesses to new opportunities. At the same time, transport is a major contributor to carbon emissions and this must change if we are to tackle the climate emergency. The West Yorkshire Transport Recovery Plan looks to maintain and enhance the changes in travel choices seen under lockdown and support a shift away from carbon-intensive travel to sustainable modes as the economy recovers and grows, that will set the region up to meet the significant challenge of becoming a net-zero carbon city region by 2038.

6. Pre COVID-19, with the climate emergency, our inclusive growth aspirations, and the challenge of reducing the productivity gap facing the region, we were already demanding more from our transport networks. Therefore, this recovery plan stands alongside our existing Transport Strategy ambitions and our emerging regional strategy work on connectivity, rail, future mobility, and mass transit. This recovery plan gives a specific focus on the current economic crisis and the actions we are prepared to take if the Government backs our plans.

7. The number of cars on our roads significantly declined with the introduction of lockdown, leading to a reduction in emissions, and improvement in accident rates. However, we have seen a slow but steady return to pre-lockdown levels of usage over recent months. With continued health concerns and social distance measures in place, car use could increase further to belong pre-lockdown levels, with significant environmental, social, and health implications.

8. COVID-19 has seen public transport services and capacity reduced, and public confidence diminished in response to public safety messaging. Pre-COVID-19, buses were our most used form of public transport in West Yorkshire, but people are being slow or disinclined to return to them as lockdown is relaxed. The sudden and prolonged loss of fare revenue has had a major impact on Local Transport Authorities and the bus sector nationwide, and these changes may have a significant impact on the financial stability of local bus services for years to come. Our COVID-19 Transport Survey suggests that nearly 50% of people may use the bus less over the coming weeks, compared to before lockdown. A sustained fall in demand could mean that unviable bus services are lost once the current bus service funding package supported by the Government ends. Cuts to bus services will impact most seriously on our more disadvantaged communities, and restrict opportunities to access existing jobs, future job opportunities, and skills training.

9. Even with reduced demand, until social distancing requirements are able to be relaxed or removed, bus and rail capacity will remain limited, and people returning to work and shopping may find that they cannot find or board a bus or train when they
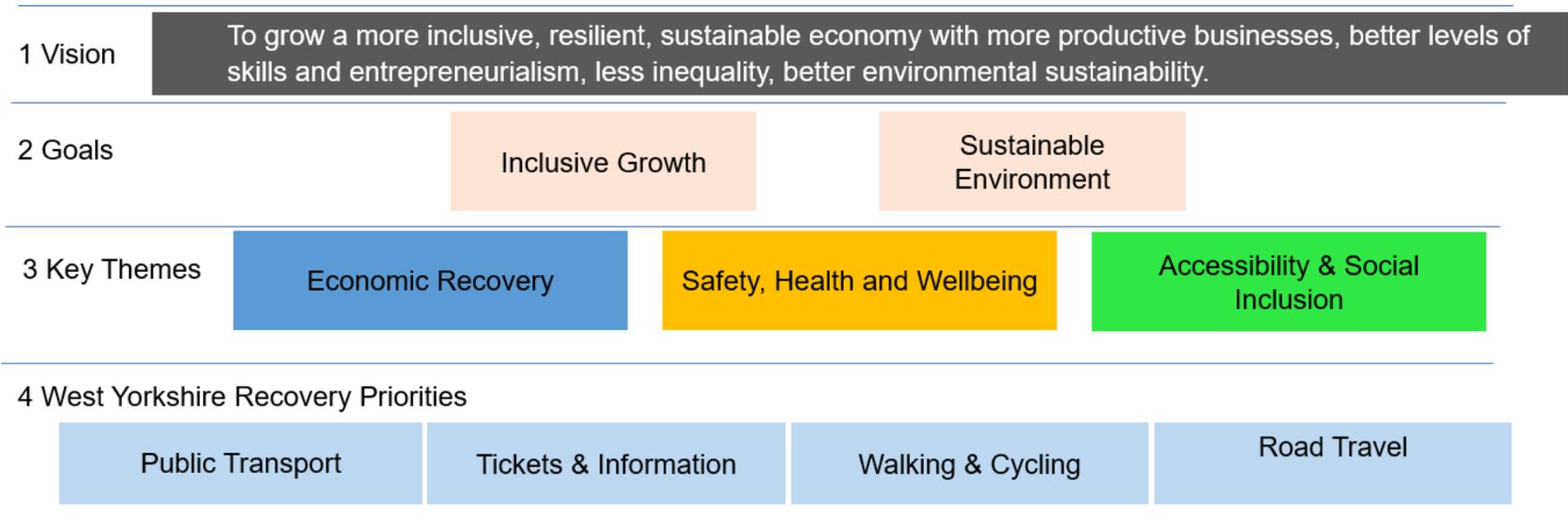
expect to. The West Yorkshire economy needs public transport, and particularly bus services, to survive to provide a more inclusive alternative to private car reliance, providing access to jobs and training opportunities, particularly with the recent rise in unemployment. To support people to return to public transport and ensure access to opportunities, it is clear we need radical interventions to network capacity and to restore public confidence. This must include clear and consistent messaging on the use of face coverings across all public transport modes.

10. One positive consequence seen in the last 3 months has been that people have started walking or cycling more, both for utility journeys and for leisure. We recognise that many journeys will need to be made by private vehicles, and by commercial fleet to move goods, especially in the short term, but this plan takes as a starting point the progress that had been made pre-COVID-19 on decarbonising transport and improving air quality. Our target to achieve net-zero carbon by 2038 remains, and we want to avoid a wholesale switch to cars as a response to COVID-19, and the consequent negative impacts for our environment, public health, and the economy.

Our vision and goals

11. The Economic Recovery plan, which this plan supports, seeks:
     o To grow a more inclusive, resilient, sustainable economy with more productive businesses, better levels of skills and entrepreneurialism, less inequality, and better environmental sustainability.
     o A recovery that produces resilient, and thriving businesses, boosted by innovation, high skills and entrepreneurialism
     o A clean growth recovery that grasps the opportunity to deliver sustainability across all our places
     o A recovery that delivers inclusive growth and a decent standard of living, where good work and wellbeing allow as many as possible to contribute to, and benefit from the region's economy.

12. It is clear that both the transport recovery and economic recovery must actively reduce inequalities and contribute to a sustainable environment if we are to meet our wider ambitions in West Yorkshire. These are the goals at the heart of the vision for the transport and economic recovery plans. To achieve these goals, the plan focusses on the three key themes that we must tackle to support the recovery of our transport system: Economic Recovery; Health, Safety and Wellbeing; and Accessibility and Social Inclusion. For each theme, the plan focusses on the priorities actions that will unlock the vision over the rescue (short), re-imagining (medium), and resilience (long) phases of recovery.
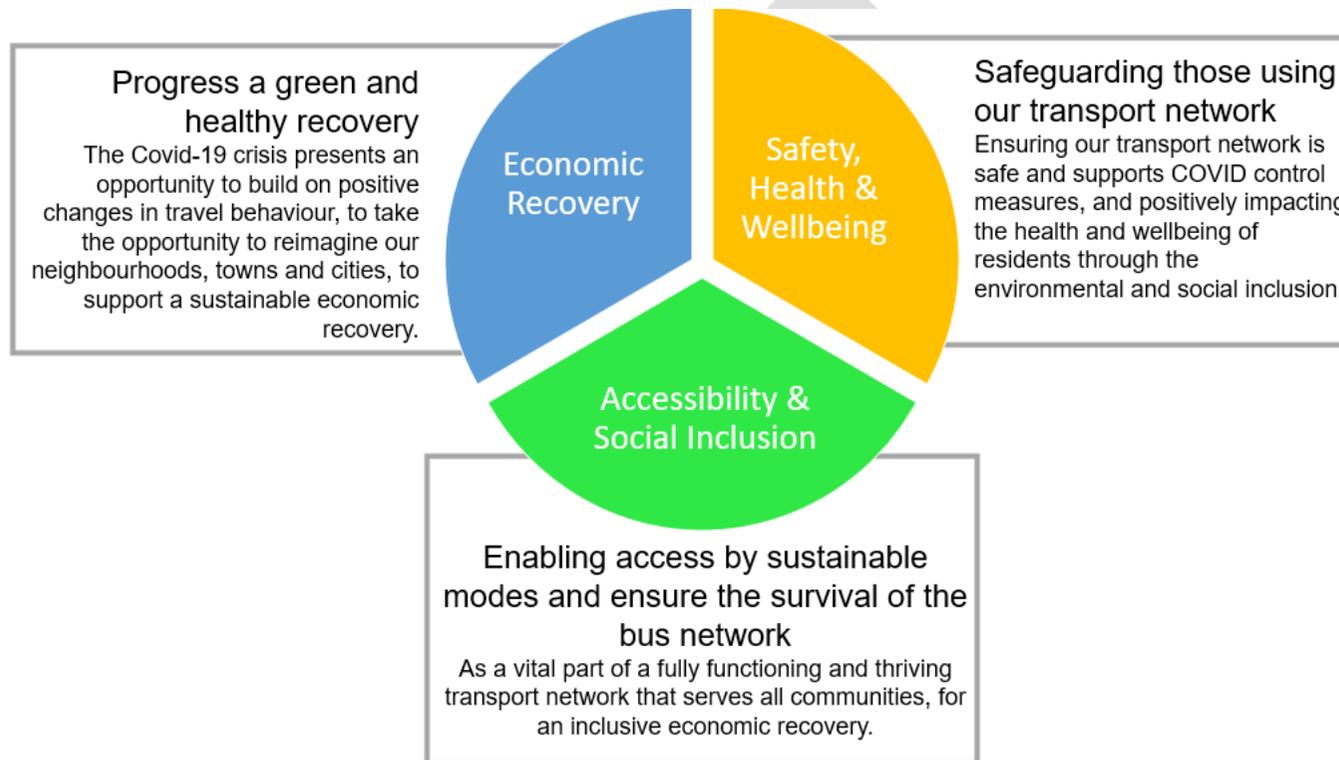
West Yorkshire Economic Recovery Plan - 1, 2, 3, 4

1 Vision	To grow a more inclusive, resilient, sustainable economy with more productive businesses, better levels of skills and entrepreneurialism, less inequality, better environmental sustainability.

2 Goals	Inclusive Growth	Sustainable Environment

3 Key Themes	Economic Recovery	Safety, Health and Wellbeing	Accessibility & Social Inclusion

4 West Yorkshire Recovery Priorities

Public Transport	Tickets & Information	Walking & Cycling	Road Travel

Key Themes, Priorities and Actions

13. We have already taken some quick, short term actions to support people, and the economy, through the crisis and into recovery through:
    - o Putting in place measures to support social distancing across our high streets and in our bus stations and transport hubs, and working with transport operators to communicate consistent messages to the travelling public
    - o Maintaining concessionary fare and tendered bus service payments to bus operators at the value that was being paid immediately before the emergency, which has provided c£6 million per month to support key and essential workers.
    - o Securing funding to invest in active travel with our emergency active travel tranche 1 funding of £2.5 million, with the opportunity to bid for up to tranche 2 funding up to a possible £12.5 million
    - o Continuing to deliver our major capital programmes such as the West Yorkshire Transport Fund and CityConnect programmes and making progress with the development of the Transforming Cities Fund programme

14. We recognise that more action is needed so that transport can play a key role in the recovery from COVID-19 in the short term, medium-term, and longer-term. The plan sets out priority areas for action to ensure that our transport networks recover to a strong position that supports inclusive and sustainable economic recovery.

15. Our key themes for the Transport Recovery Plan are to take action to:

Progress a green and healthy recovery
The Covid-19 crisis presents an opportunity to build on positive changes in travel behaviour, to take the opportunity to reimagine our neighbourhoods, towns and cities, to support a sustainable economic recovery.

Safeguarding those using our transport network
Ensuring our transport network is safe and supports COVID control measures, and positively impacting the health and wellbeing of residents through the environmental and social inclusion.

Enabling access by sustainable modes and ensure the survival of the bus network
As a vital part of a fully functioning and thriving transport network that serves all communities, for an inclusive economic recovery.

Economic Recovery

Safety, Health & Wellbeing

Accessibility & Social Inclusion

16. As a region, we stand ready to deliver what is required to fulfil our transport recovery plan. The priorities, projects and programme contained within the document will be supported and enhanced through the delivery of our existing strategies and investment programmes, including the through the delivery of our Transforming Cities and West Yorkshire Transport Fund Programmes. We are developing a new West Yorkshire Connectivity Investment plan and pipeline, to support the delivery of the Transport Strategy and our regional economic priorities, identifying the strategic investment priorities across transport modes to prioritises sustainable and inclusive travel. The plan will develop a pipeline of schemes for the region to be delivered over the next 20 years and will be a key delivery mechanism for supporting the ambitions of this recovery plan.

17. However, given the scale of the challenge faced through the COVID-19 crisis, we will also require the support, both financial and in decision making, from central Government and departments. This plan provides the basis therefore of both an offer to Government, on how transport can support the levelling up agenda in West Yorkshire, as well as an ask on what is needed to deliver.

18. This is a live plan and set of actions. As the wider consequences of the COVID-19 crisis become known, government guidelines adapt and change, and we learn more about people's changing travel patterns and expectations we will review the priorities and update our actions.

3. Economic recovery scenarios and implications for transport

19. West Yorkshire, with a population of 2.3 million, a larger travel to work geography of over 3 million, and over 90,000 businesses, is an internationally significant economy. Despite these strengths, the area has some challenges with 22% of people living in areas defined as being among the most deprived 10% nationally - these communities already had limited transport options providing barriers to employment and training, which are expected to worsen with the contraction of the public transport network due to COVID-19. The population is also increasing, with 13% more people living here than in 1991 – a trend that is set to continue in the next 20 years with the population forecast approaching 2.5 million by 2041 with significant influence on the demand for travel.

20. With the climate emergency, our inclusive growth aspirations, and the challenge of reducing the productivity gap facing the region we were already demanding more from our transport networks. The National Travel Survey (NTS) shows that between 2016 and 2018 the average West Yorkshire resident made a total of 1,048 trips a year - this is 77 more trips per person than the average for England and represents an increase of 5% during this period, higher than the 3% increase seen in England as a whole. Car travel is still the dominant mode of travel in the region, with 65% of all trips in West Yorkshire made by car, 4% higher than the national average, and steadily increasing.

21. Most national economic forecasts expect a sharp fall in economic activity in 2020 followed by a recovery in 2021, though the scale of impact and timing of COVID-19 economic recovery is highly uncertain and heavily influenced by factors including the length of lockdown.

22. At the local level, initial high-level forecasts by Oxford Economics suggest that the impact in West Yorkshire may be slightly higher than the national forecasts.

23. Work is ongoing with Experian to develop a series of scenarios to understand local economic impacts for different trajectories. The approach to each scenario is covered in full in the Economy Recovery Plan. These scenarios provide detailed local GVA and employment assessment by sector and support our recovery work. As travel patterns are closely coupled with economic performance, these scenarios will have varying impacts on transport.

24. To gain insight into individuals' current and future travel patterns we launched a West Yorkshire COVID-19 Transport Survey, using a representative telephone survey and a wider on-line survey. This plan uses the findings from this work to help us determine the interventions needed to help change perceptions and behaviours.

Scenario 1

25. This scenario is consistent with the main Office for Budget Responsibility forecast and assumes that the national and local economy returns broadly to pre-crisis levels of activity by the end of Q3 2020.

26. The key factors in the scenario which will influence transport:
    a. Employment – employment falls during 2020 with unemployment at a peak in Q3 of 2020 but quickly bounces back to pre-crisis levels. Average hours per worker decline rather than lower employment with a reduction in income levels, although less of an impact than under the other two scenarios as employment is more stable.
    b. Equality – deprived areas are hardest hit by changes in employment rates, with the greatest levels of unemployment in the younger population and those over 50. Reduced incomes impact the ability to afford travel costs.
    c. Travel choices – travel demand returns as government restrictions are lifted. Public transport remains restricted and some increase in car use as a result but returns gradually toward normal. Cycling increase during the crisis proves mostly temporary.
    d. Environment – transport emissions return to pre-COVID-19 levels in line with economic recovery, although there is an increase in walking and cycling as a result of greater participation if these activities under lockdown.

27. The principal transport impacts of this scenario will be the potential changes to travel patterns as a result of reduced working hours which could influence demand peaks, and the long term health, social and environmental implications of increase car usage, with a significant detrimental impact on the viability of the bus network. It may also increase the support needs of those in the most deprived areas, particularly of the younger and over 50s, a significant challenge when considered in tandem with the loss of revenue related to declining public transport patronage.

Scenario 2

28. This scenario flexes the main Office for Budget Responsibility assumptions and assumes that the recovery takes longer and is not achieved until Q3 2021

29. The key factors in the scenario which will influence transport:
    a. Employment – unemployment rises in 2020 and stays elevated throughout 2021, before a decline in 2021 as the economy recovers
    b. Equality – deprived areas are hardest hit by changes in employment rates. Additionally, the greatest levels of unemployment in the younger population and those over 50. The income reduction from high unemployment rates

impacts on the ability to afford travel costs resulting in significant support needs and heightened inequalities in access to employment, training and services.

c. <u>Travel choices</u> – slower removal of restrictions and increase use of technology results in longer terms reduction in travel demand, with an impact on public transport in particular.

d. <u>Environment</u> – transport emissions remain lower than pre-COVID-19 levels.

30. The principal transport impacts of this scenario will be the reduction in demand for travel linked to high unemployment rates as well as the income reduction which will impact on the ability to afford travel costs resulting in significant support needs and heightened inequalities in access to employment, training and services.

Scenario 3

31. This scenario assumes a double-dip recession based on the introduction of a second period of lockdown from Q4 2020, with similar restrictions and duration.

32. The key factors in the scenario which will influence transport:

e. <u>Employment</u> – severe, long-lasting impact on employment across most sectors, with continuing high levels of unemployment

f. <u>Equality</u> – although unemployment is more widespread, deprived areas are hardest hit by changes in employment rates. Additionally, the greatest levels of unemployment in the younger population and those over 50. The high and sustained unemployment rates impact on the ability to afford travel costs resulting in significant support needs and heightened inequalities in access to employment, training and services.

g. <u>Travel choices</u> – significant reduction in demand due to unemployment. Government subsidy phased out and restrictions and reluctance to use services create a perfect storm. The increase in active travel seen during COVID-19 is maintained.

h. <u>Environment</u> – transport emissions remain lower than pre-COVID-19 levels but economic position results in limited opportunities to support a wider shift to a zero-emission transport network

33. The principal transport impacts of this scenario will be the significant and long-lasting reduction in demand for travel linked to high unemployment rates as well as the income reduction which will impact on the ability to afford travel costs resulting in significant support needs and heightened inequalities in access to employment, training and services. The loss of revenue to Local Transport Authorities and operators, combined with the reduction in subsidies from Government, could see significant impacts on the supply of and demand for public transport services, with a consequent impact of car dependency and increasing emissions.

34.   As demand for travel is directly linked to the economy, our recovery will have a significant impact on transport usage. This applies to both the number of trips taken and the travel choices made; when the West Yorkshire economy recovered from impacts of the last recession, car trips steadily increased. The impact of COVID-19 on the transport network and the way we travel is likely to be profound and long-lasting. Further work is required to fully understand the impacts of these scenarios on the transport network which will further inform the development of our action plan.

35.   Alongside economic performance, there are a number of additional factors that are likely to influence transport and travel behaviour during the recovery period. Beyond the recovery, we still don't know what changes will be short-lived and those which will have a profound structural impact on our approach to transport planning. We do know that we will need to consider the most appropriate methodology for developing business cases and our plans for future transport investment against more wide-ranging scenarios. The consequences of more people working from home or being more flexible with working hours will have to be considered in our plans for mass transit, for example. For now, this plan presents the evidence we have, and this is an area we will keep under review.

Work patterns and home working

36.   The location and timing of work patterns have changed considerably under lockdown and we are yet to form a full understanding of how this will evolve as restrictions continue to ease and as the economy recovers. Generally, surveys have indicated that those who can work from home believe they will be doing more of it when restrictions are lifted (Transport Focus[1], SYSTRA[2] and NEXUS[3]).

37.   A national survey from Ipsos MORI[4] revealed that a third of Britons expect to see an increase in how often they work from home rather than travel into work in the next 12 months (compared to before the COVID-19 pandemic), while 12% expect this to decrease. Reasons cited for wanting to work from home more were saving the commute time and cost, and wanting a better work-life balance (SYSTRA, TfWM). Survey results reveal that home working has generally been viewed positively; 65% of respondents of a survey by TfWM[5] viewed home working as a positive experience, with 75% feeling they would be allowed to work this way in the future, and some surveys showed strong support for virtual meetings replacing some/all

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[1] Transport Focus weekly Omnibus survey of 2,000 people representative of the GB population conducted from 24th April.
[2] SYSTRA survey of 1,500 adults representative of UK residents between 8th-14th April 2020.
[3] NEXUS COVID-19 Tracker insight panel conducted weekly. Started 10th April 2020.
[4] Ipsos MORI online survey of 1,291 British Adults between 29th May – 3rd June 2020.
[5] Transport for West Midlands online survey of 6,188 people conducted in May 2020.

business trips/meetings[2]. Work patterns may also continue to be affected, influenced in the short term by ongoing childcare commitments, but also by employers and employees choosing to alter the start and finish times to avoid peak-time travel.

38.   Wave 1 of the West Yorkshire COVID-19 transport survey[6] revealed that 47% of respondents have been working at home during the lockdown. Of those who are working from home, 67% said that this was a positive experience (22% very positive and 45% generally positive), compared to only 11% who thought this was a negative experience. Of those working at home, 64% said that they are likely to work at home in the long term more often than they did before lockdown.

39.   One in four West Yorkshire residents expect to commute at different times they did before the lockdown over the coming weeks, whereas 57% do not expect to make any changes. Regular public transport users appear more inclined to change their commuting times than other commuters[6].

Public transport

40.   Perceptions of public transport, particularly related to safety, are likely to continue to influence travel choices as lockdown restrictions are eased. The most recent data from the weekly Omnibus survey by Transport Focus[1] (week 10) reveals that 30% of respondents do not currently feel safe using public transport, and a higher proportion of respondents (59%) have concerns about using public transport, compared to those who express no concern (26%).

41.   Safety concerns are consistently reported in other surveys[5,7] which indicate that the reasons people do not feel comfortable using public transport relate to fears of becoming ill or conforming to social distancing rules. A survey by Transport Scotland[7] found that 81% of respondents were very/fairly concerned about contracting or spreading the virus while using public transport; and 78% were very/fairly concerned about having enough space to observe physical distancing on public transport.

42.   In West Yorkshire, 29% of residents reported being very concerned about using public transport in the coming weeks, whereas 24% said they were not concerned at all[1]. Respondents who declared their intention to use public transport in the coming weeks are significantly less concerned about public transport usage than those not travelling by public transport in the near future or non-users[6].
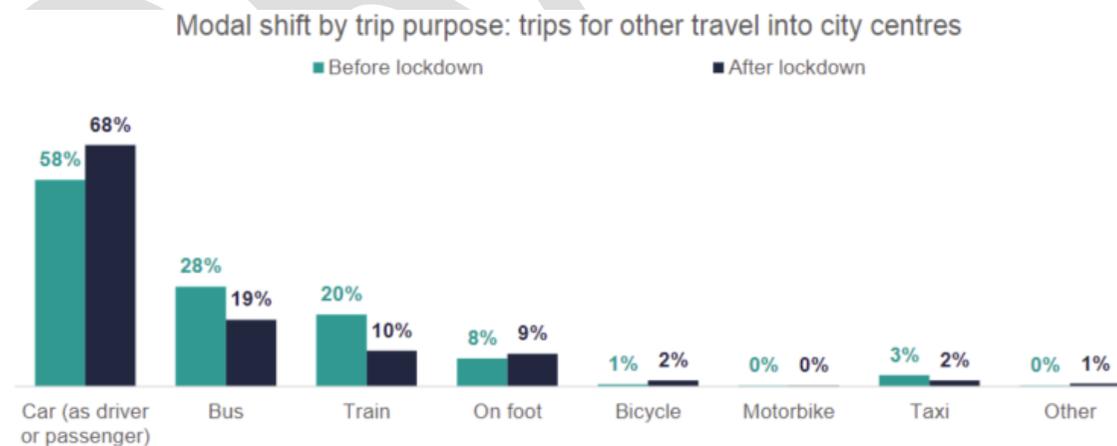
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[6] Wave 1 of the West Yorkshire COVID-19 transport survey 9-14th June 2020.
[7] Transport Scotland telephone survey of 1,000 over 16s. 3 waves so far with the most recent published on the 25/06/2020

43. Results of the West Yorkshire COVID-19 Transport Survey show a significant decrease in intentions to use public transport in the coming weeks, alongside a significant increase in walking (compared to pre-lockdown)[6]; 62% of respondents said they would use the train less, and 49% said they would use the bus less whereas 34% declared their intention to walk more in the coming weeks; 46% of respondents also said they would work from home more.

44. This research[6] also shows a shift from bus and rail to private car use; 27% of regular public transport users said they will travel by car more in the coming weeks than before lockdown, compared to 15% for non-public transport users. Furthermore, for regular public transport users who said they would use bus/rail less in the coming weeks, 59% of said they would travel less often (i.e. stay at home more), and 31% they would use other modes.

Private vehicle use

45. Global mobility data from Apple and Google, as well as regional Highways England traffic monitors and local councils Automated Traffic Counters (ATC) all reveal a similar trend for vehicle use; a steep decline in vehicle use immediately following lockdown (24th March), with a slow and steady return to pre-lockdown levels over following weeks. The most recent mobility data from Apple revels that request for driving directions in Leeds have almost returned to baseline levels (baseline was 13th Jan 2020).

46. Results from the West Yorkshire COVID-19 transport survey[6] found that in the coming weeks that private vehicle is expected to remain the dominant mode choice for all journey purposes, although there is a significant shift from public transport use to car or journeys into city centres (this excludes commuting), compared to mode share pre-lockdown.

Modal shift by trip purpose: trips for other travel into city centres

47.   In terms of private vehicle use for home deliveries, the West Yorkshire COVID-19 transport survey[6] results highlight a continued trend in online shopping in the coming weeks; 30% of respondents said they would shop online for food more than before lockdown (19% said less) and 44% said they would shop online more for other items (11% said less).

48.   Surveys Transport Scotland[7] found around half of all respondents agreed with the statement "I will avoid public transport and use my car or other vehicle more than I did before when restrictions on transport are lifted". This is supported by early research by Transport Focus[1] where 44% of respondents said that, in the future they are more likely to drive for journeys where they had previously used public transport.

Walking and cycling

49.   Nationally, there has been a considerable rise in people travelling by bike or on foot, with levels of cycling in particular rising compared to before the period before the crisis. Sales of bicycles are reported to have been particularly strong during lockdown, with retailers reporting large increases in sales, and shortages of stock.

50.   Wave 1 of the West Yorkshire COVID-19 Transport Survey revealed that, compared to before lockdown, 39% of respondents were currently walking or running more, and 35% were cycling more[6]. Taking into account the proportion of people who said they were walking and cycling less, this represents a net increase of 17% and 13% for walking/running and cycling respectively[6]. Although West Yorkshire residents state they are currently cycling more than before lockdown, when asked about cycling for utility in the coming weeks, just under a third said they would do less than before lockdown, with 51% saying the same and 17% saying more. This suggests that potential changes to available leisure time as lockdown eases could be factors at play in the difference between current and near future cycling. However, according to market research undertaken by the Combined Authority, 27% of the audience were identified as people who would take up cycling in the future. These 'considerers' also showed an interest in health and wellbeing and undertook physical activity outdoors, suggesting that with supporting behaviour change activity, this increase could be sustained.

51.   The survey[6] also found that, in the coming weeks, over a third of respondents will walk more for utility purposes. Local grocery shopping becomes one of the main purposes of walking trips, with 47% of respondents saying they will walk for local grocery shopping trips, an increase from 39% before lockdown.

4. Priority areas for action – analysis, products and programmes

52. First and foremost, we need a safe transport network that is adhering to national guidelines on public health. We will continue to work with transport operators to mitigate and control risks to reduce the spread of the virus. Social distancing, face covering, and cleaning regimes all have a vital part to play.

53. Our second priority, is to ensure that buses can continue to provide the vital service to our communities. Without sustained investment, we won't have a bus network.

54. Thirdly, we recognise that people are turning to the car as a means to social distance. For our wider objectives, this is not a sustainable model. To improve public health and make better and more prosperous places we want to see more trips made on foot and by bike. We also want to create more space for people and less space for vehicles in our urban centres. Also, at the stage when it is safe to do so, buses will again be able to perform a key role in moving large numbers of people efficiently as our urban economies gear up again. We therefore need to reimage our road space and mitigate the impacts of single occupancy traffic.

55. We should recognise the current funding and devolution context. Over the past ten years the average annual public spending on transport has been £739 per capita in London, compared to £305 per capita in the North. This means that for the last ten years London has received 2.4 times more public spending on transport than the North and this gap has been increasing. Work undertaken on behalf of HS2 East authorities highlights the scale of this underinvestment. If eastern authorities had received the same level of transport per person funding as London over the past decade, then £58 billion more would have been spent across the eastern regions. Commitment from Government to major projects such as Trans Pennine Route Upgrade and Leeds capacity improvements in and around the station brings jobs and improvements to the network in the short term. Commitment now to projects such as electrification of the Caldervalley line, HS2 and Northern Powerhouse Rail develops investor confidence in our economies.

56. At this time of crisis, the speed and flexibility to invest where it is needed is more vital than ever. We therefore call on Government to reduce the number of competitions and bring forward the promise of five-year transport settlements for Mayoral Combined Authority's so we can develop a cross-cutting package of local transport investments. We already have a pipeline of schemes for example as developed as part of our Transforming Cities Fund business case, our Leeds Public Transport Improvement Programme, the structural highway maintenance interventions that were part of our Challenge Fund submissions, our future mobility plans and an emerging connectivity plan that includes development of new mass transit options alongside enhancements to rail, bus, cycling and walking facilities across the region. A mix of revenue and capital is
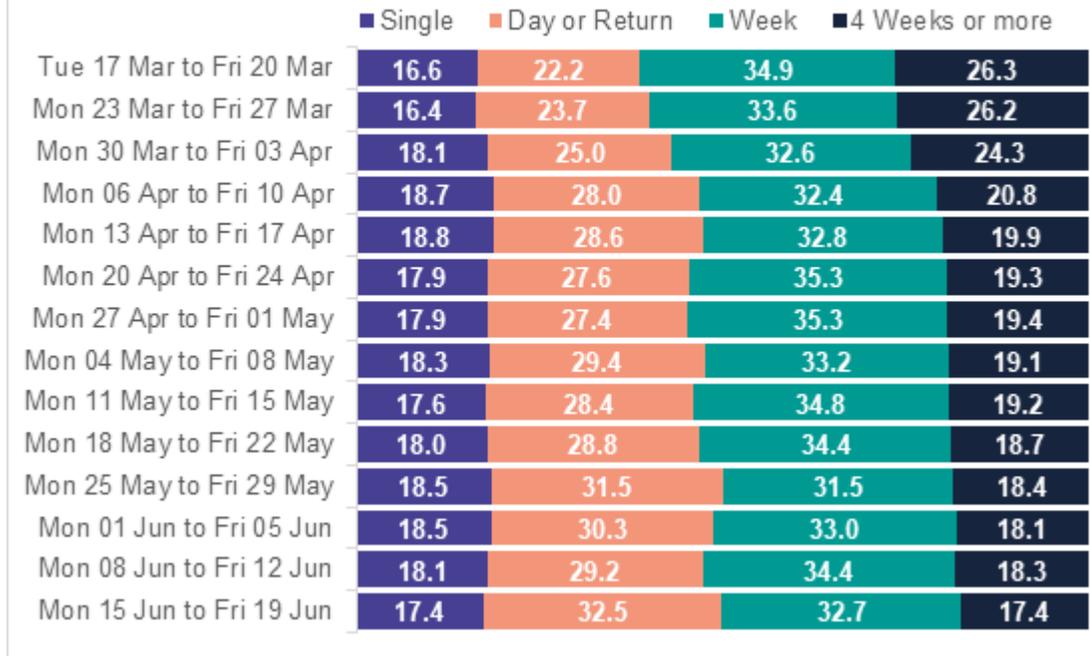
needed to ensure our behaviour change programmes and ongoing maintenance of assets maximises our upfront capital investment. If Government is seeking to kick start the economy through infrastructure investment, we stand ready to deliver.

57. The following sections take a modal specific approach to our plans given industries are managed in different ways and the way funding is allocated is equally different – they cover:
    a. Supporting our bus passengers
    b. Supporting our rail passengers
    c. Supporting a new ticketing and information offer for passengers
    d. Enabling and encouraging more people to walk and cycle
    e. Reducing the impact of road travel

A. SUPPORTING OUR BUS PASSENGERS

58. Following the Prime Minister's announcement on 10 May, steps were taken to restore bus to support the Government's recovery roadmap which occurred on 1 June 2020. Around 75% of services are now operating, with some bus routes restored to normal frequencies between 0700 and 1900 Monday to Friday. Capacity is constrained by up to 50% due to social distancing. Demand for public transport has increased following the restart of non-essential retail on 15 June and hospitality on the 4 July to approximately 35% of pre-COVID-19 levels. In most cases, where demand has exceeded the capacity, bus operators have been providing duplicate running buses where possible.

59. Data on bus ticket use indicates a continued growing preference for day tickets and a reduction in the proportion of ticket sales valid for 4 weeks or more (chart below). This shift in journey commitment likely reflects uncertainty in short/medium term use of public transport based on government messages to avoid such modes.

Ticket Commitment (% of Bus Passengers)

	Single	Day or Return	Week	4 Weeks or more
Tue 17 Mar to Fri 20 Mar	16.6	22.2	34.9	26.3
Mon 23 Mar to Fri 27 Mar	16.4	23.7	33.6	26.2
Mon 30 Mar to Fri 03 Apr	18.1	25.0	32.6	24.3
Mon 06 Apr to Fri 10 Apr	18.7	28.0	32.4	20.8
Mon 13 Apr to Fri 17 Apr	18.8	28.6	32.8	19.9
Mon 20 Apr to Fri 24 Apr	17.9	27.6	35.3	19.3
Mon 27 Apr to Fri 01 May	17.9	27.4	35.3	19.4
Mon 04 May to Fri 08 May	18.3	29.4	33.2	19.1
Mon 11 May to Fri 15 May	17.6	28.4	34.8	19.2
Mon 18 May to Fri 22 May	18.0	28.8	34.4	18.7
Mon 25 May to Fri 29 May	18.5	31.5	31.5	18.4
Mon 01 Jun to Fri 05 Jun	18.5	30.3	33.0	18.1
Mon 08 Jun to Fri 12 Jun	18.1	29.2	34.4	18.3
Mon 15 Jun to Fri 19 Jun	17.4	32.5	32.7	17.4

60. The COVID-19 pandemic will have a significant impact on the financial stability of local bus services and could potentially exacerbate the poor market conditions in some areas of the region. In the short term, those who do need to travel are more likely to opt for an alternative transport mode where possible, such as cycling or driving, to reduce their risk. Consequently, bus operators may be forced to further reduce service frequency which will negatively impact residents. In the longer term, there may be long-lasting behavioural change with changes in working patterns, with potentially more people working from home, which will further reduce bus demand and may change some of the geographical focus on the bus network.

61. Until social distancing is reduced, capacity on bus will remain limited. It is likely that as more people return to work and more non-essential and leisure opportunities start to re-open, then this capacity constraint will mean that not all customers can board the bus when they expect.

62. Safety of the customers is the primary concern and since 15 June 2020, it has been mandatory to wear a face covering on public transport. The latest Transport Focus survey found that 46% of people agreed that as long as everyone is wearing face coverings, reducing social distancing makes sense, but a third of people disagreed.

63. In terms bus travel over the coming weeks, the West Yorkshire COVID-19 Transport Survey found that 49% of respondents said they will use the bus less than before lockdown, with 42% stating they will use it the same as before. For those public transport users who said they would use bus/rail less in the coming weeks, 59% of said they would travel less often (i.e. stay at home more), and 31% said they would use alternative modes.

Bus policy priorities

64. The West Yorkshire ambition and policy priority for bus is to ensure that a modern, integrated, and innovative bus system, which puts customers first and contributes to the delivery of the economic, environmental and quality of life ambitions is provided. The bus is the biggest public transport mover of people in West Yorkshire and is fundamental to ensuring access to employment and training opportunities. Recovering the bus market is key to help people return to work and training. It is important that a financially sustainable bus network is provided in the future to ensure it can continue to serve its key role across West Yorkshire.

65. The following are the key policy priorities:

- **Passenger safety and confidence –** By providing passengers with a safe travelling environment which, in accordance with Government guidance, minimises the risk of virus transmission whilst providing access to work and essential journeys. We also want to rebuild passenger confidence by measures such as the incorporation of bus occupancy indicators into real-time information.

    The bus operators will continue to provide on-board advice to customers for social distancing by marking out preferred seats to use and implementing screens to protect the driver. It is mandatory for passengers on a bus (unless they can evidence an exemption) to wear a face covering.

    Measures to encourage social distancing in bus stations and at bus stops have been implemented through messages and removal of some seating. The Combined Authority will continue to manage the number and movement of people within the bus stations.

Going forward, both the Combined Authority and bus operators will continue to work in accordance with Government guidance and apply social distancing as required. The use of Police Community Support Officers is being considered to manage some potential crowd and conflict issues on and off bus. In partnership with Local Highway Authorities, a review of pavement space in busy bus stop areas will take place to ensure there is enough room to allow passengers waiting for a bus enough room to social distance as well other users of the pavement to continue to be present.

- **Rebuilding a bus network –** by working with bus operators to restore routes and service levels initially to pre-pandemic (February 2020) levels and then adapt it to meet post-pandemic travel behaviours and customer expectations. Through the Conditions of the Coronavirus Bus Services Support Grant Funding, several principles for service delivery have been agreed. It is anticipated that a further set of principles will be agreed in line with future distributions of the funding. The frequency, operating hours and routes are under constant review as more industries, training establishments and leisure opportunities can re-open. The Combined Authority is also working with area BID teams and Chambers of Commerce to understand future employee travel patterns.

  By developing a set of core network principles, the Combined Authority will work closely with the bus operators to ensure routes, frequencies and operating hours are maximised throughout the recovery period. This will ensure that all essential journeys can be provided for, as well as space for other journeys for social activities as capacity on buses is increased.

  There is a need to work closely with the operators to ensure consistent communications to customers and timely promotion of incentives or initiatives to encourage the use of public transport on the removal of social distancing.

  Developing a sustainable funding model and restoring financial equilibrium- by working with bus operators to restore patronage and service levels to bring the balance of public and commercial funding back to an equilibrium. Fare levels and affordability will be key given that volume growth will be necessary in a time of recession, as will adapting ticket products and retail services with particular regard to anticipated changes in commuter behaviour. The affordability of travel for existing and potential customers will be central to the discussion with bus operators to ensure any fare rises do not prevent people using the bus to return to employment and training opportunities. Significant public sector funding is invested in the bus network but there is limited opportunity to influence the network extents and manage customer expectations. Transparency of the operating costs and public sector funding and revenues are required to support and develop a sustainable funding model. The Combined Authority will continue to work with the operators to ensure adherence to the conditions of the Coronavirus Bus Services Support Grant Funding.

  Going forward, there is a need to consider all funding models for the bus services to ensure a return to a bus offer that meets the customer need. The Combined Authority will continue to work with the Urban Transport Group to develop and

discuss with Government a new approach to bus funding to ensure a sustainable and locally-led bus provision for communities.

- **Value for money of public sector contribution –** to ensure the effectiveness of the Combined Authority's funding of the bus sector through concessionary fares and bus service provision to ensure they meet the Authority's policy objectives and the challenges of the changed economy. This will make certain that funding for tendered services is maximised and fulfils the customer need.

  COVID-19 is likely to change the commercial service offer provided by the bus operators. It is assumed that the bus operators will focus their resource on restoring the Core Bus Network (those services that have a frequency of 4 buses or more per hour) or other strategic routes. Therefore, it is likely that there will be an increased requirement for the Combined Authority to deliver more services that are outside of the Core Bus Network. With only a finite budget, further prioritisation of services provided by the Combined Authority is likely to be required. It is proposed to use existing tendered services criteria to evaluate any short-term service reductions. It is anticipated that a full review of the services currently supported by the Combined Authority will take place in 2021-22. This review will provide clarity on whether to continue funding certain services that no longer meet the criteria. The likely increase in public sector funding for bus services is an important consideration as part of the future bus options programme.

- **Enhancing our bus infrastructure –** by investing in our bus stations and bus priority. There is substantial investment planned in public transport bus infrastructure development (bus stations and on-street) through the Transforming Cities Fund. Learning from mitigation measures in response to the COVID-19 pandemic will be incorporated into the design and development of relevant projects to ensure facilities have increased resilience and adaptability to respond to any future scenario. Consideration could include but are not limited to: the style, nature and flexibility of fixtures fittings and furniture to support capacity changes (e.g. social distancing); consideration of access, embarkation and throughput in facilities; improvements to signage and wayfinding to deliver key messages at key points; enhanced and flexible public address. The fund will also be used to refresh and relaunch in a manner that restores and builds confidence in public transport networks in a long-lasting and resilient manner.

Bus products and programmes

66. The required products and programmes to support our bus passengers are detailed in the action plan included as Appended A1 of this Transport Recovery Plan. Actions are identified for three periods

    o Rescue (short term) up to 12months

- o Recovery / re-imagining (medium term) 1-2 years
- o Resilience (long term) 2-5 years

Implementation requirements
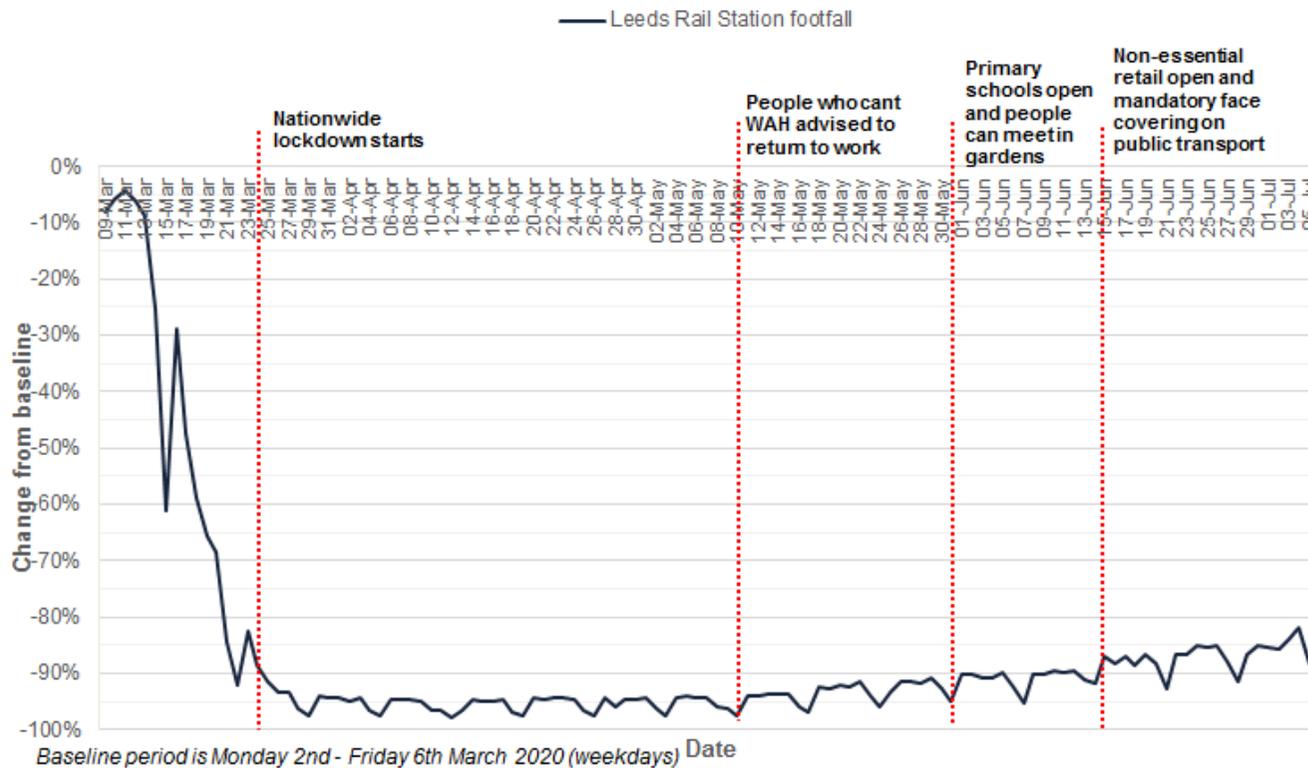
67. To achieve the products above we ask Government to:
    a. To accept the locally-led funding proposal for the distribution of the next Coronavirus Bus Services Support Grant to ensure a sustainable bus offer for the local communities.
    b. To consider further funding for the tendered services network to give greater flexibility as the bus network changes shape due to the impact of COVID-19
    c. To consider the Bus Services Act legislation to enable Local Transport Authorities to take a greater role in the management and delivery of bus networks to ensure a local -led approach
    d. To work with Government to ensure the latest thinking on guidance, such as social distancing, is communicated early to enable planning
    e. To have early and clear communications to ensure consistent customer messaging

B. SUPPORTING OUR RAIL PASSENGERS

68. Prior to the pandemic, the rail network was performing a crucial and growing role as part of the transport mix in West Yorkshire. Acting as a 'mass transit' mode for an important part of the region, rail is an instrumental part of the peak-time 'heavy lift' into the main employment and education centres.

69. Almost 7 in 10 people getting on and off trains within West Yorkshire are making rail trips within the County. In Leeds, over 20% of trips into the city centre for employment are typically made by rail, where it performs an important role in broadening access to jobs by widening the labour market. The result has been severe overcrowding, poor punctuality and an acute need to plan for and invest in additional capacity. This is needed to support continued economic growth and restructuring that has tended to concentrate on employment and further and higher education in main centres with good public transport access. There is strong evidence that overcrowding on the local rail network has led to supressed peak time demand, indicating that rail capacity has been an economic constraint.

70. The strength of the core commuter market has supported a good level of service across the network, establishing high levels of demand in the off-peak periods too, especially where rail is providing competitive journey times and an attractive overall product. Comprehensive investment in the Airedale and Wharfedale lines (network improvements, electrification, and new

trains) in the 1990s has established an attractive and well-used rail service and is an indication of wider potential across West Yorkshire, which must be replicated to achieve our transport and environmental objectives.

71. Lockdown measures have had a stark impact on rail demand in West Yorkshire. Many commuters to office-based jobs in city centres have been working from home, and leisure and business travel has been discouraged, especially by public transport.

72. The most recent data available (week commencing 29th June) reveals that daily footfall levels on Leeds station central concourse were 82% lower than the first week of March 2020, and the chart below shows only a gradual recovery, which is significantly lower than for other modes. As well as the structural demand factors highlighted above until very recently the rail industry has also sustained a stark 'essential travel only' message, to ensure that rail was a mode choice of last resort. The objective has been to protect scarce capacity for those with no alternative travel options but is risking a negative long-term impact on demand. Restoring confidence in rail use is therefore essential.

Legend: Leeds Rail Station footfall

Chart annotations:
- Nationwide lockdown starts
- People who cant WAH advised to return to work
- Primary schools open and people can meet in gardens
- Non-essential retail open and mandatory face covering on public transport

Y-axis: Change from baseline (0% to -100%)
X-axis: Date (09-Mar to 05-Jul)

Baseline period is Monday 2nd - Friday 6th March 2020 (weekdays)

73. The first wave of the West Yorkshire COVID-19 Transport Survey revealed that 62% of respondents said that, over the coming weeks, they will use the train less than before lockdown, with 31% stating they will use it the same as before. When asked specifically about commuting, 3% of respondents said they would use the train over the coming weeks, compared to 7% before lockdown. The survey found the greatest shift away train use was for travel into city centres (excluding work and grocery shopping), where 10% of respondents said they would travel by train into city centres in the coming weeks, compared to 20% before lockdown, and simultaneously car travel into city centres (as a driver or passenger) shifted by 58% (before lockdown) to 68% (in the coming weeks).

74. Rail service levels have continued to step-up, and around 70% of services are now in operation, with local variations. The 6th July saw a focus on restoring further weekday peak capacity. However, the ability of the network to fulfil its previous

'mass transit' role is fundamentally undermined whilst social distancing requirements remain in place. With very low off-peak use in line with messaging, operation of the rail network is requiring unprecedented levels of revenue support. Since March franchises have been suspended in favour of emergency measures agreements that have transferred revenue risk to Government. Whilst only for an initial period of 6-months, these arrangements (or a variation) will be required for a significant further period. Against this backdrop, the opportunity for early implementation of the type of structural reform being trailed as part of the long-overdue Williams Review is clear. Rail franchising has widely been described as a broken model, and a return to franchises is neither desirable nor feasible in the short term.

75. Whilst the emergency measures arrangements have demonstrated the value of better integration and co-ordination across the fragmented industry, but they have also tended to centralise key decision making to Department for Transport (DfT). The anticipated provisions in the Williams Review for establishing an arms-length 'guiding mind' to, secure internal devolution of operational decision-making, and for better structural integration between track and train must not be lost. The case for a strong partnership role between transport authorities and the railway locally is stronger than ever to ensure effective local transport integration and responsiveness to local needs to facilitate the overall recovery. Without these measures, the risk is that key decisions on the railway become even less accountable as they will be made centrally within DfT. The rail network plays a particularly strong role in the West Yorkshire transport offer which demands that it is responsive to local needs and priorities to maximise its role in supporting the recovery. Effective local devolution in this context must include an element of devolution of rail funding, to re-establish a local co-client role for local rail operations.

76. The revised operational and financial governance of the railway creates an opportunity to accelerate overdue fares reform. The system needs to easier to understand and fairer. Implementation of reform was a challenge due to the complex legal and financial structures imposed by franchising. It is increasingly clear that local rail demand has been disproportionately hit by the impact of working from home during the COVID-19 crisis. This will almost certainly precipitate and accelerate structural changes in commuting demand that were already becoming evident and challenging the traditional period season ticket model, and we welcome early moves to flexible season tickets. Reform will also facilitate our integrated and smart ticketing objectives to promote affordable multi-modal travel opportunities.

77. Fewer passengers and trains during lockdown have led to unprecedented levels of punctuality on the railway, with signs that punctuality is being sustained as service levels continue to increase. We must ensure that the positive lessons from this period are used to shape a 'new normal' which secures higher levels of punctuality. This is likely to mean allowing more time for stops at busy stations and in some cases, running fewer, but longer, trains until the capacity of the network is improved to support higher frequencies. This may imply compromises in the short term, as well as bold choices where operators have duplicated services or operated in competition to deliver sub-optimal service patterns to the detriment of making the best use of the network and passenger convenience.

78. Whilst the long-term impacts of COVID-19 are still not known with confidence, rail services will continue to play an important and growing role in achieving our objectives for inclusive and clean growth. The anticipated short-term easing of peak demand will provide breathing space to properly plan and implement plans for future growth. This opportunity may be limited given the anticipated level of supressed demand that evidence suggests has existed before the crisis. Investment in the network will ensure that rail capacity is not an economic constraint and instead contributes to economic opportunity, as well as ensuring rail plays its part in accommodating mode shift away from the private car.

Rail policy priorities

79. Work is underway to develop a new Rail Strategy for West Yorkshire. With significant changes to the rail landscape, it is more important than ever that we have a strategy that is both current and, at the same time, adaptable to the changing context. Four key themes have been identified: 'Capacity', 'Connectivity', 'Standards', and 'Implementation'. A clear focus on the passenger will be at the heart of the strategy and will be embedded within each of these themes.

80. The strategy will cover rail journeys but also ways to address barriers to accessing the rail network, including access to stations, better integration with bus services, and joined up information and ticketing. Whilst rail passenger numbers are currently at record lows, as economic activity returns, it is essential that more people return to public transport. The network needs to be ready to cope with a recovery in demand and continued growth, which means investment to address long-term persistent underinvestment in regional transport. Rail use at Leeds station has trebled over the past twenty years with an average of one million new trips added every year including over 1,000 extra peak morning trips. Both the current network and station in Leeds are at capacity with Leeds enduring the 4th worst overcrowding at peak times in the country. This has detrimental impacts across West Yorkshire and beyond.

81. The following are the key policy priorities for the recovery:

- **Building back reliably** – Fewer passengers and trains during lockdown have led to unprecedented levels of punctuality on the railway. We must ensure that the positive lessons from this period are used to shape a 'new normal' which sustains higher levels of punctuality. This is likely to mean longer stops at busy stations and in some cases running fewer, but longer, trains until the capacity of the network is improved.

- **Accelerated fares reform** – It is increasingly clear that local rail demand has been disproportionately hit by the impact of working from home during the COVID-19 crisis. This will almost certainly precipitate and accelerate structural changes in commuting demand that were already becoming evident. A likely further reduction in five-day-a-

week commuting undermines traditional season ticket products. Overdue fares reform is necessary to make the system fairer and simpler, but the impact of COVID-19 makes it an urgent matter. The current emergency measures period and what may follow is an opportunity to accelerate necessary reform that can also facilitate integrated and smart ticketing across modes to promote affordable multi-modal travel (see the following section).

- **An integrated and devolved railway** – The value of local knowledge and expertise, together with the benefits of much greater co-operation between different operators and Network Rail under the emergency measures arrangements have demonstrated the potential of a more 'joined-up' railway. Commitment to the reforms anticipated as part of the Williams Review is required, including meaningful devolution of influence and funding to local partners to ensure the railway is responding to local priorities and objectives to support recovery.

- **Commitment to Transpennine Route Upgrade (TRU), HS2 and Northern Powerhouse Rail as part of an integrated strategy and investment for growth** – investment in the railway has been piecemeal in the absence of a clear overall strategy. Capacity constraints such as around Leeds station and plans for electrification across our networks such as on the Caldervalley line all building into a holistic integrated rail plan. Commitment to delivery of TRU, the eastern leg of HS2 and the Northern Powerhouse Rail network will give confidence to businesses across the region to continue to invest in the future. These must be delivered as part of a coherent overall plan for the railway which provides a clear plan and investment pipeline for growth, reliability, and decarbonisation.

Rail products and programmes

82. The required products and programmes to support our rail passengers are detailed in the action plan included as Appendix A2 of this Transport Recovery Plan. Actions are identified for three periods

- o Rescue (short-term) up to 12months
- o Recovery / re-imagining (medium-term) 1-2 years
- o Resilience (long-term) 2-5 years

Implementation requirements

83. To achieve the products above we ask Government for:
   a. Structural reform, including publication of the Williams Review, with no return to the broken model of franchising.
   b. Commitment to the necessary programmes of investment to address network capacity constraints, facilitate decarbonisation, and to ensure rail capacity is not an economic constraint.

c. Devolution of decision making and funding to ensure that the railway is responsive to the priorities and objectives of West Yorkshire in supporting the recovery.

C. SUPPORTING A NEW TICKETING AND INFORMATION OFFER FOR PASSENGERS

84. Overall there was an 83% reduction in the number of MCards being used between May 2019 and May 2020 on buses and trains in West Yorkshire. Compared to the same period in 2019, use of combined bus and rail Annual MCards in April and May 2020 has reduced more (85-90% lower) than bus-only annual cards (55-70% lower).

85. Compared to the same period in 2019, throughout April and May 2020, younger (under 30) and older (over 70) MCard users have reduced their card use the most. MCard users aged between 51-60 have reduced their use the least, however, this is still only at 38% of 2019 levels.

86. MCard users living in the most deprived areas are much more reliant on public transport during the lockdown, compared to those living in less deprived areas. People living in more deprived areas generally have lower levels of car ownership, have higher levels of routine occupations (some classed as key workers), with limited ability to work from home.

87. We know that as a result of the COVID-19 crisis, the proportion of jobless claimants increased by 62% in April 2020 in West Yorkshire and is likely to continue to increase over the next six months, particularly as the Government's furlough scheme ends. In considering whether a smartphone-only product for job seekers would be accessible, we have looked at data collected as part of the West Yorkshire Tracker survey that suggests that a large proportion of working-aged people (aged 25 – 64) have access to both the internet and a smartphone. However, around 22% of 55-64 year olds do not have access to a smartphone in West Yorkshire (2019/20) which suggests that although a smartphone-only product may be suitable for the majority of job seekers, that we still need to enable JobCentre plus to provide an MCard ticket where a user does not have access to a smartphone.

Ticketing and information policy priorities

88. The following are the key policy priorities:

- **Working with West Yorkshire Ticketing Company seek to restore the customer base and revenues of the MCard multi modal ticketing range.**

- **Adapt ticketing products and payment options to reflect changing travel behaviours and customer expectations** - with particular regard to the anticipated increase in flexible and home working.

- **Focus on the affordability and flexibility of bus travel for under 25s** - introducing the Fare Deal for Young People approved by Transport Committee in February 2020.

- **Working with the credit union sector and respective Government agencies to adapt payment technology to support passengers without bank accounts** - also jobseekers and those facing other mobility challenges exacerbated by the economic effects of the crisis.

- **Enhancing our live transport information services** - to enable passengers to understand the level of bus occupancy before boarding.

- **Work with app providers on multi modal journey planning** – including reviewing the options for pre-bookable transport including Demand Responsive Transport.

- **Make it easier for customers to apply for and access concessions and ticketing products through digital channels**.

Ticketing and information products and programmes

89. The required products and programmes to support a new ticketing and information offer for passengers are detailed in the action plan included as appendix A3 of this Transport Recovery Plan. Actions are identified for three periods:
    o Rescue (short-term) up to 12 months
    o Recovery / re-imagining (medium-term) 1-2 years
    o Resilience (long-term) 2-5 years

Implementation requirements

90. To deliver the above we ask Government to:
    a. Grant local concession authorities the freedom to determine the arrangements they wish to implement for renewal of ENCTS bus passes, removing the need for passes to be renewed within a maximum five year period.
    b. Affirm the key role that local transport authorities have to play in delivering ticketing and information improvements, alongside public transport operators.

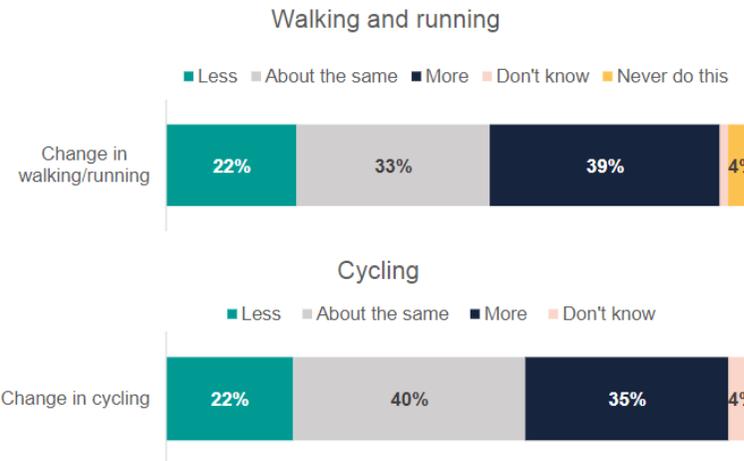## D. ENABLING AND ENCOURAGING MORE PEOPLE TO WALK AND CYCLE

91. Nationally, levels of cycling since lockdown have remained stable and rising compared to before the period before the crisis. There have been particularly large increases at weekends, but levels of cycling on weekdays has also been rising since April. Sales of bicycles are reported to have been particularly strong during the lockdown, with retailers reporting large increases in sales and shortages of stock.

92. There are considerable spatial and temporal variations in cycling patterns in West Yorkshire when comparing recent data to previous years, although CityConnect cycle counters generally reveal a reduction in weekday cycle trips and a considerable increase in weekend cycle trips. Sites along the Rochdale and Huddersfield Narrow Canal reveal a sharp weekly rise in cycling following the lockdown. Such changes potentially reflect a change in working patterns and/or a decrease in commuting trips, while exercise and leisure trips increase.

93. An online survey by the Centre for London[8] showed strong support for temporary cycle infrastructure interventions; 69% of respondents support the temporary widening of pavements and 64% support widening of existing cycle lanes. A representative survey by Cycling Scotland found that the top three reasons for cycling were related to the weather, an improvement in wellbeing and less traffic.

94. Trends in walking levels are harder to identify, nationally and locally. Sport England's physical activity weekly surveys[9] during April and May found that there was a significant increase in walking levels over that eight week period, from 59 to 65% of respondents stating that they had done some walking in the past week. Walking was the most widely undertaken form of physical activity cited by respondents, and whilst as for cycling, most walking had been done for leisure or fitness, by the end of May almost 60% of journeys were for travel and utility purposes.

95. Transport Focus'[10] weekly surveys suggest that walking was the second most used form of transport (after car use), with an average of about 40% of respondents saying they had walked for transport in the last week. Although there are some slight variations in reported walking from week to week, recent weeks, walking being second only to car as a form of transport is in line with pre-COVID19 trends.

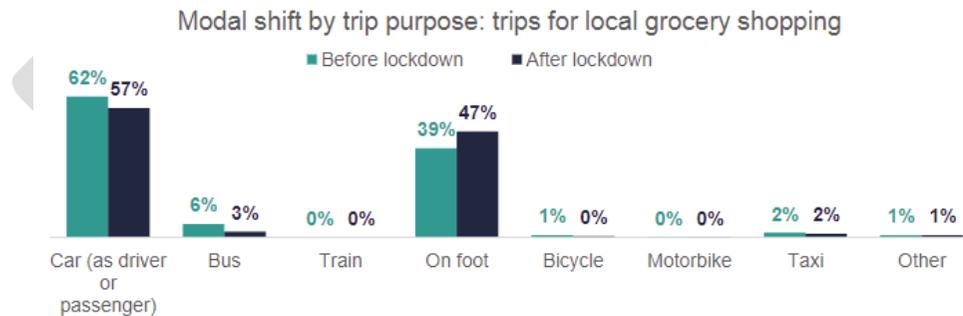[8] Centre for London online survey of 1,068 London residents between 15th -19th May 2020.

[9] Sport England COVID-19 Briefing, "Exploring attitudes and behaviours in England during the COVID-19 pandemic", report on surveying between 3rd April and 25th May 2020 – available here

[10] Transport Focus weekly Omnibus survey of 2,000 people representative of GB population conducted from 24th April: based on week 9 report published 3rd July 2020

96. Results of the first wave of the West Yorkshire COVID-19 survey revealed that 39% of respondents reported they are walking/running more than before lockdown, and 35% are cycling more, this represents a net increase of 17% in walking/running and 13% in cycling compared to pre-lockdown.

Walking and running

■ Less ■ About the same ■ More ■ Don't know ■ Never do this

| Change in walking/running | 22% | 33% | 39% | | 4% |

Cycling

■ Less ■ About the same ■ More ■ Don't know

| Change in cycling | 22% | 40% | 35% | 4% |

97. The survey also revealed an increase in travel on foot for various reasons, including work, main and local grocery shopping, socialising and leisure, and other local journeys.

Modal shift by trip purpose: trips for local grocery shopping

■ Before lockdown ■ After lockdown

	Car (as driver or passenger)	Bus	Train	On foot	Bicycle	Motorbike	Taxi	Other
Before lockdown	62%	6%	0%	39%	1%	0%	2%	1%
After lockdown	57%	3%	0%	47%	0%	0%	2%	1%

Walking and cycling policy priorities

98. The following are the key policy priorities:

- **Provide people with the space and facilities they need -** to travel on foot and by bike safely, and confidently

  We must maintain and build on positive changes in travel behaviour and take the opportunity to reimagine our towns, cities and neighbourhoods for more sustainable living.

  In the current rescue period, this involves providing people who need to stay at home with the opportunity to take exercise safely and physically distant, helping those going to work or making essential journeys to make journeys on foot or by bike and providing sufficient space for people to visit shops and businesses as they reopen. We are already delivering schemes in our Emergency Active Travel fund to provide this support across West Yorkshire.

  For the medium to longer term, we intend to accelerate improvements to create cycling and walking infrastructure that delivers a comprehensive network. The creation of this network will be enabled by reimagining our roads, to better balance the needs of car drivers with other road users, including buses, pedestrians, cyclists and goods vehicles, as well as by creating and enhancing traffic-free routes where these provide the best option for certain journeys.

  Local residential streets and neighbourhood areas will form key parts of those networks for walking and cycling, alongside dedicated provision on busier roads, and we need to take neighbourhood approach that caters for all types of journeys made in the region, on top of journeys to work. This will involve making within each community and local area, through interventions such as the creation of low traffic neighbourhoods which reduce through traffic on residential streets.

  We will start by maximising the grant we receive from the Government's Emergency Active Travel fund, and we will continue to make the case for longer-term, sustained capital and revenue investment, whilst capitalising on funding opportunities that arise in addition to longer-term funding settlements.

- **Deliver supporting measures and engagement activities,** built into and accompanying the delivery of infrastructure and new provision for walking and cycling

  We will accelerate our work to encourage more people to walk and cycle, to build on new experiences and behaviour gained during the lockdown, – and enabling more people to walk and cycle as part of their everyday life, targeting businesses, schools and communities as well as people returning to work, through a comprehensive engagement programme.

- **Involve the public to understand the issues they experience** when travelling by bike or on foot and within their neighbourhoods, to help develop investment plans for the future

  We will use collaborative processes to help identify improvements that could be made to local areas and on main roads – and work together with communities to create safer, healthier streets, and make everyday journeys safer and more convenient. Across West Yorkshire, the Combined Authority and partner councils have launched online interactive mapping exercises to support this engagement.

  We will also use this community insight to inform our long-term plans for investment in walking and cycling, in conjunction with data on existing and potential demand for walking and cycling, through the development of our Local Cycling and Walking Infrastructure Plans and the partner councils' own detailed walking and cycling strategies.

- **Build our capacity and capability to measure current behaviour and trends** for walking and cycling

  We will improve and extend data collection to help inform our plans for investment and scheme business cases.

- **Work with government to ensure that new powers and resources needed for local enforcement and management of our road networks are devolved**

  The most appropriate authorities should be provided with the appropriate powers to carry out the management and enforcement of the road network. Planned enactment of part 6 of the Traffic Management Act 2004 will give local authorities the power to enforce moving traffic offences which will provide important support for partners in managing their road networks, and enforcing against road user behaviour that particularly affects pedestrians and cyclists.

  We will continue to work with local partners to identify other powers and resources that may be required in future from government. For example, to ensure that pavements are kept free from unauthorised use and obstruction, as well as new ways to resource enforcement activity, such as local reinvestment of penalty notices.

Walking and cycling products and programmes

99. The required products and programmes to enable and encouraging more people to walk and cycle are detailed in the action plan included as appendix A4 of this Transport Recovery Plan. Actions are identified for three periods:
    o Rescue (short-term) up to 12months
    o Recovery / re-imagining (medium-term) 1-2 years

- o Resilience (long-term) 2-5 years

Implementation requirements

100. To deliver the programmes above we ask Government to:
    a. Enact part 6 of the Traffic Management Act 2004, which is included in the West Yorkshire Devolution Deal, and will provide powers needed to manage our road network and enforce against driver behaviour that affects pedestrians and cyclists most. This is needed to normalise safe behaviour and ensure that people are enabled to walk and cycle safely, making the best use of local authority and road policing resources. We would welcome open dialogue with government over other powers and resources may be required in future from government, for example, to ensure that pavements are kept free from unauthorised use and obstruction, as well as new ways to resource enforcement activity, such as local reinvestment of penalty notices.
    b. Agree a long-term capital funding settlement to fund the investment in our roads and neighbourhoods, and traffic-free off-highway routes - needed to enable safer and more convenient walking and cycling. Decisions to be made locally about priorities and the business case for schemes to progress.
    c. Agree sustained revenue funding to provide the supporting measures that are key to ensuring that more people are able to walk and cycle more often, using the new infrastructure and provision delivered through our capital investment – addressing the significant revenue funding pressure currently experienced
    d. Support flexibility and innovation in our practice and ability to deliver the changes needed – including appraisal techniques that recognise the benefits of walking, cycling, public transport and improvements to our streetscapes; and taking flexible approaches to new street designs and infrastructure allowing us to introduce innovative new features where deemed appropriate locally e.g. side road zebras, changes to priorities

E. REDUCING THE IMPACT OF ROAD TRAVEL

101. Reducing the number of trips made by car is central to the success of our Transport Strategy, allowing for modal shift and associated increases in public transport and active travel trips.

102. Car travel is the most used mode of transport in West Yorkshire, accounting for 65% of all trips being taken in West Yorkshire prior to lockdown. The West Yorkshire Transport Strategy 2040 set a target to reduce car trips by 3.5% from 2017 levels by 2027, however, there has been a steady increase in the number of car trips since 2016. A reduction in the use of car travel will ease congestion, improve air quality, speed up bus journeys and help provide a more reliable, more competitive bus service.

103. National data from Apple and Google, regional Highways England traffic monitors and local council Automated Traffic Counters (ATC) all reveal a similar sharp decline in-vehicle use immediately following lockdown (24th March), and then a slow but steady return to pre-lockdown levels of usage. With continued health concerns and social distance measures in place, car use could increase further, particularly for short journeys. Results from the West Yorkshire COVID-19 transport survey highlighted a potential modal shift to car travel from public transport, particularly for journeys into city centres compared to pre-lockdown, with 10% increase in car use for these trips. There has also been an increase online shopping and home deliveries during the lockdown, a trend that is set to continue, with 30% of respondents to the West Yorkshire COVID-19 transport survey reporting they would shop online for food more than before lockdown and 44% said they would shop online for other items.

104. Provisional data for road traffic casualties across West Yorkshire covering the first few months of 2020 reveals that the number of casualties (regardless of severity) and those Killed or Seriously Injured (KSI) fell by 30% compared to the same period in 2019. But we know also that speeding offences in some of our Districts have remained the same despite a 50% drop in traffic, and a recent survey carried out by the AA of their members[11] found that 25% felt car driver behaviour had worsened during the lockdown. This coupled with a level of driver complacency (based on the thought that the network is safer due to reduced traffic levels) has led to the increase in injury severity to vulnerable user groups such as pedestrians and cyclists. There has been a large surge in active travel and infrastructure needs to keep up with this demand in order to protect vulnerable user groups.

Reducing road impacts policy priorities

105. The follow are the key policy priorities.

- **To reduce emissions from transport -** to improve the health and resilience of our communities

   Reducing harmful emissions from transport is a regional priority and West Yorkshire has made good recent progress. West Yorkshire has two Clean Air Zones in preparation and 29 Air Quality Management Areas designated with action being taken. The region has set an ambitious decarbonisation target to achieve net zero-carbon by 2038, with significant progress expected by 2030, with work progressing with the active involvement of business stakeholders and civil society to identify decarbonisation pathways and actions.

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[11] https://www.theaa.com/about-us/newsroom/car-driving-behaviour-worse-since-covid-19-crisis

Public Health England estimate that 1 in 20 deaths in West Yorkshire are attributable to particulate air pollution, and poor air quality is being linked with a number of underlying conditions which cause additional risk to COVID-19 patients, such as heart disease and hypertension. Air quality has seen improvements during the crisis. Local real-time road-side monitoring shows harmful Nitrogen Dioxide (NO_2) emissions on a downward trajectory during the early stages of lockdown and it can be inferred from this that carbon (CO_2) emissions were similarly reduced.

It is important that the Transport Recovery Plan seeks to ensure that the recovered transport network delivers a more favourable situation with regard to air quality and carbon generation than existed prior to the pandemic. A concern is that as vehicle numbers increase, potentially to above pre-lockdown levels, emissions could be expected to rise, putting the health and future resilience of communities at greater risk. Furthermore, the impact of COVID-19 on the economy is likely to slow down the transition of the vehicles on our roads to zero-emission. At the same time lockdown has delivered mass behaviour change and shown society has the capacity to adapt if alternatives to car travel are realistic and competitive in terms of cost and convenience. This exists the opportunity now to decouple economic growth from growth in car travel.

- **To improve road safety** – to ensure the safety of all users of our streets and highway network and reducing the risk of being killed or seriously injured on our roads

We want to create safe, healthy places for communities, in particular where people feel confident to walk or cycle more. In 2018, 70 people died as a result of vehicle collisions in West Yorkshire, a 65% increase on the previous year. The loss of any life is unacceptable and necessitates a strong focus on infrastructure design and behaviour change, targeted at reducing the risk of casualties from road traffic crashes, both between motor vehicles and people walking or cycling.

The COVID-19 related reduction in vehicles on the road has seen an increase in vehicle speeds due to quieter roads. Vehicle safety also presents a significant risk, related to M.O.T extensions and the relaxation of EU regulations on maximum driving hours. As such, although there was a significant drop in road casualties during the lockdown period, the number of road casualties has steadily increased as the country emerges from lockdown. The increase in car use and changes in travel pattern is likely to impact the types of road collisions we see going forward, and the need for policy and action to improve road safety is mounting.

- **Support the sustainable movement of goods** – to reduce the environmental impact of logistics

The increase in demand for deliveries under lockdown and rise in LGV movements is likely to continue for some time as households continue to opt for home delivery of goods, with implications for increased traffic emissions and traffic congestion impacting on the functioning of the economy.

Sustainable first / last mile freight models can have a range of beneficial outcomes through the efficient movement of goods and the reduction of delivery vehicles on our roads. Changes in practice can deliver improvements in congestion, air quality and carbon emissions through reductions in vehicle miles travelled and fuel consumption. In urban areas in particular, where the demand is the greatest and emission challenges often highest, such practices would support the delivery of our Clean Air Zones and carbon reduction targets, and a reduction in delivery vehicles can support the creation of safer walking and cycling environments. From an economic perspective, sustainable first / last mile freight can provide cost savings to business through lower fuel costs, and faster, more efficient delivery practices, and support our clean growth ambitions as a City Region.

- **Ensure the resilience of our road network -** to improve our road network help to reduce traffic congestion and improve the reliability and safety of journeys for all road users

A lack of investment in highway maintenance by successive governments has led to a significant backlog of repairs and there is a growing gap between the costs of the repairs and the funding that is available. COVID-19 has further exacerbated an already substantial challenge, with the delivery of maintenance and infrastructure projects during the period of lock-down hampered by the ability of construction firms to enable social distancing at work and by the availability materials. As lockdown eases and work programmes are able to resume, there is pressure on the capacity of Highway Authorities and contractors to deliver delayed schemes in a climate of limited materials, reduced workforces and limited revenue funds, in competition with other work programmes.

Reducing Road Impacts Products and Programmes

106. The required products and programmes to reduce road impacts are detailed in the action plan included as Appended A5 of this Transport Recovery Plan. Actions are identified for three periods:
    - Rescue (short-term) up to 12 months
    - Recovery / re-imagining (medium-term) 1-2 years
    - Resilience (long-term) 2-5 years

Implementation Requirements

107. To deliver the above we ask Government for:

a. Legislation change around Movement Offences for local authorities and national Graduated Driver licences to empower Local Authorities to increase their Road Safety Coverage and enforcement at a local level and remove high-risk drivers from the network.
b. Enhanced long term funding to support existing infrastructure and asset maintenance, as well as air quality monitoring and road safety, with increased funding and greater flexibility around capital and revenue spending, to ensure the safety and resilience of our highway and transport network.
c. Revenue funding opportunities for behaviour change programmes and engagement activities to support bus and active travel priorities highlighted in sections a and d, road safety programmes and to enhance ongoing capital investment programmes to boost modal shift potential, improve road safety, and reduce emissions.
d. Greater leadership on electric vehicle and alternative fuels infrastructure delivery through the development of a national framework for low-emission fuel infrastructure, and national measures to reduce the financial barriers to zero-emission vehicle uptake, to accelerated delivery and ensure a cohesive and comprehensive national recharging/refuelling network approach.
e. Long term capital investment programmes at the regional level to match the scale of challenge required to meet the transition to a zero-carbon transport network in response to local need.

5. Asks of Government – Funding and powers to deliver locally led solutions

108. The following are our asks of government to support this Transport Recovery Plan

   A. **Funding** – with certainty, scale, and flexibility:
   - a five-year transport settlement for Mayoral CAs for capital investment, behaviour change programmes and future forms of mobility
   - a corresponding settlement for ongoing and structural maintenance issues on our highways
   - commitment to the package of rail interventions
   - commitment to Transport for the North's Economic Recovery Plan

   B. **Powers** – with greater local accountability through further devolution:
   - a new bus funding model with local determination.
   - a new rail industry model that caters for passenger needs and has greater local input
   - new powers on walking, cycling and road management

109. On funding we identify key fundamentals of a long-term investment programme to build and sustain a transport recovery:

   - **Support for a West Yorkshire connectivity plan and pipeline –** The Combined Authority with its partner councils is developing a plan and spatial pipeline of future transport interventions for delivery across the region, up to 2040. The connectivity pipeline is central to delivering the Combined Authority's core aims of enabling inclusive growth, boosting productivity, delivering 21st-century transport and enabling clean growth. This is a strategy-led, evidence-led approach responding to local plan and growth aspirations and identifying our connectivity challenges and solutions, consistently applied across the whole West Yorkshire geography. The connectivity pipeline will encompass interventions for, and integration between, road, rail, bus, bike, walking, digital demand responsive transport, mass transit and other innovative solutions.

   - **Support for a low carbon West Yorkshire Mass Transit System** - A mass transit system offers a new public transport option and an attractive alternative to car travel. Mass Transit would help to spread the benefits of High Speed 2, Northern Powerhouse Rail and the Trans Pennine Rail Route Upgrade, and integrate with the wider public transport offer to provide the local connectivity and capacity necessary to support the region's key growth areas. Mass transit will support and facilitate: a low emission, low carbon future; sustainable development and regeneration of neighbourhoods, district centres, towns and cities; a bigger, stronger and rebalanced economy; the delivery of

new housing and enhanced quality of life for West Yorkshire's residents and visitors. The cost of implementing mass transit can be high but the scale of benefits which it delivers are also high. Other cities in the UK and beyond are demonstrating mass transit does offer high value for money and can also open up new funding opportunities. The West Yorkshire Devolution Deal published in March 2020 included a commitment from government to "explore the case for funding a modern, low carbon West Yorkshire Mass Transit System". The Deal proposed a £4.2 billion fund for Mayoral Combined Authorities (MCAs) to bid into, to fund schemes between 2022 and 2027. Development work for mass transit is currently being funded locally to support the development of the mass transit programme level Strategic Outline Case (SOC) to identify evidence-based 'route options' and 'mode options' for each transit corridor. The SOC will provide the evidence and inputs necessary to support the submission for the government's £4.2 billion fund.

- **Support for a West Yorkshire decarbonisation pipeline** - The Combined Authority, with its partner councils, is taking a lead role in tackling climate change and has prioritised action to decarbonise the economy. The Combined Authority declared a climate emergency in July 2019 and strengthened the Leeds City Region target for emission reductions to net-zero carbon by 2038, with significant progress expected by 2030. Work is underway to identify pathways to decarbonisation. The results of a pathways study will be feed into a refreshed Tackling the Climate Emergency Action Plan for the City Region and to the Combined Authority's connectivity strategy work to develop a pipeline of future transport interventions. The task of decarbonisation is challenging and will require significant and swift action to decarbonise all sectors, including transport, with accelerated, significant funding required to realise a substantial modal shift to sustainable forms of transport from private car use and to transition the vehicle fleet to sustainable fuels and technologies.

- **Commitment to an integrated rail plan for the North and Midlands that caters for growth** - that provides a clear plan and investment pipeline for growth, reliability, and decarbonisation.

- **Support for the Transport for the North (TfN) Economic Recovery Plan -** TfN is developing a case to the Secretary of State for Transport for accelerated transport investment in the North, as a central part of an Economic Recovery Plan in response to the COVID-19 crisis. To do this TfN has drawn upon evidence from work on sequencing the Northern Investment Programme, Long Term Rail Strategy, from the Northern Powerhouse Rail programme and from input into Network Rail and Highways England delivery programmes. In consultation with our West Yorkshire partner Councils, the Combined Authority has identified schemes for inclusion in TfN's Economic Recovery Plan. Theses proposals were identified and agreed in a report to the West Yorkshire Combined Authority on 25 June 2020: Transport for the North – COVID 19 Economic Response and Recovery. These proposed schemes encompass strategic road and rail and smart connectivity interventions.

6. Measuring success

Our Transport Strategy targets

110. To monitor the impact of the Transport Recovery Plan we will use the Performance Management Framework of the West Yorkshire Transport Strategy 2040 supplemented by additional indicators. The Transport Strategy was adopted by the Combined Authority in 2017 and alongside supporting documents fulfils the statutory duty to produce and keep under review a Local Transport Plan for West Yorkshire.

111. The Performance Management Framework provides a series of indicators and targets which use local and national data sets and follows Department for Transport guidance and reflects public consultation input on Transport Strategy indicators, to measure performance in delivering the strategy.

112. The Transport Strategy sets modal targets for the first 10 years of the strategy to reduce reliance on private car journeys and substantially grow the number of trips made by using sustainable transport. The targets are set from a base year of 2017 to an interim target date of 2027. The targets are:
   - **Bus trips:** 25% increase in bus trips by 2027
   - **Rail trips**: 75% increase in rail trips by 2027
   - **Walking trips:** 10% increase in walking trips by 2027
   - **Cycle trips:** 300% increase in cycle trips by 2027
   - **Car trips:** 3.5% reduction in car trips by 2027

113. Indicators to be used for Transport Recovery Plan monitoring are:

Priority area for action	Transport Strategy target	Transport Strategy Supporting indicator	Supplementary Recovery Plan indicators
1) Supporting our bus passengers	25% increase in bus trips by 2027	• Access to jobs by bus in West Yorkshire (Percentage of West Yorkshire-located jobs accessible by bus within 30 mins, during the am peak, for the 10% most deprived areas in West Yorkshire) • Punctuality of bus services • West Yorkshire mode share (trips) • Weekday mode share on radial routes into district centres (am peak) • Satisfaction with bus services (Tracker)	• Bus mileage operated (CoSA) • Bus journey times (Highways analyst) • COVID-19 survey – concerns around public transport (short term only)

2) **Supporting our rail passengers**	75% increase in rail trips by 2027	• Punctuality of regional rail services • West Yorkshire mode share (trips) • Weekday mode share on radial routes into district centres (am peak)	• Leeds station footfall data (not available for other stations, reliant on Network Rail to supply data) • Satisfaction with affordability and value for money (Tracker)
3. **Supporting a new ticketing and information offer for passengers**	10% increase in walking trips by 2027 300% increase in cycle trips by 2027	• Number of uses of Mcard • Satisfaction with public transport information sources (Tracker)	• COVID-19 survey – satisfaction with public transport information (short term only) • Metro website hits, stop QR code scans, Metroline call volume (fortnightly R&I briefing) • Proportion of tickets purchased digitally (Customer Services) • Uptake of new MCard products for priority groups (e.g. under-25s) (Transport Services)
4. **Enabling and encouraging more people to walk and cycle**	10% increase in walking trips by 2027 300% increase in cycle trips by 2027	• West Yorkshire mode share (trips) • Weekday mode share on radial routes into district centres (am peak) • Increases in people walking and cycling following participation in engagement initiatives	• COVID-19 survey - active mode levels (short term only) • COVID-19 emergency active travel scheme monitoring • CityConnect cycle counters • Engagement programme monitoring
b. **Reducing the impact of road travel**	3.5% reduction in car trips by 2027	• West Yorkshire mode share (trips) • Weekday mode share on radial routes into district centres (am peak) • Traffic volumes - Town / city centre morning peak period traffic flows • Road traffic associated emissions in West Yorkshire: NOx, PM10, CO2 • Number of people killed or seriously injured (KSI) on West Yorkshire roads • Satisfaction with transport infrastructure	• Apple/Google mobility trends (fortnightly R&I briefing) • Level of investment going to highways maintenance • Sustainable freight

114. The Transport Strategy targets were determined before the Combined Authority formally declared a Climate Emergency and adopted a decarbonisation target to become net-zero carbon by 2038, with significant progress to be made by 2030. Transport Strategy targets will be revised as we develop our decarbonisation pathway for transport to meet our ambition of the net-zero carbon by 2038.

APPENDIX A1: BUS ACTION PLAN - Supporting the Bus Passenger - Products and Programmes

This table identifies the products and programmes to support our bus passengers. Actions are identified for three periods:

- Rescue (short-term): up to 12 months
- Recovery / re-imagining (medium-term): 1-2 years
- Resilience (long-term): 2-5 years

Priority	Product / Programme	Rationale	Outcomes / Impact
Rescue	**(short-term, up to 12months)**		
Passenger safety and confidence	Strong communication for on-bus and off-bus safety	To provide clear messages to ensure customers are safe	High levels of compliance with social distancing measures and low risk of infection when travelling on public transport
	Physical measures, such as removal of some seats and floor markings in interchanges and at bus stops	To provide greater space for customers enabling more social distancing	High levels of compliance with social distancing measures and low risk of infection when travelling on public transport
Rebuilding the Bus Network	**Rebuilding:** Working with the bus operators to agree on a set of principles for operating hours and routes as industries return to work	To ensure the bus network serves the areas that it needs to, ensuring close working with businesses and training centres	The available bus network is optimised to the locations that require it first
Developing a sustainable funding model and restoring financial equilibrium	**Restoring financial equilibrium:** Through the Urban Transport Group, work to deliver a locally-led funding proposition for delivery of the Coronavirus Bus Services Support Grant	Greater local control over the funding will ensure services and resources are focussed towards locations where there is the greatest need	Funding to operators is directed through the West Yorkshire Combined Authority with greater local accountability
Value for Money of Public Sector Contribution	Undertake a full review of the Tendered Services Bus Network	To ensure public sector contributions are focused to areas in most need, according to the criteria	Value for money for the public sector contribution

Enhancing our Bus Infrastructure	Identified programme of funded investment interventions to improve efficiency	To ensure social distancing can be provided for where necessary	Flexible spaces enabling greater space for pedestrian movement
Recovery / re-imagining	**(medium-term, 1-2 years)**		
Reinstating the Bus Network	**Evolving:** Partnership working with bus operators, and District partners to agree on a set of principles to grow bus patronage and integration of public transport in long term planning.	To ensure the bus network serves the locations it needs to and enables new housing and employment sites to also access the bus network, making it a natural choice for new demand	Increased patronage and greater opportunity for modal shift towards sustainable modes
	Evolving: Delivery of timely incentives to encourage the use of public transport	To encourage the use of public transport and increase patronage as social distancing requirements reduce	Increased patronage and greater opportunity for modal shift towards sustainable modes
Developing a sustainable funding model and restoring financial equilibrium	**The contractual Model:** Work with the operators to ensure fares and ticketing options are affordable	Affordability of travel will be a critical consideration as people make modal choices on how they return to work, especially if employment situation has been changed due to the pandemic or they wish to work more flexibly and therefore are not required to travel everyday	Provide a greater number of more flexible ticketing options that provide value for money for those only requiring part-time travel
	The contractual Model: Consider the options for delivering the bus network and the funding implications	Ensuring the greatest value for money is offered to both the customer and the public sector contribution	Financial sustainability of the bus network that has the customer at the centre of the offer
Value for Money of Public Sector Contribution	Consider the options for delivering the bus network and the funding implications	Ensuring greatest value for money is offered to both the customer and the public sector contribution	Financial sustainability of the bus network that has the customer at the centre of the offer
Enhancing our Bus Infrastructure	Delivery of the TCF schemes	Capital funding opportunity to ensure all new standards and requirements are considered carefully in design	An environment that a customer feels safe, secure and comfortable to use as part of their travel choice

Resilience	(long-term, 2-5 years)		
Reinstating the Bus Network	**Optimising:** Working with the bus operators to ensure future employment and housing growth sites are opportunities to increase demand are integrated into forward planning	To ensure the bus network serves the locations it needs to, and patronage growth is provided by integrating with new housing and employment sites	Increased patronage and shift towards sustainable modes
Developing a sustainable funding model and restoring financial equilibrium	Develop the preferred option for delivering the bus network	Ensure value for money for the customer and public sector	Financial sustainability of the bus network that has the customer at the centre of the offer
Value for Money of Public Sector Contribution	Develop the preferred option for delivering the bus network	Ensure value for money for the customer and public sector	Financial sustainability of the bus network that has the customer at the centre of the offer
Enhancing our Bus Infrastructure	Deliver the plan for a zero-carbon bus network	The bus is central to making a positive contribution towards reducing carbon and improving air quality	Reduced carbon from transport and improved air quality

APPENDIX A2: RAIL ACTION PLAN - Supporting the Rail Passenger - Products and Programmes

This table identifies the products and programmes to support our rail passengers. Actions are identified for three periods:

- Rescue (short-term): up to 12 months
- Recovery / re-imagining (medium-term): 1-2 years
- Resilience (long-term): 2-5 years

Priority	Product / Programme	Rationale	Outcomes / Impact
Rescue	**(short-term, up to 12months)**		
Passenger safety and confidence	Strong and consistent communication on rail in common with other modes Combined Authority activity supporting and reinforcing industry messaging	To provide clear messages to ensure customers are safe and confident in using the rail network	High levels of compliance with social distancing measures and the use of face coverings to reduce risk of infection when travelling on public transport More effective recovery in demand for public transport to support economic recovery and reduce social inequality impacts Contribution to Combined Authority Policy objectives for transport
Support for building back reliably	Actively working with and through TfN and industry partners to support opportunities to 'build back better' learning the lessons from improved reliability during the lockdown	There is no appetite for timetables to be re-established with a return to chronic unreliability. Requires swift measure to restructure timetables, and some trade-offs with potentially fewer, but longer trains in some areas pending longer-term infrastructure solutions	A more reliable rail services that passengers can rely on Maximisation of rail's contribution to the Combined Authority's transport policies A clearer and stronger case for investment in additional rail network capacity

Priority	Product / Programme	Rationale	Outcomes / Impact
Accountability and local influence on key rail decisions	Actively working with and through TfN to support the implementation of the Blake Jones changes to Rail North governance. This is needed to secure accountability and influence whilst the funding and legal constitution of the railway changes in response to the crisis	To ensure ongoing accountability and influence to counter the risk of decision-making becoming more remote and centralised in DfT. Important in the continued absence of the coherent proposals that were being developed through the Williams Review	Secure the benefits of institutional change in the railway. Ensure that emergency railway decision making continues to respond to and support local economic recovery opportunities
Recovery / re-imagining	**(medium-term, 1-2 years)**		
Accelerated structural reform of the rail industry in line with Williams Review	Publication of the Williams Review Use the opportunity for the railway to emerge from emergency measures in a new form in line with the Review	The structure of the railway fragmented, and the franchise system widely acknowledged as a 'broken model' - reform is a pressing issue Engagement had provided confidence that the Williams Review would provide a coherent and detailed plan following a thorough analysis of the issues Recovery from COVID-19 impacts needs a more effective structure than existed previously	A more effective, cost-efficient and accountable railway that contributes to national and local policy objectives A railway which is easier to 'do business with'
Meaningful local rail devolution	Devolution of an element of rail funding so local transport authorities can effectively co-client the railway as the basis of a strong local partnership Ensure local accountability of the railway	The local rail network is a major part of the West Yorkshire transport offer, and it is crucial that it is responsive to local priorities for building a sustainable recovery The need and expectation for passenger interests to be at the heart of decision-making, and the important role of local leaders in securing this	Opportunity to ensure railway is directly responsive to local policy priorities Ensures rail a part of an integrated local transport offer to fulfil economic, social, and environmental objectives Effective delivery of this Recovery Plan

Priority	Product / Programme	Rationale	Outcomes / Impact
Accelerated fares reform	Reform of rail fares to simplify the structure, make better use of technology and improve product offer in face of changing commuting travel trends	Capitalises on current emergency measures arrangements Existing fares structure confusing and no longer fit-for-purpose Traditional season ticket products unlikely to be appropriate given increases in home working Opportunities for better use of technology and integration with local multi-modal ticketing	A more financially viable railway Rail remains an attractive and affordable transport option, contributing to transport priorities Ensures rail is a part of an integrated local transport offer to fulfil economic, social, and environmental objectives
Delivery of new station at White Rose	A new railway station	Supports major employment and commercial development as part of the economic recovery plan	Promote growth and regeneration. Earlier realisation of benefit of increased access to jobs, education, retail, leisure
Resilience	**(long-term, 2-5 years)**		
Delivery of new station at Thorpe Park	A new railway station	Supports major employment, commercial and residential development east of Leeds as part of the economic recovery plan	Promote growth and regeneration Earlier realisation of benefit of increased access to jobs, education, retail, leisure
Delivery of new station at Leeds Bradford Airport	A new railway station	Support employment, Park & Ride, and sustainable airport access Opportunity to accelerate capital spend to support economic recovery	Promote growth and regeneration. Earlier realisation of benefit of increased access to jobs, leisure and support international connectivity
Rail Park and Ride Phase 1 & 2	Car park extension programme at sites across West Yorkshire.	Shortage of station parking suppressing modal shift	Earlier realisation of benefits accruing from modal shift

Priority	Product / Programme	Rationale	Outcomes / Impact
Accessible stations	39 out of 69 stations in West Yorkshire are not compliant with accessibility standards. Opportunity to develop new proposals and accelerate schemes in development	Opportunity to accelerate capital spend to support economic recovery	Earlier realisation of benefit of socially inclusive access to opportunity Supports overall policy priorities
Rail capacity projects as recommended by the Leeds Area Continuous Modular Strategic Planning analysis and Leeds station masterplan	Commitment to fund and deliver capacity improvements in and around Leeds Station and around West Yorkshire. Includes a package of further platform extensions around West Yorkshire, extension of Platform 3 at Bradford Forster Square and reinstatement of Platform 2 at Castleford	Need to accommodate growth in the local network in the 2020s Need to ensure reliable and resilient operation of the local rail network Capitalises on opportunities for short-term reduction in demand and potential to accelerate capital spend to support economic recovery	Sufficient capacity in the local rail network to reduce risk that rail capacity is an economic constraint Ensures reliability of rail network to support the fulfilment of wider policy objectives
East Coast Main Line	Investment to improve capacity, develop new services and improve reliability as part of a plan for the 2020s	Train services utilising the ECML suffer from poor reliability with 8.1% of London North Eastern Railway services cancelled or significantly late against an industry average of 4.9%	Poor reliability has a detrimental cost of £62m per annum on local economies
Commitment to Transpennine Route Upgrade (TRU)	Capacity and capability investment including full electrification, journey time improvements, and improvements to local stations including local accessibility	Capitalises on opportunities of a short-term reduction in demand and potential to accelerate capital spend to support economic recovery Need to accommodate growth in the network in the 2020s	Improved capacity, journey time, reliability, and resilience. It has been estimated that TRU will help to increase or accelerate development regionally with 5,500 houses, 18,300 jobs and £1.1 billion GVA per annum

Priority	Product / Programme	Rationale	Outcomes / Impact
Commitment to HS2 Phase 2b and Northern Powerhouse Rail	Commit to full delivery of HS2 between the Midlands and Leeds Commitment to NPR network in full including linking Leeds, Bradford, and Manchester via a new line. Early delivery of Leeds – Bradford element of the scheme to bring forward benefits	Commitment is crucial to driving economic recovery and confidence, particularly in main urban centres Projects will augment strategic network capacity to ensure long-term ability to accommodate growth Increase capacity, connectivity and journey times to Sheffield, East Midlands, Birmingham, and London	Commitment supports confidence in our economies and every year of delay costs the Leeds City Region economy £1.7 billion Economic confidence in key centres across West Yorkshire
A package of freight improvements	Invest in the capacity pinch points as identified by TfN's Northern Freight and Logistics report	Reduce journey times to make transport by rail more competitive and attractive compared to other modes and greater flexibility with train paths so that goods can be moved when suppliers or customers require them	Reduced carbon emissions

APPENDIX A3: TICKETING AND INFORMATION ACTION PLAN - New ticketing and information offer for passengers - Products and Programmes

This table identifies the products and programmes to support a new ticketing and information offer for passengers. Actions are identified for three periods:

- o Rescue (short-term): up to 12 months
- o Recovery / re-imagining (medium-term): 1-2 years
- o Resilience (long-term): 2-5 years

Priority	Product / Programme	Rationale	Outcomes / Impact
Rescue	**(short-term, up to 12months)**		
MCard recovery	Delivery of refunds and extensions for existing MCard customers	The future of the West Yorkshire Ticketing Company (owner of the MCard product range) is dependent on retaining existing customers	Encouraging more renewals rather than refunds will ensure sufficient cashflow to continue to provide this unique, multi-operator, multi-modal ticketing offer to businesses and individuals across West Yorkshire. Failure to sure up the core customer base would jeopardise the future of the Ticketing Company and restrict the ability of the Ticketing Company to invest in new ticketing developments
Introduction of new ticketing solutions	Introduction of the MCard 'Yeti' app	This app will be delivered in Autumn 2020. The app gives customers the opportunity to purchase MCard products through a mobile phone app (Android or iPhone) rather than having to use a smart card, expanding the ease with which people can pay for their travel	More people will be able to more easily purchase or renew their MCard products
A fare deal for young people	Relaxation of ID requirements for U19s and the introduction of	Young people have been required to obtain and show ID to secure discounted fares. There is also	The proposed measures will reduce perceived or actual barriers to travel for young people and will deliver a

	consistent, flat fares across West Yorkshire	inconsistency in the prices paid by young people for their bus travel across West Yorkshire, despite the existence of a concessionary travel scheme for young people	more attractive, consistent, travel offer for young people in West Yorkshire
Customer confidence in availability of the bus	Delivering real-time bus occupancy information across multiple travel information channels (e.g. online journey planners & on-street real-time information displays)	Using information gathered through on-board ticket machines, bus operators have already started presenting occupancy information on their mobile phone apps. The same passenger loading information will be used to enhance journey planning tools before and whilst customers are making their journeys	Customers will have increased confidence in the bus network and will be better able to plan to ensure that they know when best to make their journey.
Easier access to concessions	1) Make it easier for residents qualifying for concessionary passes to apply online 2) Seek to extend or eliminate the expiry date of passes issued through the English National Concessionary Travel Scheme (ENCTS) for people qualifying because of age	1) In West Yorkshire a significant proportion of concessionary pass applications are still made face to face. Part of the reason for this is the challenge of uploading photos on to passes. Following the lead of the UK Passport Agency and others, we will work to enhance our online proposition to make it easier for people to make an application online 2) We will work to either extend or withdraw completely the expiry date for ENCTS passes for people qualifying on age grounds (old age). Unlike other categories of qualification for concessionary travel (e.g. Under 19s, etc), once an eligible applicant has reached qualification age, they stay eligible	Application for a new or renewal concessionary pass will be less of a barrier to accessing public transport
Recovery / re-imagining	**(medium-term, 1-2 years)**		
Further development of technology to support job seekers, young people and other key groups	Further develop the Yeti-app to enable third parties to 'gift' travel credits to other people	This will enable agencies (e.g. Job Centre+) or private individuals (e.g. parents) to pay for ticketing for other	More people will be able to travel more easily using their smartphones for all ticketing transactions.

		people, reducing the barriers to travel (e.g. cash, manual processes, etc)	Agencies, such as Job Centre+, will be better able to target credits for travel without the need for investment in proprietary equipment.
Enhance availability of live travel information	Work with commercial suppliers and regional partners to enhance information provision	The quality of information supplied through journey planners will be improved, providing the travelling public with information which reflects actual transport conditions.	The travelling public will be better informed about planned or unplanned problems on the highway network or cancellation of bus services enabling them to better plan their journeys and therefore to make more efficient journeys
New ticketing products and platforms	Introduce new ticketing products with transport operators and the West Yorkshire Ticketing Company	Reflecting changes to travel behaviour, the introduction of a new range of ticketing products and platforms will be essential if people are to be persuaded to return to public transport use.	An increased proportion of the public will travel fewer days per week than they did previously, with greater numbers working from home for at least a proportion of the time. New tickets and platforms will help to forge renewed commitment to public transport use without the need to purchase full time season tickets
Resilience	**(long-term, 2-5 years)**		
New ticketing products and platforms	This work will continue as the media used to pay for mobility evolves. This is likely to include the retirement of cash transactions on bus services within this period.	Technology is moving quickly. There is a likelihood that cash transactions, paper ticketing and physical smartcards will be retired during the next five years. The development and introduction of new products, which may further sell 'mobility' rather than travel by specific mode, will be considered.	Faster or eliminated on-bus transactions will result in quicker boarding times, resulting in fewer delays to a customer's journey and more efficient bus services. The delivery of a range of ticketing products and platforms contemporary with wider technological and cultural developments will ensure that public transport remains an attractive proposition and is competitive with less efficient and more polluting modes of transport.

APPENDIX A4: WALKING AND CYCLING ACTION PLAN – Enabling and encouraging more people to walk and cycle - Products and Programmes

This table identifies the products and programmes to enable and encourage more people to walk and cycle. Actions are identified for three periods:

- o Rescue (short-term): up to 12months
- o Recovery / re-imagining (medium-term): 1-2 years
- o Resilience (long-term): 2-5 years

Priority	Product / Programme	Rationale	Outcomes / Impact
Rescue	**(short-term, up to 12months)**		
To provide people with the space and facilities they need to be able to travel on foot and by bike safely and confidently **Deliver supporting measures and engagement activities,** built into and accompanying the delivery of infrastructure and new provision for walking and cycling *Securing funding and delivering urgently needed interventions to enable people to start or continue walking and cycling*	Secure both tranches of government Emergency Active Travel funding and deliver interventions up to March 2021 - both infrastructure changes and supporting measures Deliver targeted engagement activity through the Combined Authority's CityConnect programme Continuing to deliver other investment programmes that will support more walking and cycling, including the CityConnect programme, the LTP Integrated Transport block, Leeds Public Transport Investment Programme, West Yorkshire-plus Transport Fund Supporting existing major programme delivery to ensure that our schemes meet national design guidance and West Yorkshire Design Principles for walking and cycling – as part of programme	Temporary or trial changes are needed to road space allocation – some of which could be made permanent - in the short term to support people and recovering businesses, in our neighbourhoods, high streets and town and city centres – as well as providing people with the support they need to make journeys by bike. Continued delivery of other planned investment will deliver permanent changes to create cycling and walking provision on major corridors and at a local level through road safety programmes. Ensuring that Combined Authority investment delivers cycling and walking provision that provides the level of service required to ensure that provision is as inclusive as possible and as many people as possible are enabled to make journeys on bike or on foot; as well as delivering	More people supported to walk and cycle safely whilst maintaining social distancing – during the current crisis period Increases in people walking or cycling following participation in an engagement initiative More people supported to walk and cycle safely in longer term as part of recovery from crisis Investment in provision that enables as many people as possible to make journeys on foot or bike

	delivery and through wider business change through training programmes	a commitment in the West Yorkshire Devolution Deal	
Involve the public to understand the issues they experience when travelling by bike or on foot and within their neighbourhoods, to help develop investment plans for the future *Engaging with the community to identify immediate issues and potential measures to be taken*	YourVoice online engagement through an interactive map of Calderdale, Kirklees, and Leeds – plus Leeds and Bradford's own equivalents	Engaging with the community to understand the challenges they face during the crisis and how these can be addressed – through phases of on and off-line engagement, working within constraints of social distancing.	Engaged communities Greater understanding of the issues and preferred measures identified by the community
	Streets for People Demonstration projects – piloting on the ground, engagement in pilot areas	Testing new approaches to community engagement and co-design will provide learning that can be applied to wider investment programmes, as well as new ways of working at neighbourhood level to improve the impact of the transport network on peoples' health	New approaches to community engagement piloted for wider application
	Further engagement with communities as part of LCWIP phase 2 - developing the plan for West Yorkshire using evidence from community engagement and other data sets – identifying a future network for cycling across the region, and comprehensive corridor and neighbourhood level interventions for walking and cycling, with business casework commenced on prioritised schemes	Identifying potential measures to be taken in future to create the walking and cycling provision required in the region, as well as neighbourhood level improvements such as Low Traffic Neighbourhoods – will help authorities develop and implement better schemes that have community support	Greater understanding of the issues and preferred measures identified by the community Better informed future investment planning
	Connectivity Plan development (outputs from LCWIP to feed into for wider prioritisation)	Using LCWIPs to help prioritise investment is part of the commitment made in our West Yorkshire Devolution Deal	
Recovery / re-imagining	**(medium-term, 1-2 years)**		
To provide people with the space and facilities they need to be able to travel on foot and by bike safely and confidently	Delivering our major programmes for walking and cycling investment – Transforming Cities Fund, CityConnect	Delivery of other planned major investment in cycling and walking will deliver permanent changes to create cycling and walking provision on major corridors and at a local level through road safety programmes	More people supported to walk and cycle safely in longer-term as part of recovery from crisis

Deliver supporting measures and engagement activities, built into and accompanying the delivery of infrastructure and new provision for walking and cycling	Development of a longer-term investment programme to secure and deliver through £1.75bn national fund and devolved funding pots – based on infrastructure priorities identified through LCWIPs and Connectivity Plan and supported by sustained supporting activities to enable behaviour change	Identifying and developing future priority improvements to create the walking and cycling provision required in the region, as well as neighbourhood level improvements such as Low Traffic Neighbourhoods, will ensure that the region's future investment pipeline will support as many people as possible to start making journeys by bike and continue making journeys on foot	
Build our capacity and capability to measure current behaviour and trends in walking and cycling	Implement region-wide data collection network to capture walking and cycling movements	Spatially specific data collection on cycling – and in particular walking – is limited, meaning we have limited understanding of the numbers of people walking and cycling in the region and the journeys they make	Better information on cycling and walking journeys will help build up our understanding of walking and cycling movements in our towns and cities, helping to identify where there is greatest potential, demand, and where improvements should be targeted
Work with government to ensure that new powers and resources needed for local enforcement and management of our road networks are devolved	To enable effective local management of the road network and enforcement against driver behaviour that disproportionately affects pedestrians and cyclists, such as moving traffic offences, and obstructive parking on the pavement	Most enforcement on our roads is currently the responsibility of the police, and resources can be constrained. The ability for local authorities to manage and enforce moving traffic offences will enable us to tackle driver behaviour that affects pedestrians and cyclists and ensure that walking and cycling is safe convenient and attraction for all	Better driver behaviour and more people enabled to walk and cycle
Resilience	**(long-term, 2-5 years)**		
To provide people with the space and facilities they need to be able to travel on foot and by bike safely and confidently	Delivery of schemes within our long term investment pipeline that support more people to walk and cycle, through future funding from government such as the £1.75bn pot announced in the March 2020 budget, and other devolved funding (capital and revenue)	Delivery of other planned major investment in cycling and walking will deliver permanent changes to create cycling and walking provision on major corridors and at local level through road safety programmes	More people supported to walk and cycle safely in longer term as part of recovery from the crisis

Deliver supporting measures and engagement activities, built into and accompanying the delivery of infrastructure and new provision for walking and cycling			

APPENDIX A5: ROAD IMPACTS ACTION PLAN – Reducing the impact of road travel - Products and Programmes

This table identifies the products and programmes to reduce the impacts of road travel. Actions are identified for three periods:

- o Rescue (short-term): up to 12months
- o Recovery / re-imagining (medium-term): 1-2 years
- o Resilience (long-term): 2-5 years

Priority	Product / Programme	Rationale	Outcomes / Impact
Rescue	**(short-term, up to 12months)**		
Reduce emissions	Communication and engagement programme on sustainable travel choices	To highlight emission challenges to stakeholders and the wider public to raise awareness of increased car use and support more sustainable and zero-carbon travel choices.	Increased public transport and active travel trips and reduction in modal shift to private car use
	Support a comprehensive air quality study on the impact of COVID-19 and recovery with an increase in monitoring sites in West Yorkshire	To monitor impact of recovery on air quality and identify areas of specific concern that require mitigation	Increase understanding of the impacts on air quality and associated health implications and enable identification on interventions required to mitigation negative outcomes
	Development of Mobility Hubs proposals in key locations in the region to provide a range of sustainable travel options which offer alternatives to the private car	Providing a range of options for local people that suit the everyday journeys they need to make	People enabled to make journeys without needing to use a car
	Trials of rental e-scooters in locations within West Yorkshire to provide new mobility options and gain understanding of the potential benefits and impacts of rental e-scooter use	Rental e-scooter schemes could offer further mobility options and an alternative to private cars in trial areas; given uncertainty over the range of potential impacts and benefits, trials can help authorities in West Yorkshire prepare for any potential future changes in legislation	New mobility offers in trial areas providing an alternative to the private car Greater understanding of the potential benefits and risks of rental e-scooter use on roads.

Improve Road Safety	Support road safety communications campaign being developed by the NHS/Public Health, Police and road safety teams for roll out across West Yorkshire	To increase awareness of road safety risks and reduce the potential for road traffic collisions and incidents in collaboration with partners	Reduce the number of road accidents in West Yorkshire and the number of casualties (regardless of severity) and those Killed or Seriously Injured
	Acceleration of Vision Zero programme in collaboration with district partners and West Yorkshire Police	To accelerate casualty prevention programme to both combat the road safety challenges experienced under COVID-19 and take advantage of the mass behaviour change	Reduce the number of road accidents in West Yorkshire and the number of casualties (regardless of severity) and those Killed or Seriously Injured
	Support West Yorkshire Police on multi-agency Roads Policing Activity	To provide a visual presence and deterrent on the network for a proactive approach to casualty reduction.	Reduce the number of road accidents in West Yorkshire and the number of casualties (regardless of severity) and those Killed or Seriously Injured.
Support the sustainable movement of goods	Communication and engagement programme to promote sustainable first last mile practices with commercial stakeholders and the wider community	Promote sustainable delivery practices for local deliveries, with an emphasis on SMEs who may not be aware of alternatives and their economic and financial benefits	Reduce the number of high emission delivery vehicles on the road network and support SME business development
	Work with partners to deliver unsuccessful e-Cargo bid for businesses in West Yorkshire	To provide sustainable alternatives for local deliveries and business travel, and support SMEs growth and development	Reduce the number of high emission delivery vehicles on the road network and support SME business development
Ensure the resilience of our road network	Support delivery of the Highways Maintenance block and Pothole funding	Ensure existing available resources are allocated and delivered effectively with awareness of the resource constraints	Areas of greatest need are prioritised and efficient use of resources is realised.
	Work with partners to understand key delivery challenges within funding programmes and required actions to accelerate delivery in priority areas	Ensure maintenance and infrastructure improvement schemes are delivered to support resilience and reliability of the road network	Improved network resilience and safety.

Recovery / re-imagining	(medium term, 1-2 years)		
Reduce emissions	Develop a strategic EV strategy for West Yorkshire	Identify strategic priorities for public sector intervention to support the development of the WY EV network and acceleration of uptake	Increased rate of transition to low emission vehicles and reduce emissions
	Develop EV charging point programme in strategic priority locations with partners	To deliver strategic priorities for public sector intervention to support the development of the WY EV network and acceleration of uptake	Increased rate of transition to low emission vehicles and reduce emissions
	Long-term behaviour change programme to support modal shift	To support more sustainable and zero-carbon travel choices alongside capital programmes aimed at modal shift	Increased public transport and active travel trips and reduction in private car use
	Delivery of Mobility Hubs in key locations in the region to provide a range of sustainable travel options which offer alternatives to the private car	Providing a range of options for local people that suit the everyday journeys they need to make	People enabled to make journeys without needing to use a car
	Dialogue with government following trials of rental e-scooters to understand emerging position on potential future legislation	Trials held of rental e-scooter in West Yorkshire will have helped offer further mobility options and an alternative to private cars in trial areas; given uncertainty over the range of potential impacts and benefits, trials can help authorities in West Yorkshire prepare for any potential future changes in legislation	Influence on government's thinking on potential future legislation around e-scooters based on experience from the trial
Improve Road Safety	Provide increases in Road Safety Education, Training and Publicity to support capital investment made in casualty reduction.	To provide proactive casualty reduction support whilst delivering capital based road safety measures.	Increase number of Road Safety educated children and young drivers to influence behaviour and making the right choice.

Support the sustainable movement of goods	Work with partner councils to explore opportunities to develop localised micro-consolidation and micro-delivery (e.g. eCargo bikes) facilities	Support efficient movement of goods and reduction of delivery vehicles on the roads network	Improvements in congestion, air quality and carbon emissions through reductions in vehicle miles travelled and fuel consumption
	Develop programme to install collection points for personal deliveries at key transport hubs in region	Support efficient movement of goods and reduction of delivery vehicles on the roads network	Improvements in congestion, air quality and carbon emissions through reductions in vehicle miles travelled and fuel consumption
Ensure the resilience of our road network	Enhanced maintenance and infrastructure improvements programme to tackle backlog of repair and maintenance works	Expedite essential maintenance and infrastructure improvement schemes through an enhanced capital and revenue programme to ensure resilience of network	Improved network resilience, safety, and reliability
Resilience	**(long term, 2-5 years)**		
Reduce emissions	Electric bus programme to include vehicles on priority routes and related infrastructure at bus stations	To support the transition to a zero-emission bus fleet in West Yorkshire and raise the profile of bus travel to increase patronage	Reduction in emissions and increase in bus patronage
	Emission reductions capital and revenue programme	To support zero-carbon pathways transport work and reduce the long-term impact of COVID-19 and recovery on the transport network	Reduction in emissions, increased long term resilience of our transport network, and support for economic recovery
Improve Road Safety	Enhanced Road Safety programme and enforcement activities in West Yorkshire in responses to future legislative on Movement Offences (if brought forward)	Increase their Road Safety Coverage and enforcement at a local level.	Reduce the number of road accidents in West Yorkshire and the number of casualties (regardless of severity) and those Killed or Seriously Injured.
Support the sustainable movement of goods	Explore opportunities for a trial larger micro-consolidation centre in the region based on analysis and market engagement in collaboration with partner councils	Support efficient movement of goods, reduce the number of delivery vehicles on the roads network, and support efficiencies of deliveries for businesses in the region	Reduce the number of high emission delivery vehicles on the road network and support economic recovery and development

	Work with partners and industry to support modal shift of freight way from roads to rail and waterway models	Support efficient movement of goods, reduce the number of HGVs on the roads network, and support logistic efficiencies for businesses in the region	Reduce the number HGVs, improve emissions, and support economic recovery and development
Ensure the resilience of our road network	Long-term enhanced maintenance and infrastructure improvements programme	To support long-term asset and infrastructure management	Improved network resilience, safety, and reliability