



West Yorkshire Sustainable Transport Settlement

Programme business case
Executive summary

**West
Yorkshire**
Combined
Authority

 **Tracy Brabin
Mayor**
of West Yorkshire

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This is an executive summary of the West Yorkshire City Region Sustainable Transport Settlement (CRSTS) programme business case.

This document has been produced in partnership by the West Yorkshire Combined Authority and the five West Yorkshire district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.



People are at the heart of everything we do

Investing in transport is not just about new infrastructure, it is about making West Yorkshire an even better place to live, work, start a business, raise a family and grow old.

As Mayor and Leaders of West Yorkshire, we are committed to making public and active transport work for West Yorkshire, to connect more people with jobs, training and education opportunities, and to tackling the climate emergency on our way to becoming a net-zero carbon economy by 2038. The West Yorkshire Combined Authority has been developing a vision for the region's future transport system, engaging with communities so we know what people want and need. Significant progress has already been made in addressing years of underinvestment in transport in the North. Now, with devolved powers, we can do even more.

The City Region Sustainable Transport Settlement (CRSTS) will help further redress this balance by enabling us to deliver an integrated and inclusive transport network developed by people in West Yorkshire, for people in West Yorkshire. From tackling congestion to improving our air, making public transport, walking and cycling the first choice benefits us all. With this settlement we can start delivering a new, high quality mass transit system, such as a tram, which will connect people across our region by 2040.

Through CRSTS we will keep bus at the heart of our public transport network, and can also deliver the walking and cycling improvements needed for the region. We can confirm our support for these schemes and our authorities' long-term commitment to them. This settlement will enable us to progress elements of our Bus Service Improvement Plan and the Mayor and

West Yorkshire Leaders' vision for a better bus network. It will complement our initiatives aimed at improving the passenger experience, including the introduction of the "Mayor's Fares" which reduced the cost of bus journeys across West Yorkshire – as well as our plans for new and more frequent services for communities across the region. As transport emits the most carbon in West Yorkshire, with more than 90% of transport emissions coming from cars and vans. Enabling more journeys by public transport will be integral to us achieving our ambition to tackle the climate emergency. Through CRSTS we can also make buses work better for people by improving journey times and reliability, and ultimately encourage modal shift away from private vehicles. Travel on foot and by bike has incredible potential to meet the demand for shorter journeys. Currently, 80% of us live in towns and cities, and most of our car journeys of a mile or less. These short trips could be walked in about 15 minutes, but walking and cycling is also a great way of getting to bus stops and train stations as part of a longer journey.

Our vision is not just about investing in more of the same, it is about making transport more accessible and more inclusive. Everyone in our region has something to give and we need to make sure people can access jobs, education and training opportunities, therefore enabling them to increase their skills and earn good incomes. This goes beyond getting people from A to B. It is about getting all of us – our people, our communities, our businesses – to where we want to be as a region.



Tracy Brabin
Mayor of West Yorkshire

Cllr Susan Hinchcliffe
Leader, City of Bradford Metropolitan District Council

Cllr Tim Swift MBE
Leader, Calderdale Council

Cllr Shabir Pandor
Leader, Kirklees Council

Cllr James Lewis
Leader, Leeds City Council

Cllr Denise Jeffrey
Leader, Wakefield Council

Our ambition

Our ambition is to be recognised globally as a place with a strong, successful economy where everyone can build great businesses, careers and lives, supported by a superb environment and world class infrastructure.

West Yorkshire is the heart of the North. Our region is home to 2.3 million people living and working across Bradford, Calderdale, Kirklees, Leeds and Wakefield. With vibrant towns and cities set amongst beautiful landscapes and a thriving cultural life, West Yorkshire is ideally placed to prosper.

Yet our towns and cities have outgrown our transport system. Our evidence shows reliance on the car is damaging business, the environment and the people's health. Our most disadvantaged communities, who have not benefited from car travel, suffer most from its impact.

A modern, integrated transport system is essential for our economy to flourish and our communities to thrive. To fulfil its full potential, as both a major player in the Northern Powerhouse and in the levelling up of the UK economy, West Yorkshire needs to transform its transport system to one that is fit for the 21st century and for a decarbonised, fairer, more inclusive economy.



Our transport policy and investment plans

In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040 – our Local Transport Plan (LTP). This sets out our policy framework for transforming transport to meet demand for travel in an inclusive and sustainable way.

Our plan sits in a wider strategic policy framework including an Inclusive Growth Framework and COVID-19 Recovery Plan – aligning transport delivery with our economic, environmental and inclusion goals.

Since 2017, we have invested £369 million in our transport network, but there remains a lack of choice, capacity and resilience.

In 2022, £830 million of CRSTS funding was secured from government to make it easier for people to walk, cycle and use public transport over the next five years. This investment has been made possible thanks to the Mayoral devolution deal, and CRSTS will build on other transport infrastructure programmes such as the Transforming Cities Fund, West Yorkshire Plus Transport Fund and the Leeds Public Transport Investment Programme.

Our policy context

In January 2021 we published a draft **Connectivity Infrastructure Plan** as an extension of our **Transport Strategy**.

This sets out a proposed delivery pipeline of transport infrastructure improvements over the next 20 years to 2040, providing a picture of where improvements are most needed.

This followed two years of evidence collection and analysis. The plan was developed with the guidance of the National Infrastructure Commission, from participation in their Next Steps for Cities programme, and follows their 'Principles for effective urban infrastructure' (2020).

Our aim is to better connect our people and places both within our region and beyond, matching investment in moving around the city region with strategic transport priorities for the region including the Transpennine Rail Upgrade, the link between HS2 and Leeds, and Transport for the North's vision for Northern Powerhouse Rail.

We have declared a climate emergency and committed West Yorkshire to be net zero carbon by 2038 at the latest, with significant progress by 2030. The scientific findings from our Carbon Emissions Reductions Pathways study has provided the evidence for decarbonising transport in the region, and has been used to inform the development of the [Climate and Environment Plan for West Yorkshire 2021-24](#), which we published in October 2021.

Our CRSTS programme will put the region on the right pathway to a green recovery from COVID-19 and on the right pathway for tackling the climate emergency.

We want to make better transport choices inclusive and accessible to everyone, and use everyday journeys to give people more chances in life, to make our region a fairer place to be. In short, a transport system that works, from door to door, every time it is needed.

The Connectivity Infrastructure Plan has been well received. A public and stakeholder engagement ran from January to June 2021 and received nearly 7,000 responses – making it our largest consultation response of its type. There is strong support for prioritised action on inclusive growth (95% support), green COVID-19 recovery (90%) and climate change (89%), and our proposal of providing alternatives to private car use by joining up other forms of transport for easy door-to-door journeys (89%). There is also strong support (87%) for our ambition for mass transit and the choice of proposed mass transit corridors.

Our ambitious plans will allow us to accelerate our vision for transport first set out in the Connectivity Infrastructure Plan and our broader [Strategic Economic Framework](#).





Key inputs into the Connectivity Infrastructure Plan and our CRSTS programme

Connectivity Infrastructure Plan

Frames our approach to this programme, the plan sets out a long-term transport infrastructure investment programme for the next 20 years, providing a picture of where improvements are most needed to improve people's quality of life and stimulate business investment. These improvements and the plan form an extension of our Transport Strategy and sit within our broader Strategic Economic Framework (SEF).

West Yorkshire Mass Transit Vision 2040

Identifies a bold new transport mode, forming a central part of our approach to connecting the region. It sets out our ambitious case for mass transit technologies and their ability to connect and transform places across West Yorkshire, people's quality of life and stimulate business investment.

West Yorkshire Bus Service Improvement Plan

Our Bus Service Improvement Plan sets out our strategy and key initiatives we want to deliver to achieve our ambitious vision for better buses in West Yorkshire. It proposes: an enhanced and more cohesive bus network; simple fares; priority for buses on our roads; improved and inclusive customer service; and greener vehicles. This will help tackle gender imbalances and other social inequalities that can exist in traditional bus networks.

Local Cycling and Walking Infrastructure Plans

Prioritises our investment in walking and cycling infrastructure to support everyday journeys to school, shops and the public transport network. Having trialled new methodologies for community engagement, we are now rolling out the approach to the whole of West Yorkshire, and the work has informed the CRSTS programme.

West Yorkshire Rail Vision and Strategy

Outlines our ambition for how the railway needs to serve the region. Our rail strategy is now translating the vision into these specific interventions with a clear pathway to deliver, it shows how rail, mass transit, bus and active travel will contribute to our overall concept of future connectivity.

Click a title to go to the document

West Yorkshire Climate and Environment Plan

Provides the evidence on carbon emissions from key sectors of the local economy, including transport, and identifies CO₂ reduction pathways to achieve net zero carbon by 2038. This sets out the actions and policies needed in the next three years to help deliver net-zero carbon, which have informed our CRSTS programme.

West Yorkshire Shared Transport Strategy

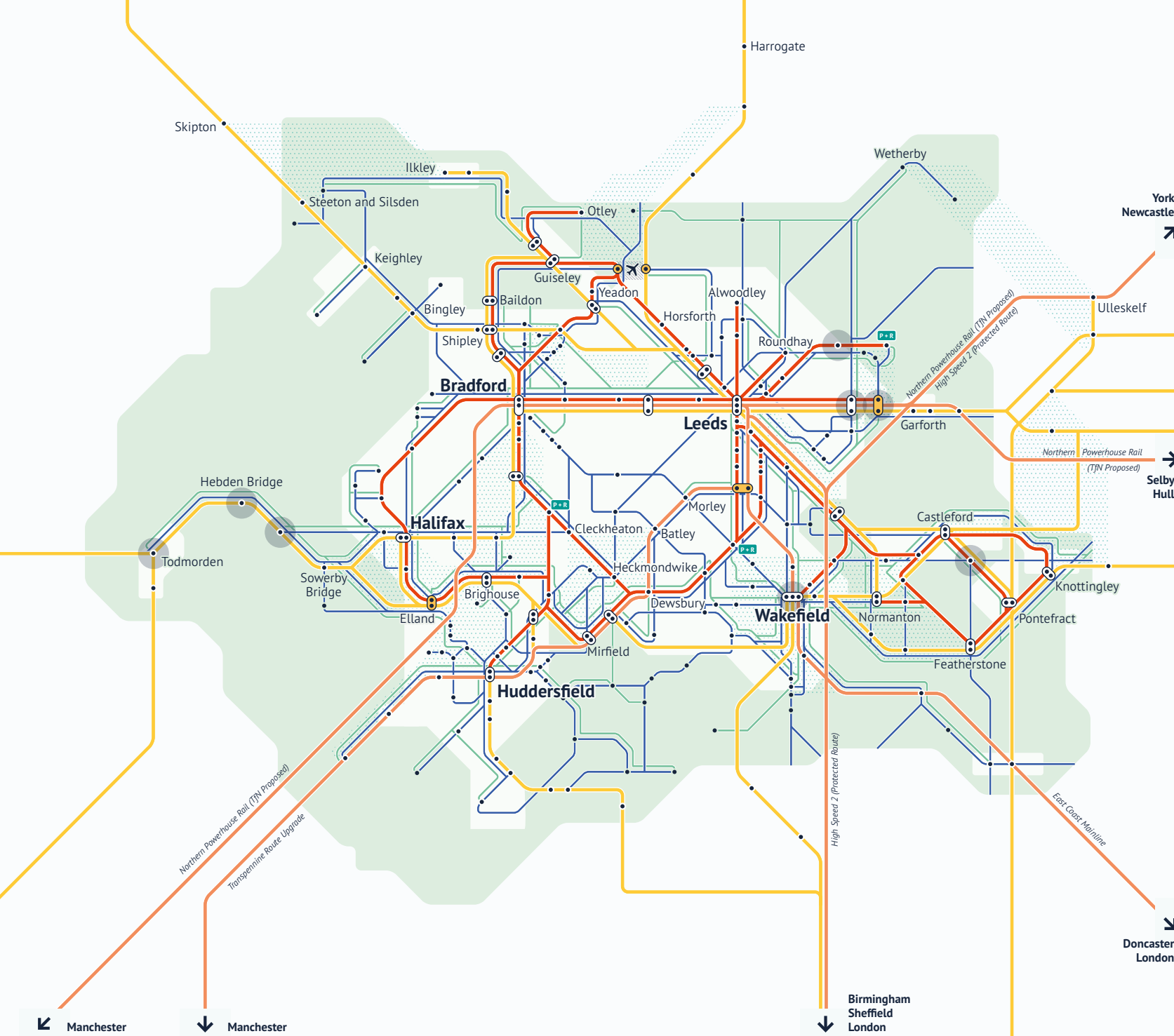
Explores options to improve accessibility for our diverse population through new forms of transport and better integration using new technologies. This includes autonomous cars to e-scooters, digital on-demand bus services, shared transport and integrated apps, plus innovative ways of getting goods into our towns and city centres.

West Yorkshire COVID-19 Economic Recovery Plan

The plan is framed around two main goals: delivering an inclusive recovery that reduces inequalities and building a recovery that is environmentally sustainable, recognising the climate emergency.



Our vision for transport



Network

- Opportunity for mass transit
- Long distance rail
- Local rail
- Local bus
- Cycling

Stops & connections

- ⊙ Potential mass transit interchange
- ⊙ New rail station and interchange
- P+R Mass transit park & ride

Potential future mobility

- Demand responsive transport service coverage
- Mobility hubs

Developed as part of the Connectivity Infrastructure Plan, this map sets out a 20 year vision for creating comprehensive and joined-up networks for each of the main modes of transport. We identified a range of options, informed by our evidence, that has provided the starting point for the identification of spatial and scheme priorities set out in the programme business case.

Growth and productivity

We believe all of our residents can contribute to, and should benefit from, economic growth.



West Yorkshire is an internationally significant economy that generates £55.4 billion per year – bigger than nine EU countries. Our population is increasing, and expected to grow from about 2.3 million to 2.5 million by 2040. While our population continues to grow, 22% of people live in areas defined as being among 10% most disadvantaged in England. There is considerable commuting within the region – 92% of those who live in the city region work in the city region and 69% of commuters work in their home district. There is, however, significant untapped potential with some communities remaining constrained by a transport system that does not meet their needs.

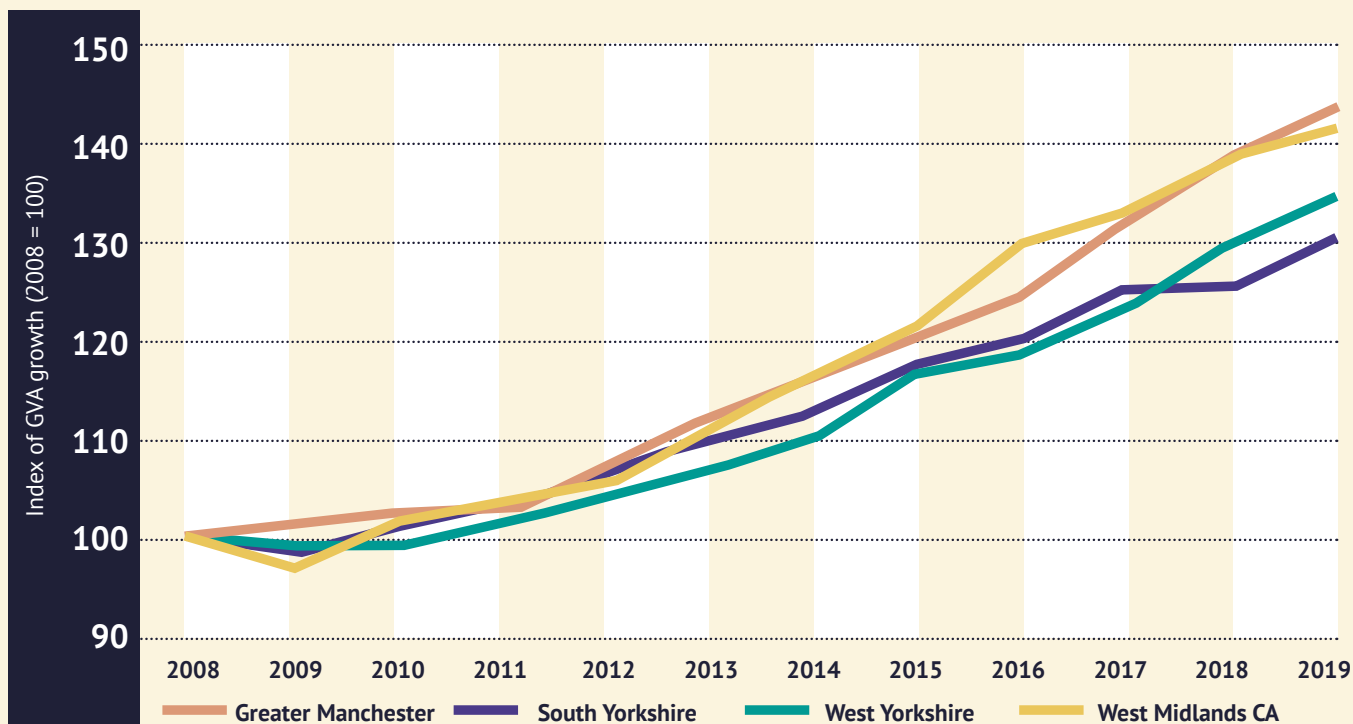
There is a need to improve transport connectivity to enable people to easily access jobs and training opportunities in a more sustainable way. With more than 90,000 businesses, we are the largest regional finance centre outside of London, have more manufacturing jobs than anywhere else in

the North and we are home to the fastest growing digital sector in the UK, with employment growing six times faster than in London since 2015. While employment has seen growth in recent years, our region is below the national average on key indicators such as productivity, earnings and labour market participation. The West Yorkshire economy was slower to enter recovery from the crash of 2008 than some comparator areas, in part due to our transport infrastructure lagging behind our neighbouring regions.

Traffic congestion on routes into our urban centres also affects business and constrains growth and the region's economy. Buses suffer from the same traffic congestion, making journeys slow, unreliable and unattractive as an alternative to the car, as well as disadvantaging those who are reliant on buses.

The large scale, transformative transport investment delivered through our programme, including the development of a mass transit network, will play a crucial role in helping the region better connect our labour market with high quality jobs and spread the benefits of economic growth to more communities.

It will also help provide the sustainable transport capacity required for our region's transport system to meet future demand while reducing congestion and making best use of available roadspace.



Index of GVA growth – West Yorkshire and key comparator NUTS2 areas, 2008-19

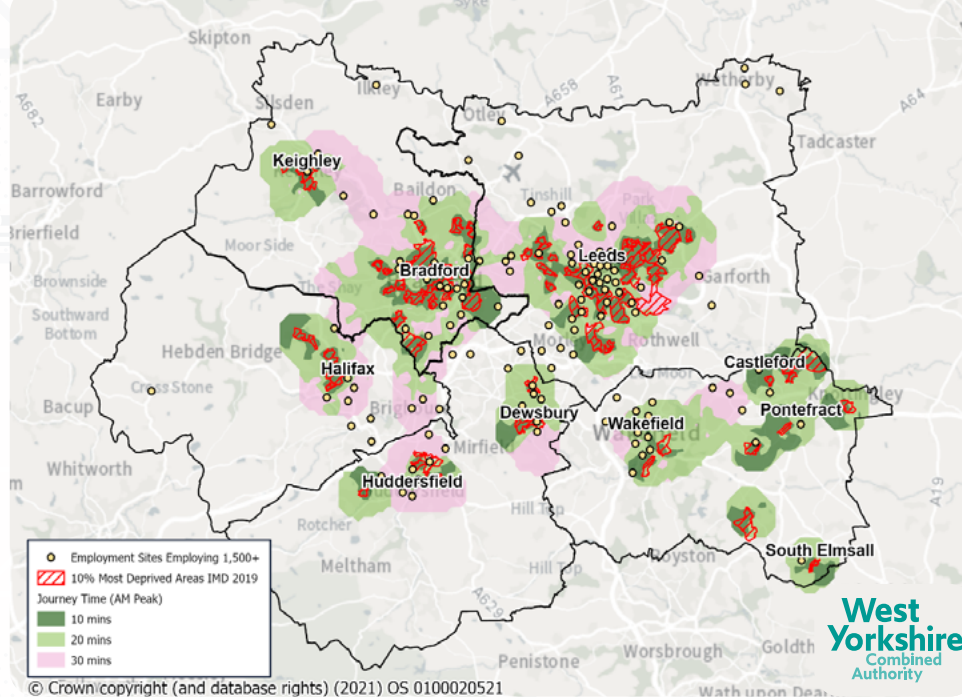
Growth of the West Yorkshire economy was slower to rise than some comparator areas such as Greater Manchester and Greater Birmingham, and slower to enter recovery from the crash of 2008 than comparator areas, in part due to our transport infrastructure lagging behind our neighbouring regions.

Source: ONS sub-regional GVA data 1998-2019

Issues affecting our region

Levelling up

West Yorkshire has a disproportionately high share of poverty and deprivation: 22% of local areas are within the 10% most deprived in England. Access to jobs, education and training is essential to help people fulfil their potential.



Bus accessibility from 10% most deprived areas in West Yorkshire

With young people and people from ethnic minorities more likely to be disadvantaged in the labour market, our Mayor and West Yorkshire Leaders have promised to ensure inclusive participation in education and training, including accessibility by public transport, walking and cycling. This will build on the work being undertaken by the Mayor to ensure that the region's recovery benefits all of West Yorkshire's diverse communities.

On our busiest corridor, between the cities of Leeds and Bradford, 40% of the population live in areas with one bus or fewer an hour outside of peak periods. Across West Yorkshire, access to jobs within 30 minutes by bus in the morning peak is limited.

Our 2021 State of the Region report found that 85% of the jobs accessible by car are accessible by bus from our most deprived areas. More recent evidence suggests, however, that the legacy of

the pandemic on accessibility levels needs to be addressed to ensure public transport meets the needs of deprived communities, and disconnected rural areas. Car ownership levels in West Yorkshire are lower than England as a whole and 45% of households in the lowest five income groups do not have access to a car. Jobs in occupations such as distribution, warehousing (especially alongside our motorway network), hospitality, retail and cleaning often require working unconventional hours, at times where public transport is infrequent or not available. A number of employment sites are dispersed outside city centres and can be difficult to reach by residents in low-income areas and areas where car ownership is lowest, which are concentrated in the major cities and towns across the region.

Issues affecting our region

Decarbonisation

West Yorkshire currently emits an estimated total of 11.1 million tonnes of CO₂ equivalent per year (Mt CO₂e)¹. Transport is the largest single sector, emitting 4.9 MtCO₂e annually, of which 4.4 MtCO₂e (89%) comes from road transport. 79% of this total is caused by the emissions of cars and vans.

If we are to achieve our aim of net zero carbon by 2038, we need to reduce car travel by 27%, and increase bus travel by 52%, cycling by more than 2,000% walking by 79%, and rail travel by 58%. Although there will be some reductions in emissions without further intervention or new policies, by 2038 transport emissions will remain the biggest source of emissions in the region. It is clear that our net-zero carbon ambition will fail to be met without fast, significant action to reduce road transport emissions.

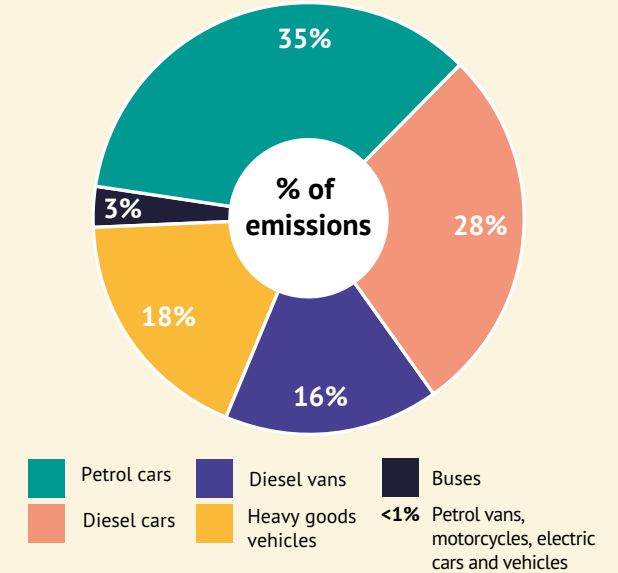
Even with more people using sustainable transport as a result of our investment, cars will still be used and we need to rapidly move towards zero emission vehicles, a process that we can begin today. This programme will start us on the path to net zero carbon and give us time to invest in infrastructure and initiatives to enable modal shift to other modes.

We will also need to decarbonise our existing public transport fleet, in particular our bus network. This programme will complement our successful Zero Emission Bus Regional Area (ZEBRA) business case in supporting our commitment to decarbonise the bus network set out in our [Bus Service Improvement Plan \(BSIP\)](#) – helping us reach our target of 100% zero emission technology by 2036.

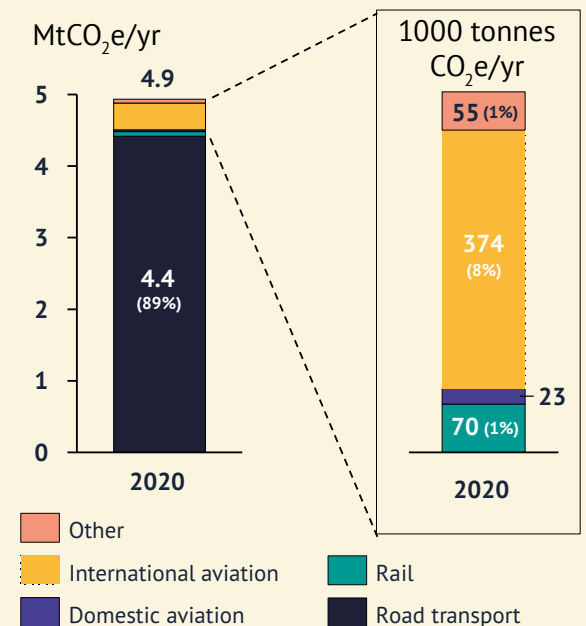
The introduction of our mass transit network will allow us to push our decarbonisation ambitions further, through the use of low carbon vehicles that will be zero emission at the point of use. Mass transit will also provide an attractive, high-capacity alternative to the car that makes best use of limited space. Through close integration with walking, cycling, bus and rail, this means that in lots of areas, there will be no need to use or even own a car and journeys can be made using low or zero carbon transport modes.



Road transport emissions by vehicle and fuel type



Current emissions in West Yorkshire



¹ 2020 figures

Our strategic case

To begin to address years of under investment in transport and help us level up the region, our CRSTS programme will help link key places with easy and reliable transport options.

The programme is made up of packages of interventions built around mass transit, bus priority, and improved environments for cycling and walking on key corridors, in our town and city centres, and low traffic neighbourhoods outside of centres.

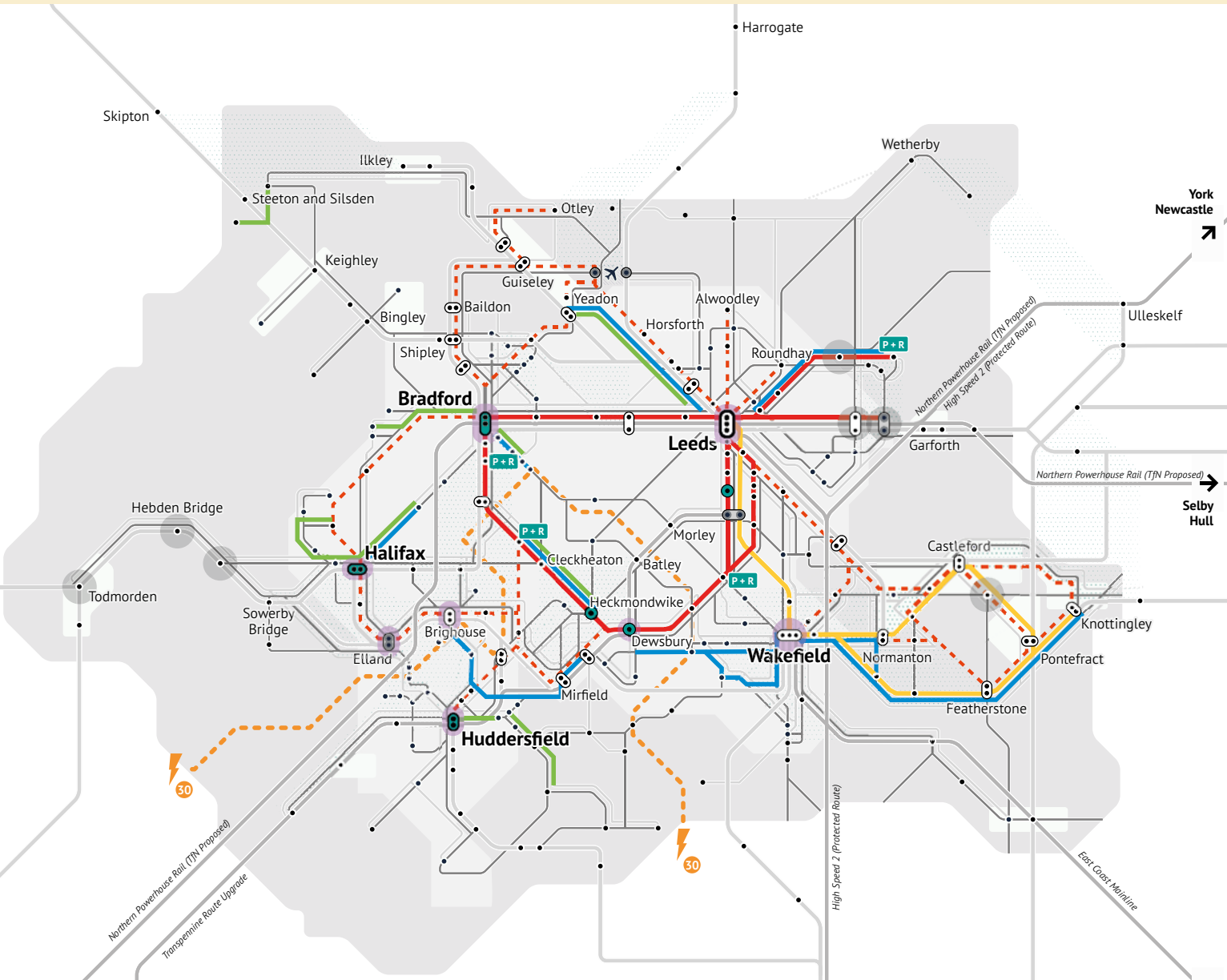
These will be combined with a range of other improvements for sustainable transport users alongside investment in asset and renewal to ensure the region benefits from a safe, reliable and well-maintained network.

We have set a number of goals for the programme to achieve in delivering against government’s objectives for CRSTS, and will measure progress of our expected impacts during the CRSTS settlement period against these goals.

Priority area	Impact will be
Growth and Productivity	<ul style="list-style-type: none"> Faster bus journeys and better satisfaction amongst passengers, through bus priority measures, including an estimated 40 kilometres of new bus lane and better bus stops and stations, compared to the current situation. Greater levels of productivity in the region to above the UK average through an improved public transport system including mass transit. Better access by bus to workplaces and job opportunities contributing to the creation of 1,000 well paid, skilled jobs for young people by 2026.
Levelling Up	<ul style="list-style-type: none"> Improved public transport accessibility in the 20% most deprived communities and improve opportunities for all by moving towards a safe and inclusive bus network. Up to 35 housing growth sites, 17 employment growth sites and five hospitals connected by mass transit by 2038. More satisfaction amongst West Yorkshire residents and businesses with their local places and streets compared to the current situation. Public transport and walking and cycling network made more accessible for all, enabling more people to make journeys by sustainable means, and supporting our commitment to equality, diversity and inclusion.
Decarbonisation	<ul style="list-style-type: none"> Up to 12.5 million fewer car trips on our roads by 2038, through use of other transport modes or less need to travel. Reduce CO₂ emissions from car travel by up to 1.5% (up to 15,000 tonnes) per year by 2038, against a forecast increase in carbon emissions from transport. Help to achieve our goals to upgrade the region’s bus fleets – to reach 100% of all buses being EURO VI standard by 2026 and 100% of buses being zero emission by 2038.

Our proposal

This plan shows the improvements that our programme will deliver



Proposed improvements

- Mass transit candidate options for phase 1 delivery
- Mass transit later phases development
- Local rail service improvements
- Local bus service improvements
- Cycling and walking improvements

- Interchange
- Potential mass transit park & ride
- Place based improvements incorporating walking, cycling and bus priority
- Potential mobility hubs
- Demand responsive transport service coverage
- Kirklees On-Street Charging Infrastructure Pilot and Comprehensive Speed Limit Review

West Yorkshire-Wide Programmes

- Key Route Network

Our proposal

- Twenty-one bus and cycle corridor improvement schemes providing bus priority and safe cycling facilities on busy routes.
- Two bus park & ride schemes.
- Beginning of delivery of the first phase of a mass transit network, as well as planning for wider future delivery across all of the West Yorkshire districts.
- Twelve town and city centre cycling and walking schemes, including access to transport hubs.
- Three bus station redevelopment schemes.
- Up to six neighbourhood schemes improving walking and cycling connections, mobility hubs and EV charging demonstrators.
- One new rail station and one rail station redevelopment.
- Investment in zero emission buses supporting our Bus Service Improvement Plan ambition.
- Contribution to rail capacity increase scheme enabling better rail services and reduced crowding.
- Regional EV charging demonstrator.
- Integrated and shared transport and safer roads investment.
- Enhanced programme of highways and Key Route Network maintenance, public transport asset maintenance and improvements to public footpaths and other rights of way.

Maintenance and renewal – roads and footways

Mass transit development and initial delivery programme

Bus and cycle priority corridor improvements

Better Places – local cycling, walking and neighbourhood improvements

Rail accessibility, connectivity and capacity improvements

Zero Emission Buses

Integrated Shared Transport

Maintenance and renewal – traffic signals, rights of way and bus infrastructure

Safer Roads Programme

Regional Pilot Decarbonisation Programme

Our proposal



Our work on the Connectivity Infrastructure Plan, which forms the foundation of our CRSTS programme provided the evidence for our future pipeline of projects. Given the size and diversity of our region, we worked through a structured and analytical process to create the Connectivity Infrastructure Plan and the programme of investment arising from that. This programme will help West Yorkshire continue to work towards our net zero carbon goal by 2038 and promoting inclusive economic growth and levelling up across our region.

Our CRSTS programme subsumes our existing Transforming Cities Fund (TCF) delivery programme for West Yorkshire (excluding North Yorkshire and York) and delivers a range of sustainable transport schemes across the region. More details on the existing TCF programme can be found [here](#).

Combining existing TCF schemes and new sustainable transport schemes, our programme will increase the capacity of our transport system by prioritising the most space efficient modes of transport where congestion is worst, reduce carbon emissions and

improve connectivity for communities in greatest need. The programme also enables increased investment into maintenance and asset management programmes, that are vital to maintaining a minimum level of performance in our transport assets and facilities and making small scale improvements. This includes roads, pavements and cycle tracks, traffic lights and control systems, bus stops and stations, and traffic-free cycling and walking routes, as well as road safety improvements.

The programme will build on the significant investments already made, beginning the decarbonisation process and continuing towards the change in travel behaviour needed to hit our ambitious mode shift targets. Better connections to the rail network, including making more stations accessible to those with reduced mobility or those who arrive by bike and on foot will help the region prepare for strategic transport priorities in the region, including the Transpennine Rail Upgrade, the link between HS2 and Leeds, and Transport for the North's vision for Northern Powerhouse Rail. Informed by our BSIP programme, bus corridors on congested routes into our key centres will see road space re-allocated to offer faster, more reliable journey times. This will help support bus services and ensure that our places are better served with a frequent, reliable and sustainable bus network, in the face of challenging industry conditions. This will also provide the opportunity to offer safe, attractive and direct routes for cycling and an improved street environment for walking, in line with our Local Cycling and Walking Infrastructure Plans (LCWIPs).

Our proposal

Bus and cycle priority corridor improvements

The programme proposes bus and cycling corridor improvements at key locations around the region, including those currently being delivered as part of our TCF programme, supporting sustainable transport services and increasing capacity on congested routes. Delivery of these schemes will support delivery of our BSIP and LCWIPs which set out our ambitions for bus, cycling and walking in the region.

Through CRSTS, existing TCF schemes currently in development and delivery will benefit from bus priority on six key routes to create more reliable and faster journey times.

In Bradford, Wakefield Road will have bus priority measures introduced improving bus journey times and journey reliability through road space reallocation, as well as improvements to enable safe cycling and more pleasant walking. Bus priority measures will also be introduced on the Kings Road and Canal Road corridor alongside protected cycle lanes on Kings Road.

Measures including road space reallocation, bus lanes, bus gates and junction modifications to improve bus journey times will also be delivered at three key locations where buses currently experience delays.

In Calderdale, a package of schemes to reduce delay to buses and the introduction of bus lane camera enforcement will enable bus services to operate more effectively. Bus priority measures will be introduced between Halifax and Stump Cross and alongside development work on options for future

transport in north-east Calderdale this will support transformational improvements to bus routes and cycling and walking in this part of the district.

In Kirklees, bus priority measures on congested corridors, combined with cycling and walking improvements will help reduce delays to bus services serving communities in north Kirklees and strategic development sites in Ravensthorpe, Bradley and Cooper Bridge.

In Leeds, we will be building on the success of Connecting Leeds which has transformed the city centre for bus, cycling and walking. The programme will deliver new bus gates and further investment in cycling and walking in the city centre, ensuring that direct routes are reserved for the most efficient and sustainable modes, helping to build a competitive and desirable alternative to car use and open up the opportunity to support a change in travel behaviour towards more sustainable modes of transport.

In addition, Thirsk Row, an existing one-way street adjacent to City Square will be made two-way for buses (remaining one way for general traffic) along with a new bus gate on King Street, enabling buses to avoid unnecessary and highly congested movement.

Bus priority and segregated cycle facilities will be introduced on Beckett Street to improve links between residential north-east Leeds and the city centre and to St James Hospital, Europe's largest teaching hospital. Bus priority and segregated cycle infrastructure improvements will be introduced on the A660, including improvements to Lawnswood roundabout to address cycling and walking safety issues and from the city centre through the



Innovation District up to St Marks Road, with creation of a bus, cycle and walking only environment on Blenheim Terrace outside the university.

Our proposal

A section of bus lane will be introduced on the A61 Scott Hall Road to remove the source of significant bus delay. It will also re-prioritise traffic at two large, congested junctions to prioritise bus services, as well as associated cycling and walking improvements on the corridor.

South of the city centre, a bus bypass lane is proposed on Elland Road South to allow buses to avoid queuing traffic at a busy junction onto the ring road and improve bus waiting facilities. The scheme also provides new cycling facilities at the junction.

In Wakefield, bus priority measures will be introduced to support bus services linking Wakefield city centre to Horbury and Ossett in the west of the district and Pontefract and Knottingley in the east. Improvements on the A639 in Pontefract and Glasshoughton will help reduce delay to buses at key locations for bus services connecting Pontefract, Glasshoughton and Castleford. Measures will also include improved facilities for walking and cycling. In the Wakefield city area, targeted bus priority will be introduced at key locations including on the A636 Denby Dale Road and A642 Aberford Road corridors.

Across West Yorkshire, bus priority and other highways improvements will be supported by better ticketing and information as part of the Integrated Shared transport package. For example, the development of a fare capping system will help to improve the affordability and desirability of bus and is one of the central components of our BSIP.

As well as bus and cycle corridor schemes, cycling focussed interventions will help deliver the future network of safe cycle routes being identified as part

of our LCWIPs for the region. In addition to cycling schemes being delivered as part of the TCF component of our CRSTS programme, a key link will be delivered in Kirklees, connecting Dalton with employment sites on Leeds Road.

Cycle routes being delivered in Wakefield city centre as part of the TCF programme will be extended to the north and south of the city centre, helping to deliver a safe and convenient cycle route identified in the Wakefield Local Cycling and Walking Infrastructure Plan (LCWIP).



Our proposal

Mass transit development and initial delivery programme

Our Mayor has committed to begin delivery of the first phase of our mass transit network by the end of this funding settlement. Mass transit is a national infrastructure priority. Our plans for mass transit are set in the context of the Mass Transit vision 2040, and integrate with the schemes in our lower funding scenario. It is vital to delivering the transformational change we need. Delivery of the first route will begin towards the end of the first settlement period, whilst also planning for wider future delivery across all of the West Yorkshire districts.

The first phase of the mass transit network will connect Leeds, Bradford, Dewsbury, Batley, Heckmondwike and east Leeds. This is integral to our plan to connect some of our most disadvantaged communities to major centres of employment and education and to provide a new backbone to our regional transport network. This will create significant additional sustainable transport capacity for the region helping to build the confidence business need to invest in the region and our workforce, to create innovation, and to drive economic growth.

Better Places programme

Through our TCF programme we are already developing and delivering schemes to transform our town and city centres for walking and cycling by delivering high quality infrastructure and improved sustainable access to rail stations in Leeds, Halifax, Elland, Brighouse, Huddersfield, Bradford, and Wakefield. Improved access will support strategic improvements to rail station gateways at Halifax

(through CRSTS) and Huddersfield (through the Transpennine Rail Upgrade) and ensure that our rail network can continue to perform a vital role in connecting our people and businesses to opportunities across the country and also in connecting within the region.

We are also enabling improvements in north and west Halifax, building on the Streets for People approach for community-led design we have piloted. CRSTS will enable further cycling improvements in north Halifax.

We will create greener, healthier, and better places through a programme of low traffic neighbourhoods and school streets, reducing car traffic and enabling safer walking and cycling in Leeds and in communities across West Yorkshire, creating healthier streets and spaces. We will assess the impact of our mobility hub and EV charging demonstrators and enable wider roll out. This delivery will be integrated into our plans for delivering more low traffic neighbourhoods and more vibrant, liveable local centres linked and supported by better and more integrated public, shared and active transport provision.

Through the Active Travel Fund and our own Streets for People approach for community-led design, we have both the experience and methodology in place to ensure successful delivery of low-traffic streets that prioritise people and place over car traffic and parking. The higher level of funding will also enable us to tackle known issues across our existing network which go beyond the uplift in maintenance and renewal spending. Severance, such as that caused by the A629 at Steeton and Silsden, will be overcome by a high-quality walking and cycling bridge, resulting in a shift to walking and cycling for short journeys

and dramatically improving access from these settlements to each other, the local hospital and rail station. In Castleford a new bridge for walking and cycling is proposed over the railway line at Wheldon Road, providing better sustainable transport access to a major development site.

Integrated shared transport and decarbonisation

The TCF programme is delivering a number of schemes that will help passengers interchange between public transport modes to create seamless door to door journeys. The Network Navigation project will transform the bus navigation and provision of bus travel information across the core bus network in West Yorkshire. This will be supported by new bus interchanges with improved cycling and walking access in Heckmondwike, Dewsbury and Huddersfield, and programmes of smaller scale bus station improvements and bus shelter renewals across the region.

Public transport journeys will be made easier through integrated ticketing and information improvements such as fare capping, which will mean simpler ticketing that provides passengers with the best value fares.

In places like Todmorden, Hebden Bridge, east Leeds and Wakefield, the co-location of interchange and community facilities at mobility hub pilot locations will help reduce local car trips and support local economic activity. New demand responsive transport schemes will link to these mobility hubs offering new forms of shared transport, learning from a pilot scheme in east Leeds.

Our proposal



Low traffic streets will help to complement the introduction of mobility hubs by creating a safer environment to access the hubs by walking and cycling. Access to shared transport such as car club vehicles, and the new public e-bike hire scheme being delivered in Leeds will also help reduce the reliance on private car ownership.

Conversion of the car club in West Yorkshire to 100% Electric Vehicle (EV) will provide reliable and cost-effective access to private, low emission mobility, while offering more efficient use of our limited road space (one car club car replaces up to 18 vehicles on our streets.)

This space can instead be used for residential bike parking, EV charge points, cafés, markets and sustainable urban drainage, helping build resilience into local infrastructure and economies.

Our approach to EV charge points will be informed by the large-scale roll-out of this infrastructure in Kirklees as a regional demonstrator project. Kirklees has the ambition to be a district where its residents' and businesses' first choice for their next vehicle is electric. We can only achieve this by having a leading network of charging infrastructure, to ensure that access is no longer a barrier. The move to EV is key to delivery on both our net zero target of 2038 tackling air pollution. With above average number of properties without suitable off road parking (including over a third being classified as terraced), and increasing demand from residents, it is essential to invest in on-street residential charging solutions, in addition to existing commitments to boost destination charging.

Kirklees is a large area, therefore the challenge will be to roll-out solutions to cater for every community. This variety means that Kirklees will provide a valuable regional and national demonstrator for the safe and effective provision of on-street and residential EV charging. We will trial innovative technologies, working in collaboration with suppliers, to deliver accessible charge points while preventing additional street clutter. The learnings from these trials will enable the rest of West Yorkshire to take the next steps in delivering on-street EV charging infrastructure, funded through a combination of the low and high scenarios.

Our proposal

Zero Emission Buses

CRSTS will also build on the successful West Yorkshire bid to government's Zero Emission Bus Regional Areas fund (ZEBRA), and a smaller programme of works to deploy zero emission buses on services tendered by the Combined Authority enabled by the TCF programme. Investment through CRSTS, in combination with these other zero emission bus projects, will take the proportion of the bus fleet that is zero emission to around 15%, depending on the private sector investment leveraged, and will also assist in the installation of depot infrastructure and supporting civil engineering works. The programme will also provide investment into community transport vehicle renewal and upgrades to low carbon technologies.

Rail accessibility

The TCF programme is enabling the delivery of improvements to the railway network, including a new White Rose Rail Station to accommodate future needs and employment growth enabling direct sustainable access to White Rose Business Park. This work also includes transformational redevelopment of Halifax Rail Station and walking and cycling access between the town centre and key employment sites.

CRSTS will enable further improvements to be made to a number of railway stations in the region, enable sustainable and active access for all, reducing barriers to travel and enabling more people to make use of them, as well as enabling people to change the way they travel. CRSTS will also provide investment to support increased platform capacity at Leeds station, allowing for longer trains to relieve overcrowding and accommodate new passengers, ready to integrate with national improvements to the rail network.

Highway maintenance

Our Transport Strategy 2040 identifies getting the asset right and its future resilience as a core theme, with related policies. We have a backlog of repairs facing our highways authorities, and a growing gap between the costs of repairs and funding currently available. Since 2011, significant efficiencies have been made, but with escalating costs of maintenance, significant and sustainable investment is still required if we are to maintain a resilient network which supports our sustainable transport vision.

Better road and pavement surfaces suitable for a diverse range of users are more expensive but important for a fairer transport system.

Key Route Network (KRN)

The West Yorkshire partners established a KRN in 2016, comprising 7% of the total road network and carrying 60% of all trips. The Combined Authority and each of the partner councils signed a Memorandum of Understanding to work together to improve reliability and reduce journey times and congestion on the KRN. The West Yorkshire Mayoral Devolution Deal strengthened our collaboration, providing even greater focus on supporting sustainable travel on the KRN. A key investment is to guarantee a strong resilient platform of consistent, modern, future-proofed traffic signals and control infrastructure using the latest technologies and maximising operability. This is vital to providing for the safe, convenient movement of people traveling by bus, bike and foot, and improving air quality. We are working with local universities and business to develop and install innovative artificial intelligence (AI) techniques to detect and prioritise people walking and selected



vehicles such as cycles and buses and HGVs (as generators of poor air quality) over general traffic. We have a strong focus on supporting improved performance and resilience in this important network.

Safer roads

Our Transport Strategy prioritises work through our Safer Roads Partnership to reduce casualty numbers on our roads. We have a decade of good progress, but every serious injury or fatality is a cause of concern and regret. During the COVID-19 pandemic we have seen increased take-up of cycling and walking. This is welcomed and has been sustained by interventions supported by walking and cycling funding, but injuries to people have increased and a business-as-usual approach with existing levels of funding will not be adequate. We will embed road safety into our design and interventions (alongside education, training and publicity programmes) and strengthen relationships with key stakeholders such as West Yorkshire Police. Vision Zero, a holistic, approach to safety, will become the focus for delivery.

Delivering the programme

This settlement will advance our delivery of sustainable transport infrastructure. However, work is already underway and the CRSTS settlement will build on existing funding programmes including the TCF programme, West Yorkshire-plus Transport Fund growth deal programme (WYTF) and Leeds Public Transport Investment Programme (LPTIP).



Our delivery successes

The Combined Authority has spent more than £567 million developing and delivering projects during 2020/21 and 2021/22 through the Growth Deal, West Yorkshire Plus Transport Fund and Transforming Cities Fund programme. We plan to spend more than £271 million (2022/23) including on our CRSTS programme. Since 2015, our monitoring and evaluation has shown that targets for spending and the benefits of our programme have exceeded our initial projections. We publish updates on our capital programme and celebrate the benefits this investment brings to the region.

Assurance and decision making

Our [Assurance Framework](#) was established in 2014 to give government, the Combined Authority and local partners the confidence that decisions over funding are proper, transparent and deliver good value for money. In February 2021, government endorsed our approach to assurance, describing our framework as exemplar and our updated Assurance Framework will provide the decision-making capability for us to manage this programme and ensure it delivers the improvements and benefits we expect from this investment.

Communication and engagement

Communicating and engaging with the public and building their feedback into our approach is key to successful delivery. Our well-established consultation and engagement team has a proven track record of ensuring communities across West Yorkshire are engaged across our delivery programmes, and wider policy making, as shown by

the response to our Connectivity Plan engagement. Through our interactive engagement hub [Your Voice](#), and dedicated resource, consultation is inclusive and transparent, publishing plans and engaging with communities at the earliest opportunity. This is supported by our dedicated behaviour change and communications team, who deliver a comprehensive programme of activity to support people across West Yorkshire to travel more sustainably.

Monitoring and evaluation

The Combined Authority has established a monitoring and evaluation (M&E) team with dedicated experts that give us the capacity to develop and implement robust plans across programmes such as CRSTS. We will undertake project and programme level M&E activities establishing the impact of the interventions at a regional level and enabling us to contribute to government's CRSTS national monitoring project. Our M&E proposals will demonstrate success and strengthen our knowledge base and learning to help inform ongoing and future interventions, especially in emerging areas such as carbon reduction.

Background Information

[West Yorkshire Connectivity Infrastructure Plan](#)

[West Yorkshire Bus Service Improvement Plan](#)

[West Yorkshire Mass Transit 2040 Vision](#)

[West Yorkshire Rail Vision](#)

[West Yorkshire Local Cycling and Walking Infrastructure Plans](#)

[West Yorkshire Shared Transport Strategy](#)

[West Yorkshire Combined Authority Assurance Framework 2021](#)

[Your Voice Public Engagement Hub](#)

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**West
Yorkshire**
Combined
Authority

 **Tracy Brabin**
Mayor
of West Yorkshire