

West Yorkshire Connectivity Infrastructure Plan

<https://www.yourvoice.westyorks-ca.gov.uk/connectivity>

Please tell us your views by 11 April 2021

[#WyFutureTransport](#)

Kirklees DCSC Meeting – Tom Gifford, WYCA



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Please tell us your views by 11 April 2021

[#WyFutureTransport](#)

This is an important
opportunity to discuss your
views on the plans – happy to
arrange follow up discussions

West Yorkshire in numbers

West Yorkshire is a **£55.4 billion** economy – bigger than 9 EU countries - with a population of **2.3 million** people, a workforce of **1.1 million** employed across **90,000** businesses.

West Yorkshire has:

- 7 universities, 91,000 students and 30,000 graduates annually
- The UK's largest regional finance centre
- More manufacturing jobs than anywhere else in the north
- 1.6% of the land area of England, and 4,600 hectares of national parks.



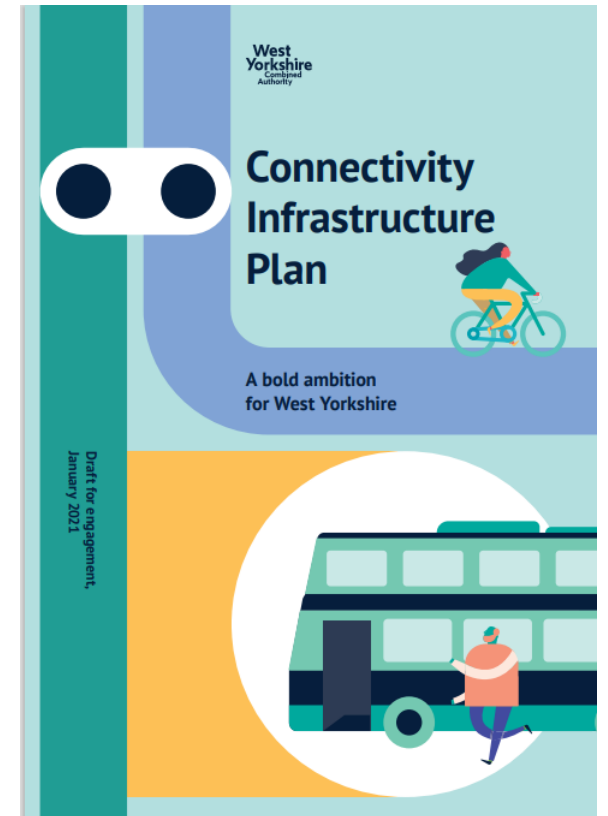
What does the Combined Authority do?

- Develops with partners evidence-based **policy and strategy** focused on the West Yorkshire level.
- **Delivery** of projects and programmes, either directly, or through partner organisations (especially local authorities).
- The Combined Authority is the **accountable body** for the Leeds City Region Enterprise Partnership (LEP), and owns the WY **assurance framework**.
- **Service provision to the public:** The Metro network of bus stations, travel centres, public transport information, , support to the vulnerable and elderly, concessionary travel and tendered bus services across West Yorkshire.
- **Service provision to businesses:** BEIS 'Business Growth Hub' for business support and investment, Employment hub, Enterprise Advisors, Skills programmes (esp digital), trade and investment service, loans fund.
- **Programme / funding:** Adult Education Budget (AEB), worth £63 million per year, to support adults with skills needed for entering and sustaining employment, an apprenticeship, traineeship, or other further learning. Delivered through FE sector.



Connectivity for West Yorkshire

- We have published a Draft **Connectivity Infrastructure Plan** that sets out a long-term transport infrastructure investment programme
- As well as the overall Plan we have also published:
 - **A rail vision**
 - **A bus network review**
 - **Local walking and cycling infrastructure plans**
 - **A mass transit vision for 2040**
 - **A future mobility strategy**
 - **Case for change reports**
- Engagement opened on the 27th January and runs until the 11th April 2021.



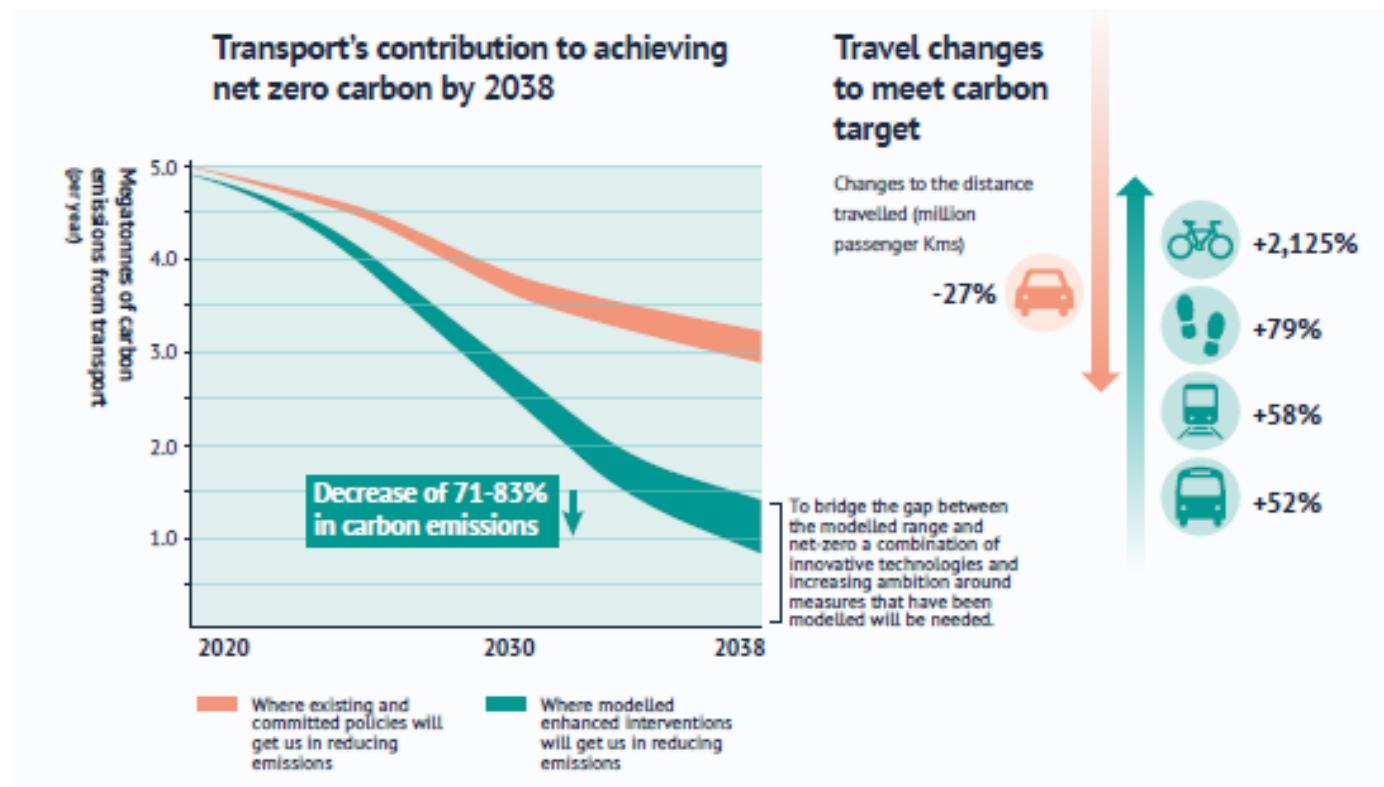
Connectivity Infrastructure plan for the West Yorkshire

- **Focus on public good: People + prosperity**
- **Evidence led**
- **Start of a process**
 - **Developing a pipeline of transport infrastructure improvements**
- A bold investment for future generations
- Let's be ambitious

The three big issues facing our region

- **COVID-19** Recession and recovery
- **Connecting Everyone** – Inclusive growth & productivity gap
- **Climate change** - decarbonising transport & the economy

All are interlinked and must be tackled concurrently



Connectivity Infrastructure plan for the West Yorkshire



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Calderdale, Kirklees and South Bradford

The south-west of our region offers a varied landscape of urban and rural areas within the districts of Calderdale, Kirklees and parts of Bradford.

Halifax is a centre for financial services and the location of the Lloyds Banking Group headquarters. It has a higher than UK average of employment in advanced engineering and manufacturing (AEM), specialising in complex components.

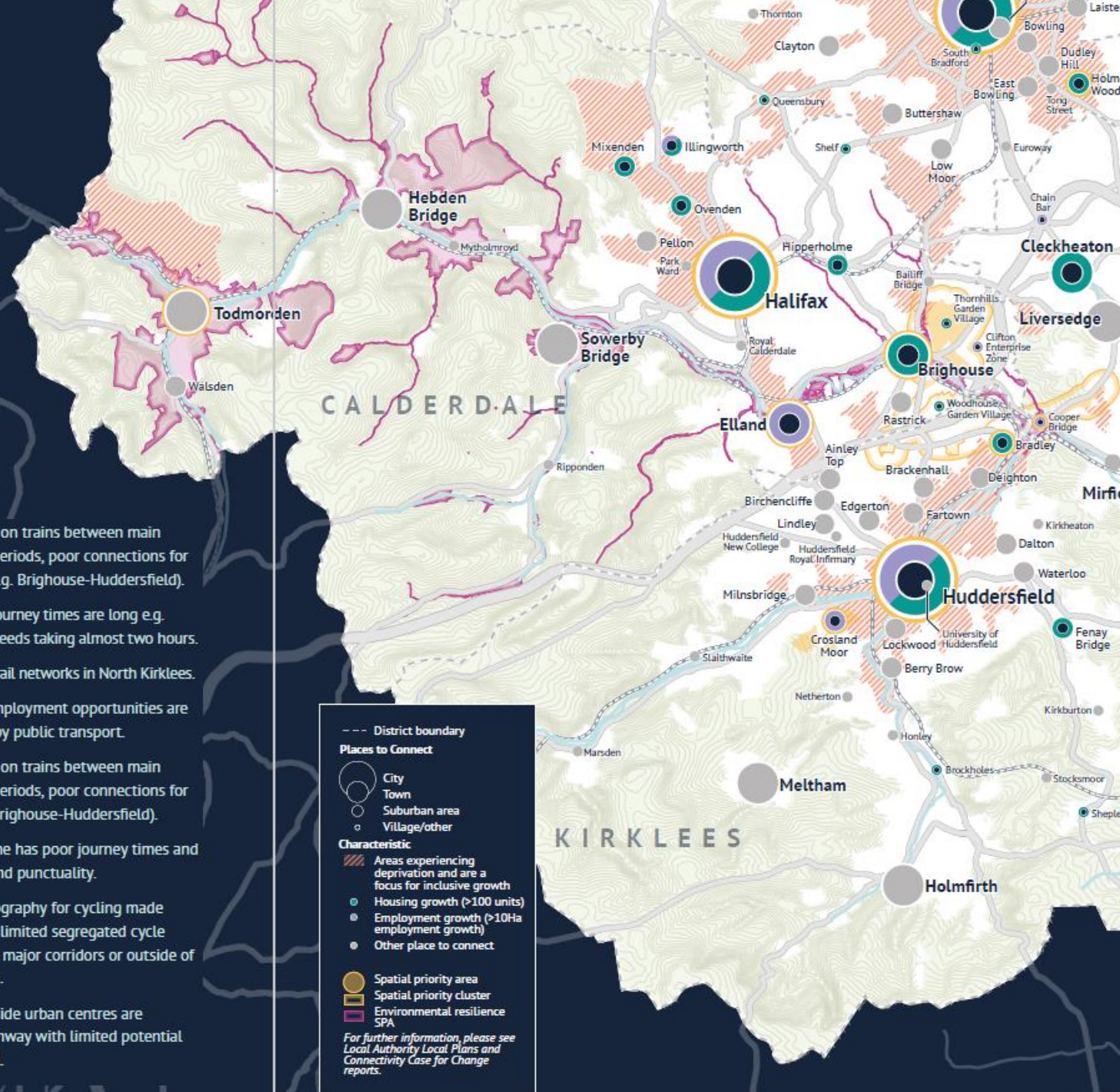
Huddersfield has a strong asset base provided by the University of Huddersfield, Huddersfield New College, several advanced manufacturing companies, growing creative industries and a relatively robust retail offer.

Between Halifax and Huddersfield there are smaller settlements including Elland and Brighouse, and to the north east of Huddersfield are the built-up areas of Heckmondwike, Batley, Dewsbury, Ravensthorpe and Mirfield which have all but merged into one urban area.

Transport Challenges:

- High levels of traffic congestion on the M62 and on the A62, A636, A638 and routes into Huddersfield (Kirklees) and the A646, A644, Stump Cross, Hipperholme crossroads and routes in to Halifax (Calderdale).
- Low car ownership in Ravensthorpe and north of Huddersfield, Dewsbury, Halifax (Ovenden, Mixenden, Park Ward) and parts of South Bradford.
- 55% of the population have access to only one bus service or less per hour, outside of peak periods.
- The quality of bus offer is poor in many areas with limited services and/or unreliable bus journey times.

- Severe crowding on trains between main centres in peak periods, poor connections for smaller places (e.g. Brighouse-Huddersfield).
- End-to-end bus journey times are long e.g. Huddersfield to Leeds taking almost two hours.
- Poor links to the rail networks in North Kirklees.
- Many existing employment opportunities are not well served by public transport.
- Severe crowding on trains between main centres in peak periods, poor connections for smaller places (Brighouse-Huddersfield).
- The Penistone line has poor journey times and poor reliability and punctuality.
- Challenging topography for cycling made more difficult by limited segregated cycle infrastructure on major corridors or outside of main city centres.
- Cycle routes outside urban centres are generally off highway with limited potential for all year travel.



Our Local Connectivity Priorities:



Walking and cycling will become the first choice for short journeys



The **bus** is at the heart of our plans, with networks will be revitalised & new infrastructure to give the bus a competitive advantage over the car.



Rail serving trips to our main centres



A new form of **Mass Transit** will provide the missing link in our transport system



Cars and vans will still be important but used less.



A focus on **National and International connectivity**, in the post Brexit world

Our inter-city priorities

Connecting WY in the north & to UK

Our Pan Northern Rail Connectivity priorities

Current lines requiring upgrades

- Trans Pennine Route Upgrade (TRU)
- East Coast Mainline (ECML)
- Calder Valley Line

New lines

- High Speed 2 (HS2)
- Northern Powerhouse Rail (NPR)

Other

- High Speed 1 (HS1)
- Other strategic connections



Our local transport priorities

Connecting within WY

An integrated network – supporting door to door journeys

Network

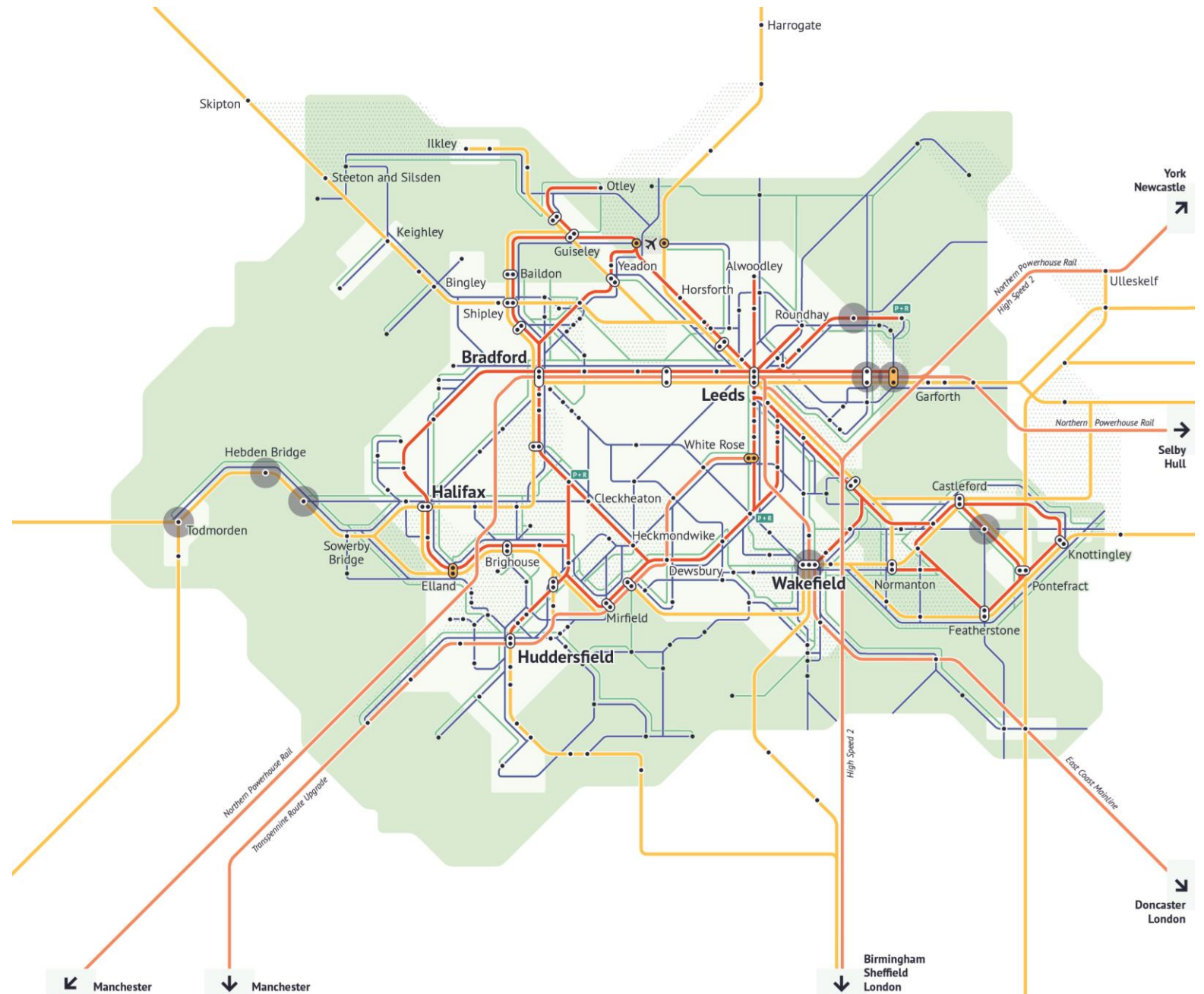
- Opportunity for Mass Transit
- Long distance rail
- Local rail
- Local bus
- Cycling

Stops & connections

- Potential Mass Transit Interchange
- New Rail Station and Interchange
- Mass Transit park & ride

Potential future mobility

- Demand responsive transport service coverage
- Mobility hubs





• + •
**A new transport
system for West
Yorkshire**

**West Yorkshire
Mass Transit
Vision 2040**

+

**We have a bold ambition to make
West Yorkshire greener, more
inclusive and better connected.**

**To achieve this we need an equally
bold approach to public transport.**

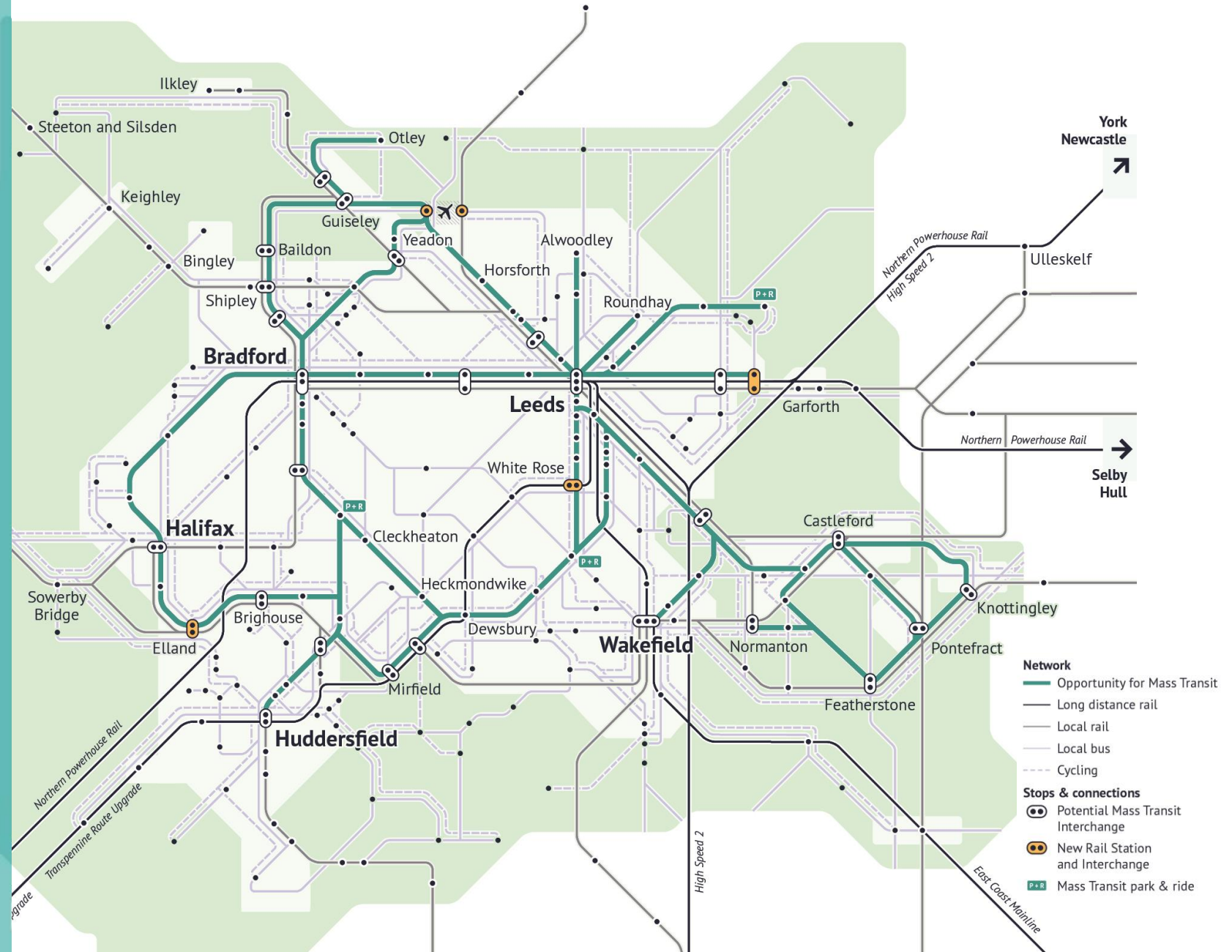
**That is why we propose building
a modern, world-class public
transport system, using new
forms of advanced Mass Transit.**

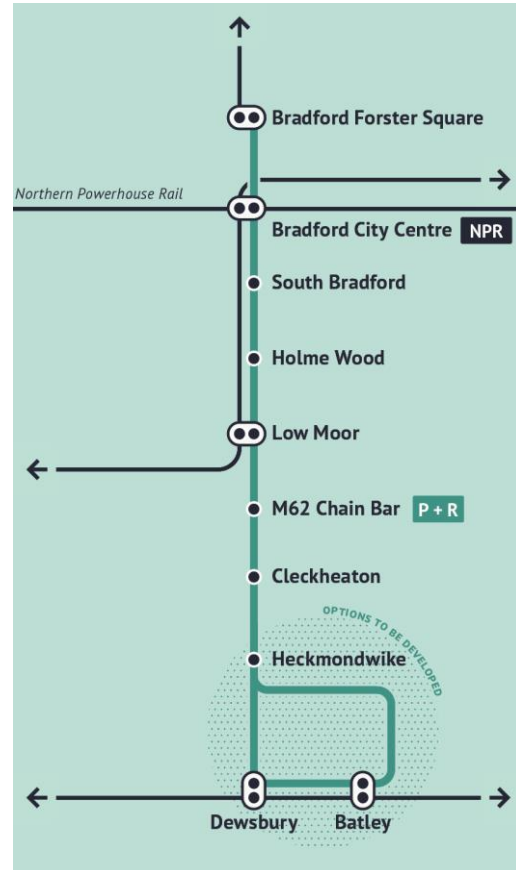
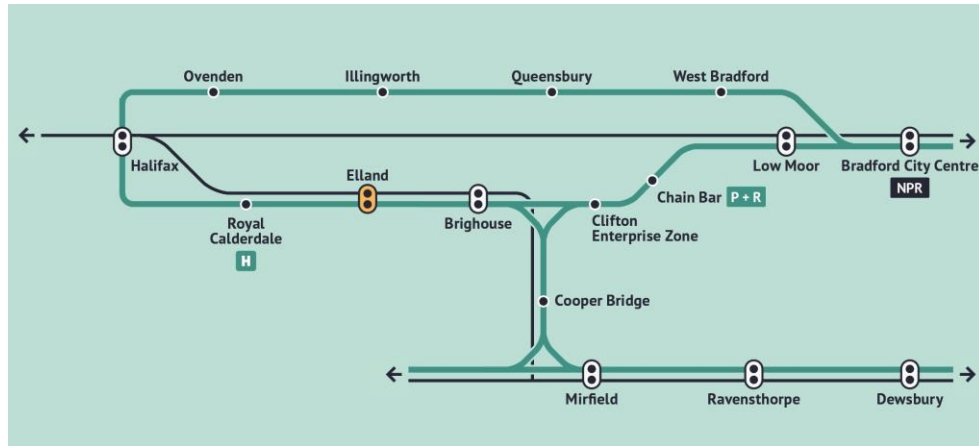
Mass Transit as part of an integrated transport system

Mass Transit, linked to cycling and walking, bus and rail, is essential to providing a public transport system fit for the 21st Century.

The benefits of Mass Transit

- A better, more balanced economy.
- Support new housing.
- Sustainable development and regeneration of our towns and cities.
- Enhanced quality of life for West Yorkshire's residents and visitors.
- A low emission and low carbon future.





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What the
Mass Transit
Vision means
to **Kirklees**

<https://www.yourvoice.westyorks-ca.gov.uk/connectivity>
Maps from Mass Transit 2040 Vision

Candidate Mass Transit technologies for West Yorkshire



Belfast Glider, Ireland, © Albert Bridge

Advanced Bus Rapid Transit

	Can run on street with other traffic and on bus-only alignments.
	Rubber tyred vehicles.
	Low-floor vehicles with multiple double doors for easy level boarding and alighting.
	30-50 seats and an overall passenger capacity of around 120 people.
	Potential to be battery or hydrogen powered.
	Developing technology.
	Belfast, Bogotá, Metz, Nantes.



Birmingham Metro, UK, © West Midlands Combined Authority

Light Rail/Tram

	Can run on street with other traffic and on segregated alignments, which can be integrated with urban realm and green spaces.
	Steel wheels on steel rails.
	Low-floor vehicles with multiple double doors for easy level boarding and alighting.
	50-80 seats and an overall passenger capacity of around 200.
	Overhead line but doesn't need to be from end to end if battery or hydrogen powered as well.
	Proven technology.
	Birmingham, Bordeaux, Dublin, Nice.



Mulhouse Tram-Train, France

Tram-Train

	Can run on street with other traffic, on segregated alignments like light rail/tram and on the same tracks as trains.
	Steel wheels on steel rails.
	Either high-floor to use existing platforms at railway stations, or low-floor serving new platforms. Multiple double doors for easy level boarding and alighting.
	50-80 seats and an overall passenger capacity of around 200.
	Overhead line but doesn't need to be from end to end if battery or hydrogen powered as well.
	Proven technology but interface with rail can make challenging to implement.
	Karlsruhe, Mulhouse, Sheffield.



Artist impression of Coventry Very Light Rail, UK

Ultra Light Rail

	Can run on street with other traffic and on segregated alignments like light rail/tram.
	Steel wheels on steel rails.
	Low-floor vehicles with multiple double doors for easy level boarding and alighting.
	20-30 seats and can carry up to 70 people in total.
	Overhead line but doesn't need to be from end to end if battery or hydrogen powered as well.
	Developing technology.
	None in the UK. Coventry system is in development.

Our four design principles

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People first

Designed for people of all ages and abilities – easily accessible low-floor vehicles.

Reflect the region's diverse communities and cultures.

Multiple doors for quick and easy boarding.

Inclusive safe spaces around stops.

Affordable, easy to use, enjoyable and stimulating.



Environmental responsibility

Zero-emission at the point of use.

An attractive alternative to car travel.

Infrastructure resilient to climate change.

Landscaping to promote biodiversity, improve air quality and overall health.

Sustainable management of surface water.



Better connected

Integrated with local bus services. Bus and Mass Transit will share infrastructure where needed and practicable, while avoiding competition.

Connected to local rail services, yet independently operated. Link to HS2 and Northern Powerhouse Rail.

Cycleways that complement Mass Transit routes.

New and enhanced Park & Ride.

A sense of permanence and ease of use.



Celebrating West Yorkshire

Celebrate our built and natural environment.

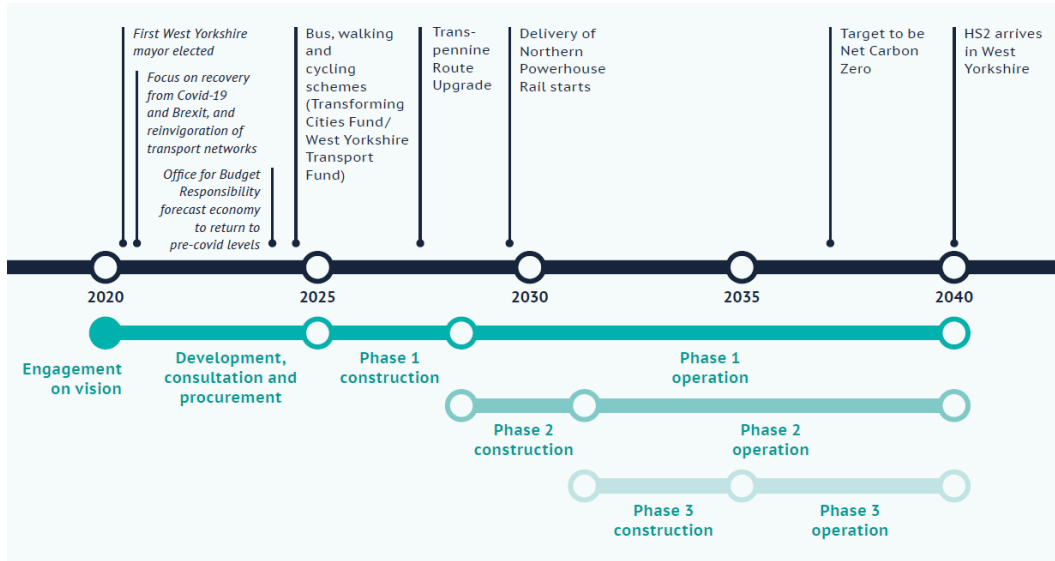
Add to, and enhance, our urban spaces and support regeneration.

Respect existing spaces and neighbourhoods, build on their strengths.

Build and retain skills.

Be a symbol of pride for West Yorkshire.

Accelerating Delivery of Mass Transit

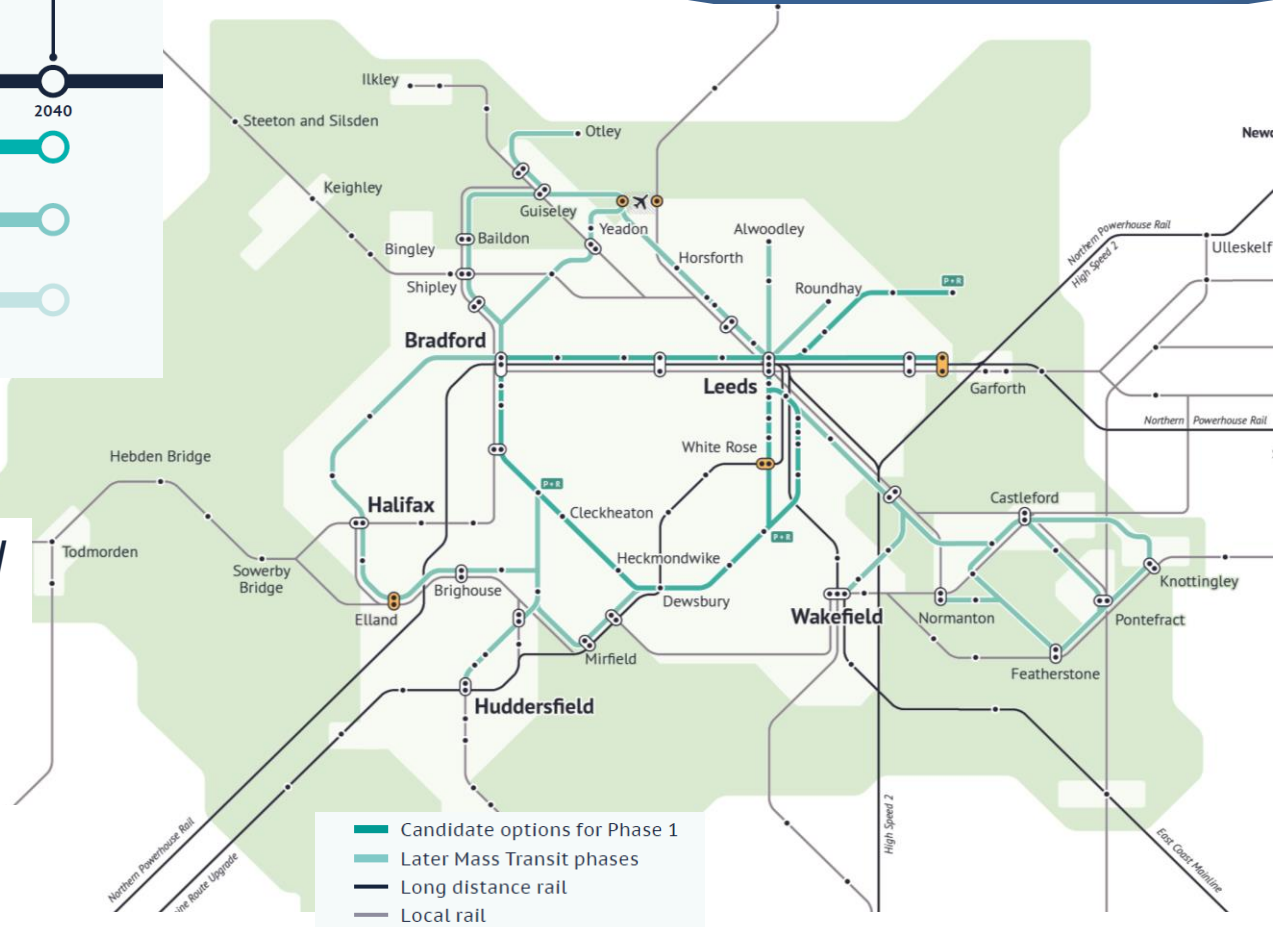


Read the Mass Transit Vision:

<https://www.yourvoice.westyorks-ca.gov.uk/connectivity#WyFutureTransport>

“Mass Transit, integrated with cycling and walking, bus and rail, is central to making West Yorkshire greener, more inclusive and better connected”

Please tell us your views by 11 April 2021



Walking and Cycling Vision

Walking and cycling, wheeling and rolling; active travel sits at the very heart of West Yorkshire's transport vision.

This is both as a mode itself (walking and cycling short journeys in their entirety) and as a part of our wider, sustainable transport approach (walking to the bus stop or cycling to a railway station).

By 2040 every neighbourhood, village, town and suburban centre should be easy to access and move around as a pedestrian or as a cyclist, linked into our wider public transport network through easy, integrated access by these modes to stations, buses & mass transit stops which are attractive gateways to/from the walking/cycling network.

To make this happen we will need a step change in the quality of provision, including extensive roadspace re-allocation from motor vehicle movement and storage towards both public transport and active modes.



Network Principles

- Coherent
- Direct
- Safe
- Comfortable
- Attractive
- Integrated

Bus

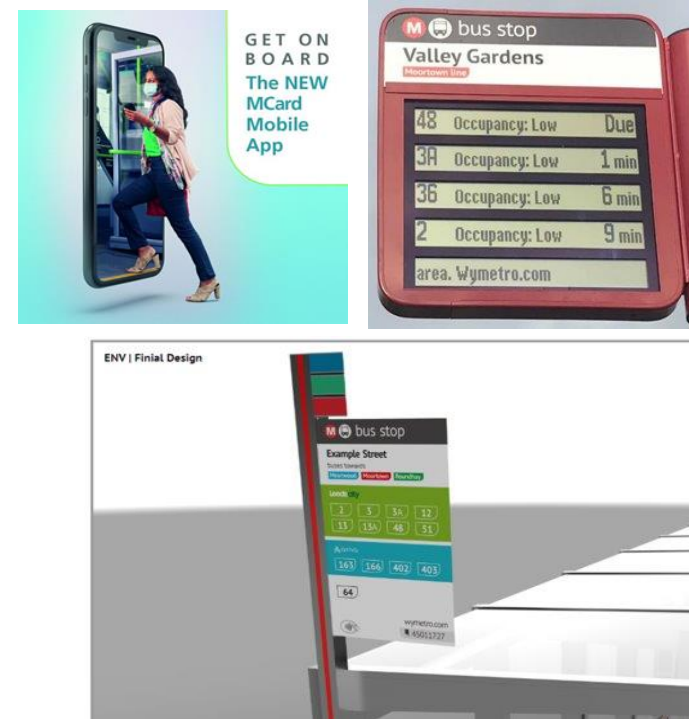
The bus is at the heart of our plans: we want to create a bus service that is a first-choice travel option for all our communities, encouraging people out of their cars, cutting congestion and improving air quality.

Through the existing partnership we are already delivering benefits for passengers.

A Strategic Bus Network Review of the core bus network shows present and future demand for the bus, identifies existing and new locations that could generate patronage growth, and infrastructure required to make the bus competitive.

We are developing ambitious proposals to strengthen our partnership with bus operators to stabilise the network in the short term and create an attractive offer for customers to incentivise patronage growth.

We are currently awaiting the release of the National Bus Strategy from Government and confirmation of funding to continue the recovery of the bus network. We are also continuing to review the case, post-COVID, for introducing bus franchising.



Rail Vision

The key areas covered

Capacity

- Track capacity
- On-train capacity
- Station capacity
- Freight options
- Major projects

Connectivity

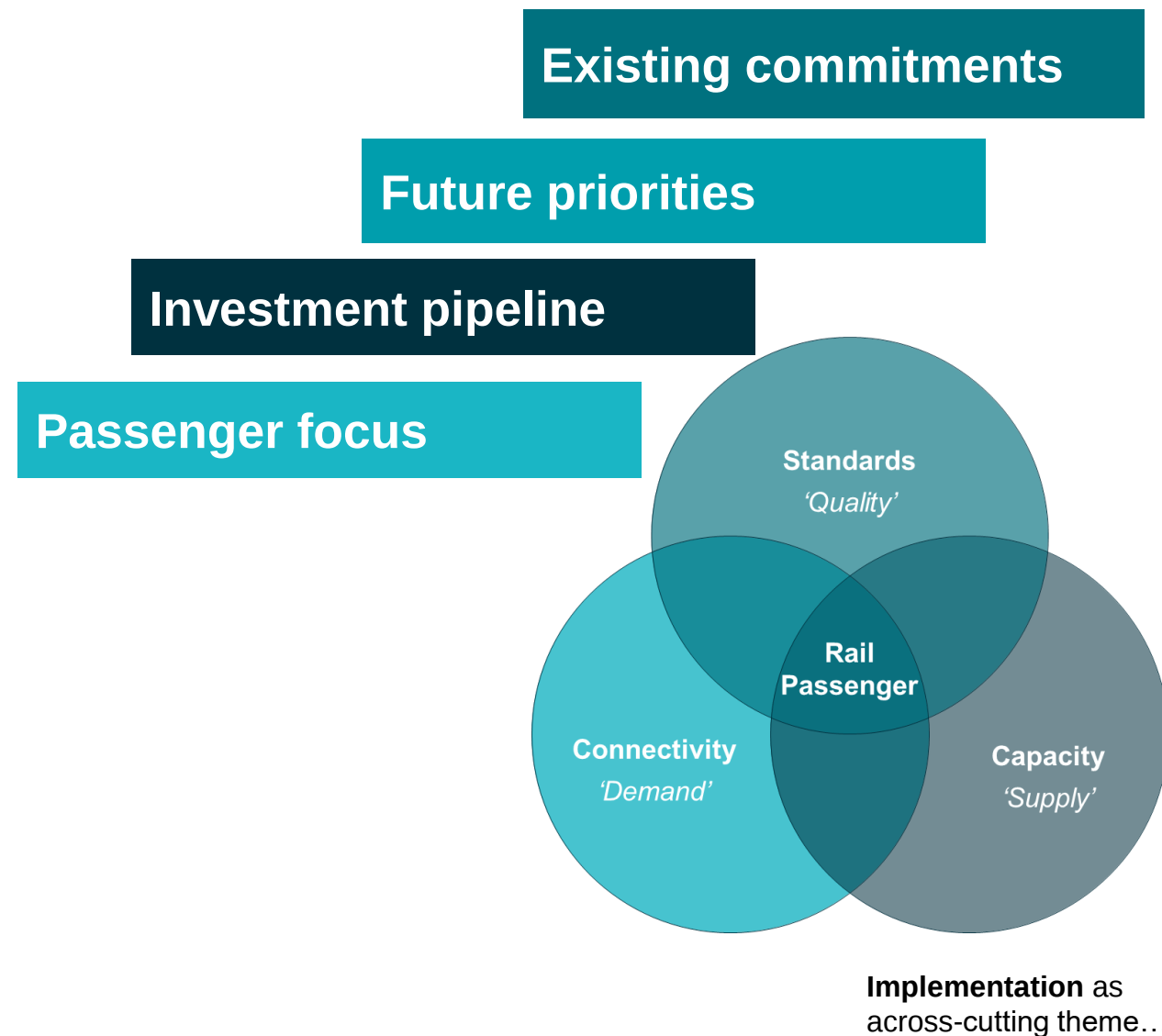
- Journey times
- Frequencies
- Access & integration
- Growth areas
- New stations / network gaps

Standards

- Reliability / punctuality
- Information
- Station quality
- Rolling stock quality
- Fares & ticketing

Implementation

- Funding landscape
- Decision-making
- Industry structure
- Devolution agenda
- Cost effectiveness



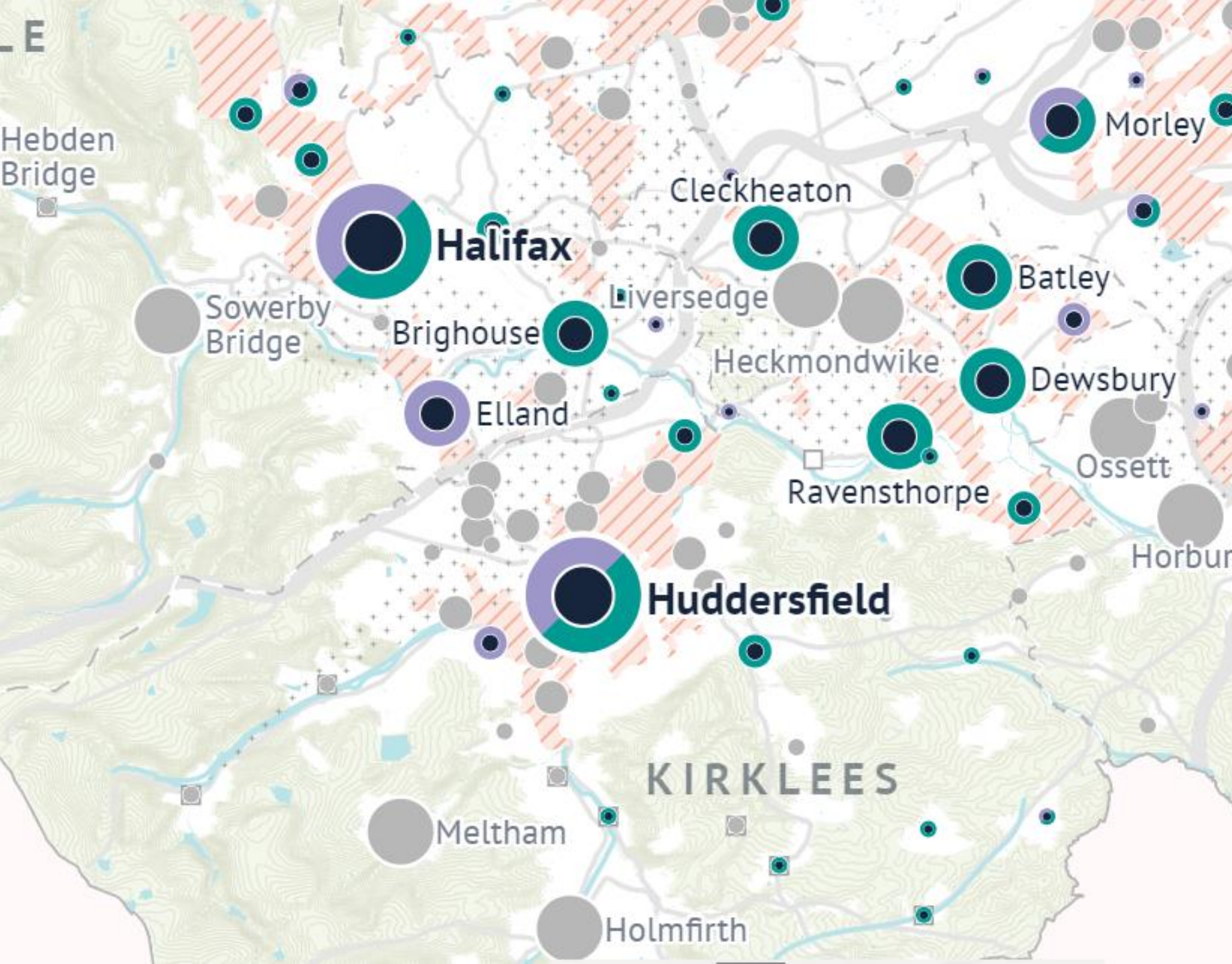
WY Connectivity Investment Programme

The Plan sets out our initial proposals for a forward pipeline of transport infrastructure improvements to 2040.

The Plan identifies proposals for walking and cycling, for public transport – bus, rail, mass transit, demand responsive transport – and the private car.

The Plan sets priorities across three programmes:

- **Schemes for delivery by 2025**
- **Strategic Priorities, for development and/or delivery by 2025**
- **Options for delivery between 2026-2040**



**What the West
Yorkshire
Connectivity
Infrastructure
Plan means to
Kirklees**

What the Connectivity Plan means in the short term

Key Infrastructure Projects to 2025



<https://www.yourvoice.westyorks-ca.gov.uk/connectivity>

Further details in the Connectivity Plan
Please tell us your views by 11 April 2021

More people walk and cycle

- Additional Superhighway segregated cycle routes eg: CityConnect Phase 3 Cooper Bridge / Canals
- Enhanced walking and cycling infrastructure to make places across the district cycle and pedestrian friendly environment eg: Dewsbury Town Centre improvements / Huddersfield Town Centre
- Bradley to Brighouse Greenway

More people use Public Transport

- Upgraded bus hub at Heckmondwike and bus priority treatments along the corridor.
- Dewsbury-Batley-Tingley corridor
- Improvements for rail customers accessing Huddersfield Station
- Upgrade to the Transpennine route to improve journey time and frequency
- Transpennine Route Upgrade

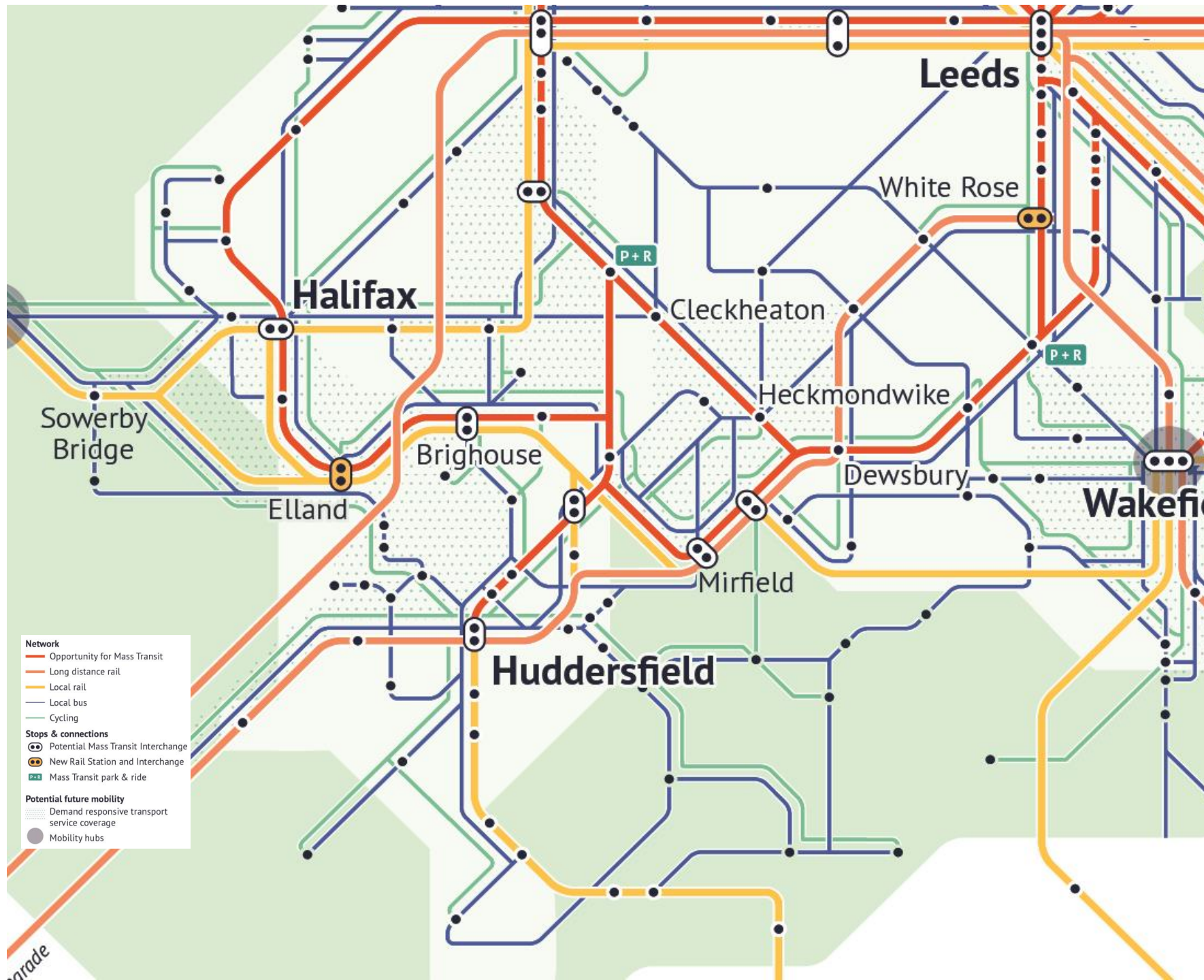
Improve traffic flow, better provision for buses, motorcyclists, cyclists, pedestrians

- A641 Growth Corridor / A629 Multi Modal Corridor / A653 Leeds to Dewsbury
- Holmfirth Town Centre Access improvements at key junctions
- Capacity and junction improvements at a number of key pinch point locations

West Yorkshire Regional Priorities



Walking & Cycling	• Develop further phases of CityConnect cycling and walking networks • Develop proposals for local centre and neighbourhood improvements for walking and cycling
Bus	• Develop ambitious proposals to strengthen our partnership with bus operators • Continue to review the case, post-COVID, for introducing bus franchising
Rail	• Make the case for delivery of Transpennine Route Upgrade, including full electrification • Develop and deliver Northern Powerhouse Rail serving Bradford and Leeds. • Develop and deliver High Speed Rail Phase 2B to Leeds. • Support the development for a clear plan for the route for long term investment
Mass Transit	• Accelerate Development of Phase 1 & 2 of a Low Carbon West Yorkshire Mass Transit System.
Roads & Cars	• Accelerate the move to alternative fuels for vehicles. • Sustained investment to maintain the road network for all road users. • Examine the evidence to introduce Highways Demand Management to help address the climate emergency by reducing car trips.
Future Mobility	• Develop and deliver future mobility services to increase sustainable travel options



**What the
Connectivity Plan
means to up 2040**

Webinars

https://www.yourvoice.westyorks-ca.gov.uk/connectivity/news_feed/webinars-and-meetings

- Role of **Rail** in a strong, sustainable, inclusive economy.
- Role of **Walking and Cycling** in a strong, sustainable, inclusive economy
- Meeting the **transport decarbonisation** challenge.
- Role of **Bus** in a strong, sustainable, inclusive economy.

Mass Transit:

- The opportunity for Leeds and West Yorkshire on 4th March 2021 – *watch the webinar here:*
<https://www.youtube.com/watch?v=ofnZ2SnrGbA>

Further event planned – date TBC

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Please tell us your views by 11 April 2021

[#WyFutureTransport](https://twitter.com/WyFutureTransport)

**West
Yorkshire**
Combined
Authority

