



# CALDERDÅLE TRANSPORT STRATEGY 2016-2031





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# INTRODUCTION

Across the country, the way we move is changing. Nationally, levels of car use have peaked and, in several British towns and cities, the rate of car ownership has declined. Fewer young people are choosing to learn to drive than in previous decades. As a status symbol, the car no longer occupies the pre-eminent position it once enjoyed. Meanwhile, more people are choosing to cycle and walk to work. The railways are booming. After two decades of growth in rail use, investment in track and rolling stock has barely kept up with the demand for rail services. In cities with regulated bus markets, the decline of the bus has been decidedly reversed. The growth of light rail systems across Britain has reinforced the appeal of public transport. A growing awareness of the damaging effect of poor air quality on public health has strengthened the case for curtailing the use of high emission vehicles in urban areas. The rapid growth in diagnoses of medical conditions related to inactivity has underlined the importance of integrating walking and cycling into everyday life.

**“CHANGES IN MOBILITY CREATE NEW OPPORTUNITIES TO SOLVE MANY OF THE PROBLEMS THAT AFFECT URBAN AND RURAL AREAS.”**

The growth of city living, the boom in apartment building and the popularity of mixed use development has brought homes and workplaces closer together.

This applies not only to large cities with their large populations of young professionals, but cities and towns where families and retired people are living in developments in the centre. This makes walking, cycling and public transport more attractive.

In urban areas, planners and developers are increasingly recognising that space once devoted to moving and parked cars can be put to more productive use as public realm, green space, housing or retail. Several large cities have introduced levies on car use and car parking in central areas with revenues used to fund public transport. While large cities are taking the lead in controlling parking and car use, smaller cities and towns are learning that effective management of car use increases competitiveness by releasing space for new development and sustainable modes of transport. Meanwhile, smart technology is transforming our relationship with transport. Using smartphones, people can hire cars, bikes and taxis for individual journeys or for bespoke periods of time.

The net result of these changes is that car ownership has become less desirable and more of a burden in many urban areas. Increasingly, young people are substituting car ownership for a range of other transport options. In the near future, when autonomous vehicles become widely available, the incentive to own a vehicle will decline further. This is because people are likely to hire autonomous cars for specific journeys rather than purchase them.

These changes in mobility create new opportunities to solve many of the problems that affect urban and rural areas. We can increase people's freedom to choose the transport option that suits them best. We can reduce dependency on the car. We can improve public health by making it easier to walk or cycle. We can reduce the cost of transport to the user. We can enhance the quality of the built and natural environment. In doing so, we lay the foundations for a dynamic and resilient local economy.

These changes have not yet amounted to a wholesale transformation of the way we move. The trends in mobility are more pronounced among younger people and people living in larger cities, like Leeds and Manchester. In smaller towns and rural areas they are less visible. Car ownership and car use remains – and is likely to remain for the foreseeable future – a significant feature of the transport system. The car, either owned or hired, will retain a particularly important role in sparsely populated areas. Nevertheless, it is clear that there is momentum behind these new approaches to mobility. In the near future, the pace of change is likely to quicken



and spread out from the large cities across the whole country. The social changes we have explored will become more ingrained. New approaches to transport will become entrenched. The next generation of young adults will view transport very differently.

**“THE NEXT GENERATION OF YOUNG ADULTS WILL VIEW TRANSPORT VERY DIFFERENTLY.”**

We have arrived at a turning point for transport. Calderdale faces a choice. It can embrace these changes, exploit the benefits they stand to provide and become a leader that sets it apart amongst its peer group, or it can opt for business as usual. We believe it should choose to be at the forefront of innovation and support new forms of mobility. This means we should strengthen public transport. We should strengthen walking and cycling infrastructure. We should use smart technologies to give people more control over the way they use transport. We should use transport policy to enrich our public realm and the natural environment. Our towns should continue to cater for cars, but we should actively encourage people to make different travel choices by rationing highway and parking space, while the alternatives become more attractive. We can continue to limit the speed at which cars move. On certain streets, we may prohibit general traffic altogether.

Spatially, Calderdale differs from cities with a large contiguous urban area, such as Leeds and Manchester, where these trends in mobility are most advanced. The Borough is made up from a number of different centres separated by countryside. The built-up areas do not coalesce into a single conurbation.

If Calderdale is to maintain its distinctive character, it should strive to preserve coherence of its distinct settlements and the countryside separating them.

Nevertheless, Calderdale is still well-positioned to embrace the new mobility.

**“THE OLDER APPROACHES TO TRANSPORT ARE NO LONGER VIABLE.”**

Like the North of England as a whole, the multiple centres of the Borough need not be a barrier to growth orientated around public transport provision. The main settlements are already connected by a railway network that links the Borough to the two largest urban economies in the North of England. Gaps in public transport connectivity can be filled by new stations and enhanced bus corridors. Crucially, many of the towns and large villages in the Borough are sufficiently dense, and the gaps between them sufficiently small, to support high quality public transport services. Despite its large rural hinterland, Calderdale can still operate as a coherent, well-connected transport system. Focusing development in existing centres will help to generate a critical mass of demand to justify significant investment in public transport.

By intensifying the use of land in its existing settlements, Calderdale can generate agglomeration benefits similar to those seen in large cities. Knowledge intensive businesses, cultural industries and digital start-ups will be drawn to lively, mixed use areas. The Borough offers its residents an excellent quality of life with easy access to countryside and heritage. The older parts

of its settlements are highly permeable and Calderdale benefits from an excellent network of rights of way for pedestrians and cyclists on footpaths and waterways. Improvements to urban realm and investment in infrastructure for walking and cycling will address gaps and reduce incidences of severance.

What all of this means is that the older approaches to transport are no longer viable in a Borough that seeks to nurture economic growth and raise the quality of life of its residents. Already there is little scope for building new roads and in the future there may not be demand for large expansions of highway capacity. Simply increasing highway capacity for the private car would be counter-productive because it would undermine Calderdale’s environmental assets and erode its character. Strengthening public transport and facilitating active travel allows us to use our existing highway infrastructure more efficiently. By 2031, the trends evident today are likely to be well-advanced across the country and especially in the most economically dynamic areas. By riding the wave of change in mobility, Calderdale will reap the rewards in the coming decades.

**BARRY COLLINS**  
Cabinet Member  
Regeneration and Economic Development  
**Calderdale Council**



# VISION

By the end of the Local Plan period in 2031, Calderdale’s transport system underpins economic prosperity, high rates of productivity, a dynamic labour market, social cohesion and a healthy environment. The transport network helps established industries, such as financial services and advanced manufacturing, to flourish and supports the expansion of newer sectors of the economy, such as digital and communications. Transport interventions have enabled all the housing and employment sites identified in the Local Plan to be developed. Calderdale’s transport network has the capacity to accommodate rising demand, particularly in the eastern half of the Borough where most of the growth has occurred. A significant proportion of the demand for transport has been transferred from the car to sustainable modes. Rates of cycling and walking have increased significantly.

The Borough benefits from excellent air quality and an active population.

Calderdale is nationally and internationally renowned for the standard of its sustainable transport infrastructure and for its progressive approach to developing transport solutions that preserve and enhance the quality of the built and natural environment. The Borough is recognised as a leader in the field of local transport among districts which serve a variety of urban centres and rural communities. Transport contributes to the enviable quality of life enjoyed by all of Calderdale’s residents. This maintains the cycle of prosperity in which Calderdale’s excellent reputation attracts new businesses, residents and tourists to the Borough.

# OBJECTIVES

The goal of the Calderdale Transport Strategy is to make this vision a reality. To achieve this, the Strategy needs to answer three questions. These questions are the core drivers of the Strategy.

To answer these questions, the Strategy must fulfil ten objectives. These are shown below and on the next page, organised under the driver to which they relate.

## GROWTH

How will transport enable Calderdale to deliver new jobs and homes for its residents?

## CONNECTIVITY

How will transport help to link people to the jobs, activities and opportunities in Calderdale and other places?

## PEOPLE AND ENVIRONMENT

How will transport improve the quality of life for all of Calderdale's residents and workers?

## GROWTH

1. Enable new jobs to be created at employment sites, particularly in Halifax, Brighouse and the M62 Enterprise Zone
2. Provide residents with access to education opportunities and employers with access to skilled workers
3. Help to deliver new homes in accessible locations identified by the Local Plan



## CONNECTIVITY

1. Improve links between places in Calderdale by addressing gaps and weaknesses in current networks
2. Capitalise upon planned national and regional transport investment, including Leeds City Region Metro, the Northern Hub, Northern Powerhouse Rail and HS2
3. Broaden the range, quality and integration of public transport options available to reduce dependency on the car
4. Cater for movements into and out of Calderdale from neighbouring areas by all forms of transport

## PEOPLE AND ENVIRONMENT

1. Increase physical activity and improve air quality to support public health and environmental goals
2. Ensure that transport provision evolves to meet the changing needs of residents, including children and young people, senior citizens and disabled people
3. Enhance the urban and rural environment to improve quality of life for residents and make Calderdale an even more desirable place to live, work and visit

In addition to the three drivers that underpin the Strategy, three cross-cutting themes will shape the scope and nature of interventions.

Each of the three objectives is informed by these themes

## SUSTAINABILITY

1. Increase the use of sustainable modes and support the use of low emission vehicles
2. Protect and enhance the built and natural environment, ensure climate change resilience and use finite resources responsibly

## TECHNOLOGY

1. Future-proof investment and obtain value for money by using emerging technologies
2. Capitalise on new technologies to provide more responsive and relevant transport solutions

## ACCEPTABILITY

1. Change public attitudes through proposals that deliver clear quality of life benefits for residents and employees
2. Secure the support of elected representatives and partners and ensure access to funding by aligning the Strategy with local, regional and national policy



# WHY DOES CALDERDALE NEED A TRANSPORT STRATEGY?

This section explores the background to the three drivers:

 **GROWTH**

 **CONNECTIVITY**

 **PEOPLE AND ENVIRONMENT**

In doing so, it explains why Calderdale needs a transport strategy.

## ENABLING GROWTH

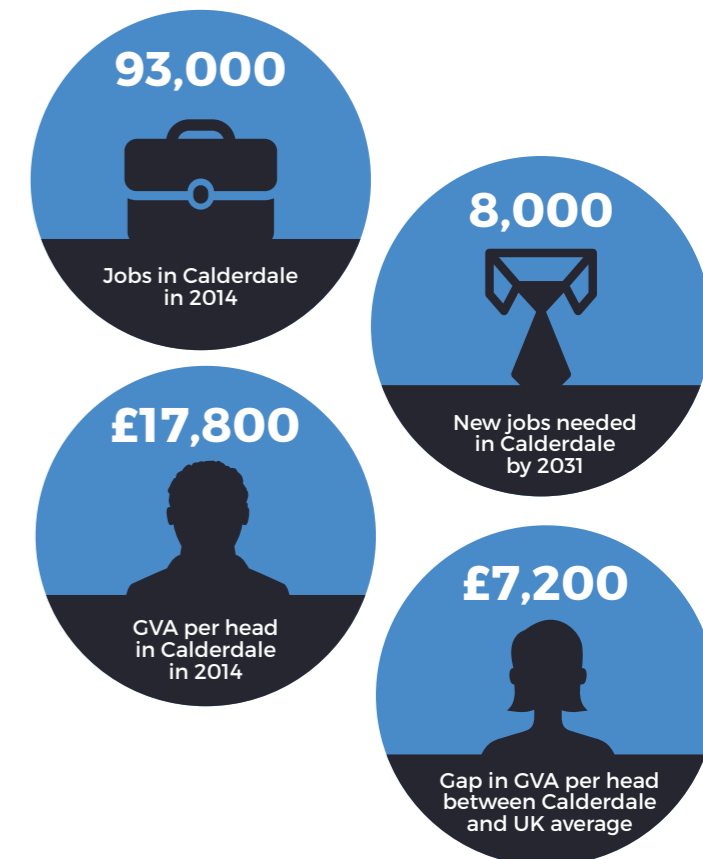
To enable growth, the Strategy must focus on delivering the two key components of growth: jobs and homes. While transport is only one of several drivers of economic growth, the Strategy seeks to complement work being undertaken in other areas by the public and private sector.

### DELIVERING JOBS

Effective transport links are the foundation of a vibrant economy. They help to maintain high levels of productivity, inward investment and competitiveness. Currently, there is a significant productivity gap between the North of England and the South East. There is an additional productivity gap within the North of England, between the core cities, such as Leeds and Manchester, and surrounding areas.

Improving transport in Calderdale will help to close both of these gaps by raising levels of productivity across the whole Borough. Enhanced transport links help to increase the level of output in existing businesses by reducing the amount of time lost to delays and congestion. They also help to

create new high value jobs, which depend on excellent connections. Better transport offers employers access to a larger pool of workers and allows businesses to use resources more efficiently.



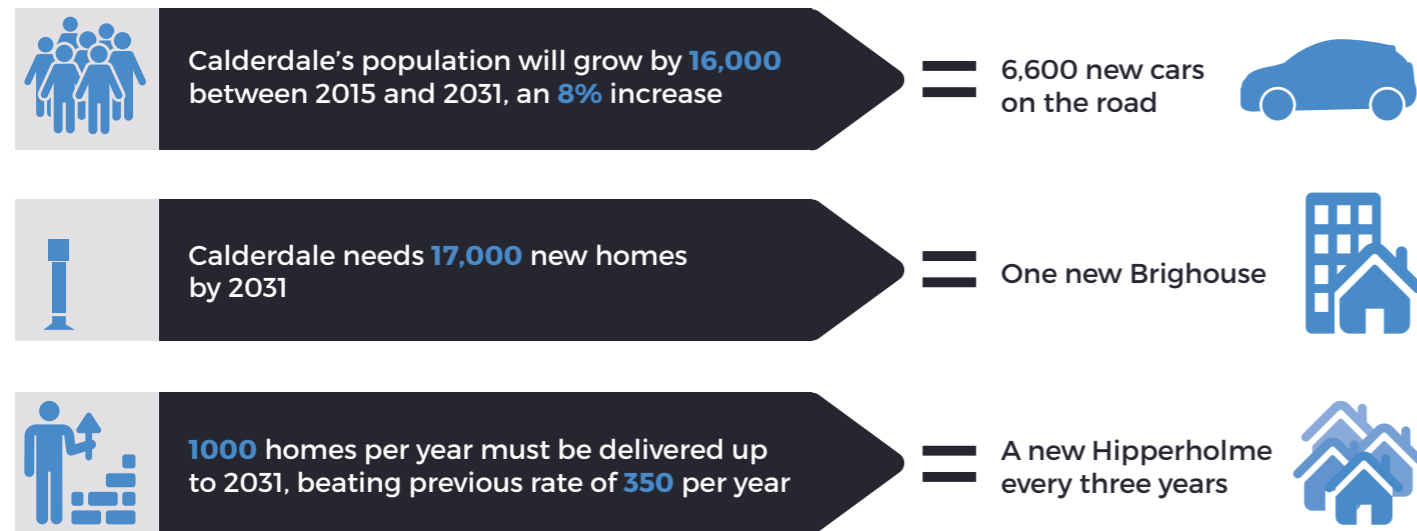
### The Calderdale Transport Strategy will enable employment growth by:

- ✓ using transport improvements to facilitate growth and reduce the productivity gaps by providing new and more reliable links to job opportunities in key local growth areas such as Halifax, Brighouse, the M62 Enterprise Zone, and neighbouring cities such as Leeds and Manchester;
- ✓ ensuring transport problems are not a barrier to the development of new workplaces across the Borough by working pro-actively with developers and applying best practice in design principles; and
- ✓ stimulating new skills and jobs in Calderdale by widening access to education opportunities and providing local employers with access to a large pool of highly-skilled workers

## DELIVERING HOMES

Calderdale's population is growing and the rate at which households are forming is increasing. This growth is forecast to continue until at least 2031. By providing sufficient homes, Calderdale will ensure that the economy

remains healthy and avoid social problems caused by overcrowding and unaffordable housing. However, the Borough must improve on historic efforts if it is to meet the growing demand for housing in the next fifteen years.



### The Calderdale Transport Strategy will enable housing growth by:

- ✓ facilitating housing and population growth by integrating transport and development planning to ensure that transport problems do not inhibit the development of new homes;
- ✓ informing the design and layout of new residential areas to increase the appeal of walking and cycling through high quality public realm and dedicated routes; and
- ✓ ensuring that it is commercially viable for public transport operators to provide regular and reliable services to new residential developments.

## IMPROVING CONNECTIVITY

### LOCAL

Calderdale has a complex, multi-modal transport system, consisting of roads, bridges, railway lines, canals, footpaths and cycle paths. This infrastructure has evolved over two centuries. Much of the Borough's historic infrastructure has the potential to be enhanced. In the last two decades, however, investment in transport has not kept pace with economic and population growth. Consequently, the transport system does not always meet the needs of Calderdale's residents and employers.

**"CALDERDALE MUST FOCUS ON DEVELOPING TRANSPORT SOLUTIONS THAT ARE ORIENTATED AROUND PUBLIC TRANSPORT."**

The striking landscape and varied topography of Calderdale is one of its principal assets. It contributes to the quality of life of residents, attracts tourists and can help to prevent flooding. However, the steep valleys, woodland, rivers and moors present a formidable challenge to the delivery of transport infrastructure. Settlements, which are usually located in the valley bottom, are separated by numerous natural barriers.

Calderdale has a rich built heritage and the older urban fabric is prized. Like the natural environment, the urban fabric supports the Borough's prosperity but it also presents a series of connectivity challenges that must be overcome without eroding local character. Since the Borough has little space to expand highway capacity, Calderdale must focus on developing transport solutions that are orientated around public transport and sustainable modes.

Connectivity within Calderdale has five basic shortcomings.



### REGIONAL

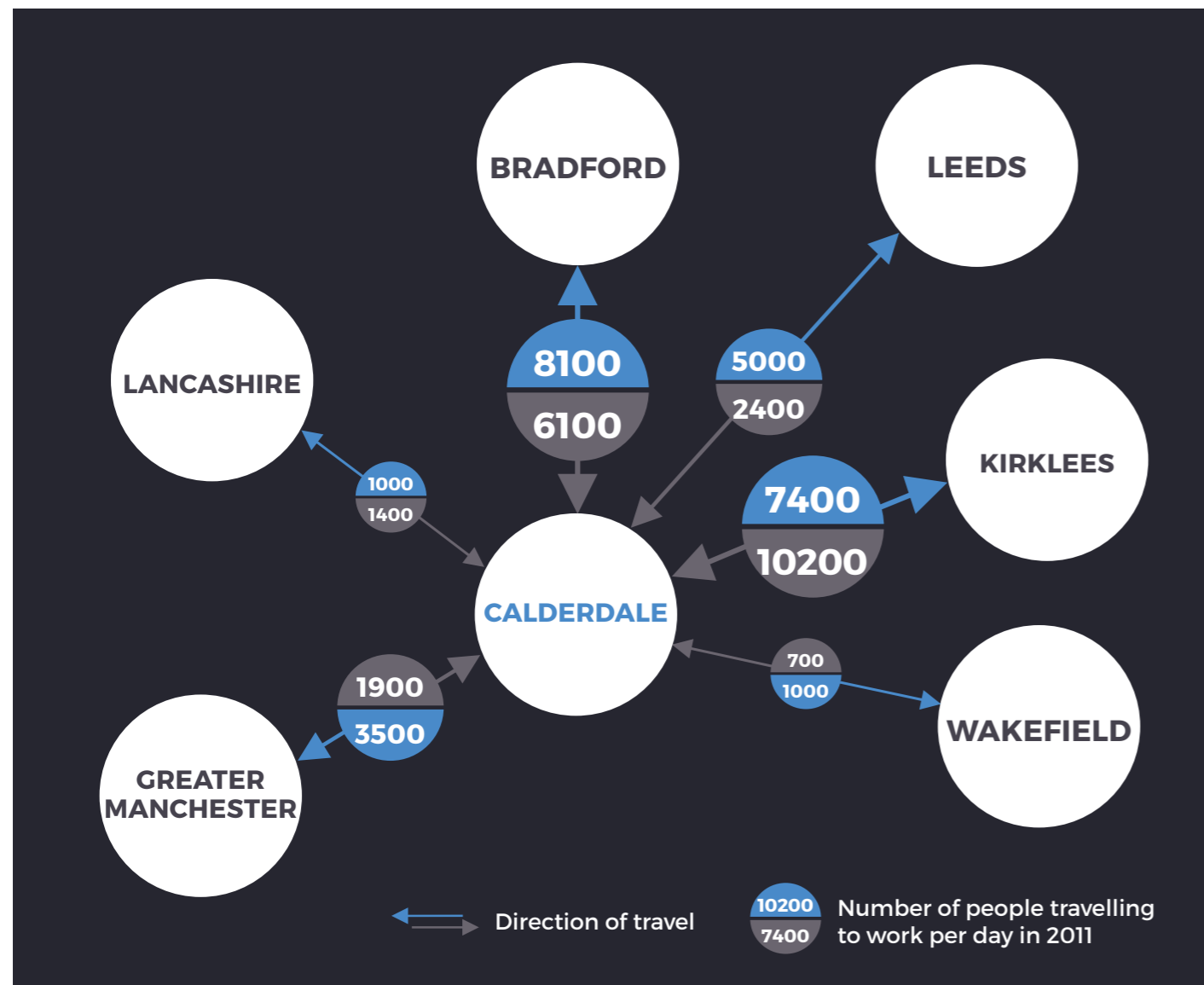
Calderdale is a major centre for financial services and advanced manufacturing in the North of England, drawing in a workforce from a wide geographic area. The organisation of large public sector organisations, such as the NHS, does not observe local authority boundaries. Schools and colleges in Calderdale and Kirklees recruit students from several local

authority areas. Since travel distances to neighbouring centres are relatively short, Calderdale's residents take advantage of employment opportunities in the Leeds City Region and Greater Manchester. This generates a high number of cross-boundary movements. For journeys to work alone there are almost 50,000 movements per day to and from neighbouring areas.

While cross-boundary movements are significant in certain directions, given the proximity of Leeds and Manchester to Calderdale, there are relatively few

movements from Calderdale to these large cities, both of which are forecast to grow at a higher rate than other cities in the North of England. This is partly due to the weakness of longer distance transport links. As a result, many of Calderdale's residents are unable to access the high value jobs and educational opportunities available in Leeds and Manchester.

There are three major constraints (see next page) on cross-boundary travel from Calderdale to other districts - on both sides of the Pennines.



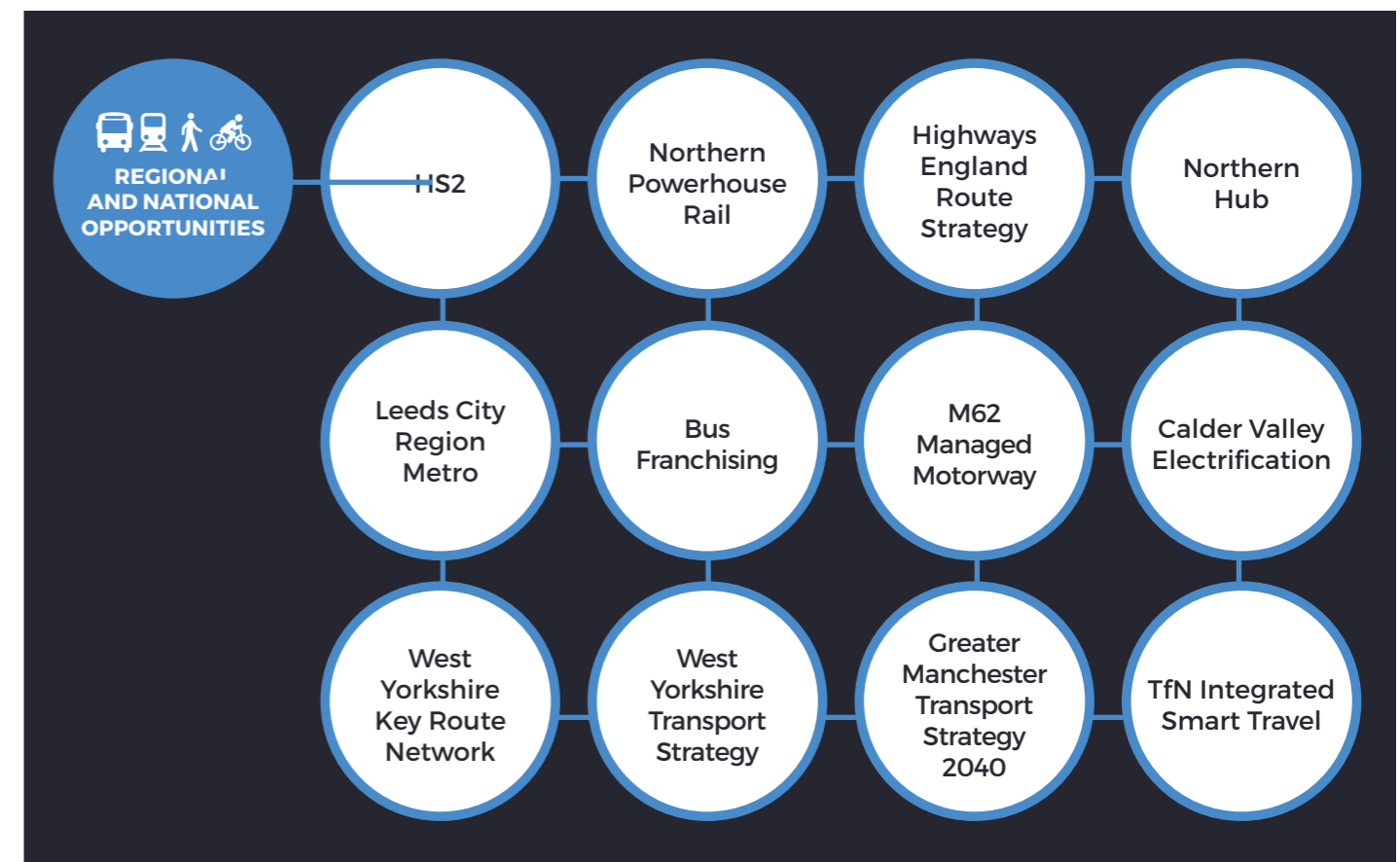
- Slow and poor quality rail links to Leeds, Manchester and Huddersfield**
- Congestion on motorways and major roads**
- Public transport services and tickets are not joined-up across the North**

allowing them to recruit more highly skilled workers.

**OPPORTUNITIES**

While Calderdale faces a number of local and regional connectivity challenges, a series of planned improvements to national and regional connectivity create opportunities for the Borough. There is potential for Calderdale to derive wide-ranging benefits from these interventions and for Calderdale to shape them to suit its needs. These improvements are being promoted by Transport for the North, Rail North, Highways England, Network Rail and the Government. They include Northern Powerhouse Rail and the Trans-Pennine Road Tunnel. The development of new technologies, in areas such as ticketing, parking control and urban traffic management, will create opportunities for enhancing connectivity at a local and regional level.

Removing these constraints will enable Calderdale residents to more fully exploit job opportunities across the North of England. This will also expand the catchment area for Calderdale's employers,



The West Yorkshire Transport Strategy (WYTS) currently being developed by the West Yorkshire Combined Authority and the Local Enterprise Partnership will shape transport in the city region until 2036. The WYTS contains ambitious targets for growing the share of sustainable transport modes. To deliver a fully integrated

transport network founded on a One System principle, the WYTS outlines proposals for a Leeds City Region Metro system and a West Yorkshire Key Route Network. Allied to this, the West Yorkshire Bus Strategy explains how WYCA will reverse the recent decline in the region's bus services to create a world class system.



**Through the Calderdale Transport Strategy, Calderdale will work with partners to improve connectivity by:**

- ✓ closing gaps in public transport networks, and improving the quality and reliability of bus and rail services in the Borough;
- ✓ making the most efficient use of highway space to benefit all road users;
- ✓ improving integration between all modes of transport and using new technologies where relevant to do so;
- ✓ upgrading cross-boundary links so that journeys between Calderdale and other districts are faster and more reliable;
- ✓ capitalising on planned enhancements to regional and national connectivity both directly via new services and indirectly through releases in capacity; and
- ✓ develop parking policies for town centres that ensure land is used efficiently and promote sustainable travel, while maintaining appropriate levels of car access.



**ENHANCING THE ENVIRONMENT AND PEOPLE'S QUALITY OF LIFE**



**ENVIRONMENT AND PUBLIC HEALTH**

Transport has a major impact on quality of life and the environment. Transport interventions can be used to enhance public realm and create new green space. This attracts visitors and investment to towns and villages. Creating new infrastructure for walking and cycling helps people to be

more active, reducing the risk of obesity or cardiovascular conditions. Helping people to make more journeys on foot or by bike reduces their dependence on cars. Reducing vehicle speeds creates a more pleasant environment for pedestrians and keeps children safe. Supporting a shift to low emission vehicles improves air quality.



**▲700%**

Increased chance a person will survive if they are hit by a car at 20mph compared to 30mph



**▲25%**

Increase in footfall recorded in Coventry and Bristol following pedestrian improvements



**▲800%**

Forecast increase in cycle use in West Yorkshire by 2026 due to delivery of CityConnect 1



**93**

Deaths caused by air pollution in Calderdale in 2010 (5% of total deaths that year)

Policies that have a positive effect on quality of life and the environment will also support growth by helping Calderdale employers to attract and retain skilled workers and high value businesses. Around the world, the most productive towns and cities feature pleasant, walkable urban centres with high quality public transport and a lively mixture of uses. Investing in walking and cycling infrastructure will also have connectivity benefits by providing valuable connections between towns and villages. Ensuring vehicles travel at safe speeds encourages more people to walk and cycle and helps to reduce road casualties.

**“THE MOST PRODUCTIVE TOWNS AND CITIES FEATURE PLEASANT WALKABLE URBAN CENTRES WITH HIGH QUALITY PUBLIC TRANSPORT AND A LIVELY MIXTURE OF USES.”**



**“ENSURING VEHICLES TRAVEL AT SAFE SPEEDS ENCOURAGES MORE PEOPLE TO WALK AND CYCLE AND HELPS TO REDUCE ROAD CASUALTIES.”**

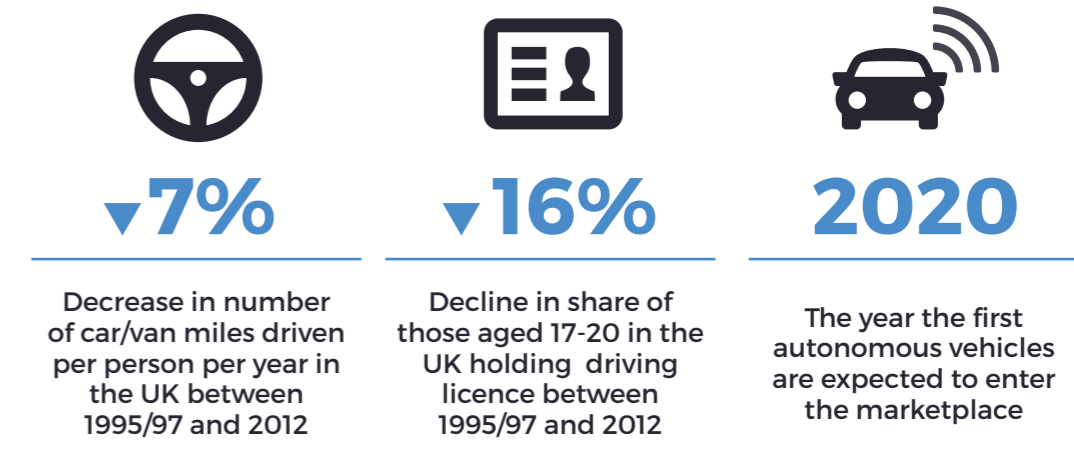
**The Calderdale Transport Strategy will enhance the environment and people’s quality of life by:**

- ✓ creating safe and welcoming residential neighbourhoods, where walking and cycling are the main modes for local trips and where children can play in the street;
- ✓ helping to create pedestrian-friendly town centres which are desirable destinations for leisure, rest and relaxation;
- ✓ ensuring that transport infrastructure enhances the setting of Calderdale’s heritage and environmental assets;
- ✓ drawing together programmes that will create a comprehensive network of safe cycling and walking routes across the Borough;
- ✓ ensuring vehicles travel at safe speeds through the policy of 20mph zones and additional innovative approaches to making the roads safer;
- ✓ improving air quality in the Borough by initiating a programme of measures to reduce air pollution in key problem locations;
- ✓ supporting a shift from high emission to low or zero emission vehicles by individual motorists and commercial fleets; and
- ✓ changing public attitudes so that people’s perception of sustainable modes of transport is more positive.

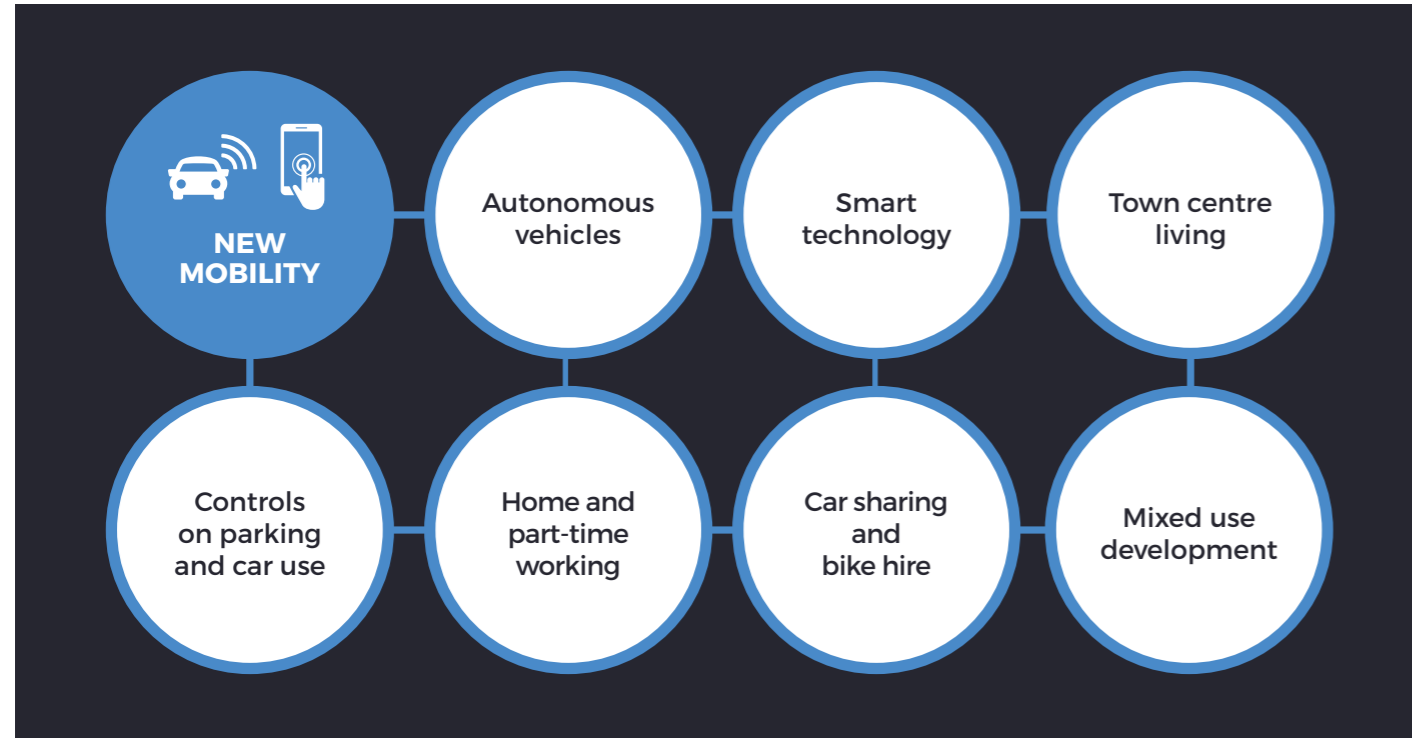
**SOCIAL AND TECHNOLOGICAL CHANGE**

Transport provision must be sensitive to changing travel habits and aspirations. In recent years, car ownership and car use has begun to plateau and in some areas it has begun to decline. The proportion of the population who view owning a car as essential is diminishing. Young people are now less likely to be motorists. People are more likely to live close to their work, making walking and cycling more viable. The way people interact with vehicles is changing as smartphone apps make car and bicycle hire more accessible. This has

fuelled the growth of Mobility as a Service (MAS) where people purchase transport services, which are provided by a third party, for specific trips, rather than buying their own personal vehicle. Meanwhile, there has been a revival in rail use as commuters seek to avoid congestion and parking charges in central areas where businesses choose to congregate. In the 2020s, it is likely that the availability of autonomous and semi-autonomous vehicles will transform car travel and impact on the way our highways are managed and designed.



Several developments have influenced the new mobility.



The Strategy must be mindful of demographic changes. Calderdale's ageing population has a distinct set of transport needs. Demand for accessible on-demand services and transport linking key public services will increase. Calderdale's teenage

population will also grow over the Local Plan period. This underlines the need to provide robust transport links to educational facilities. The Borough must also continue to ensure that all forms of transport are accessible to people with disabilities.



▲47%

Forecast increase in Calderdale residents aged over 65 by 2021



26%

Calderdale households in which one person has a long term disability



▲13%

Forecast increase in Calderdale residents aged 10-19 by 2025



**The Calderdale Transport Strategy will respond to social and technological change by:**

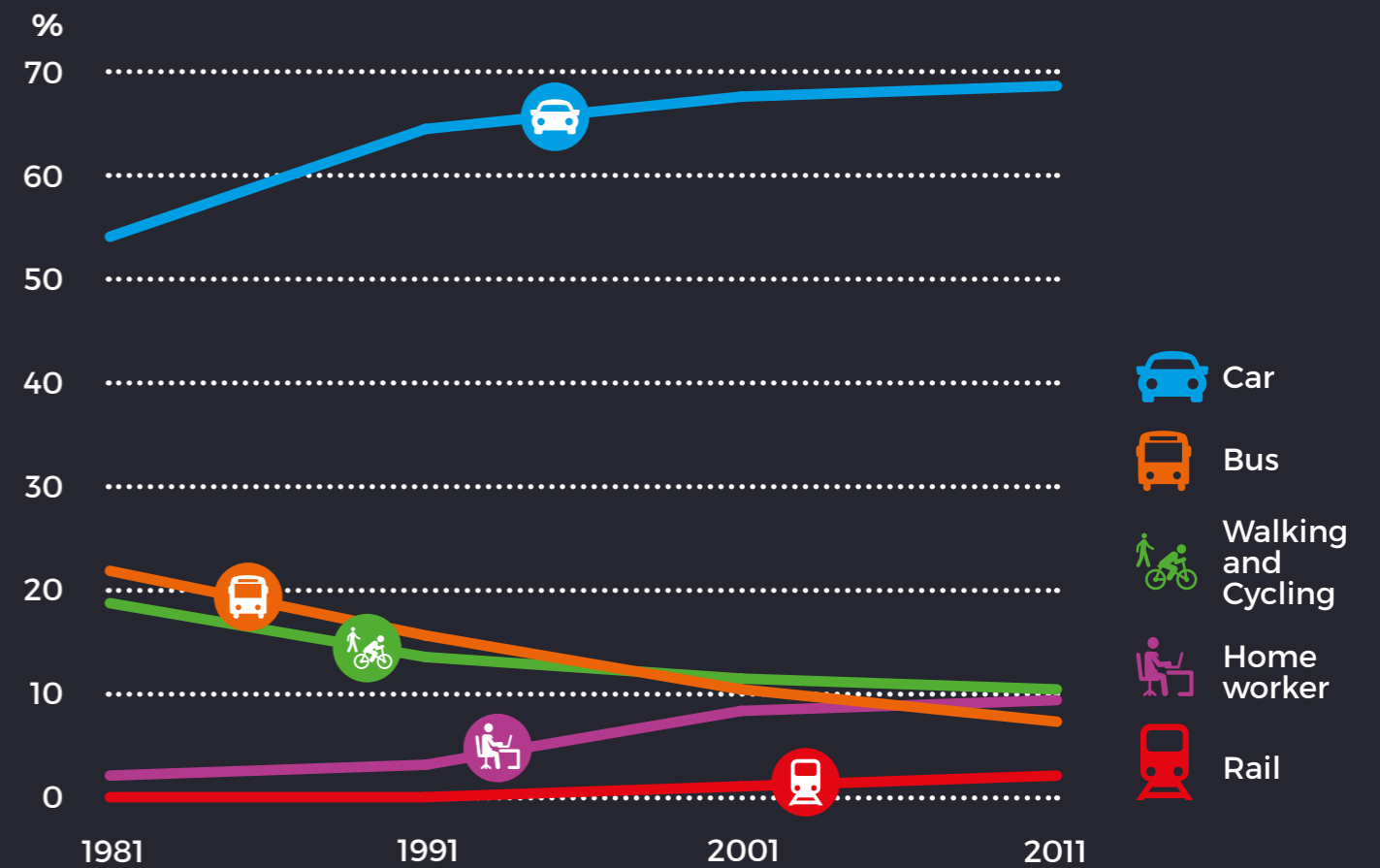
- ✓ catering to the aspirations of residents who choose not to own a car or who would prefer not to own a car, including young people, working families and retired people;
- ✓ supporting car clubs, car sharing, bicycle hire schemes, travel apps and other innovations in smart technology that facilitate new forms of mobility;
- ✓ evaluating the likely implications of autonomous and semi-autonomous vehicles on the highway network and on town centres so that the impacts can be managed effectively;
- ✓ ensuring transport services are responsive to the needs of elderly and disabled people, including making transport accessible and offering links to key public services; and
- ✓ catering for the needs of children and young people by enhancing transport links to educational facilities, including provision for walking and cycling to schools and colleges.

**“THE KEY CHALLENGE CALDERDALE FACES IS TO INCREASE THE NUMBER OF TRIPS MADE BY PUBLIC TRANSPORT, WALKING AND CYCLING.”**

# CHALLENGES

A summary of the key challenges facing each mode is set out in the section that follows. These challenges must be overcome to realise the goals of the Strategy. This section informs the delivery plans, which identify priorities for implementation over the short, medium and longer term.

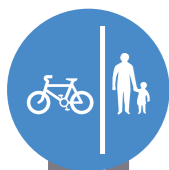
The following chart summarises the change in the relative share of the four different modes for journeys to work in Calderdale between 1981 and 2011. The key challenge Calderdale faces is to increase the number of trips made by public transport, walking and cycling.





**“WALKING REMAINS THE SECOND MOST POPULAR MODE.”**

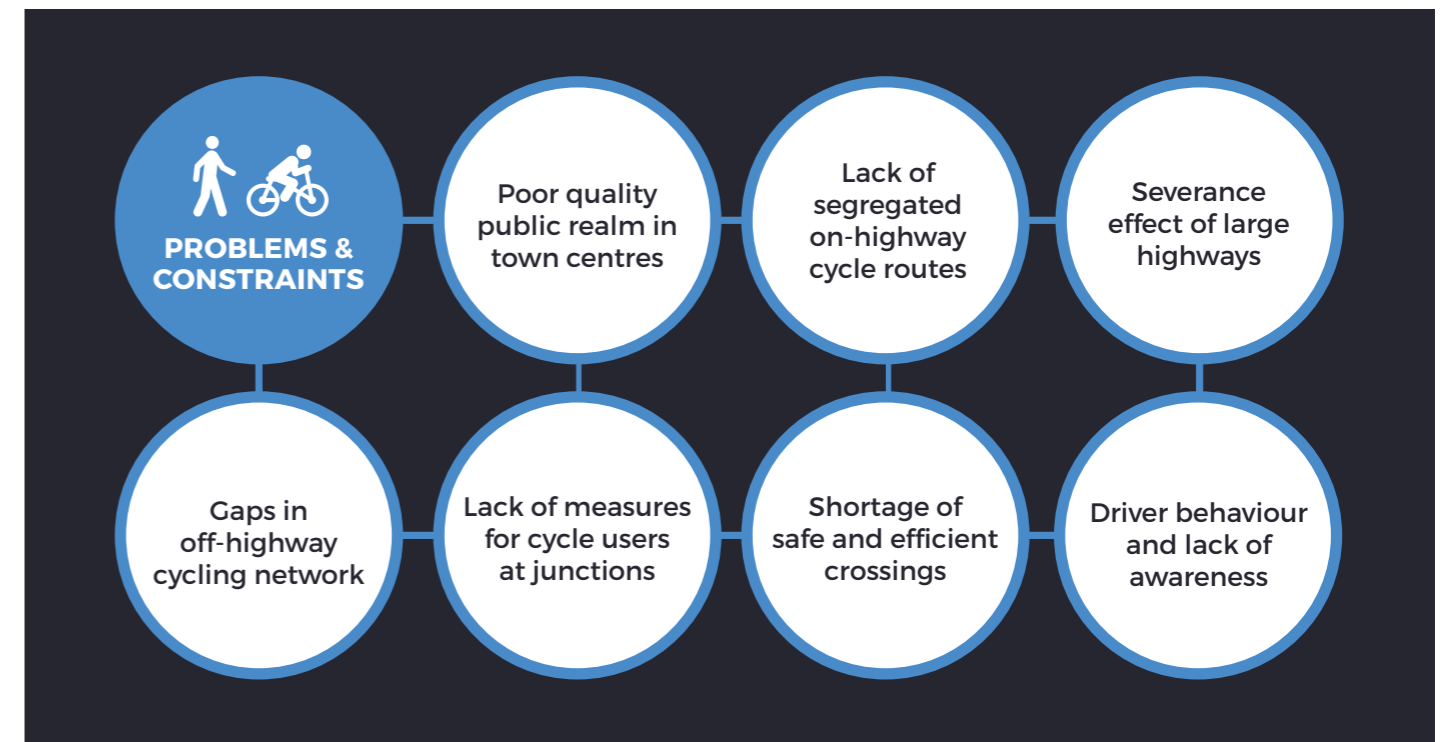
## ACTIVE MODES (WALKING AND CYCLING)



Walking remains the second most popular mode, but its popularity has declined slightly recently. Cycling accounts for a very small proportion of commuting trips but its popularity has remained stable.

- 1 In 2011, 10% of journeys to work by foot and 1% by bike.
- 2 The increase in walking and cycling between 2001 and 2011 was marginal. Since 2011, there has been further growth in cycling.
- 3 Most walking journeys are less than 5km in length. Most cycling journeys are less than 10km length.
- 4 A majority of Calderdale residents remain insufficiently active according to Sport England.
- 5 The proportion of people who cycle every month grew from 8% in 2012 to 12% in 2014. Le Tour de France Grand Depart 2014 boosted cycling uptake.

There are many barriers to growing the share of trips by active modes for the Strategy to overcome.



The following interventions will help to grow the modal share of active modes as part of the Strategy's delivery plans.

- Off-highway and on-highway cycling provision
- Priority measures for cyclists and pedestrians at junctions
- Driver education and awareness
- Facilities for cycle users at workplaces
- Pedestrian-friendly public realm
- Cycling training for children and adults
- 20mph speed limit rolled out across residential areas



## RAIL



Rail is an increasingly popular mode in Calderdale.



In 2011, rail accounted for 3% of journeys to work made by Calderdale residents.



57% increase in the proportion of Calderdale residents who travel to work by rail since 2001 (or 200% since 1991).

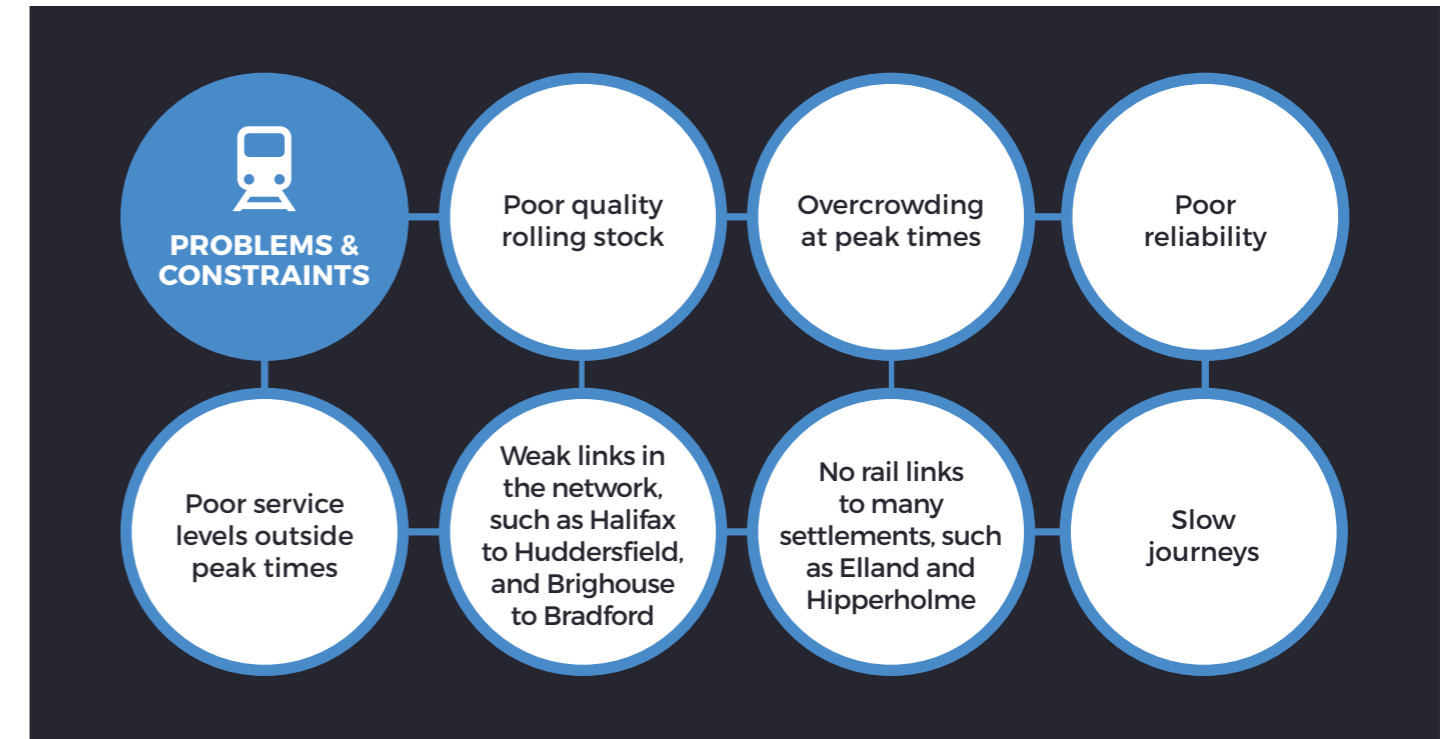


Passenger numbers at all Calderdale railway stations have increased by over 100% since 2000.

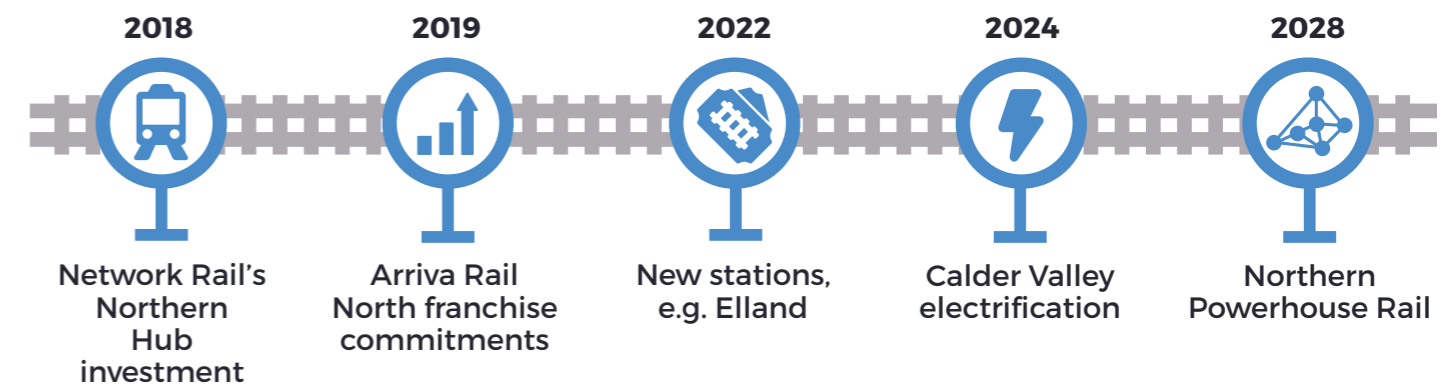


Most rail journeys are over 10km in length.

Growth in the use of rail has not been matched by improvements in service levels and infrastructure.



Proposed investment in the railway network will make rail an even more competitive mode. This will cater to growing demand and support modal shift. The Strategy's delivery plans will ensure these opportunities are capitalised upon.





## BUS



In common with most English districts outside London, bus use has been in decline in Calderdale for several decades.



In 2011, 8% of all journeys to work made by Calderdale residents were made by bus.



The proportion of journeys made by bus has declined 38% since 2001 and by 64% since 1981.

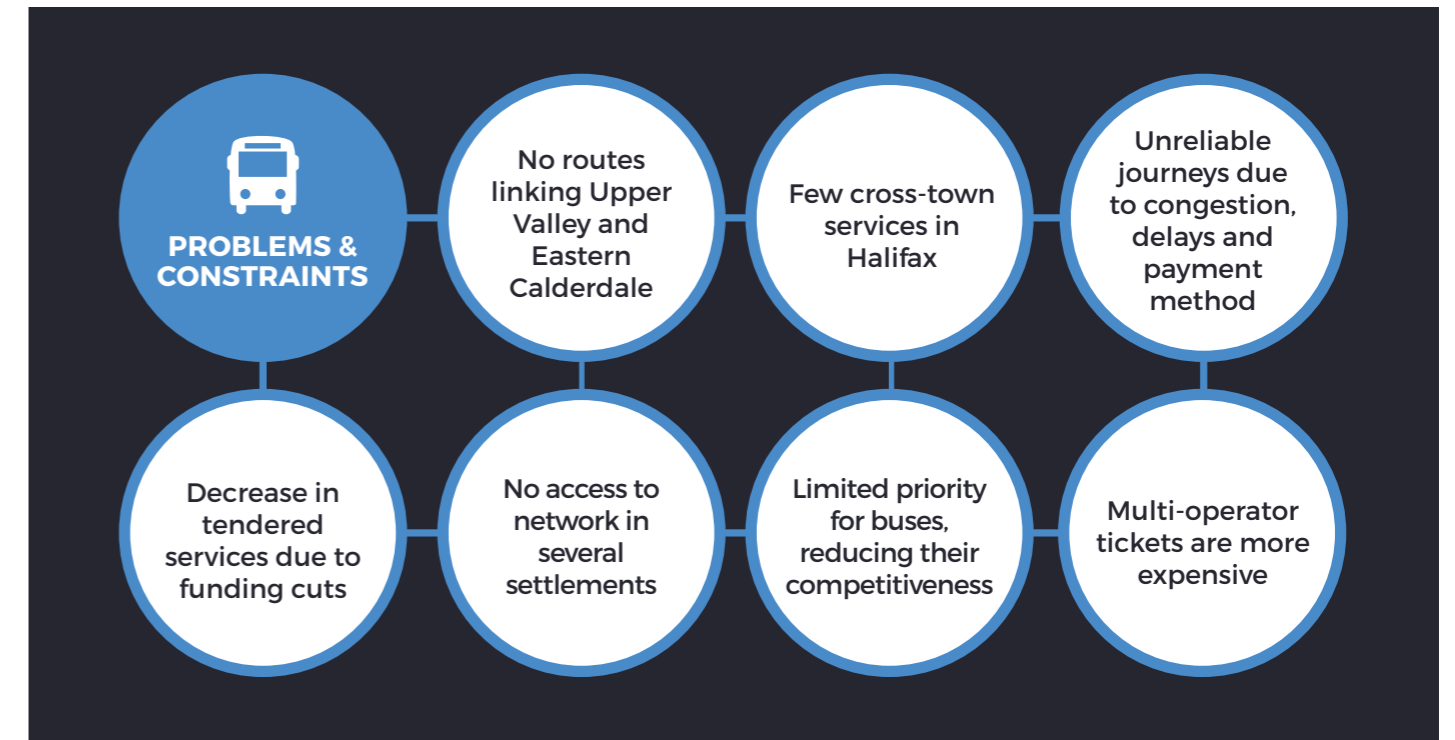


Significant reduction in size of network provided by private operators since 2000.





Less likely to be used by households with access to more than one car.


The current bus offer in Calderdale has several weaknesses.





The long term decline of bus services can be halted and reversed if various known opportunities are exploited through the Strategy's delivery plans:

Bus Services Bill offers scope for greater public control of the market via franchising 

Bus priority measures in highway schemes 

Ability to improve bus access to town centres through regeneration proposals 

Integrated ticketing and use of smartcards and contactless bank cards 

Network re-design to better respond to passenger needs 



## CAR



The car is the dominant transport mode in Calderdale.



In 2011, the private car accounted for 66% of all journeys to work made by Calderdale residents.



The share of journeys to work made by car has increased from 65% in 2001 and from 53% in 1981.



In 2011, 89% of households had access to a car, increasing from 85% in 2001.



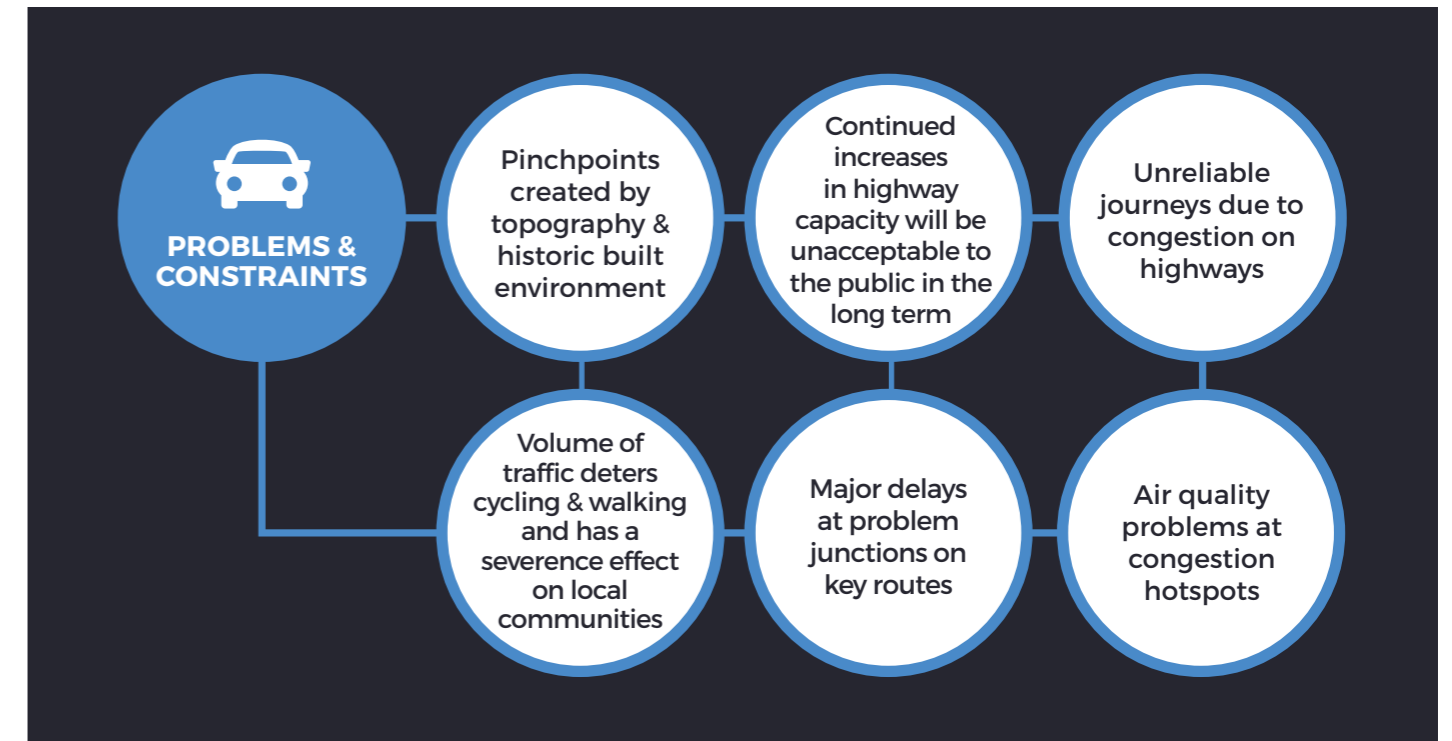
At peak times, car journeys are up to 65% longer on the A629 compared to off-peak times, and up to 35% longer on the A58.




15% increase in number of vehicles on network forecast between 2016 and 2031.


The growth of car traffic has generated various problems for the transport network.


Most of these problems can only be solved with greater contributions from other modes.





The following tools and interventions provide an opportunity to mitigate some of these problems if developed as part of the Strategy's Action Plans.

Low emission and electric vehicles 

Parking control and demand management 

Car sharing and car clubs 

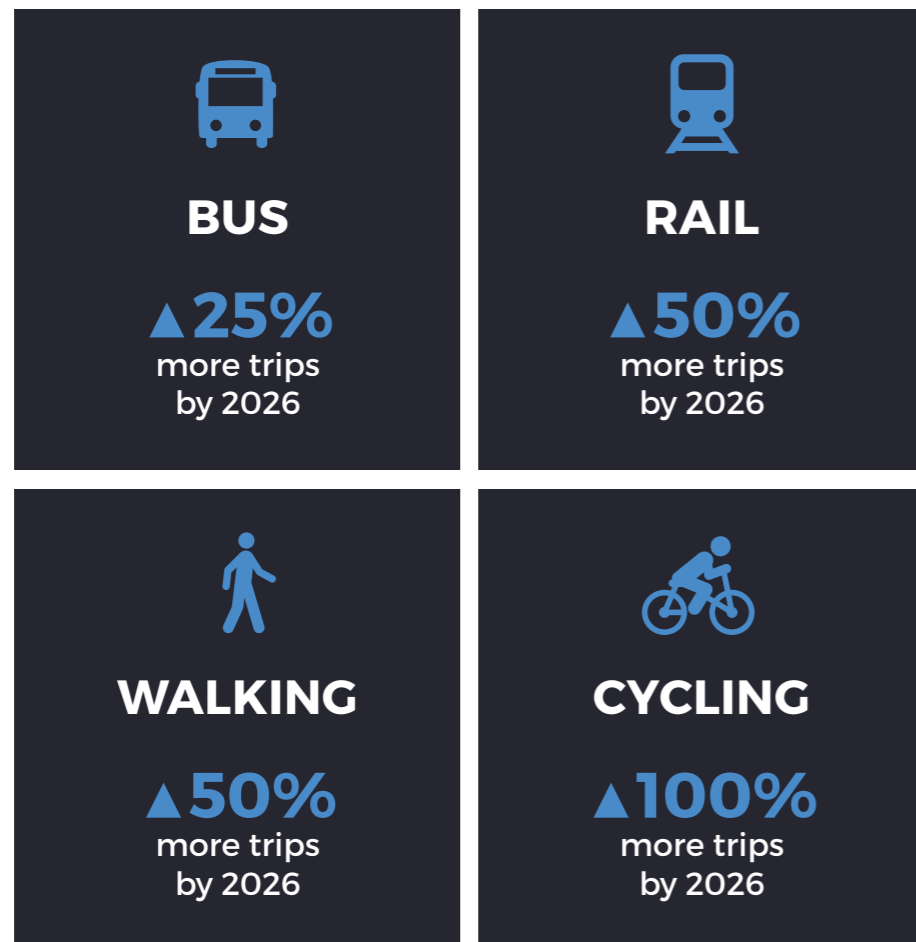
Regulation of commercial vehicles 

Targeted highway improvements to deliver benefits for all modes 

# TARGÊTS AND INDICÄTORS

For the Strategy to succeed, more people will need to change the mode of transport they use to get to work. The use of sustainable modes must increase. The targets set out below will allow us to measure progress in the first ten years of the Strategy. Whilst these targets align with the targets being pursued for West Yorkshire as a whole,

our decision to apply them to Calderdale in isolation is ambitious because sustainable modes currently account for a lower proportion of trips in Calderdale than other West Yorkshire districts. This reflects our desire to achieve transformative change in transport in the Borough.



We aim for no net growth in car trips by 2026, once trips generated by new development are accommodated.



**“BY 2031, WE WILL DELIVER ALL THE HOUSES AND JOBS CALDERDALE NEEDS.”**

If we are successful, changes in transport patterns will help us to achieve social, economic and public health goals.

By 2031, we will:

- reduce the productivity gap between Calderdale and the UK average;
- reduce by 75% the number of deaths due to air pollution from vehicles;
- deliver all the houses and jobs Calderdale needs without increasing the proportion of journeys made by car; and
- reduce rates of health conditions related to inactivity by 50%.

Not all of our goals can be quantified. If we are successful, we will change the way people think about transport in Calderdale and, crucially, how they use transport.

By 2031, we will ensure that:

- residents and employees feel there are a range of transport options to meet their needs;
- residents feel confident that bus and rail services are punctual and reliable throughout the day;
- residents feel safe to cycle between different towns and villages in Calderdale;
- walking in all of Calderdale’s towns and villages is a pleasant experience; and
- parents feel comfortable letting their children walk or cycle to school.

Calderdale Council cannot meet these targets alone. We will succeed by working with partners in the public and private sectors and by engaging with the public. We can only change travel behaviour with the consent and support of people who live and work in the Borough.

# ACTIONS

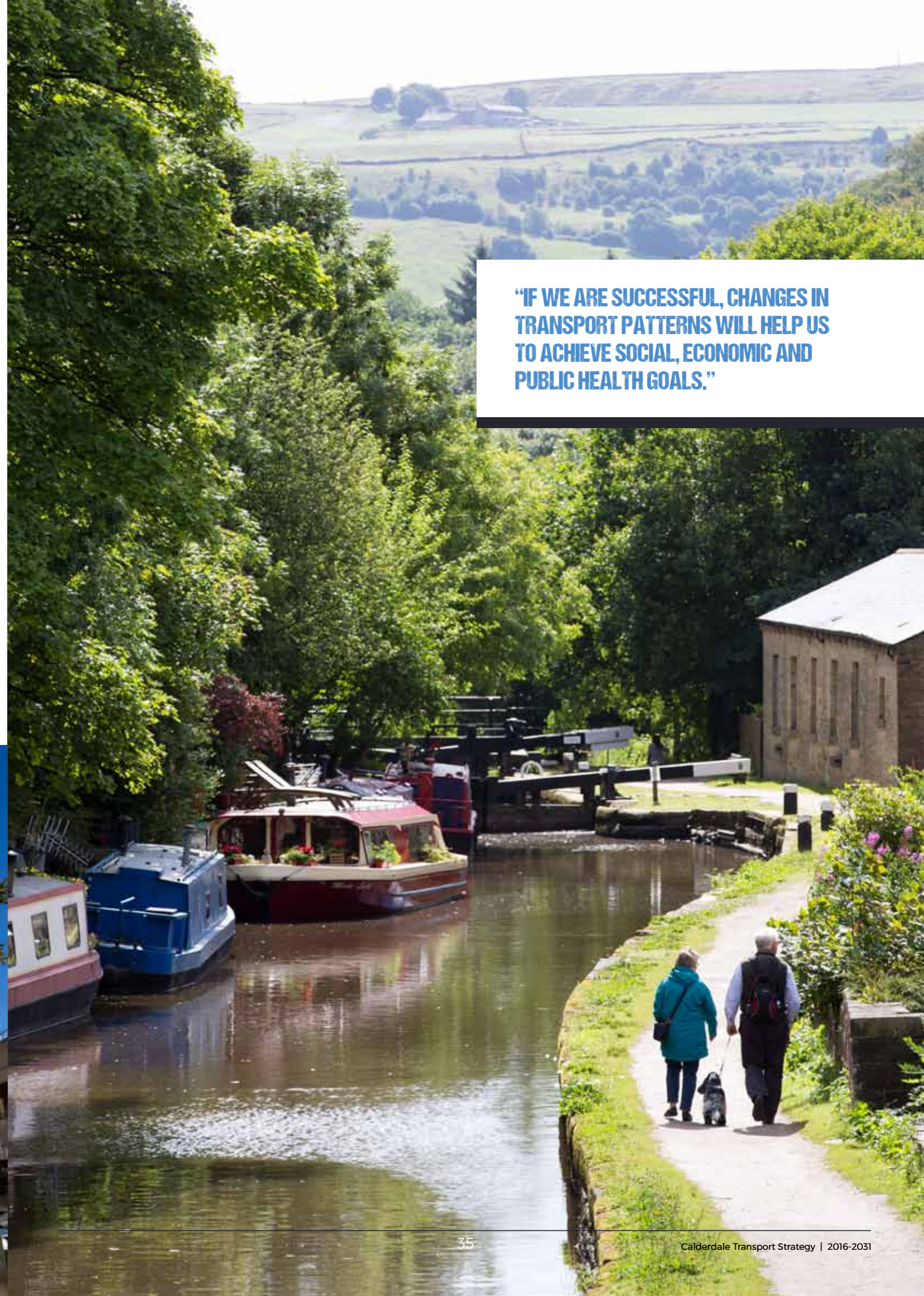
The Transport Strategy will be used to guide the future investment in transport across the Borough. Some of these interventions will be overseen locally by Calderdale Council, while others will be steered by regional and national agencies.

The Transport Strategy will be used to inform Calderdale's work with partners who are responsible for designing and delivering transport solutions at a City Region and national level.

These interventions have been summarised in a separate Action Plan, which will be updated annually. The interventions are prioritised and organised according to their delivery timeframe. The Action Plan should be read in conjunction with this Transport Strategy document.

As individual interventions are developed, they will be monitored, both before and after delivery, to ensure success. We will use feedback from these interventions to update this Strategy and future Action Plans to ensure both remain relevant.

**“IF WE ARE SUCCESSFUL, CHANGES IN TRANSPORT PATTERNS WILL HELP US TO ACHIEVE SOCIAL, ECONOMIC AND PUBLIC HEALTH GOALS.”**



## GLOSSARY

### Autonomous Vehicle

An autonomous vehicle (or self-driving vehicle) is a road-based vehicle that is able to sense its surroundings and navigate without human aid. The vehicle uses a variety of techniques to detect its surroundings and identify an appropriate route. Autonomous vehicles may be cars, buses or smaller transit vehicles. Fully autonomous vehicles require no human intervention to operate, while vehicles that are semi-autonomous may perform some but not all the functions usually undertaken by a human driver. Several companies involved in researching and developing autonomous vehicles, such as Google and Tesla, estimate that fully autonomous vehicles will be available for public use in 2020.

### Calderdale Local Plan

A Local Plan outlines the vision and framework for the future development of a local area, setting out needs and opportunities in relation to housing, employment, community facilities and infrastructure. It also helps to safeguard the environment and good building design. The content of a Local Plan is informed by an evidence base which describes the needs of the local area. A Local Plan helps to determine local decisions on development.

The Calderdale Local Plan will show where jobs and homes should be located in the Borough and explains what new infrastructure is needed to support new housing and workplaces. When the Calderdale Local Plan is formally adopted in 2017 it will replace the Calderdale Replacement Unitary Development Plan (2006).

### Highways England

Highways England is a government-owned company with responsibility for managing the strategic highway network in England. In Calderdale, Highways England manages the M62 motorway. In 2015, Highways England produced the first set of Route Strategies, which describe the condition and performance of their roads, the issues affecting them and their investment priorities for the Strategic Road Network for Road Period 1: 2015-2020. The next set of Route Strategies will affect the period 2020-2025.

The M62 falls under the South Pennines Route Strategy. In Calderdale, Highways England identifies opportunities to enhance technology provision between Junctions 25 and 23. Limited junction capacity between junctions 24 and 32 (which is to be exacerbated by planned future growth) and limited

capacity of the local road network at Cooper Bridge are highlighted as the key challenges facing in the strategic road network in the district. Highways England notes the high collision risk on the M61 as a key safety concern.

### Leeds City Region

The Leeds City Region is an administrative geography in Yorkshire used by public bodies and partnerships, including the LEP. It is composed of Craven, Harrogate, Selby, York, Barnsley and the five West Yorkshire local authorities. The Leeds City Region is a possible geography for a Devolution Deal.

### Leeds City Region Metro

The Leeds City Region (LCR) Metro, a key component of the West Yorkshire Transport Strategy, is not a mode of transport but the provision of connections between the key centres in the Leeds City Region by a variety of public transport modes, all operating as part of One System. The LCR Metro complements local connectivity, between homes and key centres.

The LCR Metro is based on three principles. First, all layers of public transport within the Leeds City Region must be fully integrated, including both physical interchange and ticketing. Second, the LCR Metro focuses on door-to-door journeys. Third, all levels of rail travel and all other modes of public transport and active travel are included in the LCR Metro.

The LCR Metro is therefore a mass-transit public transport system characterised by a set of outputs that create the need for segregation and priority over road vehicles in some way. The outputs that define the LCR Metro include quality vehicles and rolling stock, high frequencies, reliable services, timetable integration with other modes, flexible ticketing, effective transport hubs, and real-time information.

Network design work undertaken for WYCA has identified ten corridors in the Leeds City Region where interventions to improve connectivity is needed. One of these corridors, which links Bradford and Huddersfield via Brighouse and Halifax, passes through Calderdale. The preliminary conclusions of this work suggest that enhancements to heavy rail are the best option for enhancing connectivity on this corridor.

### Leeds City Region Local Enterprise Partnership (LEP)

The Leeds City Region Local Enterprise Partnership (LEP) is a voluntary partnership between local authorities and business in the Leeds City Region to help agree local priorities and drive economic growth

and job creation. The LEP prepares a Strategic Economic Plan in order to negotiate funding from the government. In 2014, the LEP secured a £1 billion Growth Deal from the government to invest in the city region. The LEP is responsible for co-ordinating the two designated enterprise zones in the Leeds City Region.

### M62 Enterprise Zone (EZ)

Enterprise Zones are designated areas across England that provide tax breaks and government support for businesses. The M62 Enterprise Zone consists of nine sites along the M62 and M606 corridors. Occupiers are eligible for business rate discounts and enhanced capital allowances. There is a site in Calderdale at Clifton Moor and two sites in neighbouring Kirklees at Lindley Moor and Moor Park.

### Network Rail

An arms-length public body of the Department for Transport, Network Rail is the owner and infrastructure manager of most of the railway network in England, Wales and Scotland. Train operating companies and freight operating companies deliver rail services. In Calderdale, Network Rail owns and manages the Calder Valley line.

### Northern Hub

The Northern Hub is a programme of upgrades to the railway in the North of England designed to increase capacity on the network, enabling more services to run and creating new direct routes. At the heart of the Northern Hub is the Ordsall Chord in Manchester: 300m of new track that will create a new link between Piccadilly and Victoria stations. This will enable operators to provide direct passenger rail services from stations on the Calder Valley line to Manchester Airport. As part of the Northern Hub, Network Rail is delivering journey time and reliability improvements on the Calder Valley line.

### Northern Powerhouse

The Northern Powerhouse is a government initiative designed to increase economic growth in the North of England in order to close the gap in economic performance between the North and South of England. It is based on the idea of urban agglomeration, according to which dense, multi-functional urban cores, connected by fast transport links are the key to economic growth. The initiative incorporates enhancements to transport links, investment in science and innovation, and devolution of powers to city regions.

### Northern Powerhouse Rail (NPR)

Northern Powerhouse rail is a planned expansion of east-west rail connections in the North of England intended to reduce journey times between the major northern cities: Liverpool, Manchester, Leeds, Hull, York and Newcastle. Options for investment are being developed by TfN, DfT, HS2 Ltd and Network Rail. The project might consist of an entirely new railway line, substantial new sections of line and upgrades to existing lines. The alignments are currently unknown, but it is likely that the NPR will release capacity on the Calder Valley line if it does not serve Calderdale directly.

### One System

One System is a key principle of the West Yorkshire Transport Strategy. It refers to the need to create an integrated multi-modal transport network, similar to those common in European cities. This will support national investment such as Northern Powerhouse Rail and HS2. One System includes all the elements necessary to make an integrated system function efficiently, including supporting systems. One key components of One System are the Leeds City Region Metro and the West Yorkshire Key Route Network.

### Rail North

Rail North is a devolution partnership of 33 local transport authorities across the North of England. Its purpose is to give local authorities more influence over rail services. In partnership with the Department for Transport, Rail North designed the Northern and TransPennine rail franchises, which began in 2016. Rail North and the DfT manage these franchises through a single integrated partnership structure. In Calderdale, most rail services are part of the Northern franchise.

### Strategic Economic Plan (SEP)

A Strategic Economic Plan explains how the LEP will generate economic growth in their area. The document also sets out the wider ambitions of the LEP and shows how it will work with public and private sector partners to achieve them. A SEP is the basis for negotiating with the government for Growth Deal funding. In the Leeds City Region, the SEP is designed to unlock the City Region's potential to become the growth engine for the North by 2036. Low productivity is identified as the chief obstacle to the Leeds City Region fulfilling its full potential. Inefficient transport links are one cause of low productivity so a core goal of the SEP is to use transport as a means of driving economic growth.

The LEP has produced two SEPs. The first SEP (2014) explains how improvements in connectivity will increase productivity, catalyse private sector investment and make the Leeds City Region more competitive in the national and global economy. The SEP refresh (2016) adopts a more spatial focus, specifying where economic growth will be located up to 2036. Creating quality places, environments and connections is a core principle of this SEP. The plan defines a series of spatial priority areas, each of which will be the focus of a programme of investment. In Calderdale, Halifax is designated as a spatial priority area.

#### Trans-Pennine Road Tunnel

The DfT is exploring the feasibility of a major new road link under the Pennines between Manchester and Sheffield. The aim is to expand the capacity of the highway network on this corridor and reduce journey times. The tunnel helps to protect the landscape of the Peak District at surface level. The project also seeks to relieve the burden on the M62 and other A roads.

#### Transport for the North (TfN)

Transport for the North is a partnership of local representatives from across the North of England to allow the North to speak with one voice to government. Local transport authorities, combined authorities and Local Enterprise Partnerships, HS2 Ltd, Network Rail, Highways England and Government are working through the Transport for the North Partnership Board to produce a Northern Transport Strategy.

The Cities and Local Government Devolution Act 2016 paves the way for TfN to become a statutory body. This would enable TfN to draw powers and resources from government to deliver proposals. TfN has proposed that as a statutory body it should be granted the powers to create a statutory northern transport strategy; co-ordinate a new pan-northern smart and integrated ticketing system; co-ordinate, oversee and commission the delivery of large investments in pan-northern transport; strengthen its governance arrangements to represent northern communities; and, alongside Rail North, obtain greater powers to award and oversee rail franchises.

#### West Yorkshire

West Yorkshire consists of the five local authorities of Calderdale, Kirklees, Leeds, Bradford and Wakefield. It forms part of the wider Leeds City Region.

#### West Yorkshire Bus Strategy

The West Yorkshire Bus Strategy is currently being prepared by WYCA. It is designed to enable West Yorkshire to derive more value from bus services and explains how buses will support WYCA's wider economic and transport goals. The Bus Strategy begins from the premise that, although buses perform a number of essential economic, social and environmental functions, there has been a long term decline in bus patronage in West Yorkshire, so the status quo is no longer tenable. The Bus Strategy seeks to deliver the patronage growth that has been observed in other UK and European cities. The evidence base demonstrates that it is possible to grow patronage by 10% over ten years by encouraging more people to use buses. The Bus Strategy develops a series of proposals relating to bus services and infrastructure; fares and ticketing; customer experience; information and brand; and environment. These proposals are underwritten by a commitment to putting the customer first. Following public consultation in summer 2016, WYCA will consider an updated version of the document. WYCA will prepare a separate Business Case to assess how best to deliver the outcomes set out in the Bus Strategy. This Business Case will consider options should as franchising and partnerships. Delivery of the Strategy will be influenced by the Bus Services Bill which is due to receive Royal Assent in 2017.

#### West Yorkshire Combined Authority (WYCA)

The West Yorkshire Combined Authority is a statutory strategic authority with powers over transport, economic development and regeneration. Established in 2014, WYCA originated in a City Deal proposal submitted to government by local leaders in 2012. WYCA is governed by the leaders of the five local authorities in West Yorkshire and York City Council. Although WYCA works closely with the Leeds City Region LEP, the combined authority only covers West Yorkshire rather than the wider Leeds city region. WYCA manages the £1 billion West Yorkshire Plus Transport Fund.

The Transport Committee of WYCA inherited the powers of the former West Yorkshire Integrated Transport Authority (which was previously named the West Yorkshire Passenger Transport Authority). It is responsible for WYCA's transport functions, which include securing transport services, providing items of infrastructure and preparing the Transport Strategy. The West Yorkshire and York Investment Committee is responsible for economic development and economic and transport-led regeneration.

#### West Yorkshire Key Route Network (WYKRN)

The West Yorkshire Key Route Network consists of 661km of mainly A roads, amounting to 7% of West Yorkshire roads. It is composed of the core network where traffic exceeds 20,000 vehicles per day and other roads connecting key centres. The WYKRN will be managed collaboratively by the five West Yorkshire districts. Each district will manage their part of the WYKRN according to an agreed West Yorkshire specification. Certain functions, such as urban traffic management and control, will be provided by a single team. The aim is to facilitate job creation by delivering reliable journey times for all modes on the core road network, regardless of council boundaries.

#### West Yorkshire Rail Strategy (Rail Plan 7)

Rail Plan 7 explains WYCA's approach to delivering sustainable economic growth by enhancing rail in West Yorkshire. The Plan aims for West Yorkshire to have the best railway in the country by 2026 by doubling rail patronage, improving passenger satisfaction scores, developing a rail network that offers better value for money for passengers and the tax payer, and capitalising on HS2. The Plan identifies the key weaknesses for the railways in West Yorkshire and proposes solutions to address these problems. The key areas for improvement are in connectivity, demand and crowding, reliability, integration, journey experience, freight and carbon emissions. To achieve these goals, the Plan seeks to influence investment in Control Periods 5 (2014-19) and 6 (2019-24).

For the Calder Valley line, the Plan advocates a number of interventions, including a new station at Low Moor in Bradford; journey time improvements as part of the Northern Hub strategy; new direct services to Manchester Airport as Part of the Northern Hub; and improved connectivity to Huddersfield and other regional centres. In the longer term, the Plan supported electrification and high quality electric trains; it advocated improved diesel rolling stock in the interim.

#### West Yorkshire Transport Strategy

The West Yorkshire Transport Strategy (WYTS) is an integrated single transport plan for West Yorkshire for the period up to 2036. Currently a draft document, the WYTS will come into effect in 2017 following consultation on the draft in 2016. The WYTS is one of a number of delivery plans that will help the LEP to realise its economic growth ambitions for the Leeds City Region.

The WYTS is informed by four key considerations: the value of a spatial approach to transport planning; the need for long term sustainability; the link between transport and public health; and the political imperative to find innovative ways of funding transport. The Strategy identifies several problems affecting transport in West Yorkshire, including high levels of road congestion; severe overcrowding on trains at peak times; slow and unreliable bus journeys and declining bus patronage; poor access to development sites; concerns about road safety among pedestrians and cyclists; and concerns about air quality. The WYTS seeks to ensure that all growth in demand for transport is met by sustainable modes. To achieve this goal, the WYTS provides for an expansion of bus and rail capacity on the in West Yorkshire.

The Strategy also identifies several opportunities for enhancing the transport offer in West Yorkshire, such as High Speed 2, the Bus Services Bill, devolution, the work of Transport for the North and collaboration with Highways England. The WYTS shows how West Yorkshire will prepare for the arrival of HS2 in Leeds by 2033 by making the transport network HS2 ready. In the WYTS, Halifax is targeted as a strategic growth area and Cooper Bridge, on the border between Calderdale and Kirklees, is identified as a strategic employment area. These locations will be prioritised for transport interventions.

The WYTS is supported by six thematic delivery plans: Transport Asset Management Plan, Bus Strategy, Rail Strategy, Connectivity Strategy (One System), Cycle and Walking Plan, and Network Management Plan.

#### West Yorkshire plus Transport Fund

The West Yorkshire plus Transport Fund (WY+TF) is a £1 billion fund, comprising £600 million of Government funding over 20 years and other devolved and local funding. The WY+TF is designed to underpin growth by improving the City Region's roads and railways and improving access to jobs. It will be invested over ten years in over 30 transport infrastructure schemes across West Yorkshire and York. The WY+TF will create around 20,000 new jobs and add £2.4 billion per year to the economy by the mid-2030s. WY+TF schemes in Calderdale include the Halifax-Huddersfield A629 Corridor, Halifax Town Centre, Halifax Station Gateway and Calderdale Strategic Modelling.

