

# Kirklees Transport Strategy, 2025



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Welcome to the Kirklees Transport Strategy. The purpose of this document is to deliver a cohesive framework, which will help to realise the ambitions we are working towards as a district and ultimately deliver better, greener and healthier transport for everyone who lives and works in Kirklees.

This is an exciting time for the development of transport in Kirklees. We are at the centre of several transformational schemes like Mass Transit, Bus Franchising and the Transpennine Upgrade, which will bring great benefits to all. I want to capitalise on the benefits these will bring and continue to develop how people move around our district for the better.

Historically, transport strategy and policy in Kirklees has been directed by the West Yorkshire Combined Authority, through the West Yorkshire Local Travel Plan. We will always play a key role at the heart of West Yorkshire, but as a district, we want to go further. There are many aspects of Kirklees which are unique, requiring specific strategy and policy, developed for our district. We also understand that Kirklees faces its own challenges, which can be better tackled through the development of our own Transport Strategy. We will continue to adhere to the West Yorkshire Local Transport Plan, and to work closely with WYCA to achieve our joint ambitions, but the development of our own strategy will allow us to address needs that are specific to Kirklees as a district.

As a council, we have many linked ambitions. If we are to tackle the climate emergency and achieve Net Zero by 2038, we need to take action now. Many of the policies set out in this strategy aim to minimise the impact that transport can have on our environment, through the reduction of harmful emissions and the protection and development of our green spaces. We also know that there are strong links between good public transport, economic prosperity, health and wellbeing.

Reliable, affordable and safe public transport leads to greater opportunities for all, it makes jobs, education and training accessible to many. These benefits are also reflected in communities. Access to good public transport keeps our communities connected and allows us to access the things which are important to us.

As part of its development, the Kirklees Transport Strategy has been shaped by the priorities and opinions of the people who live, work and do business here. Our public consultation received an overwhelming response, with many respondents voicing what they would like the Strategy to achieve for the future of transport in Kirklees. These priorities and opinions have been incorporated into this document, as we believe this strategy should aim to achieve what you feel is important for your district.

Delivery of this strategy will take time and is not something the Council can achieve alone. The strategy provides a clear ambition for what we want to achieve. We will work in partnership with numerous other organisations to lobby, bid for funding or influence investments in order to deliver the actions necessary to realise that ambition.



Cllr Moses Crook – Kirklees Council  
Portfolio Holder – Transport

Our Transport Strategy sets out a shared vision for transport in Kirklees and a policy framework to deliver a more inclusive and sustainable transport network, trans-forming travel options for all.

The development of our Kirklees Transport Strategy is an important moment for our district. The Strategy builds upon the West Yorkshire Mayoral and Combined Authority (WYCA) ambitions to improve transport in our wider city region. The document follows the commitment in our Climate Change Action Plan to produce a district-wide transport strategy to help meet ambitious Council targets to achieve Net Zero by 2038. The policies within this strategy have been derived from consultation and engagement exercises undertaken by the Council, WYCA and specialist organisations on transport and other relevant topics.

The Strategy will be instrumental in realising the Council Vision, enabling the development of sustainable transport schemes and meeting our ambitions for Net Zero to tackle the climate emergency. The Transport Strategy sets out our position on transport policy and supports the development, investment and implementation of transport schemes, rather than define individual scheme details. It adheres to national, regional and local policies, including policy objectives and targets contained within the current West Yorkshire Local Transport Strategy and the upcoming West Yorkshire Local Transport Plan (LTP). The strategy's policies will support Kirklees to deliver these West Yorkshire-wide targets within our district.

**Our vision is for travel in Kirklees to be sustainable, healthy and accessible to all, creating safe, thriving places and connected communities.**

This strategy has been informed by analysis of an evidence base and views collected during our consultation on the draft strategy.

We want to develop a joined-up network that puts active travel and public transport at its heart. We want you to be able to choose what you consider is the most suitable mode of travel for your journey and have multiple transport choices over and above the private car. If you need to go to the local shop, we want you to have the option to be able to walk or cycle in a safe and pleasant environment. If you need to get from your home to work, we want to ensure that you have reliable, affordable and well-integrated public transport which gets you to where you need to go on time and in comfort. The availability of different travel options is the key to improving connectivity and accessibility across Kirklees.

Success of the strategy will be determined by the implementation of these policies in our decision making, investment pipeline planning and scheme delivery.



Healthy, affordable and sustainable travel should be an easy choice, with inclusive transport accessible and available to everyone.

We want to ensure that everyone has access to a range of travel options, so they can safely access goods and services, in a way that suits their lifestyle and budget.

The ability for people to access jobs, services, leisure facilities, open spaces, education or visit family or friends should not be determined by their economic status or whether their household owns a car. We want to improve connectivity in Kirklees, so you can get where you need to be easily. Relieving the pressure on our roads can make our streets safer and more oriented to people, whilst improving journeys for those who do need to drive, reducing congestion and improving local air quality.

This includes improving the environment, streets and spaces in our district, improving daily life for Kirklees residents, businesses and communities.



Where we  
are now



Our Transport Strategy sits alongside existing local, regional and national priorities and plans. The Strategy meets the needs of local people whilst reflecting ambitions for the region and country more widely. We have worked with partners to produce objectives and policies with shared ambitions.

Kirklees is one of five local authorities which form the West Yorkshire Combined Authority (WYCA). WYCA has a set of statutory duties for public transport, operates a number of transport facilities and services, delivers capital transport programmes' and works with the districts on the delivery of capital transport programmes. This includes actively seeking investment from the government and other sources to fund transport projects such as bus, rail, active travel and highways. Our transport strategy must work in tandem with the policy and strategy of WYCA, helping to achieve our shared ambitions.

Our wider Council Vision guides our strategic planning and decision making, and the shared outcomes describe the impact we want our plans and actions to have. In supporting our shared outcomes and vision for Kirklees, we have four partnership strategies which complement each other and [our Council Plan](#), covering the environment, economy, health and wellbeing, and inclusive communities. Our Transport Strategy will help us deliver the council plan by giving decision-makers a defined policy position on transport matters, helping influence future investment decisions, and delivering schemes on the ground.

- 
  - Kirklees Council Local Plan (2019)
  - Kirklees Council Priorities (2023)
  - Kirklees Council's four partnership strategies: Kirklees Health and Wellbeing Strategy, Inclusive Communities Framework, Inclusive Economy Strategy and Environment Strategy

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- 
  - Climate Change Act (2008)
  - The Sixth Carbon Budget (2020)
  - Decarbonising Transport (2021)
  - Kirklees Climate Change Action Plan (2022)

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  - Connecting People: A Strategic Vision for Rail (2017)
  - Long Term Rail Strategy (2018)
  - The Integrated Rail Plan for the North and Midlands (2021)
  - West Yorkshire Rail Strategy (2024)
  - Yorkshire's Plan for Rail (2025)

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  - West Yorkshire Transport Strategy (2017)
  - TfN Strategic Transport Plan (2020)
  - West Yorkshire Connectivity Plan (2021)
  - Connecting Communities: The Socially Inclusive Transport Strategy for the North of England (2023)

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  - Taking Charge: The Electric Vehicle Charging Strategy (2021)

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  - Bus Back Better: National Bus Strategy for England (2021)
  - West Yorkshire Bus Service Improvement Plan (2024)
  - National Bus Strategy: Bus Service Improvement Plans (2024)
  - The West Yorkshire Franchising Scheme for Buses (2024)

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  - Kirklees Local Cycling and Walking Infrastructure Plan (2019)
  - Gear Change (2020)
  - The Second Cycling and Walking Investment Strategy (2023)

## Council Vision

For Kirklees to be a district which combines a strong, sustainable economy with a great quality of life – leading to thriving communities, growing businesses, high prosperity and low inequality where people enjoy better health throughout their lives.

## Council shared outcomes



Well



Best start



Independent



Aspire and achieve



Sustainable economy



Shaped by people



Safe and cohesive



Clean and green

## We have developed a Transport Strategy that:



Is informed by an evidence base and designed to address our challenges and maximise the opportunities in our region.



Is collaborative and engaged multi-disciplinary teams across the council. We will continue to work with Council staff and partners on the ambitions set out within the Transport Strategy, and how they can help contribute to its delivery.



Is shaped by residents, businesses and visitors, we have taken on-board views and insights from the public and stakeholders in our 2025 public consultation on the Draft Transport Strategy.



Is championed by decision makers, through statutory political process for formal adoption of strategy at Cabinet.



Places people first by prioritising the needs of accessible and safe movement of people around our district and beyond.



Will shape decision-making across the Council, helping to develop, prioritise and implement policy change, infrastructure schemes and bring forward new programmes of work.



Provides a platform for funding to help Kirklees to attract the resources and funding that we need when working with local, regional and national partners.



Holds us accountable - up-to-date information on progress, schemes and priority areas can be found on the Connecting Kirklees webpage, our dedicated transport information channel.

# Where are we at?: Key Kirklees Statistics



Almost a quarter of Kirklees households do not own or have access to a car. In areas such as central Batley and Dewsbury more than half of households don't own a car<sup>3</sup>



We have an extensive network of greenways that span our district, 1,100 km of Public Rights of Way and 4 routes on the National Cycle Network

In 2024, WYCA announced its plan to franchise the Bus Network across West Yorkshire, with Kirklees set to receive a franchised service from 2027.



There are 15 rail stations across Kirklees, 9 are step free<sup>2</sup>

60% addresses in Kirklees are within 400 meters of a bus stop which serves high-frequency services<sup>5</sup>



36% do not chose to walk for travel at all during a week<sup>1</sup>

1) [Currently Living in Kirklees \(CLiK\) Survey 2021](#)

2) [West Yorkshire Rail Strategy](#)

3) [ONS Census 2021 \(travel to work information for this period was affected by the COVID-19 pandemic and associated changing travel patterns\)](#)

4) [bus-service-improvement-plan.pdf \(westyorks-ca.gov.uk\)](#)

5) [2019 Journey Time Statistics - Department for Transport](#)

6) <https://maps.dft.gov.uk/ev-charging-map/index.html>

7) [GOV.UK: Road traffic estimates, Great Britain, TRA8906 and TRA8904: Motor vehicle traffic \(vehicle kilometres\) by local authority in England, annual \(2022\)](#)



63% of vehicle distance travelled in Kirklees is not on the motorway<sup>7</sup>



We have 27.5 electric vehicle charging devices per 100,000 people<sup>6</sup>



On average residents of Kirklees have slightly shorter journeys to work than the England average. 20% of commuting journeys are under 2km<sup>3</sup>



More people commute out of Kirklees to centres such as Leeds, Bradford, Wakefield and Calderdale than commute into Kirklees<sup>4</sup>

% of car trips to work that are under 10km<sup>3</sup>



Kirklees 51%



England 45%

53%  
Drive to work<sup>3</sup>



Kirklees

Minimum journey time to 8 key services<sup>5</sup>



10 minutes by car



14 minutes by bike



17 minutes by bus

Kirklees is centrally located between Manchester, Leeds, and Sheffield. All are located within 15 miles of our district boundary.

The current connectivity between Kirklees and these nearby towns and cities is shown in the map on the right. The North's main east-west route, the North Transpennine Line, connects Huddersfield and Dewsbury to major cities such as Manchester, Leeds, Liverpool and York. Less frequent services link Mirfield to Bradford and London; and Huddersfield to Bradford, Halifax, Wakefield, Barnsley and Sheffield.

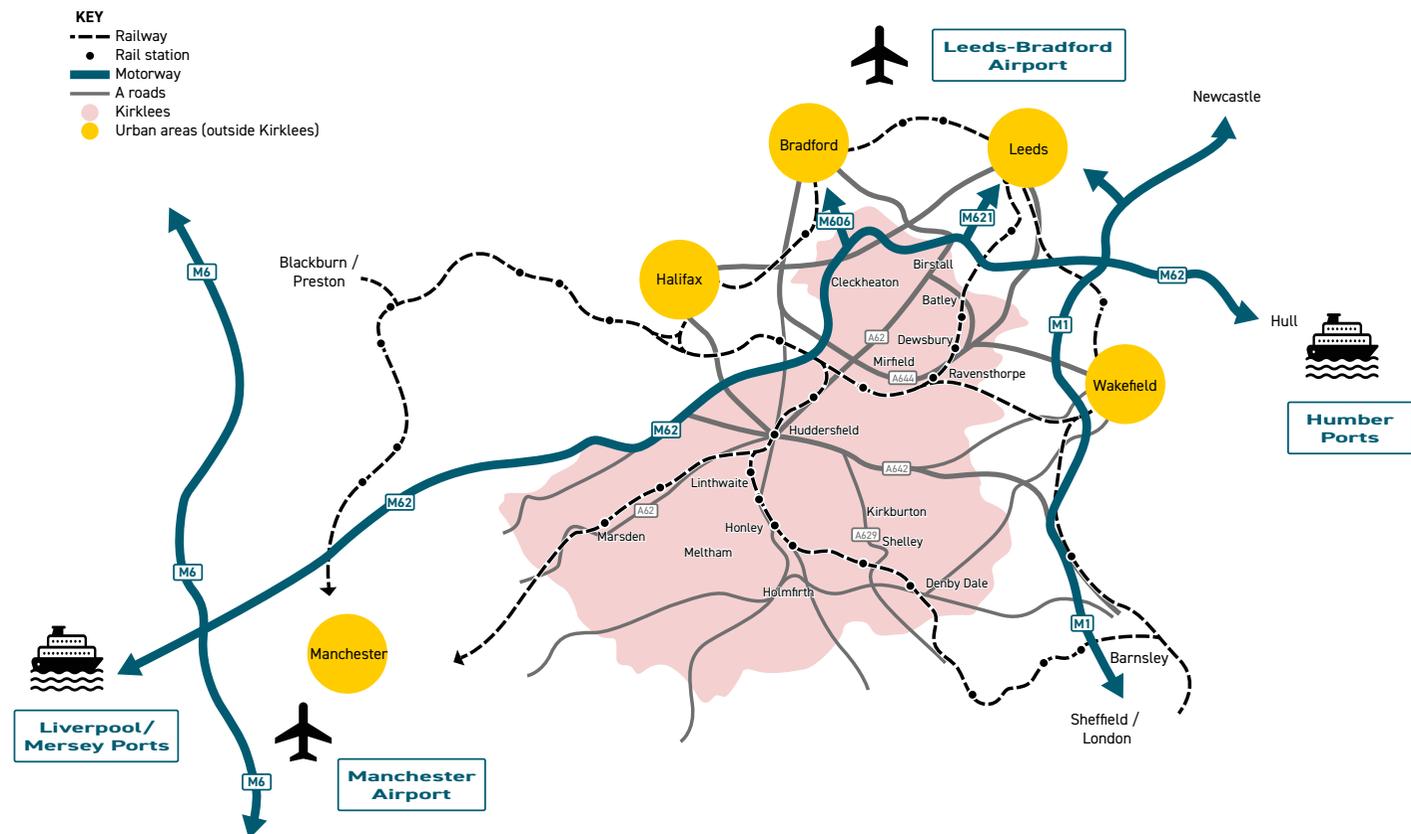
Kirklees is served by several major roads, including the M62 motorway, which runs east-west and connects the area to key destinations like Leeds, Manchester, Hull and Liverpool. The M1/A1(M) motorways, running, provides links towards Sheffield, London and the North East.

Key A-roads such as the A62, A629, and A642 facilitate local and regional travel, ensuring connectivity within Kirklees and to nearby towns.

Kirklees's location at the heart of North's transport network presents opportunities, through proximity to economic hubs, ports, airports and employment markets.

This proximity can support businesses in Kirklees to tap into larger markets. Our location should mean that we can support a diverse labour market with commuting to, from and around Kirklees.

It is crucial that district partners and businesses make the most of these existing links, ensuring that people and goods can move between Kirklees and our neighbouring regions.





# Opportunities for change



We have much to be proud of in Kirklees. We know there are areas where we need to continue to work hard and improve the quality of life for all. Kirklees's location presents massive opportunities. Transport has an important role to play in making Kirklees an even more desirable and attractive place to live, work, do business, study and spend leisure time.

Doing things differently can improve our environment, health, economic prospects and the strength of our communities. It is against this background that we need to develop a way forward for transport in Kirklees. Travel behaviours can change. Recent examples include altered rail service patterns, or the impact of COVID-19 on home working or local retail.

Develop our transport network to widen access to opportunities, whether that be jobs or education facilities to help people thrive

Kirklees has the potential to maximise how residents and businesses benefit from Kirklees's accessible road and rail connections and local bus links. Despite this, 20% of Kirklees residents live in areas at high risk of Transport Related Social Exclusion (TRSE). TRSE means access to jobs and services is limited. It can disproportionately affect young people and those with long-term health conditions and disabilities. Connecting people to employment and training opportunities inside and outside of the district will be key to improving economic participation<sup>1</sup>.

Support the Net Zero and Climate Ready Kirklees by 2038 target by reducing harmful emissions from transport and planning resilient, decarbonised networks

If we continue to approach transport as we do now, relying on cars for most journeys regardless of distance, it will not be possible to achieve our net zero target by 2038. Relying on advances in vehicle technology and increased uptake of electric vehicles isn't enough, nor will it help to minimise the forecast future traffic congestion on our roads. We need to make positive and sustainable changes to our travel choices, while understanding that different people and businesses have different needs and requirements. This means taking the bus, train or bike more often, or walking if possible for shorter trips.

Create streets and spaces where people feel safe, happy and healthy travelling around Kirklees

We know that there is a clear link between a person's health and wellbeing and our levels of physical activity. There are many ways we can increase our physical activity levels, and one is rethinking how we travel in our day-to-day lives. An uptake in active travel contributes to a decrease in emissions linked to car use, which can improve air quality across the district. Poor air quality is directly linked to many diseases and lower life expectancy; working to reduce our emissions means we are working for a healthier environment for all.

Capitalise on existing local and regional investment to maximise their impact and ensure more people benefit

The levels of public satisfaction with the transport offer in Kirklees are not as high as they should be; we need to do better. Better public transport and connectivity across the district can strengthen our communities, improving quality of life, and making Kirklees a better place to be.



Sources:

1) [Transport-related-social-exclusion-in-the-North-of-England.pdf \(transportforthenorth.com\)](https://transportforthenorth.com)



Kirklees has much to offer, with excellent educational opportunities, good strategic connections to employment centres, and a strong leisure offer – but its potential is not being reached.

Our unemployment rate is slightly higher than the regional and national averages. The average economic value (GVA) of our jobs is also lower than the national average<sup>1</sup>.

We know that the current public transport offer can limit the opportunities available to some of our residents. A more connected and frequent public transport system, which gets people where they need to be, for a fair price and on time, will provide benefits for all.

We want to bring people closer to opportunities, whether that be jobs or education facilities. By doing this we can help tackle inequalities, creating a fairer more prosperous Kirklees.

Link to Council Plan Priority: Continue to invest and regenerate our towns and villages to support our diverse places and communities to flourish.

## Employment rate (Dec 2023)<sup>1</sup>



## Average weekly earnings (Apr 2021)<sup>2</sup>



## Drive to work



Kirklees (2021)<sup>3</sup>  
Compared to 45% nationally

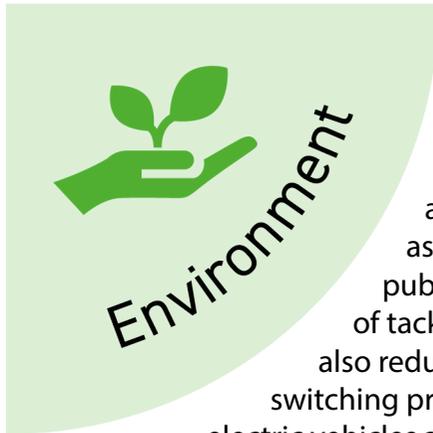
Sources:

1) <https://www.ons.gov.uk/economy/economicoutputandproductivity/publicservicesproductivity/articles/productivityintownsandtraveltoworkareasuk/2019>

2) [https://observatory.kirklees.gov.uk/economy-and-employment/#/view-report/9e93e3faae-4c449084e459fcd86e88d0/\\_iaFirstFeature/G3](https://observatory.kirklees.gov.uk/economy-and-employment/#/view-report/9e93e3faae-4c449084e459fcd86e88d0/_iaFirstFeature/G3)

3) Kirklees Council: Kirklees Factsheets 2021

4) <https://www.ons.gov.uk/census>



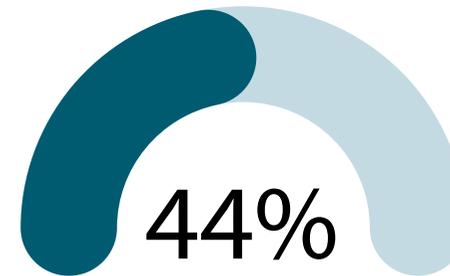
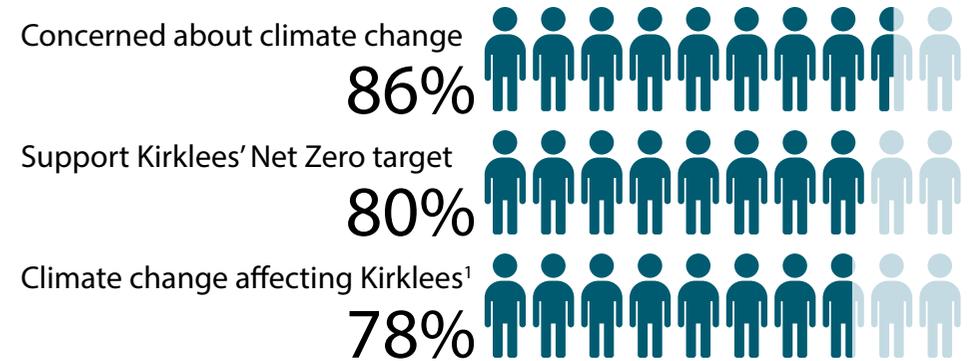
Kirklees Council declared a climate emergency in 2019 and our vision is for a Net Zero and Climate Ready Kirklees by 2038. Residents' surveys have shown high levels of concern about the impacts of climate change as well as support for improvements to public transport and active travel as a way of tackling local air quality issues. We can also reduce our greenhouse gas emissions by switching private vehicles to greener fuels such as electric vehicles and supporting the charging network.

Our challenge is now to start to deliver on this support.

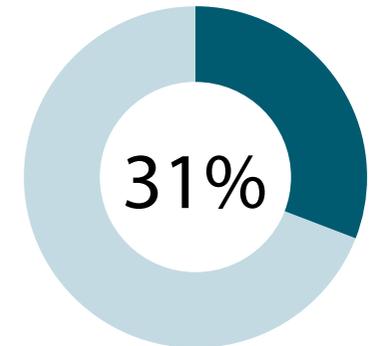
While we have reduced total emissions by 23% since 2013, there is a lot of work still to be done. We need to continue working towards cleaner air, particularly in our ten air quality management areas, and reducing the impacts of pollution on our people's health and wellbeing. We also need to do more to encourage our residents to use our parks and green spaces, and to extend green infrastructure and biodiversity networks into our streets, spaces and places.

We want to deliver the Net Zero and Climate Ready Kirklees by 2038 target, as well as improve our air quality and increase our use of sustainable modes of transport.

Link to Council Plan Priority: Continue to deliver a greener, healthier Kirklees and address the challenges of climate change



local residents using local parks or green spaces at least once a week<sup>2</sup>



of our greenhouse gas emissions came from transport (2021)<sup>3</sup>

Data references:

1) <https://www.kirklees.gov.uk/beta/climate-emergency/pdf/appendix-d-resident-survey-output.pdf>

2) <https://public.tableau.com/app/profile/kirklees.intelligence.service/viz/CLiKSurvey2021/Home>

3) Department for Energy Security and Net Zero, UK local authority and regional greenhouse gas emissions national statistics: 2005-2021

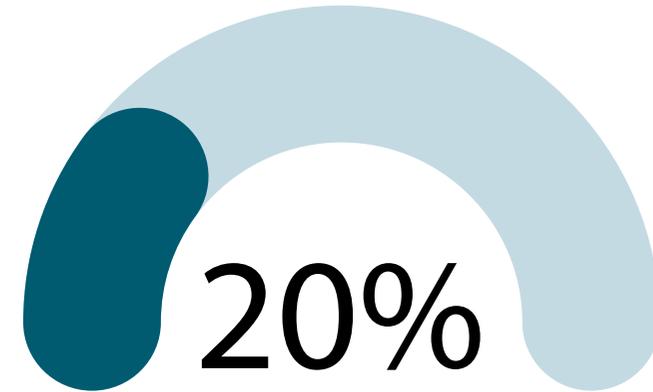


Parts of Kirklees represent some of the most deprived areas in England. The Indices of Multiple Deprivation is a combination of different factors, and our performance is worse in the quality of local environment, housing, air quality, road traffic collisions and crime.

People living in more deprived areas are more likely to experience poor levels of personal safety. Rates are also higher amongst women, residents aged 16-34 and disabled residents.

There are inequalities within Kirklees, with more low-income families (20% of our residents) at high risk of transport related social exclusion, limiting their quality of life and opportunities. Some parts of Kirklees are not currently accessible enough, nor provide a safe enough built environment, to encourage sustainable travel. Active travel routes between our communities don't always connect together seamlessly, forming a barrier to those who want to walk, wheel or cycle. These types of travel are low cost and can help reduce transport related social exclusion. We want to overcome transport as a barrier for accessing opportunities. No one should be limited by transport, nor should they have to own a car to be able to access work, education, local services, healthcare, leisure pursuits and social connections.

Our transport strategy sets out our commitment to help Kirklees to connect our communities, so that people who live in Kirklees have access to local services, social activities and experience spaces and places that improve wellbeing.



of Kirklees neighbourhoods have a high risk of Transport Related Social Exclusion<sup>1</sup>



Link to Council Plan Priority: Continue to invest and regenerate our towns and villages to support our diverse places and communities to flourish.

Data references:  
1) <https://transportforthenorth.com/wp-content/uploads/Transport-related-social-exclusion-in-the-North-of-England.pdf>  
2) <https://public.tableau.com/app/profile/kirklees.intelligence.service/viz/CLiKSurvey2021/Home>



In Kirkles, our levels of physical activity are lower than the national average. If we can increase our levels of physical activity, there will be substantial health benefits to be gained. There are many ways we can increase our physical activity levels, and one is rethinking how we travel in our day-to-day lives. By travelling actively more we can lead healthier lives and prevent health issues arising.

The quality of public spaces and levels of vehicle traffic can have negative impacts on some of our settlements, with through traffic and major roads impacting mental health through noise and social issues and physical health through air quality or by making it harder to walk or cycle. Sustainable/active travel networks are not as widely available as they should be. The impacts of congestion and poor air quality are often felt in areas with the lowest car ownership, by communities that contribute least to the problem.

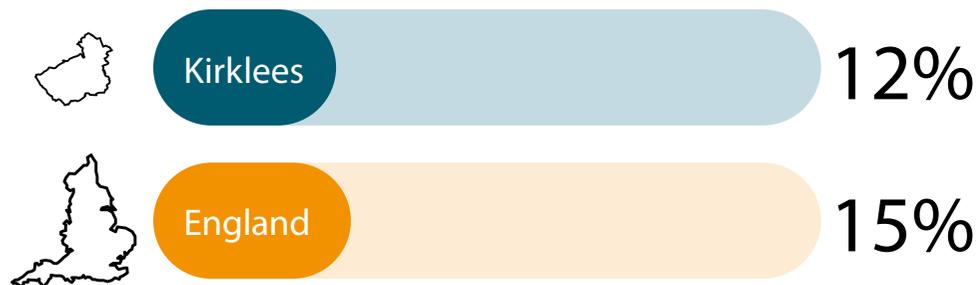
We want Kirkles to be more active, by helping everyone access and use our outdoor spaces more actively, by walking, cycling or wheeling. We want to make it easier to travel in ways which have positive benefits to our health and wellbeing.

Link to Council Plan Priority: Continue to deliver a greener, healthier Kirkles and address the challenges of climate change.

## Physically active adults<sup>1</sup>



## Adults who walk for travel at least once a week<sup>1</sup>



Sources:

1) Sport England. Percentage of physically active adults for Kirkles (2022/23). The indicator below is based on the number of respondents aged 19 and over, with valid responses to questions on physical activity, doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days.

# How is transport starting to change in Kirklees?



## Sustainable Transport and Active Travel Schemes

Multi-million pound investment in major transport schemes that will deliver transformational walking, cycling and bus priority improvements to better connect towns and local centres including Dewsbury, Huddersfield, Batley, Holmfirth, Mirfield, Cleckheaton and Heckmondwike. Upgrades to canal towpaths for walking, wheeling and cycling, include planned improvement schemes in Mirfield and between Slaithwaite and Huddersfield. Many of these schemes are due to begin delivery in 2025 and 2026.



## Rail Upgrades

Major upgrades to Huddersfield, Deighton, Ravensthorpe, Slaithwaite, Marsden and Mirfield stations. More frequent, faster and more comfortable journeys across the Trans Pennine Route between Liverpool, Manchester, Huddersfield, Dewsbury Leeds, York and the North East. Work is ongoing to improve reliability on the Penistone Line.



## Bus Franchising Programme

West Yorkshire Combined Authority recently committed to bus franchising from 2024. Kirklees will be one of the first districts which will see local control over routes, frequencies, fares and bus standards. This will improve service frequency and reliability, create a more integrated bus network, introduce higher vehicle and bus stop standards.



## Bus Stations and Bus Priority

Other committed bus improvements using government funding include:

- Introducing bus priority and reliability on congested corridors in Kirklees to reduce bus journey times
- Introduction of a new bus hub in Heckmondwike. Revitalising Dewsbury and Huddersfield bus stations.



## Town and Local Centre Visions

Our regeneration blueprints are about improving towns and villages across Kirklees - creating more vibrant a varied, safe and sustainable centres that bring communities together. We have published or are developing plans for Huddersfield, Dewsbury, Batley, Cleckheaton, Heckmondwike, Holmfirth and Marsden. Many of these projects are starting to enter a delivery phase.



## Shared Transport Hubs

These aim to make journeys seamless – with improved facilities at key locations, including improved bus stops with real time information, better waiting environment, improved cycle parking, better drop off facilities, parking for electric vehicles, bike and car clubs.



## Developing Mass Transit Proposals

WYCA has plans to deliver a Mass Transit system in West Yorkshire. A line between White Rose and Dewsbury remains an ambition for both Kirklees and WYCA. Mass transit will provide an attractive alternative to car travel by improving connectivity and integration across West Yorkshire.



# How we achieve our vision



Having set our vision for travel in the district we need to define some clear objectives. These objectives set out what the Transport Policy seeks to achieve and will help steer future decision making.

These Objectives will be underpinned by and aligned with specific policies for the Council and our partners to work on in the future. Some of the policies might help contribute to one of the five Strategic Objectives, some might contribute to multiple, but overall, these policies are designed to meet these five objectives.

Policies have been developed with future council decision-making in mind. Policies are worded to be clear and direct, to help inform future decisions on development, investment, transport and regeneration.

The objectives are what we need to deliver to make the vision a reality.

- Prioritising economic growth - attracting investment while increasing opportunities and life chances for all
- Improving health and wellbeing, supporting safe and active lives for our communities
- Protecting our environment with a transport network that is carbon net zero
- Transformed public transport that strengthens links within the district and beyond
- Inclusive places with better connections which are accessible and affordable for all

The vision is a big-picture aspiration for what travel and transport look like in the future.

Our vision is for travel in Kirklees to be sustainable, healthy and accessible to all, creating safe, thriving places and connected communities.

Policy areas set out the areas where we will take action. They will guide decision-making and ultimately realise the vision.

- Alternative fuel vehicles
- Safe and attractive places
- Active travel
- Freight
- Public transport
- Multi-modal interchange
- Efficient network management
- Travel demand management

Prioritising economic growth - attracting investment while increasing opportunities and life chances for all

- Freight
- Public transport
- Efficient network management
- Active travel

Transport allows us to travel to our jobs, to education, to healthcare, to leisure and retail opportunities and shouldn't be a barrier to opportunity. That's why making transport choices more affordable and available is key to our Transport Strategy. We know that increased access to opportunities is the best and most sustainable way for us to achieve strong regeneration and development, which can lead to a more prosperous Kirklees for all.

Across Kirklees there are significant levels of disparity in connectivity and travel times depending on the mode available where you live. Some parts of Kirklees have many transport options, with others being relatively more disconnected. This means that people in some areas, especially those who don't have access to a car have more limited options for work, training, education or leisure. This can be compounded when people have additional barriers to travel, such as accessibility issues. Access to employment opportunities in Kirklees should be improved to support employment and better prospects for our residents by attracting businesses and providing affordable connections to jobs and training.

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**Linked strategies:**

Kirklees Inclusive Economic Strategy 2024

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By improving the options people can choose from to travel around Kirklees our residents will be better connected to a wider range of employment opportunities and education facilities, with transport no longer being a barrier to students developing the skills they need to succeed in life.

Integral to the regeneration of our towns and centres will be easy access by active travel and better bus, coach and rail services. Delivering improved connectivity will make Kirklees more attractive for businesses and visitors, as well as driving higher pedestrian footfall in our urban centres and on high streets. This will help to prioritise sustainable economic growth across our district.

Investment in all types of transport infrastructure will be vital, including improving highway networks, particularly where this facilitates easier movement of goods and freight across and through Kirklees. We will work with partners to develop more facilities for safe and efficient transport of road freight, particularly on our strategic road network. Increased capacity on the rail network will lead to opportunities for our partners to pursue the increased uptake of rail freight through the district.

Council Shared Outcomes

- ✓ Shaped by people
- ✓ Best start
- Well
- ✓ Independent
- ✓ Aspire and achieve
- ✓ Sustainable economy
- ✓ Safe and cohesive
- Clean and green

Improving health and wellbeing, supporting safe and active lives for our communities

- Safe and attractive places
- Active travel
- Travel demand management

Being active and more connected to the places around us is good for our health. People who are more physically active are typically healthier and suffer fewer of the chronic diseases that are becoming increasingly prevalent across the UK<sup>1</sup>. We want to create vibrant places and streets where people feel safe to be active, socialise and connect with their communities, opportunities and nature.

Our spaces should connect and cater for all age groups and levels of mobility. They should have cleaner air, be safe (and feel safe) for young people, encouraging active lives, providing attractive routes to school and places to play as well as enabling older people to be independent for longer. They should be inclusive and accessible to all, particularly for groups most likely to suffer exclusion such as women and girls, people with visible and non-visible disabilities. We will work to improve these networks and maintain and improve their condition.

Our aim for safer streets, called 'VISION ZERO' is to eliminate all traffic fatalities and severe injuries<sup>2</sup>. We will work to provide safer space for active travel on our existing streets and seek this in new developments.

Travel independence and affordability will be increased as people have more opportunities to make more trips by public transport and active travel. Social exclusion and isolation can be reduced as more people feel able to access their local communities and employment opportunities. Given that walking, cycling and wheeling are low cost, improvements to these networks can both alleviate transport cost pressures and bring more people into the local economy.

Encouraging active lives through improved and accessible walking, cycling or wheeling journeys, should be a core aim of our networks. In residential and neighbourhood areas streets should prioritise people over vehicles. Creating more active places can benefit other areas too; by being more environmentally friendly, lowering carbon emissions, improving air quality, promoting socially inclusion and are more economically productive<sup>1</sup>.

## Council Shared Outcomes

✓ Shaped by people

✓ Best start

✓ Well

✓ Independent

Aspire and achieve

Sustainable economy

✓ Safe and cohesive

✓ Clean and green

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## Linked strategies:

[Kirklees Health and Wellbeing Strategy](#)

[Local Cycling and Walking Infrastructure Plan](#)

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1) Active Design ([sportengland-production-files.s3.eu-west-2.amazonaws.com](https://sportengland-production-files.s3.eu-west-2.amazonaws.com))

2) What is Vision Zero? | Vision Zero Network <https://visionzeronetwork.org/about/what-is-vision-zero/>

Protecting our environment with a transport network that is carbon net zero

- Alternative fuel vehicles
- Safe and attractive places
- Active travel
- Public transport
- Efficient network management
- Travel demand management

Transport is one of the biggest contributors to our district's total carbon emissions. To reach Net Zero by 2038 we need to travel more by active and sustainable modes and less by petrol and diesel fuelled private vehicles. We will be unable to meet our net zero commitment without big changes to the way we travel.

#### Council Shared Outcomes

✓ Shaped by people

Best start

✓ Well

Independent

Aspire and achieve

Sustainable economy

✓ Safe and cohesive

✓ Clean and green

The biggest changes can be achieved by...

...reducing the need to drive as often or as far by improving access to day-to-day local services, improving digital connectivity and improving sustainable travel networks, we can support people making support people making fewer trips by private car.

....shifting some trips to more sustainable modes by switching away from the private car to alternatives. The more people we can encourage to walk, cycle, wheel, or use public transport, the cleaner our air will be. This will contribute to healthier lives in Kirklees. This will also reduce congestion for those trips where driving remains the best option.

...supporting the ownership of electric and low emission vehicles through the development of affordable charging networks. This will include working with partners to decarbonise our public transport network and freight transport.

...mitigating climate change impacts by ensuring new transport infrastructure and public realm improves biodiversity and ensuring our networks are resilient to climate impacts such as extreme heat and flooding.

#### Linked strategies:

Kirklees Climate Change Action Plan (2022)  
and the forthcoming Environmental Sustainability Strategy

Transformed public transport that strengthens links within the district and beyond

- Public transport
- Multi-modal interchange
- Efficient network management
- Travel demand management

Kirklees is well-located as a district, sitting between the centres of Leeds, Manchester and Sheffield, with a range of mixed rail and bus connections. However, access to these connections is not equal for everyone in Kirklees, and it can be difficult to make local journeys across the district.

Many people in Kirklees do not have access to a car and rely on alternative methods of travel to get around, and many drivers would also like to use their car less and public transport more. Where areas lack good public transport access, people can miss out on employment or training opportunities.

#### Council Shared Outcomes

- ✓ Shaped by people
- ✓ Best start
- ✓ Well
- ✓ Independent
- ✓ Aspire and achieve
- ✓ Sustainable economy
- ✓ Safe and cohesive
- ✓ Clean and green

Our consultation with the public on the Kirklees Transport Strategy demonstrated that public transport is the biggest area of dissatisfaction with the current transport offer in Kirklees. It is one of the biggest barriers to travelling more sustainably and one of the areas the public most wanted to see improvement in. The current public transport offer makes many people feel that the private car is the only viable option. We want people to feel they have access to a wide range of transport options, whatever their journey.

More reliable bus and rail services, with improved coverage and affordability will encourage more people to use sustainable modes such as bus and rail for medium and longer distance trips. For rail we will work hard to maximise the benefits of schemes such as the Transpennine Route Upgrade so that our residents and businesses beyond the transport corridors themselves. We will also be working closely with the West Yorkshire Combined Authority on plans for local rail (including the Penistone Line) bus and mass transit.

We will seek to improve coordination and interchange between bus and train services and improve the environment around stations and stops, to make it easier for all to travel. We will seek improvements to personal safety around stations and stops, especially during off-peak times. Developing integrated ticketing across modes will complement shared transport hubs with a range of options for accessibility needs, to make it easier to travel to stations, switch between modes and feel safer while doing so. We seek more and improved walking, wheeling and cycling routes to stations and stops, providing joined-up trips using bus and rail for part of the journey.

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#### Linked strategies:

West Yorkshire Bus Service Improvement Plan (2022)

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Inclusive places with better connections which are accessible and affordable for all

- Safe and attractive places
- Active travel
- Public transport
- Multi-modal interchange
- Travel demand management

Security, connection and belonging can help foster a sense of pride in the places we work, study, shop and call home. An inclusive community can reduce loneliness and isolation, improving health and wellbeing for our residents. We want children to feel safe walking, cycling or scooting to school and have safe streets to play in. The quality of our streets can also help develop a sense of connection and belonging between people and places, building on the quality and heritage of our built environment.

Transport's role in the development of inclusive communities is to provide the connectivity that all people need to go about their daily lives. No one should be excluded from travel because they don't have access to a car, a safe active travel route, access to public transport, or due to mobility or affordability. A network of shared transport hubs (sometimes referred to as mobility hubs), and better integration between public transport and active travel networks will help minimise these barriers to getting around.

Linked strategies:

Kirklees Inclusive Communities Framework

Taxis and private hire vehicles fill a gap between private and public transport modes. We will work with partners to ensure well-designed pick-up and drop-off facilities are integrated at our main transport hubs and other key locations. We will work with partners to develop availability of accessible taxis and accessible shared transport.

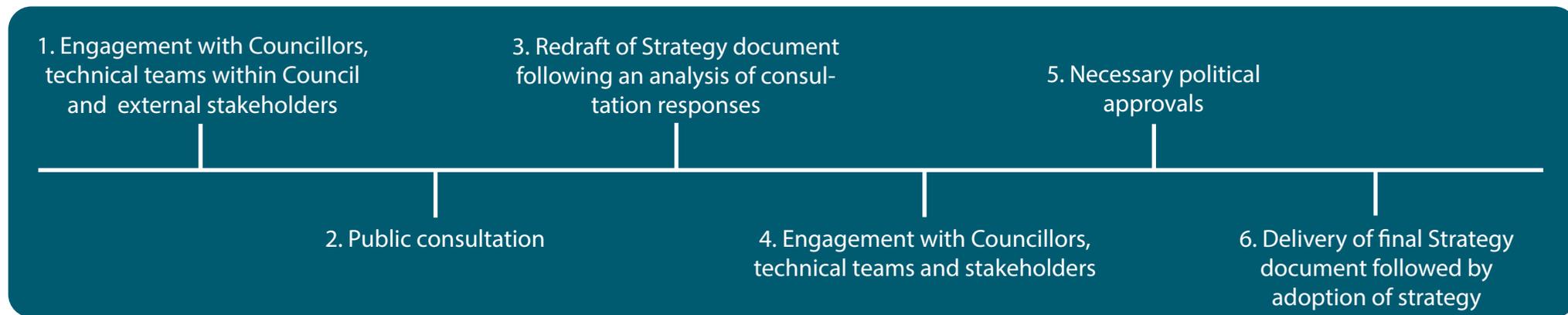
Places should be physically inclusive too. We will make our streets safer (and feel safer), reducing road traffic collisions, improving air quality and considering how lighting can improve safety. We will tackle the severance impacts of major roads and ring roads around our urban centres, physically cutting off communities from key destinations. We will work with partners to remove barriers to transport such as increasing the availability of accessible buses, trains, stations and stops.

We will provide behaviour change initiatives with our partners to support and encourage sustainable ways to travel. This might be through providing information, skills, or advice to help people use buses, trains or cycle routes more confidently and safely.

## Council Shared Outcomes

- ✓ Shaped by people
- ✓ Best start
- ✓ Well
- ✓ Independent
- ✓ Aspire and achieve
- ✓ Sustainable economy
- ✓ Safe and cohesive
- Clean and green

## Working to the Kirklees Transport Strategy



### The Public Consultation



Consultation ran from March to April



Social media campaign



16 in-person events



Multiple ads including bus backs, bus interiors, petrol pumps, radio and digital



2112 responses



Over 7000 leaflets and posters distributed across Kirklees



We received over 1500 comments from people who live and work in Kirklees on our draft strategy document.

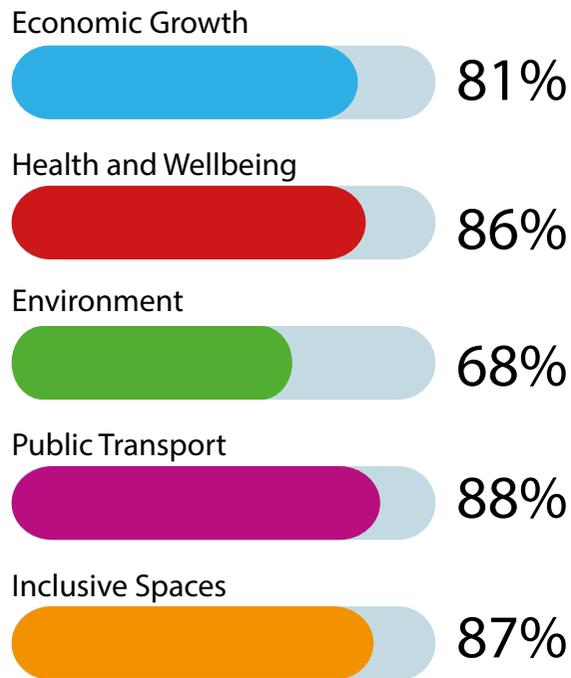
We heard residents' wishes to have their unique feedback understood and we have undertaken detailed analysis on this feedback.

This analysis has been used to strengthen the areas where people who live and work in Kirklees want to see change the most.

77% of respondents “agree” or “strongly agree” with the Transport Vision for Kirklees



To what extent to you agree with the 5 objectives? (strongly agree and agree)



“Better public transport would encourage me to leave the car at home”

“I would like it to be safer to walk my children up to school”



Locations where in-person consultation events were held

- Dewsbury Rail Station
- Denby Dale Rail Station
- Huddersfield Rail Station
- Mirfield Rail Station
- Slaithwaite Rail Station
- Marsden Rail Station
- Dewsbury Market
- Huddersfield Market
- Dewsbury Bus Station
- Huddersfield Bus Station
- Cleckheaton Bus Station
- Greenwood Centre, Ravensthorpe
- Mirfield Library
- Cleckheaton Library
- Honley Library
- Holmfirth Library
- Heckmondwike Library
- Dewsbury Library
- Huddersfield Library



“I’d like quieter and safer streets where I live”

“I want to cycle and walk more but need safer routes”



# The policies



Having set our vision and objectives for transport in Kirklees, we need to think about what this means for different modes of transport and how we manage our networks. The following pages consider our eight key policy areas and set out specific policies.

Each individual policy will address the strategy's objectives as shown below.

- Prioritising economic growth - attracting investment while increasing opportunities and life chances for all

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- Improving health and wellbeing, supporting safe and active lives for our communities

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- Protecting our environment with a transport network that is carbon net zero

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- Transformed public transport that strengthens links within the district and beyond

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- Inclusive places with better connections which are accessible and affordable for all

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Each Objective is colour coded. Policies which aim to support these objectives are shown with each objective's colour beside them.

**Example Policy** ● ● ● ● ●

Integrate transport improvements with attractive green spaces to provide safe and enjoyable places for all people to be active. Explore opportunities to improve biodiversity through additional green infrastructure.



## WHY ACTIVE TRAVEL?

Active travel (such as walking, cycling and wheeling) is the most healthy, affordable and environmentally sustainable way to travel. We want to provide safe walking, cycling and wheeling routes throughout Kirklees.

Many of our local trips are short-distance, meaning there's potential for more of these types of journeys to be made by active modes. Safe, integrated active travel networks make people feel secure and comfortable travelling in this way. This helps to encourage more local trips by foot and bike, such as popping to the shops or doing the school run.

Active Travel infrastructure such as safer crossings or safe routes to school can provide a real choice for how people get around. Improvements in streetscapes and public space design can lead to more vibrant and attractive places - ones which feel safe to walk, wheel and cycle in.

Of the residents surveyed, 48% said that a lack of infrastructure to assist accessibility needs stopped them using sustainable transport, a further 33% had concerns over road safety<sup>1</sup>. We aim to provide more high-quality cycling routes and address barriers and gaps in our urban and rural networks for walking, wheeling and cycling. Transport projects should consider how people with mobility aids, pushchairs, wheelchairs and other accessibility needs access and use streets and spaces.

### KEY

-  Economic growth
-  Health and wellbeing
-  Environment
-  Public transport
-  Inclusive places

### Policy AT-1



Improve walking, wheeling and cycling connections to and from our towns and local centres where there is currently severance across junctions, ring roads and major roads to allow people safe and direct active journeys.

### Policy AT-2



Improve accessibility including the review and removal where possible of physical access barriers that prevent legitimate users such as pushchairs, wheelchairs, and mobility scooters.

### Policy AT-3



Develop a strategic cycling and walking network plan (Local Cycling and Walking Infrastructure Plan) that sets out a prioritised future network for Kirklees.

### Policy AT-4



Create and maintain safe, high quality and integrated active travel networks including traffic-free greenways and protected on-road routes. Our communities, including those with additional accessibility needs, will be able to walk, wheel and cycle for local and longer journeys.

1) <https://www.kirklees.gov.uk/beta/climate-emergency/pdf/appendix-d-resident-survey-output.pdf>

Active travel is often part of a longer journey, linking with public transport. We will therefore make improvements to walking and cycling routes to transport hubs like rail stations, and aim to make changing between modes easier (see interchange policies)

Secure bicycle parking at key destinations such as shops, schools, leisure facilities and healthcare play an important role in encouraging cycle use. These cater for more types of cycles, including children's bikes, trailers, cargo bikes and adapted bikes. Opportunities for charging of e-bikes should also be considered.

Parking areas should have adequate security measures such as adequate lighting and good visibility, so that people feel comfortable using them, especially after dark.

## HOW WILL IT BE DELIVERED?

We will develop a Kirklees-wide walking and cycling network plan, which will include the Local Cycling and Walking Infrastructure Plan (LCWIP) at its core. This will help us to secure funding and target investment in the right places.

This will build on the substantial programme of major transport schemes (funded by the Transforming Cities Fund (TCF), City Region Sustainable Transport Settlement (CRSTS), West Yorkshire plus Transport Fund, Levelling-up Fund (LUF) and Active Travel Fund (ATF)) that are already in development and delivery across Kirklees.

We will strive to implement best practice design, considering protecting cyclists from general traffic, pedestrian safety, accessibility, lighting, wayfinding and secure cycle parking as priorities.

We will develop a joined-up approach with our [Environment Strategy](#) and our town and local centres [regeneration blueprints](#), to maximise the benefits and target funding appropriately. We will work with local organisations and bodies such as Active Travel England to support us, and will consult with communities on new schemes.

### Policy AT-5



Prioritise active travel through the design of new developments, regeneration masterplans and blueprints to create attractive, healthy and active places.

### Policy AT-6



Provide more short and long stay cycle parking for all cycle types, mobility aids, mobility scooters and powered wheelchairs.



## WHY SAFE AND ACTIVE PLACES?

We can increase the success and vibrancy of our town and local centres by making them more attractive places to visit and spend time, by making them less dominated by moving traffic and parked cars, leaving narrow pavements and poor air quality.

Like many places, over the last few decades parts of our streetscapes, particularly pavements and verges, have become increasingly dedicated to parked vehicles and traffic. This impacts how pleasant and inclusive our neighbourhoods are – for meeting neighbours, children playing in the street, and for feeling safe.

By re-prioritising how our streets are used we can create safer and more pleasant residential streets, allowing our children to travel to school or the park safely and confidently by walking, cycling or scooting. Evidence from across the UK suggests that investing in public realm improvements so that more people walk, cycle and use public transport results in higher levels of footfall, reduced retail vacancy rates and improved road safety<sup>1</sup>. There is also evidence which suggests that those who travel to a local centre sustainably make more trips and spend more than those who travel by car<sup>2</sup>.

Making shifts in how we plan, design and use spaces can improve our air quality and links with the targets in our Air Quality Action Plan. We can also better integrate our green spaces with our safe and active travel network. This will also help deliver aims of the council's Greenspace Strategy.

### Policy S-1



Identify and deliver school road safety and air quality improvements such as School Streets to support safe, accessible and healthy routes to school.

### Policy S-2



Implement Vision Zero which seeks to eliminate all traffic fatalities and severe injuries.

### Policy S-3



Integrate transport improvements with attractive green spaces to provide safe and enjoyable places for all people to be active. Explore opportunities to improve biodiversity through additional green infrastructure.

<sup>1</sup> Active Design ([sportengland-production-files.s3.eu-west-2.amazonaws.com](https://sportengland-production-files.s3.eu-west-2.amazonaws.com))

<sup>2</sup> Walking and cycling: the economic benefits ([tfl.gov.uk](https://tfl.gov.uk)), pedestrian-pound-2018.pdf ([livingstreets.org.uk](https://livingstreets.org.uk))

Making our streets healthy isn't just about how we travel through them, it's also about how we spend time on them. Considering how we utilise streets can also play a part in how we design and maintain our streets and adapt to climate change.

## HOW WILL IT BE DELIVERED?

We will work towards the West Yorkshire Vision Zero Strategy including creating safer roads, particularly near schools, aiming to eliminate all traffic deaths and serious injuries, while increasing safe, healthy, equitable mobility.

By integrating active and sustainable travel into our exciting town and local centre regeneration schemes, including Dewsbury, Huddersfield, Batley, Holmfirth, Cleckheaton, Heckmondwike and Marsden, we will connect our places better with the communities that want to visit them.

We will ensure enjoyable, safe environments for all that encourage walking, cycling, and public transport by taking a Healthy Streets approach.



### Policy S-4



Integrate and deliver accessible walking, wheeling and cycling provision as part of high quality placemaking and public realm. Active travel users will be treated as a priority consideration in Highway Network Management and maintenance.

### Policy S-5



Work with partners to expand and improve the quality, safety, accessibility and routes to, from and along our traffic-free greenways.

### Policy S-6



Create safer, active and healthier neighbourhoods, town centres, and local centres featuring reduced speed limits and lower traffic volumes to prioritise people over vehicles. Priorities will be identified by working with local communities and stakeholders and be aligned with our regeneration ambitions.

## WHY TRAVEL DEMAND MANAGEMENT?

*“Travel Demand Management ‘TDM’ is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time”<sup>1</sup>*

By providing high-quality active travel and public transport options, as well as thoughtful management of vehicle access and parking controls we can widen travel choices, which can help alleviate traffic congestion and improve local air quality. Locating new communities developments and jobs in well-connected areas can help support and improve existing transport options, providing benefits to existing residents as well as new ones.

This approach to travel demand management will create safer, pedestrian-friendly streets, supporting sustainable economic growth and mitigating climate change impacts. Through this, Kirklees can help all communities integrate into a robust and resilient network that benefits both people and the environment.

By locating appropriate levels of parking at key transport hubs, such as railway stations, we can make car travel part of a longer journey rather than the whole journey, and alleviate traffic congestion in urban and rural centres by encouraging people to travel by public transport.

### Policy TD-1



Provide parking management measures across Kirklees that help promote more sustainable travel options than private cars, as well as Car Club locations, Electric Vehicle charging points and cycle parking.

### Policy TD-2



Support vehicle parking controls with suitable enforcement measures to make our pavements and streets safer for everyone. Review the potential for Controlled Parking Zones and pricing strategies to balance supply and demand, particularly in areas highly connected by sustainable modes.



<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/972414/DfT-Travel-Demand-Management-Toolkit-March-2021-accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972414/DfT-Travel-Demand-Management-Toolkit-March-2021-accessible.pdf)

## HOW WILL IT BE DELIVERED?

We will aim to provide parking that meets people's travel needs equitably. Sustainable modes should be encouraged while being conscious of accessibility for people with limited mobility. Parking controls can also support charging of electric vehicles, protecting disabled parking spaces, cycle parking and integrating our car club provision.

To maximise the benefit of delivering infrastructure and services our communities need to be supported to use them. Programmes which enable and empower local residents, visitors and employees will allow people to choose to travel actively or by bus or rail more confidently and successfully.

This includes expanding cycle training, journey planning, walking groups, bike maintenance, route advice, and try an e-bike offers, already being delivered by our valuable local providers.

On a wider scale, we can ensure that new development in Kirklees is located, designed and built so that sustainable travel is the natural choice of travel for new residents. We will use the local plan making process to embed our vision early in the planning of new development and support it with targeting developer contributions towards sustainable transport measures.

We will work in alignment with our green and active places, securing contributions which also allow for opportunities for Biodiversity Net Gain.

### Policy TD-3



Continue to work with the Travel Plan Network, working with businesses, residents and organisations to develop effective travel plans and help people travel more sustainably.

### Policy TD-4



Continue to work with partners to deliver behaviour change initiatives that encourage and enable people to walk, wheel, cycle and use public transport safely and confidently.

### Policy TD-5



Use developer contributions to better support active travel networks and public transport.

### Policy TD-6



Develop a Local Plan that prioritises sustainable journeys to new developments. Promote development in areas which are better connected by active travel and public transport links.

## WHY PUBLIC TRANSPORT?

Reliable, high-quality, accessible and well-connected bus, coach and rail services are crucial in enabling all residents the opportunity to access education, employment and services. There are disparities in the level of public transport provision across Kirklees, which means some people are unable to rely on public transport.

The provision of appealing and reliable bus, coach and rail services in Kirklees is key to increasing public transport patronage. This will help to make services more financially sustainable, improve air quality and reduce congestion in our urban areas and ensure Kirklees reaches our Net Zero target.

The franchising of bus services across Kirklees and major rail upgrades, such as the multi-billion pound Transpennine Route Upgrade (TRU) and much needed improvements to the Penistone line, will help to make transformational change to our public transport coverage.

Developing better connections within and beyond Kirklees are crucial to ensure we capitalise on investment and improve regeneration opportunities for our area. We will work to support the development of these proposals and ensure benefits can be realised for people across Kirklees.

## HOW WILL IT BE DELIVERED?

Improvements to Kirklees' public transport services will be delivered by working with key partners, including West Yorkshire Combined Authority, bus and rail operators, and neighbouring authorities. We will support the refurbishment of our bus and rail stations, recruitment of staff to improve service reliability, and improvements to public transport safety. We will work with partners to see the delivery of a minimum half-hourly service on all routes. In March 2024, the decision

to franchise the bus network in West Yorkshire was announced, with Kirklees set to receive the first franchised services. This presents an opportunity for Kirklees to shape what the future of bus services will look like in our district.

We will work to provide a public transport network that connects more people, is more affordable and provides a safe, convenient and reliable service. We want an inclusive public transport network that extends better to our more rural areas and expands access to work and training opportunities.

### Policy P-1



Continue to work with WYCA and operators to implement the planned franchised bus service and deliver a more inclusive network, with better coverage, reliability, operating hours and frequency.

### Policy P-2



Support delivery of West Yorkshire Mass Transit within Kirklees.

### Policy P-3



Continue to work closely with industry partners and rail operators to support rail connectivity, capacity / rolling stock enhancements and frequency, such as on the Penistone Line and Transpennine Route Upgrade (TRU).

Where there are delays to bus services, we will encourage road network improvements which support better journey times and reliability through the implementation of bus priority.

To improve the public transport offer across Kirklees we will seek opportunities to utilise technology to deliver viable and sustainable services, particularly to our rural communities, or areas where topography creates a barrier for some. Flexible demand responsive services can provide rides where fixed service struggle to maintain a consistent service.

Making public transport journeys, stations and stops more attractive will encourage people to use the train and bus more often.

Having clear and up to date information on your travel gives you confidence and clarity for your journey.

We will work closely with public transport partners to deliver simpler and affordable public transport, including journeys which cross boundaries outside of West Yorkshire.

Simpler ticketing which is easy to understand is crucial for public transport passengers. Integrated tickets enable the use of different modes or operators and make your whole journey easier.

## Policy P-4



Prioritise local bus services over general traffic making journeys quicker, more reliable and punctual.

## Policy P-5



Work with partners to examine the feasibility and deliver Demand Responsive Transport services to enhance the public transport offer where conventional services are not feasible commercially or economically.

## Policy P-6



Work with partners to ensure that public transport vehicles support the travel of those with additional accessibility needs, such as increasing the number of available disabled spaces on-board and ensuring passenger information is inclusive.

## Policy P-7



Enhance passenger information with integrated 'real time' journey planning and live information at key locations and interchanges to offer a better user experience.

## Policy P-8



Work with the industry to support clear and simple ticketing that is fairly priced, with better integration across modes, operators and across boundaries, to promote a competitive public transport offer.

## WHY MULTI-MODAL INTERCHANGE?

Connections from our communities to interchange with bus and rail stations will be an important part of people's perceptions around public transport accessibility. At stations, transfer between different services will also be a key consideration. Making changes between modes smoother and more efficient will make our public transport system more attractive to use and reduce the need to for car travel in Kirklees.

We will work to improve the overall passenger experience, including comfort and accessibility of our stations and transport hubs for everyone. We want to improve accessibility at stations so people with limited mobility, as well as those with luggage, pushchairs and bikes can better access our public transport. We also want to expand the local services available at stations, to include facilities such as bike hire and secure parcel collection and drop off points.

Taxis and private hire vehicles (PHVs) play a valuable role in our transport system. They are particularly important for enabling travel for those with limited mobility, those with no access to a car and linking to our transport hubs. They can provide safe transport options at all times of the day, supporting shift workers and the night-time economy when public transport options are more limited.

We want to better integrate these services, providing drop-off / pick-up locations at key locations and will integrate into our town and local centres regeneration plans such as in Huddersfield Town Centre.

### Policy I-1



Enhance multi-modal interchange at key public transport hubs to make connections more user friendly, safer and highly integrated to other modes and the areas around them.

### Policy I-2



Deliver and maintain high quality and accessible stations and interchanges to ensure that all stations across the district meet accessibility standards by 2030.

### Policy I-3



Review and remove where possible physical barriers that prevent access to users such as pushchairs, wheelchairs, and mobility scooters.

### Policy I-4



Deliver safe and accessible pick-up/drop-off and parking areas for vehicles, cycles and taxis at key public transport hubs to enhance access options for public transport.

### Policy I-5



Work with taxi operators, local communities and special interest groups to ensure that taxis are affordable, accessible and well-located for a range of user groups, including vulnerable, disabled or isolated users.

We want to support a range of travel options to and from our transport hubs, including prioritising first and last mile walking, wheeling and cycling trips to rail and bus stations. We will strive to implement best practice guidance from those such as the DfT for taxi and PHVs, and CoMoUK for shared transport.

Including shared transport options at these transport hubs broadens the availability and range of travel options.

## HOW WILL IT BE DELIVERED?

We will improve key transport interchanges like rail stations to ensure easy onward travel by foot, with safe routes and clear wayfinding. Existing and new Shared Transport Hubs will be introduced combining public transport with shared transport options such as car clubs, cycle hire, and taxi services, safe pick-up/drop-off areas, along with facilities like toilet facilities, cafés, cycle repair locations and EV charging points where appropriate.

We will explore and embrace new emerging technologies and develop our transport network with flexibility to accommodate new trends in the future.

### Policy I-6



Deliver quality mobility hubs alongside improved active travel links and community facilities at key locations to enable seamless transition between transport modes.

### Policy I-7



Explore the feasibility of a shared micro-mobility offer with bikes and e-bikes at key locations to make 'first and last mile' travel easier and increase the attractiveness of sustainable travel options.

### Policy I-8



Support expansion of car club schemes that reduce the need to own a car.



## WHY FREIGHT?

Kirklees is close to several strategically important roads, including the M1 and M62 motorways, making us a hub for freight businesses. The rise in light vans and delivery vehicles during peak hours reflects evolving retail habits and technological advancements. There is a need for innovative solutions to manage commercial vehicle numbers with fewer, yet more efficient vehicles, while continuing to meet business and consumer needs.

By working with businesses, organisations and regional partners to consolidate freight and delivery operations we can adopt a bottom-up approach to reduce the number of vehicles on our roads.

Currently, the rail network is poorly utilised for freight due to network capacity constraints and operational challenges such as bridge height restrictions. We need to further explore the opportunities to shift freight from road to rail, thereby reducing emissions, improving air quality and easing traffic congestion.

We will work with local organisations and regional partners to consider opportunities for increase rail freight in line with the West Yorkshire based [Rail Freight Strategy](#).

### Policy F-1



Support opportunities for e-cargo bikes to deliver last mile goods, particularly in urban areas to reduce congestion and emissions in these areas.

### Policy F-2



Explore options for freight facilities around strategic road networks, including secure lorry parking and rest facilities.

### Policy F-3



Explore options for supporting delivery hubs, particularly in congested centres with poor air quality to minimise and combine the number of trips - reducing impacts of more vehicles on the road network.

### Policy F-4



Work with businesses, organisations and regional partners to consolidate freight and delivery operations, particularly in poor air quality and congested areas.

## HOW WILL IT BE DELIVERED?

Maximising load capacity for both outbound and return journeys, shifting deliveries away from peak hours, consolidating freight, uptake of sustainable technologies such as e-bikes for last-mile deliveries, and exploring options for rail freight and delivery hubs in congested areas can further reduce the environmental impact of freight.

Enhancing freight facilities with secure lorry parking and rest areas around the Strategic Road Networks is also key to improving freight conditions in Kirklees.



### Policy F-5



Maintain the Key Route Network to allow for the movement of goods via road.

### Policy F-6



Work with WYCA and other regional partners to identify opportunities for rail freight, including the use of existing passenger services to carry good and parcels.

### Policy F-7



Incorporate loading and delivery spaces into the design of new streetscapes and developments to support freight loading and traffic movement.

## WHY EFFICIENT NETWORK MANAGEMENT?

Making sure our network operates as efficiently as possible means our residents and businesses get the maximum possible from our highways assets. Traditionally this meant a focus on highway capacity, however, to achieve the aspirations of the Council and Partners we will need to manage our network in a way that supports a range of transport modes. Schemes which relieve traffic issues in one area can bring more traffic to another route, leading to negative 'knock on' impacts in other areas.

Within urban areas that experience congestion, space will be used efficiently, to promote sustainable modes of travel. This means that for those who need to drive, such as those with accessibility needs or journeys to areas not served by public transport, journeys are made more resilient. Reduced congestion on our network will lead to better local air quality across our district, improving health and wellbeing.

We will work to maintain our networks and assets effectively. We will look at the available space within our roads and streets, seeking to integrate bus priority, active travel and accessibility enhancements as we roll-out maintenance programmes. By improving the network condition, we can improve its lifespan and minimise costly renewal interventions which have implications for the environment and cause disruption from roadworks. This includes roads, cycling infrastructure and pavements as well as areas of public realm.

We will also seek to design and maintain our streets to improve their resilience. This includes improving resilience to climate change and extreme weather events such as integrating more sustainable urban drainage systems to cope better with heavy volumes of rain. This relates to our Kirklees Climate Change Action Plan (2022) which set out the aims to develop all existing and future transport infrastructure and assets so that they are 'climate ready'.

### Policy N-1



Target capacity constraints and deliver high quality infrastructure to provide safer, quicker and more reliable journeys which integrates active travel and bus priority and improves air quality.

### Policy N-2



Work with partners to target road improvements that help deliver the wider policies in this strategy, such as interventions that tackle speeding, rat-running and illegal vehicle manoeuvres, as well as providing infrastructure, road layouts, enforcement and technologies that prioritise the movement of people over vehicles.

## HOW WILL IT BE DELIVERED?

We will work with public sector partners, businesses and organisations to identify key locations of opportunity to improve our road network that align with the objectives of this Strategy. We will continue to work with partners to deliver a programme of rail network improvements.



### Policy N-3



Ensure network resilience to climate impacts to mitigate higher maintenance / renewal costs in the longer term.

### Policy N-4



Maintain and improve our roads, cycle routes, pavements, public rights of way and traffic-free routes, including lobbying for more funding for them.

### Policy N-5



Rebalance road space to prioritise active travel and public transport, by improving junctions, key corridors and local roads with appropriate infrastructure or traffic filtering in select locations.

## WHY ALTERNATIVE FUELS?

While we want to make active travel modes and public transport easier and more convenient choices for our journeys, sometimes the private car is the most appropriate choice for some journeys. To address the impacts of car use on the environment and health, we need to embrace new technologies.

Alternative fuel vehicles offer reduced emissions compared to petrol and diesel counterparts and contribute to improved air quality and reduced greenhouse gas emissions. This is particularly important in our urban areas and where our air quality management areas monitor levels of particulate matter and nitrous oxide. This aligns with both our [Air Quality Action Plan](#) and our [Climate Change Action Plan](#) (2022) which sets out the need to urgently reduce carbon emissions from transport which includes the uptake of low/zero-carbon alternatives.

We need to ensure roll out of electric vehicle charging is accelerated across communities. This includes seeking range of opportunities for electric charging to support charging at residential locations, in shared transport hubs, rail and bus stations, in public car parks, businesses, and as part of new developments.

The transition to a sustainable and low-carbon transport system in Kirklees, is essential. The UK government's decision to phase out the sale of new petrol and diesel cars underscores the urgency of this transition.

This requires a comprehensive strategy encompassing infrastructure development for electric vehicles and emerging technologies, financial incentives, public awareness campaigns, and supportive policies to encourage the widespread adoption of alternative fuel vehicles.

This also applies to rail operations, freight and logistics vehicles as well

as buses and public sector fleets such as refuse vehicles. In 2021 only 2% of the West Yorkshire bus fleet were zero emission. The ambition set out in the West Yorkshire Bus Service Improvement Plan is to operate a zero-emission fleet by 2036.

## HOW WILL IT BE DELIVERED?

By working with businesses, residents and organisations, we will support in the development of infrastructure. We will foster a culture of preparedness and openness to alternative fuels and continue to work towards achieving a significant reduction in carbon emissions to be climate ready by 2038.

### Policy AF-1



Support the development of comprehensive electric charging networks to encourage a transition to low/zero emission vehicles.

### Policy AF-2



Support the movement to new technologies, including lower emission fuels to complement the electric vehicle network.

### Policy AF-3



Encourage the take up of low/zero emission public vehicles including buses and taxi services to work towards decarbonisation and local air quality targets.

### Policy AF-4



Support partners to deliver rolling stock and infrastructure upgrades such as electrification to limit harmful emissions from rail passenger and freight transport.



# What next?



The success of the Transport Strategy will be determined in a number of ways, including:



Improved communications and engagement with our communities



Incorporation of the Strategy's policies in decision-making and business-as-usual



Development and implementation of the new policies



Transport scheme delivery



Planning for future transport schemes



Continued alignment with external strategy partners as strategy is implemented

We will share information on transport schemes, policies, campaigns and engagement opportunities through Connecting Kirklees, our dedicated transport information channels. This will provide our residents, businesses and partners with up-to-date information on our progress and the contribution they can also make.

As the Transport Strategy becomes embedded in Council business, existing reporting streams will also incorporate updates to Scrutiny Committees and Cabinet including by Major Projects, Highways, Regeneration, Climate Change and Public Health services.

Targets around transport are set at a regional level in the West Yorkshire Local Transport Plan. Kirklees will continue to work closely with the Combined Authority and other districts to support and achieve these through implementation of our Transport Strategy.

