

**REPORT TITLE: Local Transport Plan Approval**

<b>Meeting:</b>	<b>Cabinet</b>
<b>Date:</b>	<b>10<sup>th</sup> February 2026</b>
<b>Cabinet Member</b>	<b>Cllr Moses Crook</b>
<b>Key Decision Eligible for Call In</b>	<b>Yes Yes</b>

**Purpose of Report**

The purpose of this report is to seek Cabinet approval of the West Yorkshire Combined Authority (WYCA) Local Transport Plan (LTP4), to support formal adoption by the Mayor at the Combined Authority meeting on 19<sup>th</sup> March 2026. LTP4 will be the new statutory Local Transport Plan for West Yorkshire, the last plan being the West Yorkshire Transport Strategy - 2040 which was adopted in 2017.

**Recommendations**

- That Cabinet note the contents of this report, and the attached LTP4 document (Appendix A) and LTP4 Consultation report (Appendix B).
- That Cabinet approve LTP4 to support adoption by West Yorkshire Combined Authority.

**Reasons for Recommendations**

Cabinet approval:

- Supports WYCA in compliance of the Transport Act 2000 and Local Transport Act 2008.
- Demonstrates alignment between Kirklees’ Transport Strategy and WYCA’s wider Transport and Highways objectives and strategic policies
- Supports future funding streams for delivery of transport projects across Kirklees which will support the wider council aims and objectives.
- Provides a clear mandate for integrated delivery through partnership with WYCA and neighbouring districts.
- Helps to progress our commitment to Vision Zero, the development of Mass Transit, and the roll out of Bus Franchising across Kirklees.
- Ensures compliance with the Council’s Article 4 constitutional requirement

**Resource Implications:**

There is no additional resource requirements associated with the adoption of LTP4 for Kirklees Council.

LTP4 will underpin a pipeline of approximately £2.1bn of future transport investment within West Yorkshire as part of the Single Settlement. Kirklees is a key delivery partner in the programme of transport projects which are expected to draw down this funding. Local contributions towards individual projects which follow the adoption of LTP4 may be expected

but this is not the subject of this report, and future reports regarding any funding contribution would come to Cabinet as required.

The external funding provided by the Single Settlement will support the delivery of schemes which are central to the council's recently adopted Kirklees Transport Strategy.

<b>Date signed off by <u>Executive Director</u> &amp; name</b>	David Shepherd – 20/01/26
<b>Is it also signed off by the Service Director for Finance?</b>	Kevin Mulvaney – 20/01/26
<b>Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?</b>	Samantha Lawton – 20/01/26

**Electoral wards affected: All**

**Ward councillors consulted: Yes**

**Public or private: Public**

**Has GDPR been considered? Yes.** No personal data.

## **1. Executive Summary**

The WYCA Local Transport Plan (LTP4) sets out the statutory framework for delivering a safe, integrated, reliable, and sustainable transport system across West Yorkshire. It replaces the previous West Yorkshire Transport Strategy 2040 and reflects major changes since 2017

Approving LTP4 will ensure Kirklees' transport priorities are fully aligned with regional objectives and statutory requirements. It provides a clear mandate for partnership working with the West Yorkshire Combined Authority (WYCA) and neighbouring districts, enabling integrated delivery of schemes that support economic growth, social inclusion, and climate action.

LTP4 underpins a £2.1 billion Single Settlement for transport investment across West Yorkshire. Approval will strengthen Kirklees' position as a key delivery partner, securing access to future funding for projects that align with the Council's recently adopted Transport Strategy.

Failure to endorse LTP4 could lead to misalignment between the Local Transport Authority, other districts and Kirklees on matters of transport policy and investment of current and future transport schemes.

## **2. Information required to take a decision**

Under the Transport Act 2000 (as amended by the Local Transport Act 2008), all transport authorities must publish a Local Transport Plan (LTP). In West Yorkshire, formal adoption is the responsibility of WYCA – but securing endorsement from each

district authority, including Kirklees, ensures alignment of local and regional transport priorities and supports joint accountability and delivery mechanisms.

The current LTP evolves from the previous West Yorkshire Transport Strategy 2040, adopted in 2017. Since then, significant structural changes have occurred, notably the devolution deal, the first West Yorkshire Mayor, and steps toward a single transport funding settlement. The region has also declared a climate emergency, committing to net zero carbon by 2038 and embedding Vision Zero road safety goals. These developments shape the policy direction and rationale behind the new LTP4

LTP4 articulates a vision to develop a sustainable, integrated transport system that supports economic growth, social inclusion, and environmental objectives. It is structured around six guiding principles: Integrated Transport, Inclusive & Affordable, Reliable & Resilient, Safety, Active Travel, and Zero Emission – each tied to a series of measurable ambitions and targets.

Funding is underpinned by a £2.1bn Single Settlement for West Yorkshire, distributed via WYCA and subject to agreement with the Department for Transport (DfT).

Kirklees Council has recently adopted a district wide transport strategy which was developed at a similar time to LTP4. The Kirklees Transport Strategy sets out a shared vision for transport in Kirklees and a policy framework to deliver a more inclusive and sustainable transport network, transforming travel options for all. This vision and policy framework closely align with the six-policy Weaver Network approach, reinforcing coherence and synergy between the local and regional strategies.

### **3. Implications for the Council**

#### **3.1 Council Plan**

The new Local Transport Plan supports the Council Plan priorities for sustainable growth, connectivity and climate action

#### **3.2 Financial Implications**

There are no direct costs to Kirklees associated with adopting LTP4. The Council has existing resources which support the development and delivery of current WYCA-funded transport schemes. This resource will remain in place to help deliver LTP4.

LTP4 underpins £2.1bn Single Settlement for transport investment across West Yorkshire, the distribution of this funding and the level of local contribution is subject to ongoing liaison between the district and WYCA, and between WYCA and DfT. Projects, values and levels of contribution are expected to be agreed during the 26/27 financial year.

#### **3.3 Legal Implications**

The Council is the constituent member of the West Yorkshire Combined Authority.

WYCA is the statutory Local Transport Authority under s108(4) of the Transport Act 2000 and is responsible for producing and adopting the local transport plan under s108(1) of the Transport Act 2000.

Article 27 of the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2022 provides that LTP's are only exercisable by the Mayor for West Yorkshire.

### 3.4 **Climate Change and Air Quality**

LTP4 includes measures to reduce emissions and promote sustainable transport supporting the council's Net Zero ambition.

### 3.5 **Risk, Integrated Impact Assessment (IIA)**

There are very limited risks associated directly with the recommendation to approve the Local Transport Plan. The individual projects and initiatives that will follow in due course will be subject to development and approvals where required, which will fully consider the risks and impacts associated with each proposed intervention.

Approval and endorsement across all districts will strengthen partnerships with West Yorkshire Combined Authority and neighbouring districts.

WYCA is responsible for the formal adoption and responsibility for completing any necessary integrated impact assessments.

## 4. **Consultation**

The Combined Authority has undertaken extensive consultation activities on the development of LTP4.

The analysis (see Appendix B) summarised consultation findings across the six Weaver Network Principles that form the policy framework of the Local Transport Plan. A summary of the findings against each policy principle is provided below:

**Integrated Transport** - respondents strongly support creating a more integrated transport system, particularly integrated fares / ticketing and better network integration. Integration must be built on reliable, affordable services. There was less support noted for branding and wayfinding.

**Inclusive and Affordable** - inclusivity and affordability attracted widespread backing, especially for affordable fares and removing barriers. People want a network that works for rural communities, low-income households, and those with reduced mobility, ensuring cost and accessibility go hand in hand.

**Reliable and Resilient** - service reliability emerged as a top priority. Strong support was expressed for traffic signalling improvements and better network management. Respondents stressed that dependable services and accurate information are essential for trust and confidence.

**Safety** - safety was one of the most universal themes, with high support for safer streets and personal security. Feedback highlighted the need for well-lit public spaces, improved infrastructure design and visible staffing.

**Active Travel** - broad support for active travel policies, particularly better-connected neighbourhoods and joined-up facilities. Success depends on addressing physical, cultural, and safety barriers to make walking and cycling practical and more appealing.

**Zero Emission** - strong support for zero emission principles, especially zero emission public transport and the reducing harmful impact or poor air quality. Respondents called for a fair, practical transition, equitable charging infrastructure, and attention to broader environmental impacts.

Following the consideration of feedback, recommendations, the post-consultation draft of the Mayor's West Yorkshire Local Transport plan has been strengthened across the following areas:

- **Climate adaptation and biodiversity** – amends to several policies to explicitly reference climate change or green and blue infrastructure, for example making specific reference within policy RR9 Asset Management and resilience.
- **Accessible and inclusive transport, including access for vulnerable groups** – improve language across policies to bring out 'inclusivity' element. This includes reference to accessible tickets within Policy 17 Integrated fares and tickets.
- **Cross boundary connections** – amend to wording in Policy 19 to recognise opportunities to work together with neighbouring authorities and regions.
- **Safety – safety to be acknowledged more explicitly across policies** such as Policy 11 Investment in Transport Interchanges.

## 5. Engagement

District officers have been engaged throughout the development of the draft document, consultation, policy wording and the final document. This has included:

- **LTP4 co-development group and Chief Highways Officers.** Officers from Kirklees Council attended the fortnightly meetings with the Combined Authority and other West Yorkshire districts to review policy development and agree next steps.
- **WYCA-led workshop with technical officers from across Kirklees** Council to develop and refine policies during the draft consultation stage
- **WYCA Transport Committee and West Yorkshire Combined Authority Meetings.** Transport Committee has helped shape the Plan throughout this process. At its meeting in April 2025 the Combined Authority approved a statutory twelve-week public and stakeholder consultation in summer 2025 on the proposed policy and interventions framework for the new Mayor's West Yorkshire Local Transport Plan. The Combined Authority endorsed the proposed policies and implementation approach for consultation at its June 2025 meeting. Transport Committee received an update on 29 October following the close of the statutory consultation detailing the approach to consultation.
- **Member focussed events.** These sessions were led by WYCA on LTP4 and included
  - Online webinar for all WY ward councillors was held on 24<sup>th</sup> July 2025
  - Kirklees specific resident drop-in sessions were held in Huddersfield on the 17<sup>th</sup> September and in Dewsbury on the 8<sup>th</sup> October 2025

Other activity has included: 13 Focus Groups with a total of 69 participants; and a total of 51 engagement session with Voluntary, Community, Faith and Social Enterprise (VCFSE) groups involving 1,271 participants.

The above activities were supported by a programme of 40 public events across West Yorkshire to reach into communities and encourage people to respond to the consultation. Together these events reached over 900 people.

Please refer to Appendix B for further detail regarding the consultation and engagement activity undertaken by WYCA.

## **6. Options**

### **6.1 Options considered**

1. To approve LTP4, ensuring alignment and partnership across West Yorkshire, supporting future transport project funding. Recommended.
2. Not to approve LTP4. If LTP4 is not approved, consequences would include:
  - Reduced future funding streams for delivery of transport projects across Kirklees which will support the wider council aims and objectives.
  - Lack of a clear mandate for integrated delivery through partnership with West Yorkshire Combined Authority and neighbouring districts.
  - Less alignment between Kirklees and WYCA on progress our commitment to Vision Zero, the development of Mass Transit, and the roll out of Bus Franchising across Kirklees.
  - Non-compliance with the Council's Article 4 constitutional requirement.

### **6.2 Reasons for recommended option**

Endorsement aligns Kirklees' Transport Strategy with regional objectives and supports WYCA in meeting its statutory requirements. It provides access to significant transport investment funding (£2.1bn single settlement). Provides material weight and evidence base for planning and decision making. It will support integrated delivery and council priorities.

The plan is the result of extensive consultation and engagement by WYCA, reflecting local needs.

## **7. Next steps and timelines**

Formal adoption by West Yorkshire Combined Authority: 19<sup>th</sup> March 2026

## **8. Contact officer**

Ilyas Ramjan, Head of Major Projects, Kirklees

## **9. Background Papers and History of Decisions**

WYCA Transport Committee 29<sup>th</sup> January 2026 [WYCA - Modern Gov](#)

## 10. Appendices

Appendix A - WYCA Local Transport Plan 4 Document

[Item7Appendix1ThepostconsultationdraftMayorsWestYorkshireLocalTransportPlan.pdf](#)

Appendix B - WYCA Local Transport Plan 4 Consultation Summary Document

[Outcome Report](#)

## 11. Service Director responsible

David Wildman, Service Director for Skills & Regeneration