

Report to: Place, Regeneration and Housing Committee

Date: 25 November 2021

Subject: **Statement of Intent on Mass Transit**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1. For the Committee to consider and approve the first version of the West Yorkshire Mass Transit Statement of Intent, a document that provides a foundation for cross-boundary working on planning matters relating to mass transit.

2. Information

- 2.1 This first version of a non-statutory Statement of Intent (SOI) provides a clear statement of how planning in West Yorkshire will be supportive of a West Yorkshire mass transit scheme.
- 2.2 The planning process needs to achieve the following outcomes to support mass transit:
- 1) Mass transit corridors to be in conformity with statutory spatial strategy and policy in advance of examination through Transport and Works Act / Development Consent Orders (DCO) processes.
 - 2) Detailed route alignments to be protected through statutory plans (safeguarded) as early as possible.
 - 3) Support place making and design principles of the mass transit scheme.

- 2.3 Until the Mass Transit scheme is further developed (including route options, and place-shaping workstreams), local planning authorities are limited to what they can include in local plans in meeting the above outcomes. Even when this information is available, incorporating consistent policy into local plans at pace is a challenge, given review cycles across the five authorities.
- 2.4 Recognising the challenges described, the SOI provides expressions of support from all parties on planning matters. The Statement contains planning related content relevant to the mass transit project, set out as 'matters that the local authorities agree.' The document is structured to include information on the Strategic Case, Corridors, Route Alignments and Place-making and Design Principles.
- 2.5 The content of the SOI will be updated as new information becomes available, for example details of mode, routes and phasing. If public consultation is a requirement, this will be undertaken as part of the wider mass transit programme in advance of any new content being included in the SOI. The SOI will be kept under review and updated as required to reflect the progress of the mass transit programme. Any future updates of the Statement will require approval from all listed parties (paragraph 1.7 of the Statement). The SOI document is intended to be used to inform the development of local planning policy as appropriate.
- 2.6 The SOI draws from the objectives and benefits of mass transit set out in the draft Connectivity Infrastructure Plan, Mass Transit Vision and local authority development plans (information already in the public domain).
- 2.7 Heads of Planning and Directors of Development in the West Yorkshire local authorities have steered the development of the SOI. Planning portfolio members have been briefed and signatures have been secured from all West Yorkshire partner Councils.

3. Tackling the Climate Emergency Implications

- 3.1 Transport releases the highest amount of carbon emissions in West Yorkshire, mostly from vehicles and people using their own cars. To reduce emissions from transport, there is a need to change how we travel, which we will do by making it easier to take journeys by public transport, cycling and walking.
- 3.2 The introduction of a range of mass transit routes across the region will improve the connectivity of West Yorkshire and therefore help influence sustainable travel choices to reduce the reliance on the car. The SOI provides the framework for the West Yorkshire planning authorities to begin establishing future planning policies to enable the delivery of a mass transit scheme for West Yorkshire.

4. Inclusive Growth Implications

- 4.1 As set out in the Mass Transit Vision, the mass transit scheme will enable inclusive growth through improving the public transport system for up to 675,000 people within the top 20% most deprived communities within West Yorkshire.
- 4.2 As set out in the SOI, an Approach to Placemaking document for Mass Transit is currently in early stages of development and will inform and set the approach to the design development work for the Mass Transit scheme. The approach will be in alignment with our inclusive growth ambitions and will prioritise place-making in the emerging scheme ensuring that it compliments and enhances development and regeneration opportunities.

5. Equality and Diversity Implications

- 5.1. The West Yorkshire Connectivity Infrastructure Plan and Mass Transit Vision document take evidence led approach identifying our transport priorities which focuses on how transforming connectivity in the communities of greatest economic need can help to raise productivity, living standards and environmental quality for all.
- 5.2. A new mass transit system for West Yorkshire will be a key element, linking communities with a quick and reliable service and integrated with cycling, walking, bus and rail. Our approach to identifying 'places to connect' considers a number of characteristics including our most deprived communities. Additional work has commenced to develop further evidence around the places to connect and the relationship with the protected characteristic groups identified in the Equality Act 2010. As this evidence is developed, we will update the SOI accordingly.

6. Financial Implications

- 6.1. There are no financial implications directly arising from this report.

7. Legal Implications

- 7.1. There are no legal implications directly arising from this report.

8. Staffing Implications

- 8.1. There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1. No external consultations have been undertaken.

10. Recommendations

- 10.1. For the Place, Regeneration and Housing Committee to approve the signing of the first version of the Mass Transit Statement of Intent. The document

provides a foundation for cross-boundary working on planning matters relating to mass transit.

11. Background Documents

11.1. There are no background documents referenced in this report.

3. Appendices

Appendix 1 – FINAL DRAFT Mass Transit – Statement of Intent