

Report to: Transport Committee

Date: 14 October 2022

Subject: **Mass Transit Vision 2040 Statutory Consultation**

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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 type="checkbox"/> No

1. Purpose of this report

- 1.1 To update the committee on the proposals for statutory consultation on the Mass Transit Vision 2040 document in October 2022.

2. Information

- 2.1 The Mass Transit team are planning a statutory consultation exercise with Comms and Consultation colleagues on the latest version of the Mass Transit Vision 2040 document. This is scheduled to take place from 17th October 2022, and will run for 12 weeks. The consultation will focus on presenting the updated Vision to statutory consultees, stakeholders, and the public.
- 2.2 The consultation will be undertaken by the Combined Authority with support from our district partner councils and is being led by Tracy Brabin, Mayor of West Yorkshire, Councillor Susan Hinchcliffe, Chair of Transport Committee and Councillor Manisha Kaushik, Deputy Chair of Transport Committee.
- 2.3 The timing of this consultation also coincides with the Chancellor reaffirming the Government's commitment to major transport schemes in our region, including Mass Transit for West Yorkshire.

Mass Transit Vision Consultation to Date

- 2.4 As members will be aware, alongside the Connectivity Infrastructure Plan, a Mass Transit Vision 2040 was produced. The purpose of the Vision was to outline plans for Mass Transit and how this relates to the wider vision for the future of transport in West Yorkshire. It builds on the connectivity concepts

outlined in the Connectivity Infrastructure Plan and is based on the same evidence and 'case for change'.

- 2.5 An initial version of the Mass Transit Vision 2040 document was published in January 2021, as part of the wider West Yorkshire Connectivity Infrastructure Plan engagement. We received 7,800 responses to our surveys, polls, the interactive map and other stakeholder feedback. It is the largest engagement response of its type that the Combined Authority has received.
- 2.6 A detailed analysis of the findings was completed, and a report was produced to help inform changes to both documents. In light of feedback from the engagement and wider work on the programme, a number of changes have been made to the Mass Transit Vision document. This has resulted in the addition of new pages, and several updates required to reflect the current status of the programme.
- 2.7 The update to the Mass Transit Vision document sits within the wider workstream to establish our approach to consultation for the Mass Transit Programme. Mott Macdonald have been commissioned to work with Mass Transit team to meet the consultation and engagement needs of the programme.

October 2022 Statutory Consultation

- 2.8 The consultation is scheduled to begin week commencing 17th October 2022 and will run for 12 weeks. The consultation will be hosted on Your Voice, the Combined Authority digital engagement hub. The dedicated consultation page will provide access to the updated Mass Transit 2040 Vision document, alongside FAQs, further information, and a Q&A tool. The main purpose of the consultation will be to seek support for the adoption of the Mass Transit 2040 Vision. The consultation will be targeted towards a set list of statutory consultees, as well as other wider stakeholders. It will also be open to the public to comment further, via the dedicated Your Voice page and survey.
- 2.9 As part of the statutory consultation, there is a requirement to consider the audience and that the plan should be clear, use plain language and limit the use of industry jargon. The consultation should involve and consult with disabled people and so there should be formats available for them to do so. Consideration should also be given to how to tailor consultation to the needs and preferences of particular groups, such as older people, younger people or people with disabilities that may not respond to traditional consultation methods. These aspects have been considered in the preparation of the Mass Transit Vision 2040 document however if specific requests for additional assistance are received this will be supported as necessary.
- 2.10 Local Transport Plan (LTP) consultation is also planned to commence in early in 2023. The Mass Transit Vision consultation is intended to provide a statutory footing for the Vision to be adopted as part of the LTP.

Work to Date

- 2.11 A stakeholder mapping exercise for statutory consultees has been undertaken and will continue to develop for wider stakeholder engagement.
- 2.12 Consideration has also been given to other stakeholder groups based on wider internal knowledge and previous engagement. Stakeholders are then

categorised for further stakeholder engagement as part of the development of a wide stakeholder base.

- 2.13 Whilst all statutory consultees will be invited to engage in the process, for those that are unlikely to be of relevance, it was agreed that we will write to them to confirm whether they would like to be involved as a means of achieving a broad base of endorsement.

Next Steps

- 2.14 Statutory consultees will be invited to engage with and participate in the statutory consultation on the Mass Transit Vision 2040 document. This will be a formal request to engage sent via letter/email, and they will be directed to the material made available on the Your Voice webpage. Responses from other stakeholders and the public will be via notification on social media and the CA website directing participants to the Your Voice webpage.
- 2.15 A comprehensive stakeholder management strategy is being prepared to ensure all statutory consultees and stakeholders are engaged with appropriately. This will include approach to EDI consultees.
- 2.16 Explanatory supporting narrative for the statutory consultation will be developed, to be used on the Your Voice page, as well as the CA website. This will be public-facing and guide the interested participant accordingly.
- 2.17 This will include an overview of the Mass Transit project so far, how previous engagements/consultations have informed the current thinking, and the next steps for the project and consultation phases.
- 2.18 This will include FAQs in anticipation of potential general questions raised by consultees, stakeholders, and the public, and to assist the participant in engagement.

West Yorkshire Mass Transit Programme Business Case Development

- 2.19 During early 2022, work begun to progress business case development from the programme level Strategic Outline Business Case, towards Strategic Outline Cases for each of the four priority areas for the future network.
- 2.20 A Steer / Jacobs consortium have been commissioned to lead on the business case development workstream and will initially focus on the Orange (East Leeds, Bradford to Leeds and South Leeds to Dewsbury) and Green (Bradford to Dewsbury) corridors, with other areas of the network following in due course.
- 2.21 Mobilisation activities are underway to establish the scope of work to complete the priority area business case submissions by July / August 2023, which is primarily focused on work to specify the modelling and appraisal approaches. The workstream is being developed with input from Combined Authority's Assurance Framework representatives and through dialogue with Department for Transport. The broad approach is structured to follow the conventional Treasury Green Book 'Five Case' model, with the focus on the strategic dimension, which sets out the need for intervention and why transit is the preferred way to meet that need.

- 2.22 The business case establishes the rationale for Mass Transit in each of the defined areas, with a Programme Integration Business Case that provides a network/programme level rationale for investment.

West Yorkshire Mass Transit Route Development – RIBA Stage 2

- 2.23 Let by Jacobs / McBains, work is now progressing on the next stage of route development, which will focus on developing RIBA 2 level options for inclusion in work needed to complete the SOC submissions discussed above.
- 2.24 This next stage builds on the work already completed that defined route options for the nine corridors set out in the Mass Transit Vision 2040. Jacobs / McBains are working alongside colleagues at the Combined Authority and district partner councils to develop RIBA 2 options. A series of route development workshops have taken place to discuss and introduce next steps for RIBA 2 design work.
- 2.25 The team are now beginning to discuss route options in more detail in a further series of workshops with stakeholders. RIBA stage 2 route development will allow for a great level of detail and certainty around the viability of options (both in cost and constructability terms) and begin to provide outputs to the business case development workstream to test route options
- 2.26 As with the Business Case workstream, this stage of work focuses on the Orange and Green priority areas of the network. Detailed work on the wider network will continue in due course after the priority areas are complete. It is expected that this phase work will be completed by July/August 2023 to feed into the SOC business case submissions for the two priority areas.

Mass Transit Equality, Diversity and Inclusion Strategy Development

- 2.27 As part of the communication and engagement workstream, Mott MacDonalds have also been commissioned to develop an approach for Mass Transit can be a 'best in class' system from an EDI perspective. The Mass Transit team are working closely with EDI colleagues at the Combined Authority to establish the scope for the strategy. It is expected to be completed by March 2023

3. Tackling the Climate Emergency Implications

- 3.1 Carbon emissions generated by transport are currently at levels that, without significant intervention and changes to processes, a net zero carbon future by 2038 will not be achievable. Road transport is the biggest contributor to roadside air pollution with cars being the largest source of emissions. To meet the 2038 net zero target, and even with a shift to zero/low emission vehicles, analysis suggests that a reduction of total vehicle kilometres exceeding 20% is necessary, accompanied by an increase in the use of sustainable modes (walking and cycling) and public transport. Transit also has the opportunity to support improvements to air quality and contribute to carbon reduction

goals by providing an attractive lower carbon, lower emission transport option. Increased capacity provided by transit will allow for additional capacity on congested corridors, which affords the opportunity to improve vehicle flows which in turn will improve air quality.

4. Inclusive Growth Implications

- 4.1. A central common theme of the Connectivity Plan, and Mass Transit Vision as part of that, is that investment in transport accessibility will make a positive contribution to driving forward inclusive growth. Our approach to transport seeks to provide practical alternatives to the private car that will help to tackle air quality issues and help provide access to jobs and education, especially for people currently less likely to access these opportunities. Our plans particularly focus on how to support the hardest to reach communities to realise economic opportunities.

5. Equality and Diversity Implications

- 5.1. Through the Combined Authority's role in managing the delivery of the Transport Strategy, the Connectivity Plan and bidding for funding, focus will be placed on ensuring that equality and diversity needs are addressed, with a particular emphasis on improving accessibility for all.

6. Financial Implications

- 6.1 The costs of consultation will be met by the City Region Sustainable Transport Settlement allocation for Mass Transit.

7. Legal Implications

- 7.1 In 2017, the Combined Authority adopted the West Yorkshire Transport Strategy 2040, setting out our policy framework for improving transport. The transport Connectivity Infrastructure Plan is an extension of this, setting out a delivery plan and long-term pipeline of transport infrastructure improvements to improve connectivity in our region.
- 7.2 The West Yorkshire Transport Strategy 2040 represents the statutory requirement placed on the Combined Authority as the West Yorkshire Local Transport Authority to produce a Local Transport Plan (LTP) setting out the policy framework and overarching strategy for improving transport.
- 7.3 The Connectivity Infrastructure Plan is a delivery implementation plan for Transport Strategy 2040. The Transport Strategy and the Connectivity Infrastructure Plan have been developed with the input of each of the five partner councils and both reflect the partner councils' growth plans and priorities for investment.

8. Staffing Implications

- 8.1 There are no staffing implications directly arising from this report. However, As part of our ongoing work to create a new directorate for Mass Transit, the existing Mass Transit team structure sits within the Policy and Development directorate and will be transferred into the new Mass Transit directorate through the usual management of change process. This will include the necessary consultation and engagement processes with affected staff.
- 8.2 Early engagement has been undertaken with the existing team during the development of the organisational design. Similarly engagement with other directorates within the Combined Authority has been undertaken to share and inform the development of the structure, alongside industry experience being brought from similar programmes.

9. External Consultees

- 9.1 This paper sets out the proposed approach to consultation, including the methodology for selecting statutory consultees for consultation on the Mass Transit Vision 2040.

10. Recommendations

- 10.1 Committee members are invited to note and endorse the timescales and proposals for the statutory consultation for the Mass Transit 2040 Vision document.
- 10.2 Committee members are invited to provide any further feedback on the Mass Transit Vision 2040 document, and consultation and engagement processes.

11. Background Documents

None.

12. Appendices

None.