



Report to:	Transport and Infrastructure Scrutiny Committee
Date:	26 January 2024
Subject:	West Yorkshire Mass Transit
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1. Purpose of this report

1.1 To provide a requested update on the progress of the Mass Transit programme as of January 2024, addressing the questions posed by the Transport and Infrastructure Scrutiny Committee, including;

- Overview of the background to the scheme,
- level of funding,
- short term and long-term timelines,
- main challenges,
- legal questions,
- type of systems being considered,
- whether it is future proof,
- public consultation,
- level of connectivity

2. Background

Mass Transit Vision 2040

- 2.1 Emerging from the Connectivity Infrastructure Plan, the Mass Transit Vision 2040 (**Appendix 2**) was developed through 2022 and 2023, with several rounds of stakeholder and public consultation occurring during the period resulting in refinements being made to the document.
- 2.2 During late 2023 the revised Mass Transit Vision was taken through the Transport Committee, the Place, Regeneration and Housing Committee, and the main Combined Authority to seek approval to adopt the Mass Transit Vision as a supplement to the existing Local Transport Plan. It was approved by the CA on 12th October 2023. The CA

paper is attached alongside the Mass Transit Vision itself at **Appendices 2 and 3** respectively.

2.3 The Specific questions posed by the Committee are in summary below:

1. Overview of the background to the scheme

- This is contained within the Mass Transit Vision 2040, and the CA is presently developing Phase 1 of the Vision.

2. Level of funding

- At present as part of the City Region Sustainable Transport Settlement (CRSTS) it will have access to £200 Million to develop Phase 1 of the West Yorkshire Mass Transit scheme.
- In addition, Government has identified up to £2.5 billion capital through future CRSTS rounds 2 and 3 in its recent *Network North* publication (**linked under “Background Documents”**).

3. Short term and long term timelines

- Main short term targets are the submission of a Strategic Outline Case for Phase 1 of Mass Transit to the Department of Transport (DfT) and HM Treasury in Late March 2024 and Public Consultation on Corridor route options later in the year.
- Main longer term targets are having a scheme well developed enough and far enough into the planning approvals process to make a submission for funding Capital Expenditure to the CRSTS 2 round in April 2027 and to commence construction work on site by Q2 2028.

4. Main challenges

- Comprehensive risk management strategy presently under construction but main risk areas concern
 - Stakeholder support
 - Technical challenges – construction on and off-street
 - Environmental impacts
 - Accentuated Capital Costs due to inflation
 - Impacts during construction and operation
- Much of the work in successful implementation is about addressing these challenges in plan and also as they further arise through the development cycle. An experienced Programme Management team is essential in this regard.

5. Legal questions

- The approvals for the construction and operation of most types of Mass Transit system in the UK is Governed under the Transport and Works Act (1992) as

amended, and there is a large body of experience nationally in the preparation of such applications and their execution.

- Keys to a successful application include:
 - A comprehensive Environmental Statement
 - Rigorous and meaningful Public Consultation
 - A complete assessment of Land and Property Impacts
 - A clear and supported Business Case
 - A funding strategy supported by Government

6. Type of systems being considered

- The Mass Transit Vision sets out the range of options that will be considered as appropriate for different corridors – including
 - Bus Rapid Transit
 - Light Rail/Tram
 - Tram Train
 - Emerging Technology Light Transit
- Each corridor will be assessed for the most appropriate technology – but the point is this will form part of the Integrated Transport Network that the CA intends to develop (including train, bus, Mass Transit, Cycling and walking)

7. Whether it is future proof

- The term ‘future proof’ is a very wide one and it is difficult to address directly. However all transport projects (road, rail or bus) are designed with a capacity which allows for growth in demand up to a certain level, and it is the intention to do the same with Mass Transit.

8. Public consultation

- Public consultation is central to the requirements for successfully implementing a Mass Transit scheme, and is a legal requirement. There have already been public and stakeholder consultations on the Mass Transit Vision and it is the intention to undertake Public Consultation on the Mass Transit Corridors under study in Phase 1, once approved by the Combined Authority.

9. Level of connectivity

- Mass Transit will only be one element in the emerging Integrated Transport Vision, which contains at its heart a fully interconnected network of services, fares and ticketing and information and marketing proposition, in common with the very best in modern European practice in sustainable transport. This Vision will be elucidated in the LTP4 presently under preparation and planned for consultation later this year.

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 the Mass Transit Vision 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 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 The Mass Transit Vision has been developed following consultation and engagement with key stakeholders. A period of statutory consultation has been completed to ensure that statutory consultees have had the opportunity to influence the documents evolution in

advance of adoption of the Vision as a supplementary document to the Local Transport Plan by the Combined Authority.

10. Recommendations

10.1 That the Scrutiny Committee notes the report and provides any comments or feedback.

11. Background Documents

Network North: <https://www.gov.uk/government/publications/network-north>

12. Appendices

Appendix 1 – Mass Transit Progress Summary (presentation)

Appendix 2 – Report to Combined Authority on 12 October 2023 seeking adoption of Mass Transit Vision

Appendix 3 – Mass Transit Vision 2040