

Report to: West Yorkshire Combined Authority

Date: 12 October 2023

Subject: **Mass Transit Vision 2040 Adoption**

Director: Luke Albanese, Director Mass Transit

Author: Chris Dunderdale, Policy Officer, Mass Transit

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

For the Combined Authority to consider the draft Mass Transit Vision 2040, as amended following the outcome of the statutory consultation process and to adopt it as a supplementary document to the Local Transport Plan.

2. Information

2.1 Following the statutory consultation of the Mass Transit Vision 2040 document, the Mass Transit team are proposing the Vision is adopted by the Combined Authority, as a supplementary document to the current Local Transport Plan. The Mass Transit Vision statutory consultation was intended to provide a statutory footing for the Vision to be adopted as part of LTP4. However, timescales for the LTP4 consultation have now moved to late 2024. In light of this, the statutory footing secured through the recent consultation allows for adoption as a supplementary document to the current Transport Plan, and a subsequent adoption as part of the LTP4 at the appropriate time.

Mass Transit Vision Consultation January 2021

2.2 As the Authority will be aware, the Mass Transit Vision 2040 was produced alongside the Connectivity Infrastructure Plan. The purpose of the Vision was to outline plans for Mass Transit and how this relates with 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'.

- 2.3 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 total 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.
- 2.4 A detailed analysis of the findings was completed, and a report was produced to help inform changes to both documents. Following feedback from the engagement and wider work on the programme, a number of changes were made to the Mass Transit Vision document. This resulted in the addition of new pages, and several updates required to reflect the current status of the programme.
- 2.5 The update to the Mass Transit Vision document sat within the wider workstream to establish our approach to consultation for the Mass Transit Programme. This proceeds with business case and route development activity ahead of the Transport and Works Act Order (TWAO) process. Mott MacDonald were commissioned to work with the Mass Transit team to meet the consultation and engagement needs of the programme.

October 2022 Statutory Consultation

- 2.6 Following the 2021 public engagement, the main purpose of this statutory consultation was to seek support for the formal adoption of the Mass Transit 2040 Vision with stakeholders. The consultation was targeted towards a set list of statutory consultees, as well as other wider stakeholders. This is in contrast to the previous engagement, which focused on updating the public on our proposals for Mass Transit development over the coming years. Whilst the consultation page was open to responses from the public, the team focused on securing responses from the identified Statutory Consultees.
- 2.7 The consultation commenced 17th October 2022 and ran for 12 weeks and was hosted on Your Voice, the Combined Authority digital engagement hub.

Post Statutory Consultation Analysis and Re-engagement Exercise

- 2.8 As part of post consultation reporting and analysis in early 2023, the Mass Transit Team, along with colleagues from the Consultation and Engagement team felt that whilst we had secured key responses from statutory consultees, there were still some gaps in responses from key stakeholders.
- 2.9 The existing stakeholder list was reviewed and approved by the Combined Authority legal team and Pinsent Masons. The listed included stakeholders from both the [DFT Guidance on Local Transport Plans](#) and from the [Town and Country Planning Act \(TCPA\)](#) legislation.
- 2.10 It was also advised that Parish and Town Councils were not to be included in the re-engagement as they are not statutory consultees in Local Transport Act guidance. However, further engagement with this group is being agreed and

prioritised as part of the Stakeholder Engagement Plan for political stakeholders.

2.11 The team re-contacted statutory consultees who had not yet responded to the consultation. During the re-engagement period, additional responses were received from nine statutory consultees:

- Cross Country
- Crown Estate Commissioners
- Freightliner
- National Highways
- North York Moors National Park Authority
- Northern Rail
- Office for Nuclear Regulation
- Theatres Trust
- Yorkshire Dales National Park Authority

2.12 The re-engagement period closed on 19th June 2023. A comprehensive Consultation Outcome Report has been produced, outlining all the feedback received as part of the consultation. This will be published on Your Voice after the Vision is finalised and further discussions have taken place with the district partners.

Post Statutory Consultation Amendments to the Vision

2.13 Following due consideration of consultation responses, no substantial material changes to the Vision were deemed necessary. However, a number of minor amendments were suggested for reasons of accuracy and consistency. The key themes from the consultation that were considered against the Vision for amendments, are summarised in Table 1, along with the response regarding any necessary amendments to the Vision.

2.14 The Mass Transit Vision 2040 document has been updated to reflect the suggested amendments; this is appended for consideration by the Authority.

Table 1 - Post Statutory Consultation Vision Document Amendments

Consultee	Key Theme	Response/ Vision Amendment
Leeds Conservative Group Office	Concern that the Vision is marginalising those with disabilities who cannot walk or cycle to engage with Mass Transit.	Text added to Vision - "continuing to work with disability groups' and 'providing continued access to blue badge parking spaces". There is an intention to establish a design reference group which will provide the opportunity to gain advice from those with lived experience to ensure, as far as is possible, a barrier-free integrated public transport environment. Finally, all of the policies pursued for Mass Transit are thoroughly developed using equalities impact assessment.

Kirklees Council	The Mass Transit Vision needs to contain a commitment to working with Districts to adopt a series of minimum standards for such stops, based on Mobility Hubs best practice	Text added to Vision – “to examine best practice in the UK and internationally on stop design and relevant guidance' 'work with others on areas we're unable to develop ourselves”
Bradford Council	Mass Transit will need to serve Holme Wood directly and facilitate new development	No change to Vision – Holme Wood is already included in the vision, and the mass transit team will work with Bradford colleagues to develop options for Holme Wood though the wider programme development workstreams.
Consultation Key Theme	Vision needs to clearly state that it is not comprehensive at this stage due to being a Vision only.	Text added to Vision – “Our Vision sets out the aspiration for Mass Transit in West Yorkshire, but it is not set in stone. We will continue to work with our stakeholders and reflect the needs of local communities to evolve our approach over the coming years. Being adaptable to change will mean we are able to develop the best possible sustainable transport outcomes for the region as our needs evolve over time.”
Consultation Key Theme	Wetherby should be added to the regional map	Vision amendment - Wetherby added to the network map as a key regional location, rather than a mass transit stop/station.
Consultation Key Theme	Concern around length of programme and escalating costs / funding issues	No change to Vision, add to FAQs on website - The vision sets out the aspiration for delivery, but it is an early-stage projection of potential delivery timescales and costs. As stated in the vision, any changes to programme or cost will be dealt with as the programme progresses.
Consultation Key Theme	Light rail suggested for numerous areas – will we be sharing the rationale for modes chosen in each area?	No change to Vision, add to FAQs on website - A key part of programme development will focus on the rationale for route selection, and as a component, the mode selected for subsequent phases of the network. This work will also set out the rationale, and will be communicated with stakeholders and the public in due course through future consultation activity.
Consultation Key Theme	Clarify improvements to existing public transport will continue as mass transit is developed	No change to Vision, add to FAQs on website – We will continue to improve existing public transport though other programmes and funding streams. We want mass transit to complement these improvements – mass transit is a further investment in public transport, rather than at the expense of other modes.
Consultation Key Theme	Importance of continued engagement with stakeholders	No change to Vision, add to FAQs on website – This is outlined in the Vision and mentioned on the existing FAQs. We will give more information on the website/Your Voice page when we know the scope/timing of the first round of consultation for phase 1.

Consultation Key Theme	Rationale for some areas not included in the vision, however we will be ensuring connectivity with existing transport links AND explaining reasoning for areas that won't have it.	No change to Vision, add to FAQs on website – Vision already sets out some of the rationale for potential areas served by mass transit. This will be set out in more detail as part of the first phase consultation, and we will continue to work with stakeholders to ensure mass transit serves the right places. We will also work closely with colleagues to ensure mass transit is integrated into the wider bus, rail and cycling/walking network, and these continue
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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, 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 the proposal to adopt the Vision as a supplementary document to the Local Transport Plan.

10. Recommendations

10.1 For the Combined Authority to consider the draft Mass Transit Vision 2040, as amended following the outcome of the statutory consultation process and to adopt it as a supplementary document to the Local Transport Plan.

11. Background Documents

None.

12. Appendices

Appendix 1 – Mass Transit Vision 2040

<https://westyorks-ca.gov.uk/media/11243/item-6-app-1-mass-transit-vision-august-2023-v1-final.pdf>