



Report to:	Leeds City Council Climate Emergency Advisory Committee
Date:	1 st March 2024
Subject:	West Yorkshire Mass Transit
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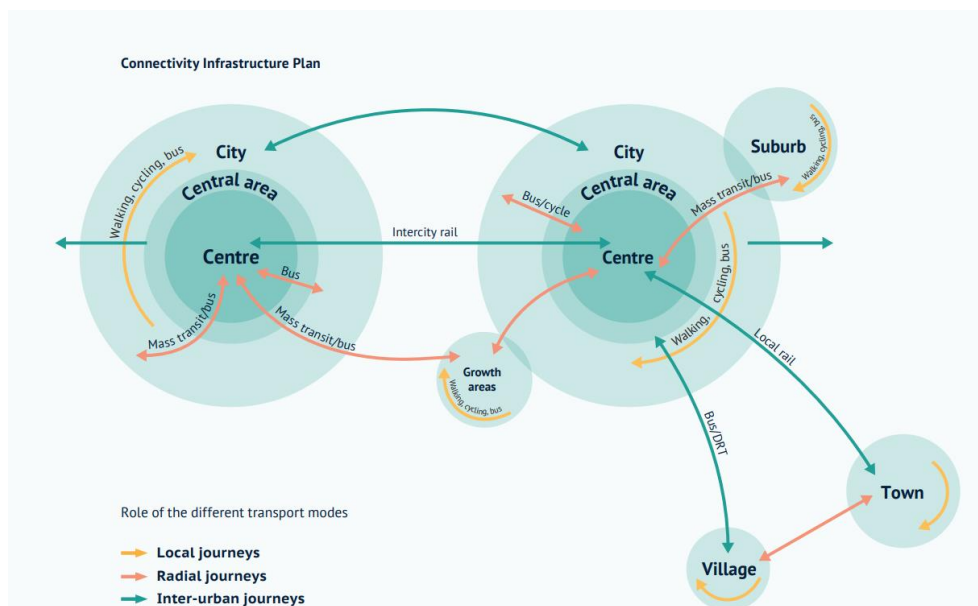
1. Purpose of this report

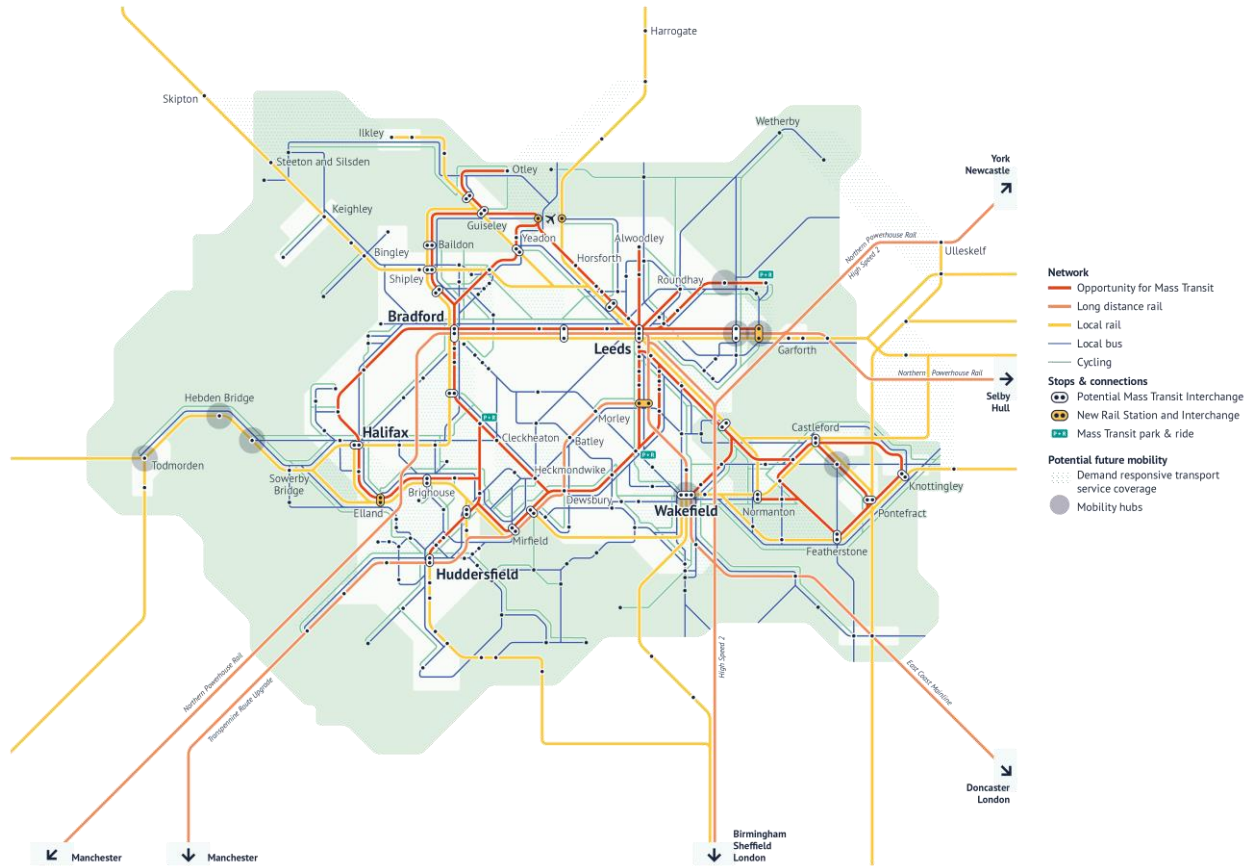
- 1.1 The purpose of this report is to provide an update on the West Yorkshire Mass Transit Programme.

2. Information

Background

- 2.1 In its Mass Transit Vision 2040, West Yorkshire Combined Authority set out its bold vision to make West Yorkshire greener, more inclusive, and better connected. To achieve this, West Yorkshire needs an equally bold approach to public transport.
- 2.2 Mass Transit will be part of an integrated transport system that enables people to travel across West Yorkshire to carry out their daily business with ease, whether that's for work, home responsibilities education or leisure; where different parts of a journey can be made using different modes, and where transition is seamless.





2.3 The Mass Transit Vision 2040 sets out the Combined Authority’s goals and objectives for Mass Transit, how Mass Transit will contribute to the wider policy agenda, potential technologies and the case for Mass Transit across West Yorkshire.

2.4 Mass Transit will:

- Help combat climate change and provide climate resilient infrastructure;
- Connect West Yorkshire’s important places;
- Support levelling up and help rebalance the economy;
- Improve health and wellbeing;
- Support economic recovery;

2.5 The four design principles are:

- People First
- Environmental responsibility

- Better connected.
- Celebrate West Yorkshire

- 2.6 Transport emits the most carbon in West Yorkshire, with more than 90% of transport emissions coming from cars and vans. Enabling more journeys by public transport will be integral to us achieving our ambition to tackle the climate emergency and improve the quality of our air. Transport must play a crucial role in delivering net-zero by 2038.
- 2.7 In order for Mass Transit to be successful in the mission for environmental responsibility, it will need to be an attractive alternative to the private car helping to drive behaviour change; it will also need to be resilient to the changing climate in anticipation of the changes that are ahead of us; it will need to be supported by connected landscaping, biodiversity and green infrastructure that supports nature recovery; and it will, as part of an improved public transport offer, help lead to better health outcomes.

Phase 1

- 2.8 The Combined Authority has been undertaking scheme development activity including business case development and is close to the submission of a Strategic Outline Case (SOC) for the Phase 1 scheme to the Department for Transport (DfT).
- 2.9 The Phase 1 candidate corridors are:
- East Leeds (including both East Leeds Park and Ride and East Leeds to Garforth route options)
 - South Leeds to Dewsbury
 - Bradford to Leeds
 - Bradford to Dewsbury

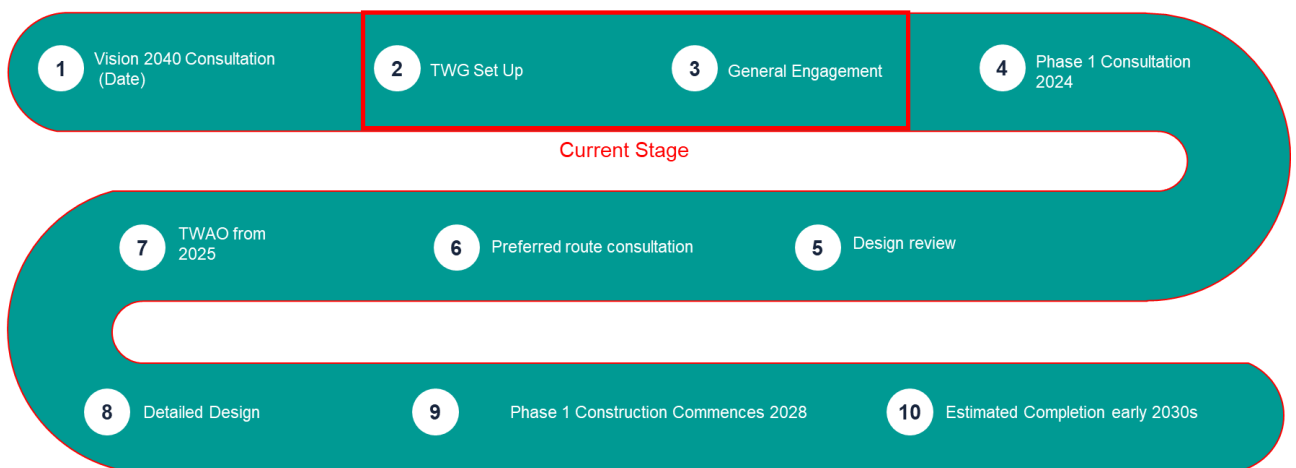
The Phase 1 scheme will be focussed on one or more of those corridors, with route options developed that will form part of a public consultation exercise in Summer 2024.

- 2.10 The submission of the SOC initiates the formal DfT assurance process, where the scheme will be appraised in line with national guidance for scheme appraisal. The outcome sought is an approval from DfT and His Majesties Treasury (HMT) that the business case at SOC level is sufficiently strong and robust and therefore that there is an agreement to progress onto the development of the Outline Business Case (OBC).
- 2.11 Following Ministerial sign-off of the SOC, the Phase 1 preferred way forward moves into OBC stage, with greater design detail, analysis and appraisal of the scheme. The OBC stage is expected to be completed in Spring 2026. After OBC it is expected that the

Phase 1 scheme will be taken through the Transport & Works Act process for the powers to construct, operate and maintain the system, and following Full Business Case approval, construction will commence (currently programmed to commence in 2028.)

- 2.12 The high-level programme below demonstrates what stage of the process the scheme development activity is at, with the future activities and milestones ahead, to meet the ambition to start construction on the Phase 1 scheme in 2028, with operation in the early 2030's.

Mass transit programme overview



- 2.13 The scale of the ambition in West Yorkshire is such, that it will take many years to deliver the future Mass Transit network. As the programme is developed, further work will be undertaken to understand the potential demand, taking account of future housing, employment and regeneration opportunities and aspirations.
- 2.14 Subject to approval by the Combined Authority in March 2024, there is a plan to proceed with public consultation on route options in June 2024 when we will be seeking public feedback on the process and routes options put forward.

3. Sustainability Strategy

- 3.1 The Combined Authority, supported by the Environment Partner for Mass Transit, is undertaking a review of the sustainability objectives for the Mass Transit system ready for the Phase 1 development, building on the Mass Transit Vision 2040 and work undertaken to date.



3.2 The Strategy will:

- Align with the requirements of Transport and Works Act Order, National and Regional legislation and policy; and UN Sustainable Development Goals.
- Support alignment with future National and Regional legislation and policy, including the Levelling up and Regeneration Bill and Environmental Outcomes Reporting.
- Provide public facing positive sustainability outcomes and commitments.
- Provide golden threads for Mass Transit, to guide the Programme through feasibility, development, delivery and into operation and support delivery of its aspirational objectives.
- Be framed around Transport, Economic, Social and Environmental outcome themes.
- Be consulted on with the public as part of the Phase 1 options consultation.

Methodology

3.3 A four-stage process is being followed to produce the Strategy:

- *Exploratory*: Desk-study review of relevant policies and background information, and review of potential future National environmental outcomes to produce long-list of potential sustainability outcomes
- *Materiality*: Stakeholder workshops to review and challenge the long-list, frame local context and align with project delivery
- *Prioritisation*: Stakeholder workshops to short-list and prioritise key sustainability outcomes (identifying where Mass Transit can provide greatest contribution towards the highest priority issues)
- *Development*: Define specific sustainability objectives and targets to a set framework, agree priority outcomes and develop public facing strategy document and supporting technical report

3.4 A second phase of work will focus on embedding sustainability outcomes and targets through the delivery processes for Mass Transit Phase 1.

3.5 A public-facing summary document (setting out priority sustainable outcome objectives) will be produced ready for public consultation/

3.6 Measurable indicators and targets for the full outcome framework to be developed in parallel to inform Phase 1 development and will be published following testing (later in 2024).

Emerging Findings

3.7 The Exploratory and Materiality phases have been completed, and the Programme is part way through the Prioritisation phase.

3.8 Twenty-eight key sustainability topics have been identified through long-listing and synthesised down to sixteen topics for prioritisation and development of outcomes which are listed in paragraph 3.9 below.

3.9 Workshops with the Combined Authority and District Partners have identified the following emerging priorities for each sustainability pillar:

- **Transport:** Connected Infrastructure and Placemaking; User Ease and Accessibility; Reliability of Public Transport; Sustainable Transport
- **Economic:** Supporting Local Development and Regeneration; Affordability; Customer Value/VfM; Regional Productivity
- **Environment:** Carbon Reduction; Air Quality; Climate Resilience and adaptation; Biodiversity and Green Infrastructure
- **Social:** Safe by Design Infrastructure; Social Value; Health and Wellbeing; Community Engagement

3.10 The full framework and emerging draft outcomes are presented in Appendix 1. The emerging priorities will be tested and agreed with the Combined Authority.

Development of the public facing strategy document

3.11 Building on the Mass Transit 2040 Vision document, the public facing strategy document will set out the priority outcomes and explain how Mass Transit can contribute to them.

3.12 It is proposed that the Sustainability Strategy forms part of the options consultation in summer 2024, to increase visibility of it with the public, to obtain feedback on the priority focus areas, and to seek input from the public and key stakeholders to inform the evidence gathering around the core areas.

3.13 The strategy document will include:

- *Overview* - why sustainability is important for Mass Transit (and how Mass Transit will contribute to sustainable transport for our Region) and the purpose of the strategy.
- *Four pillars of the strategy* – summary and introduction to themes.
- *Section for each pillar (Transport, Economic, Environment, Social)* -highlighting the priority themes and outcomes and providing narrative as to how each will be delivered.
- *Outcomes Framework* – description of wider framework and its purpose and commitment to accreditation. It is not currently proposed that the full outcomes framework will be included in the strategy, but each of the themes will be woven into the narrative under the relevant pillar.

3.14 The draft strategy document is currently in development and will be shared in due course with Committee members.