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AD Integrated Transport



ITEM 8

Report to: Transport Committee

Date: 12 June 2015

Subject: Single Transport Plan - Phase 1 Consultation

1. Purpose

- 1.1. To report the outcomes of the first phase of consultation on the Single Transport Plan.
- 1.2. To seek further input to the development of the Single Transport Plan.

2. Information

Background

- 2.1. The West Yorkshire Combined Authority (WYCA) has previously agreed to develop a West Yorkshire Single Transport Plan, to update the existing Local Transport Plan, collect a range of current strategic transport plans and programmes into one single plan and provide a clear statement of the Combined Authority's vision for transport. The WYCA delegated the oversight of technical work on developing the plan to the Transport Committee.
- 2.2. The Single Transport Plan is intended to cover the 20 year period from 2016 to 2036. Work to develop the Plan has been progressed through workshops held with the Transport Committee and Portfolio Holders, and has been informed by complementary work to develop the HS2 Connectivity Strategy and the Transport for the North (TfN) proposition for investment in transport across the North. The Transport Committee has developed a set of five emerging core principles and a cross-cutting low carbon theme, to provide shape and direction for the plan.
- 2.3. At its meeting of 29 January 2015 the WYCA agreed the core principles and to commence initial consultation on the Plan with the public and stakeholders on the basis of the core principles.

Single Transport Plan Core Principles

2.4. The five core principles are:

- **One System** - The ambition is for a 'metro-style' public transport network that integrates all transport modes, including High Speed Rail, into one system that is easily understood, easy to access by a range of options and offers quick, convenient connections – this will be informed by work to develop a Connectivity Vision and expectations for journey times, frequency, capacity and quality of the network, and the role of key corridors and hubs for interchange.
- **Place Shaping** - The ambition is to make our cities, towns and neighbourhoods more attractive places to live, work and invest, with an emphasis on encouraging more walking and cycling and improving road safety, air quality and the image of places and the health of residents, with a focus on aligning investment in transport, public realm and regeneration;
- **Smart Futures** - The ambition is to exploit technology to improve the customer experience and to assist effective management of the transport system. This includes development of real-time customer information, extending payment options to include a 'best value' offer and extension of smartcards to car clubs, cycle storage, charging points and taxis;
- **Inclusion** - The ambition is to offer a high level of access by public transport in our urban and rural areas. The key input will be our work to develop a Bus Strategy. The WYCA preference is for a Bus Quality Contract Scheme. The challenge of connecting rural communities will potentially require developing imaginative solutions through collaboration with other public and private operators of vehicles;
- **Asset Management** - The ambition is to manage all of our transport system - roads, bridges, street lights, public transport stations and shelters, footways and cycle routes - in a way that offers maximum value for money and meets the needs of users.

2.5. There is also a proposed **Low Carbon** cross-cutting theme. This theme will contribute to national and international targets to cut carbon emissions from the transport sector by making substantial progress towards a low carbon, sustainable transport system.

Phase 1 Consultation details

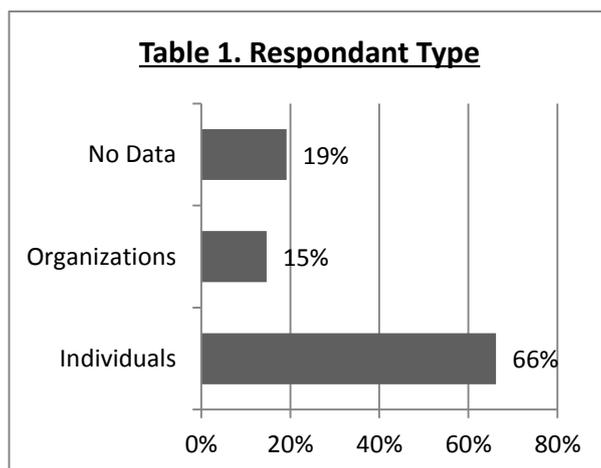
- 2.6. For the first phase of consultation the core principles were introduced and explained in a seven page discussion document. The discussion documents also signposted the reader to supporting background information e.g. Strategic Economic Plan, West Yorkshire + Transport Fund, HS2, TfN. The discussion document can be accessed at <http://www.westyorks-ca.gov.uk/stp-survey/>
- 2.7. The consultation phase took place from 26 March to 8 May 2015 (seven weeks).

- 2.8. The consultation was primarily web based, the WYCA website provided a Core Principles discussion document and an online questionnaire. Hard copies of the discussion document and questionnaire were made available at West Yorkshire Travel Centres. The consultation material identified that this was early engagement at a high level and that further plan development, engagement and consultation would follow.
- 2.9. The consultation asked the following questions:
1. How important are each of the core principles to you?
 2. If some of the core principles are more important than others, please explain why?
 3. Are there any other important principles that we should consider including in the plan?
- 2.10. A full consultation report can be provided on request from the Legal and Democratic Services office. This report summarise the key findings from the consultation.

Summary of Phase 1 consultation outcomes

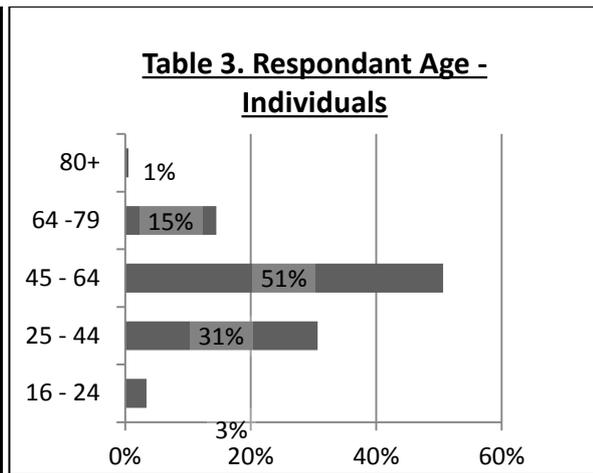
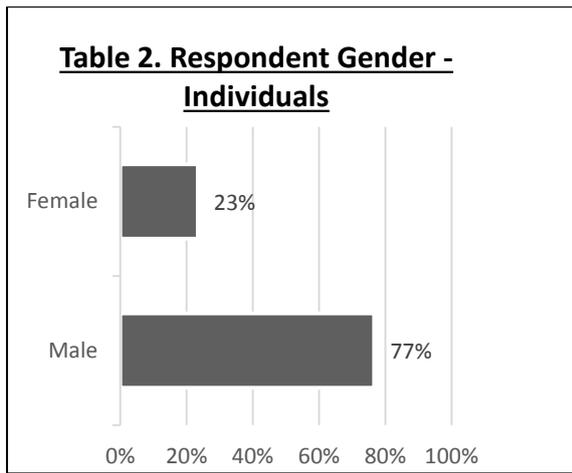
2.11. The Phase 1 consultation received:

- **617** consultation responses in total
- **398** (66%) of responses were identified as being from individuals
- **88** (15%) of responses were from organisations.
- **115** (19%) respondents did not specify.

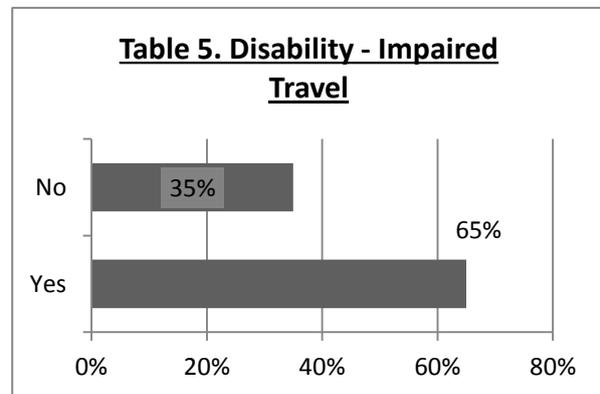
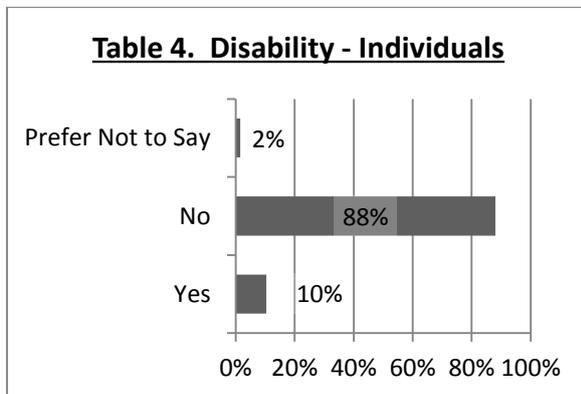


2.12. The demographics of individuals responding to the consultation were:

- **77%** of individuals respondents were male - **23%** female
- **51%** of individual respondents were aged 45-64
- Only **3%** of individual respondents were from 16-24 year olds



- 10% of individual respondents considered themselves to have a disability
- Of these respondents 65% felt the disability impaired their travel.



2.13. The breakdown of organisational / group responses by sector is identified in the table below.

Table 6. Organisation Sector	
Local Authority	16%
Businesses	16%
Community Group/Charity	15%
Transport User Group	11%
Health	8%
Bus / Coach Operator	5%
Business Institute / Chamber	3%
Community Transport Provider	3%
Retail / Haulage / Logistics / Distribution Sector	3%
Education	3%
Train Operating Company	2%
Taxi / Private Hire Operator	1%
Other	15%
Total	100%

- **16%** of organisation responses were from businesses, representing a range of sectors including financial, professional, construction, manufacturing and the building industry.
- **11%** of responses were from transport user groups including motorcycle, rail, bus, walking and cycling groups
- Organisational responses were mostly provided via the online survey
- nine separate written responses were received

2.14. The geographic focus of interest of respondents is shown in Table 7 below.

Table 7. Geographical Interest	Individual	Organisation
Bradford	14%	16%
Calderdale	8%	14%
Kirklees	12%	27%
Leeds	48%	27%
Wakefield	11%	12%
Other	7%	16%
West Yorkshire	28%	23%

- **400 respondents** stated either a single or multiple geographical focus of interest
- **28%** stated an interest across all of West Yorkshire
- Individual respondents highlighted the following 'district' interests;
 - **48%** (Highest) stated an interest in Leeds
 - **8%** (Lowest) stated an interest in Calderdale
- Organisations identified a broader focus of geographic interest,
 - **27%** (Highest) identified interest in Leeds and Kirklees respectively
 - **12%** (Lowest) stated an interest in Wakefield

2.15. The headline findings from the public and stakeholder consultation can be summarised as:

- The approach of early engagement has been well received;
- The core principles appear robust and have been generally well received; and
- The Plan's ambition needs to be better articulated – there were suggestions that the Combined Authority's ambition could be pitched higher;
- The relationship with the Strategic Economic Plan and economic objectives could be clearer;

- Positive outcomes are expected for health, the environment and in respect of equalities, as well as for the economy;
- Suggestions that the Low Carbon cross cutting theme could be broadened to encompass Air Quality and Noise and re-named as 'Environmental Impacts';
- Individual respondents were most supportive of the "Inclusion" principle, with transport for the disabled, young and elderly people, and in rural areas identified as key interests;
- Organisations / Groups were most supportive of the "Place Shaping" core principle. There was agreement that transport investment could be aligned with other investment programmes and broader ambitions for improving people's health, revitalising high streets and reducing inequalities. (There was some confusion around the terminology of Place Shaping);
- The "One-System, High Speed Ready" core principle was rated as less important than other core principles, and less important by individuals than groups. A number of individual respondents either did not see benefits in HS2, or considered there to be too much emphasis on HS2 with their priorities identified at the pan-northern, City Region and local level;
- Integration of transport was emphasised as a vital, early requirement, whatever the outcome or role of HS2;
- There was a challenge that the difficult decisions (e.g. stronger action on traffic congestion and impacts) were not being addressed;
- Investment in cycling and walking was supported;
- Motorcycles were highlighted as an omission from the Core Principles.

2.16. In addition to public and stakeholder consultation the WYCA also consulted with West Yorkshire District Consultation Sub Committees (DCSC). A theme from the DCSC was the need to better integrate transport and land use planning at the strategic plan level and in local implementation. It was suggested that spatial issues and the linkage between transport and land use strategies could be explicitly addressed.

2.17. Phase 1 consultation identified interest from a range of individuals and groups to be become more engaged in the further development of the Plan.

Next steps

2.18. It is recommended that next steps in developing the Single Transport Plan could include:

- More clearly state the level of ambition for the plan – linking to the Combined Authority's Devolution asks;
- Incorporate within the Single Transport Plan the complementary workstream developing an updated West Yorkshire Bus Strategy and associated work on delivery models;

- Explicitly address the alignment of transport and land use strategy – and include within the Single Transport Plan a diagram to define the prioritised economic growth area geographies for transport interventions;
- Combine low carbon and air quality objectives in cross cutting environmental impacts theme;
- Developing a One System connectivity vision - for pan-northern, City Region and local travel, as well as for HS2, setting the ambition for journey times, frequency and quality of the transport network;
- Developing an approach to freight requirements – including longer term responses to the changing nature of retail and the implications for how goods are moved and businesses serviced in the future;
- Developing a robust approach to air quality – in particular to build on the emerging evidence and recommendations of the draft West Yorkshire Low Emission Strategy;
- Commencing detailed work on financial issues – including funding sources, affordability, priorities and programming;
- Respond to gaps highlighted by the consultation including addressing individual modes (e.g. Motorcycles);

2.19. WYCA (29 January 2015) agreed a phased approach to consultation on the Plan, with subsequent phases following Phase 1 to develop the detail of the plan including strategies, funding and delivery. It is recommended there should be two subsequent phases of consultation:

- Phase 2 (early summer 2015) – Informal public and stakeholder workshops to build on Phase 1 outcomes and to provide input to the development of detailed strategies;
- Phase 3 (autumn 2015) – Formal consultation and focus groups on the detailed strategies.

2.20. Participation for Phase 2 consultation is currently being investigated with the intention to commence engagement with a series of workshops with district councils, industry partners, the public and stakeholders in June and July 2015. The workshop groups are likely to focus on specific transport mode and issues and themes raised by the Phase 1 consultation.

2.21. A report will be made to the Transport Committee to update on the Phase 2 consultations and progress in developing the detailed strategies for Phase 3 consultation.

3. **Financial Implications**

3.1. None as a result of this report.

4. Legal Implications

4.1. None as a result of this report.

5. Staffing Implications

5.1. None as a result of this report.

6. Consultees

6.1. Transport Committee have led the development of the draft plan to-date.

6.2. The WYCA Overview and Scrutiny Committee considered the Single Transport Plan, the work undertaken to-date to develop the Core Principles and the consultation programme at its meeting on 28 April 2015.

6.3. The West Yorkshire District Consultation Sub Committees were consulted as part of the Phase 1 consultation.

6.4. An Equality Impact Assessment (EIA) for the Single Transport Plan is progressing in parallel with the development of the plan itself. Guidance for EIA requires that this is an iterative process that will inform the development of the strategy. As part of Phase 1 consultation a large number of equality groups were contacted. WYCA will seek to hold workshops with these groups as part of the Phase 2 consultation process and the EIA.

6.5. The Acting Director Transport, Director Development, Director Resources and LEP team have been consulted in preparing this report.

7. Recommendations

7.1. That the Transport Committee notes the outcomes of the first phase of consultation on the Single Transport Plan for West Yorkshire.

7.2. That the Transport Committee provides further input to the Single Transport Plan and endorses the next steps for the development of the Plan as identified in paragraphs 2.18 - 2.21.

8. Background Documents

8.1. Single Transport Plan Core Principles Discussion Document.