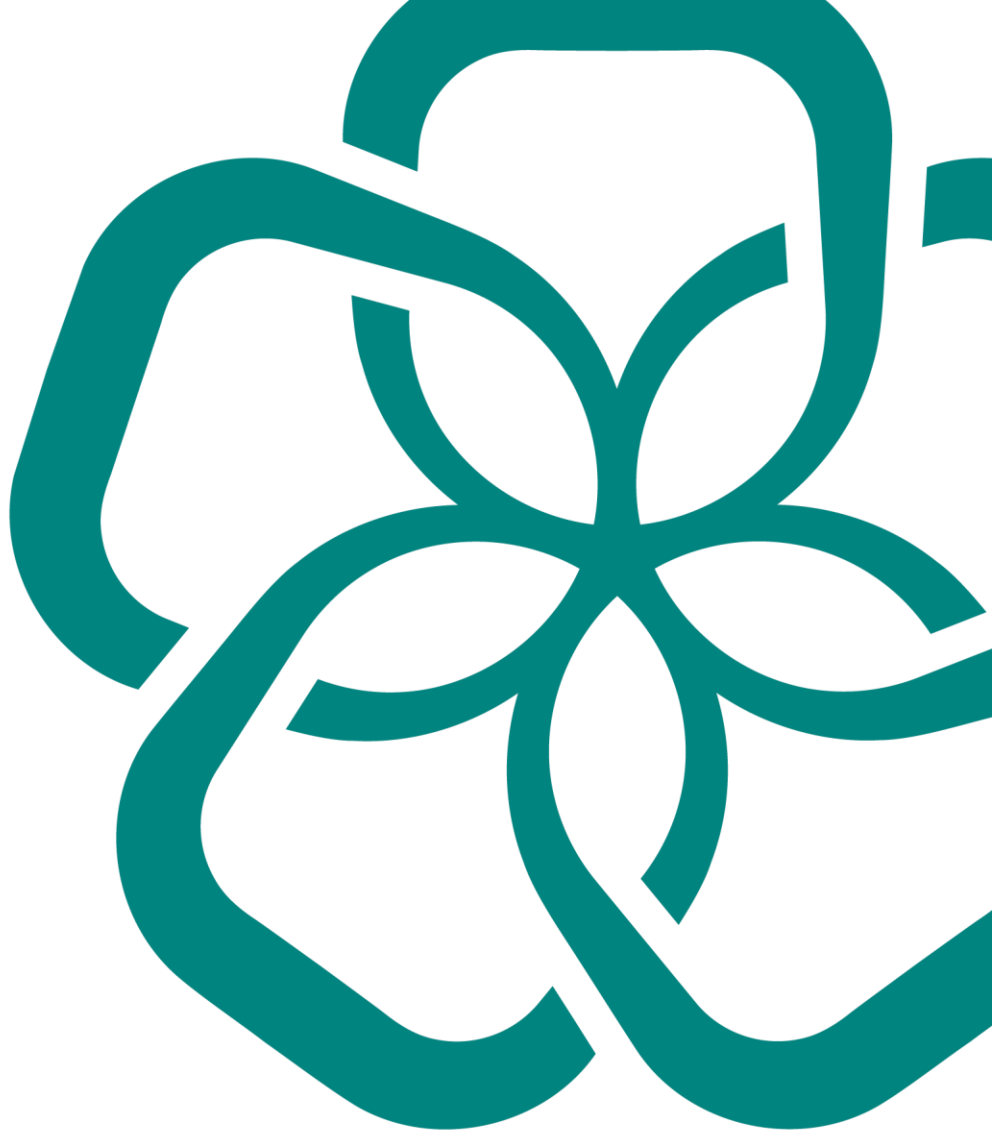




West
Yorkshire
Combined
Authority

Tracy
Brabin
Mayor of
West Yorkshire



West Yorkshire Mass Transit
Public Consultation Key FAQs
July 2024

The Proposals

Why are we proposing a Mass Transit network for West Yorkshire?

Even with all the improvements we have planned for our existing train, bus, walking, cycling, and driving infrastructure, public transport is often still overcrowded, and roads are congested, especially during rush hour. If we do nothing, these issues will only continue to worsen so we need to take action now.

Mass Transit can help fix these issues. We can increase our transport capacity as trams are able to carry approximately four times the number of passengers of a typical bus. Trams can also be segregated from traffic, spending less time sat in traffic jams, making them quicker and more reliable than other modes.

Mass Transit is essential to bringing people and places closer together, to helping our communities thrive and economy flourish.

How did you decide which routes could be part of phase one?

West Yorkshire Combined Authority has done significant work to explore where the Mass Transit route might go and considered over 30 different options. We have looked at where people currently live, work, study, and use services and how this might change in the future. Some considerations that influenced the route options we have taken forward to this consultation include:

- Improved journey times compared to current public transport options;
- Number of potential passengers who might use the tram;
- Time it will take to build;
- Value for money to build and operate;
- Potential to expand the tram network in the future; and
- Effects from construction.

You can find more details on the design process and considered routes by referring to Appendix 5 of the consultation brochure.

Who will be responsible for Mass Transit?

The West Yorkshire Combined Authority is responsible for developing Mass Transit in partnership with the district partners, which include the local authorities of Bradford, Calderdale, Kirklees, Leeds, and Wakefield.

Why not just invest more in our current network, for example in bus?

Our plans for Mass Transit are supported by our plans for the bus network. It is not one or the other. A decision was made on 14 March 2024 by Tracy Brabin, Mayor of West Yorkshire, to bring buses back under local control through franchising. With franchising, the Combined Authority will set the routes, frequency, fares and overall standards of the buses in our region. More information on bus franchising in West Yorkshire can be found on our [Bus Service Improvement Plan webpage](#).

Mass Transit will be just one part of our plans for an integrated transport network and, as the proposals develop, we will undertake detailed assessments of how Mass Transit will complement the wider bus network to improve connectivity for communities along the routes.

What benefits will we see when Mass Transit is built?

Mass Transit would bring significant benefits to the people of West Yorkshire. Some of these could be:

- Better public transport links between cities and towns in West Yorkshire
- Will be attractive to existing car users on the Mass Transit corridors, providing an opportunity to reduce congestion in the future
- Serving communities that are not currently benefiting from a good public transport system.
- Buses and trains will be less overcrowded as more people will have the choice to use tram.
- People can expect more faster, more frequent and reliable journeys.

- Trams can be segregated from other traffic, which means they can spend less time in traffic jams, relative to other modes.
- Mass Transit will be integrated with walking, cycling, bus and rail so people can make quick, joined up journeys. Our future ambition is to create a ticketing system which will work across Mass Transit, Rail and Bus.
- People will be able to get to work, schools, colleges and universities more easily. This means more job opportunities for people while encouraging businesses to invest in the West Yorkshire as there will be a larger job pool.
- Improving the accessibility of transport in West Yorkshire to people with disabilities
- Help to improve the environment of our key urban areas, known as 'placemaking' and encourage regeneration in appropriate locations.

Other Considerations

What would the frequency of the trams be?

- Further work is required to determine the frequency of Mass Transit services, but it is likely it would be significantly more frequent than existing train services.

How many stops will there be, and where will they be located?

Potential stops for the phase one route options have yet to be decided. As we continue to develop the proposals, the exact locations of stops will be identified. We anticipate that stops will be located approximately every 300 to 800 metres along routes, in line with Department for Transport guidance. In identifying where stops will be, we will seek to balance the need to serve areas along each route alongside existing public transport availability. As part of developing these proposals, we are seeking to provide a number of stops within inner city areas too, allowing easier, more frequent journeys for our communities.

The public will have the opportunity in the future to feedback where they think these stops should be. Their input will be key in identifying these stops and the look and feel of these locations. The number and location of Mass Transit stops will be informed by a range of factors, including:

- How close a potential stop is to nearby residential or work areas or other important places of interest;
- The potential to connect to other transport services, such as rail, bus, and cycling and walking routes;
- Safety considerations; and
- Ground conditions, such as the availability of suitable land.

When you start construction, how would my journey times by car be impacted?

Impact to the road network has been a factor for deciding which route options to take forward for Mass Transit phase one. During construction and operation, we will take measures to limit the impacts to the road network and local traffic as far as reasonably practicable, and seek to keep disruption to a minimum.

We are working very closely with our partners and local councils to ensure that essential services such as emergency services can still be maintained. We acknowledge that this project will cause disruption, and we will keep in regular contact with people to notify them when road closures and diversions are happening. Mass Transit will bring significant benefits for generations to come, which far outweigh the short-term impact that might be experienced during construction.

What would the disruption be to the community and businesses?

The project will aim to reduce impacts as far as reasonably practicable. We will work collaboratively with the local authorities to ensure essential services such as deliveries and refuse collections can still be maintained. We understand businesses along or nearby to the route may have more questions about disruption, that there may

be concerns about businesses along the route being impacted. We will work hard to ensure that access to homes and businesses are maintained, or alternative arrangements are made during key times.

If you are worried about this and you would like to speak to a member of our team, please contact us. We would urge people to fill out the consultation survey so we can better understand the level of impact along the route options.

What is the cost and how will it be funded?

Mass Transit will be a considerable investment and would deliver substantial benefits to West Yorkshire, for generations to come.

The government has allocated an initial £200 million to develop our Mass Transit plans between now and 2027. This would cover design, consultation, environmental appraisal, consenting and some initial enabling works.

Could the proposals lead to an increase in noise and vibration impacts?

Mass Transit would generate noise, and we will consider how to reduce this during both construction and operation. During construction we will seek to use methods such as quieter construction equipment and vehicles, and noise barriers for impactful work. The design of the system will also include measures for noise and vibration mitigation during operation should it be necessary. and low-vibration tracks to reduce noise. Upper limits governing noise and vibration during construction and operation will be set out in Environmental Impact Assessment.

Impacts on Property

I have received a letter from the Combined Authority saying my property is along the route, what does this mean for me?

We have written to you because you live in or own property along or close to a possible route we are consulting on. We want to make sure you are aware of our proposals so you can give us your views.

Currently no decision has been taken about which route the trams would follow. Several possible routes for the tram lines are being considered; this is your chance to help us choose which ones become our preferred routes. If you have any questions and need to speak to a member of our team, please do so via the contact details supplied on the letter.

I think my land or property is directly affected; what can I do?

At this stage, it is too early to say which properties or land would be directly affected by the proposals. We are still exploring several potential routes, and each one has different implications for the surrounding areas, so the extent of any direct impact on land and property is still being determined.

We understand that people would like certainty about the impact of Mass Transit on their homes, land, and businesses. We are developing our designs for Mass Transit (including the extent of land and property needed) in a systematic and thorough way leading to a 'preferred route option' for each line, which we will also consult the public on in the future.

Anyone who has concerns about the impact of the proposed routes on their property can call us on 0113 403 4668, where they can speak to a member of the team. The line is monitored between 9am and 5pm.

Standard Response Text

As Mass Transit is a West Yorkshire Combined Authority-led project, we would encourage you, as elected members, to refer enquiries you receive on the public consultation to us. This will allow us to build as a complete

a picture as possible of public views, questions and concerns, and any opportunities that may exist, through the consultation period. Below is a standard response we have drafted, which you may find useful for directing any responses to us.

Dear [name]

Thank you for contacting me about the proposals for Mass Transit in West Yorkshire and the phase one public consultation.

Mass Transit and the public consultation on the proposals is the responsibility of the West Yorkshire Combined Authority (WYCA), which also operates Metro. With the public consultation now underway, the best way to make enquiries and feedback on the proposals is to ensure your comments are included is to contact WYCA directly.

You can get in touch with them:

- *On email at MassTransit@westyorks-ca.gov.uk*
- *At the Metro enquiries number on 0113 245 7676*
- *Writing to them at FREEPOST CONSULTATION TEAM WYCA*

You can view more details on the proposals and respond to the feedback survey at the consultation webpages at: wymasstransit.com

Best wishes