

Chapter 1: Introduction

Context

The West Yorkshire Combined Authority (the Combined Authority), working with partners, is proposing a transformative Mass Transit network to deliver improved connectivity, economic growth, and net zero objectives across the region. Mass Transit is a large-scale public transport system with its own brand identity which may comprise one or more of the following transport technologies: advanced bus rapid transit, light rail, tram or tram-train vehicles.

The Combined Authority and all five West Yorkshire Councils (Bradford, Calderdale, Kirklees, Leeds, and Wakefield) have signed a 'Statement of Intent' relating to the proposals for Mass Transit¹. The agreement promotes effective co-ordination and co-operation to positively influence the project and includes creating a strategic policy framework to add to existing local planning policy and inform the development of future Local Plans. This strategic policy framework will take the form of a Spatial Development Framework (SDF), which will have formal planning policy status.

The SDF will set out policies to support the concept of Mass Transit and shape how future development can be planned around the transport hubs that will be built as part of the Mass Transit network. This is a farsighted move to join-up policies and investment in transport and development in a way that has not been done recently in England outside London.

The first element of the SDF is to prepare a joint Development Plan Document (joint DPD) covering West Yorkshire. This is to be prepared collectively by the five Councils through a Joint Committee. It will apply to the geography of the West Yorkshire local authority areas, as shown on the Key Diagram below. Once adopted, it will form part of the statutory Development Plan for each Council and will carry the same weight as other Local Plans. The Combined Authority and Councils intend to develop further policies specifically in relation to Phase 1 of the Mass Transit project in due course². These policies will be set out under a separate DPD.

Purpose of this consultation

This first stage consultation (known as 'Regulation 18') is to seek views on the scope and content of the joint DPD from members of the public, businesses, community groups, charitable organisations, statutory bodies and other stakeholders.

The feedback received will inform the development of draft planning policies which will be consulted upon in mid-2026. Subject to the outcome of this second stage of consultation (known as 'Regulation 19') it is the intention of the Councils to submit

¹ WYCA (2021) Mass Transit Statement of Intent

² WYCA (2025) West Yorkshire Mass Transit Consultation Outcome Report.

the draft joint DPD to Government by the end of 2026. The joint DPD would then be subject to Independent Examination, during which interested parties will have an opportunity to provide further representations before any decision is made³.

How to provide feedback

PLACEHOLDER: TO BE COMPLETED BY WYCA ENGAGEMENT TEAM

Consultation Questions

Q1. Do you support the proposal that there should be guiding spatial planning principles across the region to help maximise the benefits of the investment in Mass Transit?

Q2. Do you agree with the proposed Vision and Objectives for the joint DPD?

Q3. Do you agree with the suggested approach to the policy themes?

Q4. Are there any areas where you think the joint DPD could go further?

Q5. Is there anything else which you think should be covered in this joint DPD?

Structure of this document

The remainder of this consultation document sets out the proposed spatial vision and objectives followed by the strategic policy themes around which the joint DPD will be developed in greater detail before further consultation later this year:

Chapter 2 – Context, Vision and Objectives

- West Yorkshire Mass Transit – what’s happened so far?
- The role of the joint Development Plan Document
- Spatial Vision
- Joint DPD Objectives
- Spatial Options

Chapter 3 – A co-ordinated approach to delivering great places

- Policy Theme 1 - A place-based approach to transit-oriented development
- Policy Theme 2 - Creating a seamless, integrated transport network

³ The joint DPD is being prepared under Section 28 of the Planning and Compulsory Purchase Act 2004, in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012. It is informed by a Sustainability Appraisal to meet the specific requirements of Regulation 12, and the Environmental Assessment of Plans and Programmes Regulations 2004, as well as a Habitat Regulation Assessment (HRA) Screening Report, and an Equality Impact Assessment (EqIA).

- Policy Theme 3 - Delivering inclusive growth

Chapter 4 – Environment and Climate Change

- Policy Theme 4 - Climate Change
- Policy Theme 5 - Protecting and Enhancing the Built Environment

Chapter 5 – Funding and Delivery

- Policy Theme 6 - Co-ordination of Funding and Investment on the Mass Transit
- Policy Theme 7 - Safeguarding and Delivery of Mass Transit Infrastructure

For each of the seven policy themes, the document explains why it is considered that a policy is needed and provides an overview of what the policy will do. This consultation document does not include suggested policy wording; that will be provided in a subsequent 'Regulation 19' consultation draft anticipated in summer 2026.

Chapter 2: Vision, Objectives and Options

West Yorkshire Mass Transit – what's happened so far?

West Yorkshire faces a persistent productivity challenge, characterised by an annual £11 billion output gap compared to the UK average. Analysis indicates that this underperformance is not just due to the structure of the economy but is also directly linked to transport constraints. The lack of a modern integrated public transport network also contributes to high carbon emissions and social exclusion. Mass Transit is a key component of a wider set of proposals for addressing these issues.

The proposals for a West Yorkshire Mass Transit network are well established and have been subject to previous consultations including:

- 2021: Connectivity Infrastructure Plan⁴ (a proposed delivery pipeline of infrastructure improvements) and Mass Transit Vision 2040
- 2022/23 – Updated Mass Transit Vision 2040⁵ which, among other things, set out a vision (see Box 1) and five objectives for Mass Transit (see Box 2)
- 2024: Route Options for Phase One of Mass Transit⁶ - which consulted upon route options between Central Leeds and South Leeds (the 'Leeds Line'); and Bradford to Leeds (the 'Bradford Line').

⁴ WYCA (2021) Connectivity Infrastructure Plan: draft for engagement.

⁵ WYCA (2022) West Yorkshire Mass Transit Vision 2040.

⁶ WYCA (2025) West Yorkshire Mass Transit Consultation Outcome Report.

Box 1 Mass Transit Vision

By offering a new public transport option, which increases capacity and provides an attractive alternative to car travel, Mass Transit will support and facilitate:

- *A low emission, low carbon inclusive future*
- *A bigger stronger and rebalanced economy – increasing access to jobs, education and training*
- *Enhanced quality of life for West Yorkshire’s residents and visitors*
- *Inclusive growth through improving transport for up to 675,000 people within the top 20% most deprived communities*
- *Sustainable development and regeneration of neighbourhoods, district centres, towns and cities*

Box 2 - Mass Transit Objectives

Connect West Yorkshire’s important places.

Help people travel to jobs and education in a reliable, efficient and affordable way. Increase the job and training opportunities people can easily get to.

Support economic recovery

Improve connections between areas of housing growth and employment, education, health and leisure opportunities. Improve connections to new employment sites.

Improve health and wellbeing

Make travelling around West Yorkshire a more pleasant experience. Support improved public realm. Provide an attractive alternative to car travel.

Support levelling up and help rebalance the economy

Reduce transport barriers which limit travel horizons and so increase access to employment, education, health, leisure and other services. Improve connections to local and district centres. Be fully accessible to all. Support redevelopment and regeneration.

Help combat climate change, provide climate resilient infrastructure and improve air quality by being low emission and providing an attractive and sustainable alternative to car travel.

In 2025, the Combined Authority consulted upon a draft Local Transport Plan for West Yorkshire. This emphasised the importance of the alignment of transport and land use planning for delivering sustainable growth through maximising access of development to existing and planning transport infrastructure such as Mass Transit. It included a commitment to work with the five Councils to develop a strategic approach to integrating development and land use across West Yorkshire with existing and planned infrastructure, including Mass Transit, a franchised bus network and rail⁷.

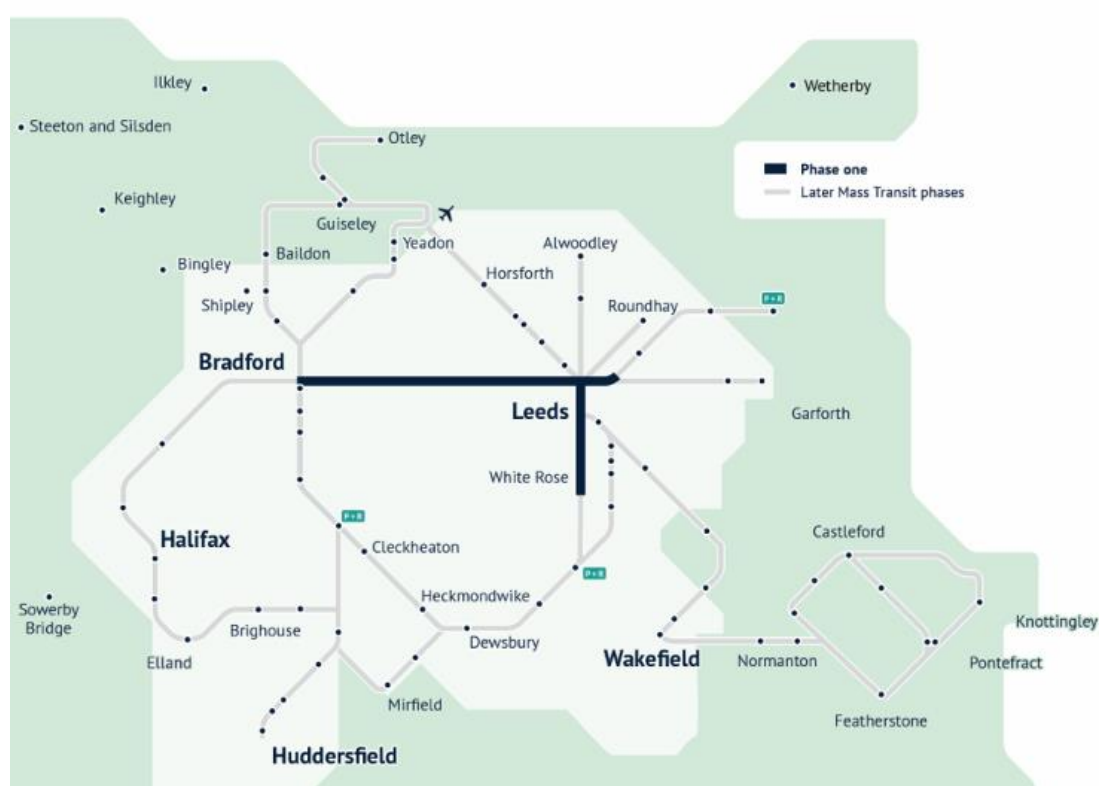
Also in 2025, the Combined Authority published a draft Local Growth Plan (LGP) which identified ‘an integrated transport network’ as one of five regional priorities for growth. The Mass Transit system is viewed as central to realising the Combined

⁷ WYCA (2025) Local Transport Plan.

Authority’s ambition to grow the West Yorkshire economy in an inclusive way. The draft LGP states that the SDF (alongside a proposed Mass Transit and Rail Growth Prospectus) will set the foundations to maximise sustainable economic growth and transformational opportunities along the routes.

These strategies and documents have been prepared to fully align with the overall policy intent set out at a national level through the National Planning Policy Framework (NPPF) (2024). The NPPF establishes that transport issues should be considered from the earliest stages of all plan-making, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

Figure 1: Proposed West Yorkshire Mass Transit Network



Source: West Yorkshire Combined Authority

All diagrams in this document are illustrative and indicative. They do not represent fixed alignments, site boundaries, land-take requirements, or development allocations, and are intended to support strategic policy discussion only. Indicative Mass Transit corridors or lines are shown for strategic planning purposes only. These do not represent fixed alignments, stations, depots, or land requirements. Locations shown are indicative only and subject to further design, assessment and consent.

The role of the joint Development Plan Document

It is the view of the Combined Authority and the five Councils that a strategic, West Yorkshire-wide approach to planning is required to deliver the transformational change expressed in the Mass Transit Vision 2040, the draft Local Transport Plan, and the draft Local Growth Plan. And, that this requires the identification of spatial

priorities, principles, and implementation mechanisms to shape development and growth opportunities across the proposed Mass Transit network.

Under changes to the planning system set out in the Planning and Infrastructure Act (2025), the Combined Authority will be responsible for the preparation of a Spatial Development Strategy (SDS). The SDS will be used to define the long-term pattern of spatial development at the regional level, along with other strategic priorities.

In anticipation of the SDS, there is the opportunity for a joint DPD to establish consistent cross-boundary policies that can align the proposed Mass Transit network with spatial and land use principles to maximise the benefits of the investment. The joint DPD will provide a long-term (25 years) West Yorkshire-wide framework supporting the delivery of all emerging and future phases of Mass Transit.

Putting this framework in place is a proactive approach that sets out a clear and united ambition and can be a tool for implementation that is also aligned to the business case and consenting processes that are being prepared for the different phases of Mass Transit.

It will seek to ensure that decisions on land use, growth, regeneration, and transport are aligned. It will also guide decision-making related to the early phases of Mass Transit and associated development, while simultaneously establishing clear strategic principles and criteria for future, more detailed, local planning as the Mass Transit network evolves.

Local Plans in West Yorkshire set ambitious targets for housing and employment growth. The joint DPD will not review or update these targets or any of the associated site allocations. However, it will provide a clear strategic policy direction on how the delivery of planned growth can be enhanced by using the investment in Mass Transit to create well-designed, locally-appropriate mixed-use development and regeneration in well-connected places, improving access to jobs and services, and becoming a catalyst for economic growth across the region.

The joint DPD will form part of the statutory development plan for each of the five Councils, alongside their Local Plans. It is envisaged that the joint DPD may contain two broad types of policy:

- a) high level strategic principles to be applied to the planning, design and/or implementation of Mass Transit; (some of these may be used in decision making where appropriate).
- b) those which provide a framework for future Local Plans to provide further detail.

Given the context set out above, and the relationship between the joint DPD, existing Local Plans and the forthcoming SDS, it is important to state that the joint DPD will NOT include:

- Any site allocations (housing, employment, or mixed-use);
- A local or strategic Green Belt review;

- Detailed safeguarding of routes for Phase One, or later phases of the Mass Transit network;
- Any new growth targets, or any proposals for the distribution or reallocation of growth; or
- The direct replacement of adopted Local Plan policies.

Spatial Vision

There is a need to translate the Mass Transit Vision into a 'spatial vision' from which specific objectives for the joint DPD can be developed. The proposed spatial vision for Mass Transit is provided in Box 3.

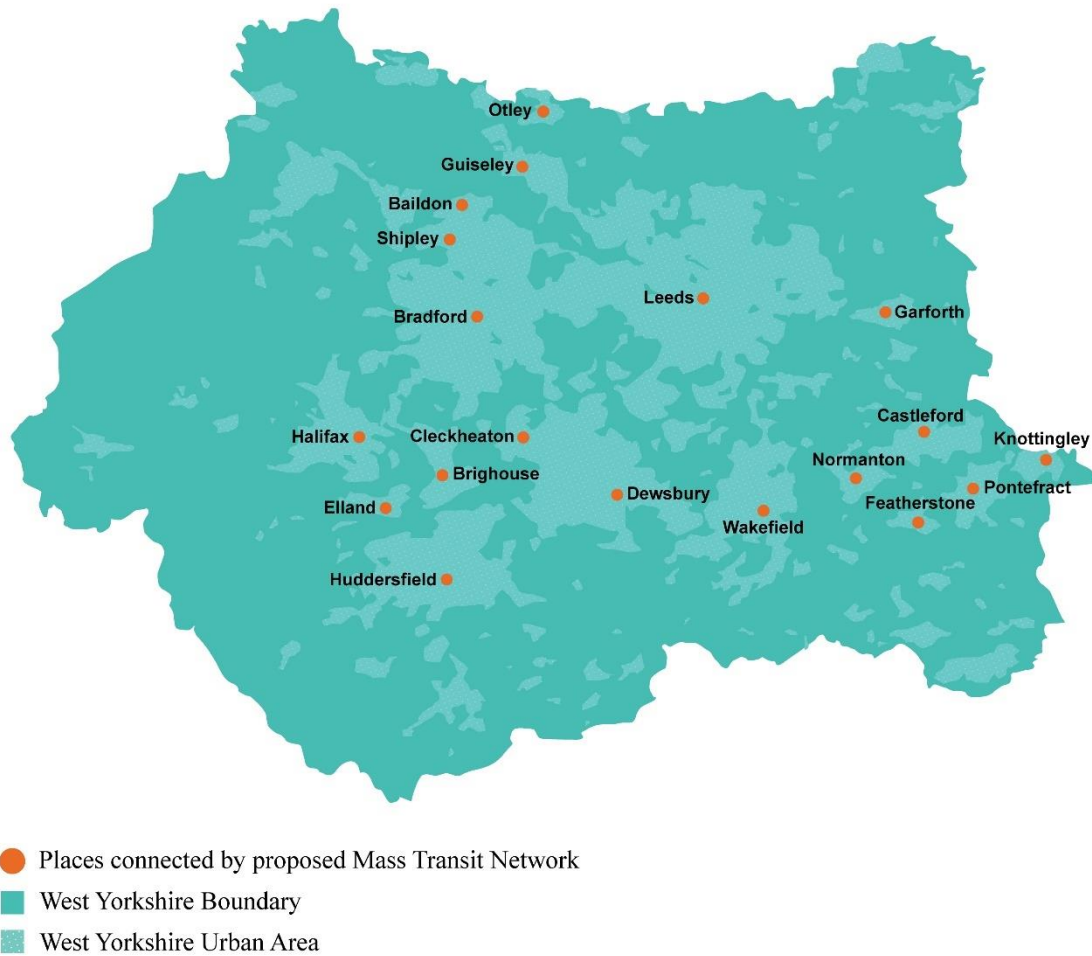
Box 3: Proposed Spatial Vision for Mass Transit

The Mass Transit network provides a generational opportunity to support sustainable and inclusive economic and housing growth in West Yorkshire by improving the connections between places making it easier for residents, workers and visitors to access jobs and services, and unlocking development and regeneration.

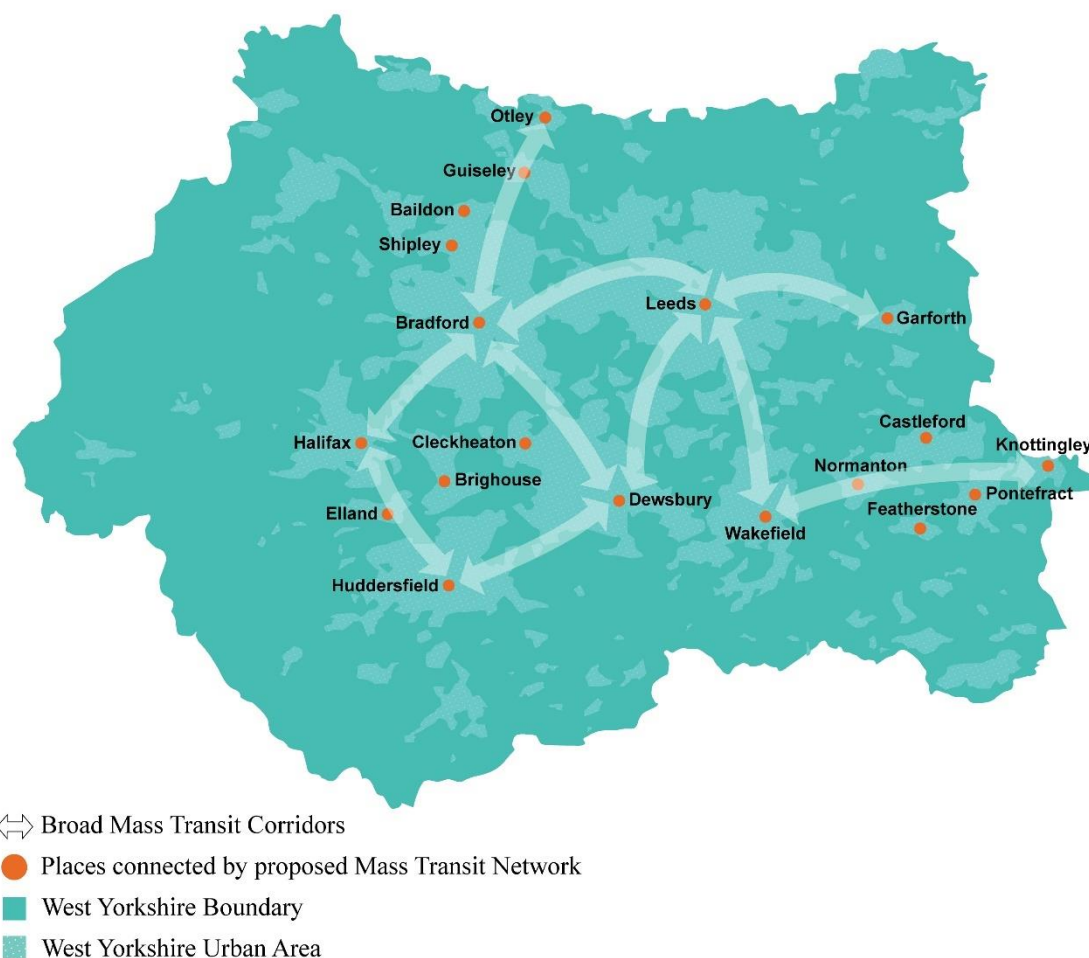
The places connected by the Mass Transit network (as shown on the Key Diagram) provide a clear spatial focus for investment, both to optimise its use, but also to regenerate and improve the quality of the existing urban environment and deliver new housing and employment. Along the proposed Mass Transit lines (or corridors), opportunities to meet identified needs on previously developed land will be maximised, making the most of opportunities to deliver higher density and high-quality development in accessible and well-connected places.

This will require a proactive and planned approach to delivery to ensure investment is co-ordinated and timely, so that the Mass Transit network is fully integrated into the existing urban environment and proposed new developments, maximising accessibility for users and connectivity between West Yorkshire's towns and cities through a people-first design approach which enhances the built and natural environment so that places on the network are where people want to live, work, visit and enjoy.

Key Diagram Option 1: Places connected by the proposed Mass Transit Network



Key Diagram Option 2 – Places connected by the proposed Mass Transit Network and Broad Mass Transit Corridors



Joint DPD Objectives

The following spatial planning objectives have been developed to express how the joint DPD will contribute to the delivery of the Mass Transit Vision 2040 (and associated objectives) and the West Yorkshire Local Growth Plan.

- **SO1: To integrate transport and spatial planning** by delivering high quality development in sustainable locations that are well-connected and are accessible to the proposed Mass Transit network.
- **SO2: To generate inclusive growth** and realise wider socio-economic benefits for all by improving connectivity between homes, economic hubs, and regeneration areas, and to support a productive and resilient economy. This will include maximising the opportunities for growth within existing settlements, especially on previously developed land where available.
- **SO3: To help create a fully integrated transport network** that promotes sustainable travel patterns by creating seamless integration across all modes, prioritises active travel, and reduces car dependency and its associated environmental impacts.

- **SO4: To deliver high-quality, place-led regeneration that creates safe, attractive, and well-designed, well-connected places, which respect and enhance local character and heritage.**
- **SO5: To create healthy and inclusive communities where inequality is reduced, the benefits of growth are shared equally, communities become more liveable and active, and all residents can safely and easily access services and opportunities (particularly education and health).**
- **SO6: To support the transition to a net-zero carbon economy by providing a low-carbon transport alternative and shaping energy-efficient, climate-resilient development.**
- **SO7: To protect and enhance the natural and built environment delivering measurable gains for biodiversity and green infrastructure, improving air quality, and conserving the significance of local character and identity, and heritage assets.**
- **SO8: To identify safeguarding principles for land potentially required for future phases of the Mass Transit network to be applied following identification of preferred routes (including associated infrastructure, e.g. depots, servicing etc) through other design, assessment or consenting processes to protect them from development that would prejudice construction or operation.**

Spatial Options

The existing and emerging Local Plans in Bradford, Calderdale, Leeds, Kirklees and Wakefield set out the scale of growth – in terms of new homes and retail, leisure, and employment space – that needs to be delivered across West Yorkshire. This purpose of the joint DPD is to set out how the proposed Mass Transit system can support and unlock delivery this growth in a way that maximises its economic, environmental, and social benefits.

We suggest there are two options for how the joint DPD could be developed to fulfil its vision and proposed objectives.

Option A: Maximise the benefits of Mass Transit through joined up approach to spatial planning across West Yorkshire (Preferred Option for joint DPD)

This option would create a set of spatial and land use policies and principles to help maximise and fully realise the benefits of Mass Transit. It would establish a region-wide, proactive, and coordinated approach that sets a clear ambition and a framework for implementation.

This option would seek to concentrate development of new homes and business space close to mass transit stops, locations that will be highly accessible. This would support increases in development density to reflect enhanced accessibility and connectivity and promote intensification of economic activity in a way that supports

the economy by enabling clustering, employment growth, and employers to access to a larger workforce. By increasing residential densities it will support housing growth in a sustainable way. It provides an opportunity to support and enhance the role of city, town and local centres and other economic hubs as focal points for retail, education, services, and employment. It can support the creation of great places that are well-designed, walkable and bikeable, sustainable, safe and inclusive. And it can support growth and opportunity in key economic corridors across West Yorkshire linking economic assets and connecting people to jobs and opportunities, driving up social inclusion.

This approach can create a clear and powerful framework for implementation, helping focus and coordinate investment and intervention at the regional scale across different public sector bodies – bringing together transport, local and social infrastructure, regeneration, housing, economic development, and skills investment. This approach can also send clear and consistent signals to the market regarding the places for growth, and where and how the public sector will seek to unlock private sector investment and development.

Option B: Rely on Local Plans to secure the benefits of Mass Transit (Business as Usual)

This option assumes that Mass Transit proceeds, but without a clear strategic policy framework to help focus development in well-connected places near Mass Transit stations and stops. Without a consistent and cross-boundary steer development would still occur in accordance with established plans and strategies, but it would be more ad hoc, and would miss the opportunity to achieve the scale, density, quality, sustainability, and positive impact of fully aligning development with the proposals for Mass Transit.

Equally, the opportunity would be lost to plan proactively and collaboratively for higher quality development to help create great places, to drive-up sustainability, and to create a strong and coherent framework for the coordination of other investment along main economic corridors. Under this option there is a greater likelihood that investment in supporting social and environmental infrastructure will be reactive and not be embedded within new development, placing increased pressure on existing services. There could also be an inconsistent approach to the consideration of how the most deprived communities across West Yorkshire can benefit from the Mass Transit network.

Chapter 3: A co-ordinated approach to delivering great places

Issues and Opportunities

Mass Transit is set to be one of the most significant infrastructure interventions in the region and it is right that it is shaped by a fully integrated approach to spatial

planning and delivery. Taking a place-based approach is the best way to align the investment with development proposals to maximise the economic, environmental, and social benefits and define how Mass Transit can be a positive influence on the places of West Yorkshire.

It also sends a clear signal to communities, investors, and developers that the region is ambitious and determined to deliver the right type of growth, in the right places, to benefit everyone. It also provides a framework where future growth opportunities can be identified over the long term – in conjunction with the different phases of the Mass Transit network – and be used to inform the scope of additional DPDs, and/or future updates to Local Plans, where appropriate.

It is important to recognise that aligning spatial and land-use planning with the proposals for Mass Transit will look different in the different places across the region. The spatial policy framework is not seeking to enforce a ‘one-size fits all’ approach on the future planning of the region. Instead, it is the means to create consistency and coherence when looking to maximise the opportunity from the investment. Clearly, locally appropriate responses will be different depending on whether the context is a highly urban city-scale environment versus a more district-scale or neighbourhood-scale context. The framework is intended to be both strategic and flexible enough to respect those different contexts, whilst establishing key principles that can proactively secure real benefits.

Policy Theme 1 – A place-based approach to transit-oriented development

Why is a policy needed?

In simple terms, transit-oriented development is making a more efficient use of land to deliver more sustainable development. This aligns with the West Yorkshire Local Transport Plan, which defines transit-oriented development as compact, mixed-use, pedestrian-friendly development organised around a station or stop. It is not simply development near transit; it is development oriented towards it. The application of these principles has been effective in other locations, such as Manchester and London, when delivering similar Mass Transit projects.

It is also about supporting high quality development and regeneration in existing places by creating zones of activity within the catchment of the Mass Transit stations and stops. It prioritises ‘placemaking’ to create vibrant, mixed-use communities that reduce reliance on private vehicles, helping foster inclusive growth and environmental resilience. In turn, it provides an opportunity to enhance the role and function of key places as destinations and anchors within local communities.

Directing growth and regeneration to align with the investment in Mass Transit will help West Yorkshire act as more of a cohesive, single unit rather than separate centres of activity. Working collectively and cross-boundary can help improve the region’s productivity by supporting agglomeration, clustering activity around well-

connected places, reducing travel times, and improving reliability between key centres and economic hubs.

As Mass Transit is delivered and matures, the certainty provided by an enhanced transport network will also encourage businesses to relocate within the economic hubs served by the network and support existing firms to invest and expand. Investment plans and development strategies can capitalise on Mass Transit's ability to bring firms closer to workers and suppliers and increase the effective density of employment across the region by better matching labour supply to jobs. Mass Transit also provides the opportunity to increase knowledge-sharing in key sectors and support continued growth in existing specialisms such as digital, financial and professional services, health innovation, and innovative manufacturing.

A place-based approach which supports transit-oriented development also provides a greater opportunity to coordinate the delivery of strategic-scale sites across the region. The investment in Mass Transit can help 'de-risk' and unlock key development sites by improving certainty and viability (including generating value uplift to help achieve wider policy aims).

What will it do?

At the heart of using transit-oriented development to deliver great places is a strong focus on 'people-first' design and placemaking. This is to support the long-term vision for West Yorkshire and make sure the Mass Transit project integrates, supports, and enhances those characteristics that make the region unique. It must make the places and locations that it serves better off and be a means to align a range of policy interventions to help overcome existing challenges and deliver positive benefits to all.

This policy will take a long-term view over the spatial planning of the region, recognising that the Mass Transit project will be delivered in phases. As such, it provides a platform for further collaboration at the regional and local level, linked to the production of the SDS and future Local Plans. It acknowledges that development opportunities linked to stations and stops will evolve over time, and that it is important to be proactive and think ahead so that the Mass Transit investment can be used as a catalyst for revitalising places.

Transit-oriented development by itself does not automatically create successful places. It provides the spatial logic for '*where*' development might occur, but it must work in conjunction with placemaking principles to help support the rationale for '*how*' development is delivered. This draws upon the ideas set out in West Yorkshire Mass Transit "Approach to Placemaking" strategy and recognises that these ideas must be embedded within the design, construction, and operation of Mass Transit⁸.

⁸ WYCA (2023) West Yorkshire Mass Transit: Approach to Placemaking.

The policy will establish a series of principles for how transit-oriented development could be promoted across the region, these include:

- promoting a mix of development types in well-connected and highly accessible places within the catchment of transport hubs.
- encouraging high quality development that supports and enhances the role of city, town, and local centres and other economic hubs as focal points for housing, retail, education, services, and employment.
- supporting a range of development densities to align the proposals for Mass Transit with local development opportunities and strategic regeneration sites.
- increasing development density in certain locations to help unlock development potential, support a greater scale of development, and improve viability. This will also increase the number of people living and working closer to the Mass Transit network, helping to secure its ongoing viability and commercial success.
- specifying design criteria so that the Mass Transit project enhances the quality, character, and amenity of the places it passes through.
- designing and integrating Mass Transit stations and stops so that they enhance and celebrate local identity, build upon the unique local characteristics (such as townscape, heritage, and culture) across the region. This includes adhering to the "Streets for Everyone" principles, ensuring that transit-oriented development repairs urban severance and enhances the built environment.

On this basis, this policy theme will require that the Combined Authority and the Councils continue to identify, support, and enhance the role of key places; helping to create more sustainable patterns of development of the right type, in the right locations to achieve a more inclusive and sustainable future for West Yorkshire.

Policy Theme 2 – Creating a seamless, integrated transport network

Why is a policy needed?

Mass Transit is the missing link in the West Yorkshire transport system to deliver much-needed improvements in capacity, quality, and connectivity. It will be the central part of an integrated and seamless multi-modal transport system that links Mass Transit with bus, rail, walking, and cycling to create seamless door-to-door journeys and offer an attractive alternative to car travel.

The investment in the Mass Transit provides an opportunity to:

- **Increase capacity** – by creating additional routes and an overall uplift in capacity across the network. A range of different technologies will offer the ability to carry significantly more passengers, providing crucial additional capacity on congested routes.
- **Improve accessibility** – by being designed to be inclusive, accessible, and safe for all ages and abilities. It will be affordable and equitable, making sure cost is not a barrier to access.

- **Boost connectivity** – by providing fast, high capacity, and direct connectivity between major centres, key employment and housing locations, and other hubs of activity, like hospitals or schools. Mass Transit can enhance the effective density of urban centres, helping expanding labour market catchments.
- **Create seamless integration across all modes** – by improving the overall offer and providing realistic choices for all users, so that people can select the right mode for the right journey. There will be a deliberate focus on the “*first and last mile*” to allow fully joined-up journeys.
- **Increase frequency and reliability** – by delivering more frequent services on specific routes to improve connections with existing communities. This may include segregation from general traffic to help tackle congestion and improve reliability.
- **Raise the quality** – by offering a high quality, attractive alternative to car travel. Vehicles and stops will be visually attractive, safe, secure, and monitored by CCTV, with real-time displays. Quality will also be enhanced by having seamless, joined-up timetabling, tickets, fares, and information linked to the Combined Authority’s ambitions for the Weaver Network.
- **Accelerate decarbonisation and improving air quality** – by helping achieve the region’s ambitions to reduce carbon emissions and be ‘net zero carbon’. The service will be zero-emission at the point of use, powered by green renewable sources, and provide an attractive, clean alternative to car travel, supporting modal shift and improving air quality.

What will it do?

Spatially, this is about connecting and integrating Mass Transit within existing places and transport hubs in a way that makes connections easy and travel more attractive to all users.

The policy will set out principles to make journeys to and from stations and stops easier, safer, and more inclusive. It will focus on making new development associated with Mass Transit seamlessly fit into the places they are located. This will include providing attractive public realm; providing effective signage, wayfinding, lighting, and safety features; and increasing the provision of blue and green infrastructure to elevate the quality of place.

The policy will also support the creation of a more reliable transport network with more frequent services, so that places are better connected and people can have confidence in accessing jobs and services when they need them, and that this access is equal and fair. This includes identifying and improving connections to other transport modes in the places and communities not directly served by the Mass Transit network, so that they have greater integration and reliability to access services, facilities, jobs, and homes.

The policy will positively enhance the role that the stations and stops play in the places they are located. This will include being a positive influence during both

construction and operation. It means fully aligning the route planning and implementation of Mass Transit with existing and planned development and regeneration sites, so that the physical development of the region is integrated with the transport network and focuses on delivering inclusive growth and environmental resilience. This will require a more conscious strategy to more effectively connect planned new development with transport hubs through improved active travel links for the “*first and last mile*”, as well as improving the overall quality of place.

To be effective in transforming the transport network the design and implementation of Mass Transit must also be aligned with complementary investment as part of a reformed bus network, rail improvements, active travel, park and ride, and approaches to car parking. This will help create real sustainable transport choices for people across the region, and to use the investment to help create places and neighbourhoods that improve the overall quality of place.

As with other matters, the integration of Mass Transit will look different in different places across the region. For example, for major transport hubs, usually within larger urban areas, the focus is likely to be on physically stitching into the existing urban fabric, including direct integration with existing transport infrastructure (stations and buildings). There may be an immediate focus on rail integration at key interchanges to support wider regional and national connectivity. There will be a requirement for strong focus on integration with the surrounding streetscape and public realm, with a view to raising the quality of place through improved wayfinding, signage, lighting, safety, and design. It will also be important to acknowledge the role these locations will play in helping increase the presence of blue and green infrastructure into urban environments, helping tackle issues such as air and noise pollution, lower carbon emissions, and help improve resilience to climate change.

For town, district, or local centre locations, usually within smaller urban areas, the focus is likely to be on integrating into the existing transport network, looking at opportunities to reduce the distance and time required at points of interchange. Integration should respect local character, design, and context, and a more ‘people-based’ approach should ensure there is permeability, and easy and safe access. There will be a stronger emphasis on integrating the ‘first and last mile’ of journeys to make them as seamless as possible, whilst promoting greater levels of active travel and shared mobility.

Policy Theme 3 – Delivering inclusive growth

Why is a policy needed

The region faces significant inequalities. Approximately 20% of the population lives in areas ranked within the top 10% most deprived in the UK. These communities are often physically disconnected from the economic opportunities generated in the main urban areas, which creates a barrier to inclusive growth.

Transport is often the barrier rather than an enabler, and reliable access to employment, education, and services like healthcare is frequently reliant on car ownership. Although the public transport network is improved, it suffers from congestion-related delays, often making it an unreliable option for time-sensitive commitments like shift work or childcare.

This policy is a means to create a more inclusive West Yorkshire where people are better connected to homes, jobs, opportunities, and services. There is an opportunity to help overcome spatial disparities across the region by linking together major hubs of activity and planned developments so that the region can work together to deliver more than the sum of its parts.

The West Yorkshire Plan's (2040) mission for the future is about creating a "*happy West Yorkshire*", a "*safe West Yorkshire*", and to create an inclusive region that is filled with "*great places and healthy communities*". This policy is about using the investment in Mass Transit to help tackle long-standing challenges through positive action.

What will it do?

The policy will create a framework whereby the investment in Mass Transit can be a catalyst for creating better places and better lives. To secure long-term benefits 'on-the-ground' the investment in Mass Transit must directly connect existing communities that experience deprivation and social exclusion and bring them within easy reach of homes, jobs, services, and facilities.

As noted above, the policy will focus on integrating with the existing transport network, looking to reduce the distance and time required at points of interchange, and ensure that those communities that are not directly connected to the Mass Transit network can benefit through enhanced services and easier connections. Connecting these excluded communities (and more peripherally located places) to the network and providing better links to main centres of economic activity will help overcome barriers to participation, and means benefits are extended to a much wider area across West Yorkshire, helping more places to thrive.

More specifically, this policy will take a strong focus on designing and delivering a Mass Transit network for people of all ages, backgrounds, and abilities – recognising that inclusive design is indivisible from good design. It will set out criteria linked to:

- overcoming transport-related social exclusion;
- ensuring all journeys are safe, welcoming, inclusive, and affordable;
- improving physical inactivity levels by making stations and stops fully integrated with the local community and therefore promoting walking and cycling for 'first and last mile' journeys;
- improving health and well-being by reducing a reliance on car use that contributes to health issues such as poor air quality due to harmful pollutants from road traffic;

- increasing opportunities to access physical activity or leisure pursuits, including greater access to nature and blue and green spaces; and
- overcoming barriers and severance issues created by heavy traffic flows and major road infrastructure, which restricts movement, and increased exposure to harmful noise levels, which can cause health problems.

The policy will also reduce the costs associated with accessing and using the current transport network. Connecting existing places to the Mass Transit network can help lower the cost of living by removing the necessity of car ownership, and by making access to employment and education easier and more affordable. Integrated ticketing and multi-modal transport hubs allow low-income residents to access opportunities across the region without high travel costs.

Chapter 4: Environment and climate change

Issues and opportunities

A key principle of Mass Transit’s approach to placemaking is being environmentally responsible – this applies both to responding to climate change and its impacts as well as the protection and enhancement of the natural environment.

The climate crisis and its impacts are well recognised in West Yorkshire, with a shared ambition to tackle the climate emergency by reducing carbon emissions and mitigating the impacts of climate change. Each council has declared a climate emergency. There is therefore a shared collective ambition to reduce carbon emissions and respond to the impacts of climate change. The joint DPD provides an opportunity to provide a planning framework for how Mass Transit can contribute to this.

West Yorkshire is shaped by its diversity in its physical and natural environment. From beautiful natural landscapes and internationally important wildlife to green spaces, parks and trees in towns and cities the natural environment plays an important role in the region – providing for nature, climate resilience and spaces for leisure and recreation.

West Yorkshire’s natural environment supports a wide range of habitats and species; however, the nature network has suffered severe decline - as well as losing habitats and species, natural processes that provide flood protection, climate regulation, and urban cooling have weakened. Land use and climate change are the primary drivers of this degradation. Nature’s collapse is not just an environmental crisis—it undermines economic resilience and community safety⁹.

⁹ WYCA (2025) Draft West Yorkshire Local Nature Recovery Strategy.

Development around Mass Transit can be leveraged to support the natural environment, provide for nature as well as provide wider benefits for climate resilience through providing for multi-functional green infrastructure.

Policy Theme 4: Climate change

Why is a policy needed?

Transport is the largest carbon-emitting sector in West Yorkshire, accounting for 37% of greenhouse gas emissions, dominated by road transport¹⁰. Part of the vision for the future of West Yorkshire is about tackling the climate emergency through the fair and inclusive decarbonization of the transport network, as part of the wider mission to achieve net zero by 2038¹¹. Analysis indicates that projects like Mass Transit are required as part of the maximum ambition, which if delivered effectively could help reduce carbon emissions in West Yorkshire by 81%¹². Modelling suggests that major investment in sustainable transport alongside behaviour change, technology and other policy interventions can make a significant contribution towards a net zero carbon transport sector¹³.

Future climate hazards within the West Yorkshire region are likely to include warmer and wetter winters, increased heavy rainfall, drier and hotter summers with increased extreme heat. Climate change poses risks such as flooding, extreme weather, and overheating in urban areas, which can disrupt transport networks and increase costs¹⁴.

There is a recognition that recent extreme weather in West Yorkshire has disproportionately harmed vulnerable communities and damaged infrastructure. There is an objective to build a climate resilient region¹⁵¹⁶. The delivery of the Mass Transit network should therefore also be about creating system-wide sustainability and resilience.

Current and emerging local plans address the need to reduce carbon emissions and mitigate the impacts of climate change in a range of different ways. A strategic policy can help to identify a consistent policy approach to the provision of Mass Transit infrastructure and surrounding development.

¹⁰ WYCA (2025) Draft Local Transport Plan.

¹¹ WYCA (2023) The West Yorkshire Plan.

¹² WYCA (2025) WYCA Draft Local Transport Plan.

¹³ WYCA (2021) WYCA Connectivity Infrastructure Plan.

¹⁴ WYCA (2025) Draft Local Transport Plan

¹⁵ WYCA (2024) West Yorkshire's Climate and Environment Plan (2025-2038)

¹⁶ WYCA (2024) The Mayor's West Yorkshire Local Transport Plan – draft for consultation

What will it do?

Reducing carbon emissions

A strategic planning policy for reducing carbon emissions associated with Mass Transit infrastructure could include:

- Setting out how Mass Transit infrastructure could be operationally net zero. (This could also include policy for exploring options for renewable energy sources such as solar energy along the network).
- Setting out how the design and construction of Mass Transit infrastructure can be achieved in line with sustainable design and circular economy principles.
- Seeking to minimise whole life carbon emissions for the implementation of Mass Transit infrastructure.
- Exploring if specific sustainable design standards such as BREEAM could be supported.

The approach could include providing a high-level framework for Local Plans to:

- Set out more detailed policy for development associated with Mass Transit to reduce carbon emissions through their design and construction.
- Encourage surrounding development to prioritise decentralised energy options, linking in with existing or planned heat networks for example.

Climate resilience

For a future Mass Transit system to be resilient to the different impacts of climate change, the approach to strategic planning policy could include:

1. Embedding climate resilient design considerations to address extreme and warmer temperatures, including for example:
 - Thermal comfort at stations and stops, maximising opportunities for passive cooling (through orientation, shading and materials). This could involve setting out a cooling hierarchy.
 - Providing for thermal comfort whilst people are travelling on the infrastructure.
 - The provision of green and blue infrastructure to assist with cooling and flood resilience (providing wider benefits to biodiversity as covered in policy theme 5).
2. Embedding mitigating flood risk as a core principle in planning for transport infrastructure.

The approach could also include providing a high-level framework for Local Plans to include green and blue infrastructure, including sustainable drainage, and ensure this is integrated and complementary to Mass Transit infrastructure to maximise the benefits of this such as cooling and reducing flood risk.

Policy Theme 5: Protecting and enhancing the natural environment

Why is a policy needed?

West Yorkshire contains internationally protected wildlife sites including the South Pennine Moors Special Area of Conservation (SAC) / Special Protection Areas (SPA) and other European/Ramsar sites that may have pathway connectivity (e.g. via air quality, recreation, and hydrology). Any potential impacts on internationally protected sites will be considered through the Habitats Regulation Assessment (HRA) process for this joint DPD. Where likely significant effects cannot be excluded, Appropriate Assessment will be undertaken as part of the joint DPD HRA prior to adoption. Subsequent plans and projects will also be subject to HRA where required at the appropriate plan-making stage. Other irreplaceable habitats such as natural woodlands are protected under national and local planning policy.

West Yorkshire is also home to some national character areas (South Pennine and Yorkshire Southern Pennine Fringe) – any potential impacts on these landscapes will also need to be kept under review as the project progresses.

Mass Transit and associated development have both the potential to impact on the natural environment through their construction and operation, but also provide the opportunities for enhancement to nature, increase access to the natural environment as well as contribute to wider climate resilience as identified in policy theme 4.

The Local Plans in West Yorkshire have a range of policies to conserve and enhance the natural environment but these are not specific to Mass Transit and vary by each council. A strategic policy approach to the protection and enhancement of the natural environment is required to ensure that there is a clear and consistent policy approach across West Yorkshire and support the sustainable delivery of Mass Transit.

Not all Local Plans have Biodiversity Net Gain (BNG) policies but the Environment Act sets out the mandatory BNG requirements. The joint DPD can support this by setting out how mandatory BNG requirements can be delivered for works associated with the scheme, aligning this with the objectives of the West Yorkshire Local Nature Recovery Strategy (LNRS) and maximising opportunities for habitat restoration and connectivity consistent with the Mass Transit Sustainability Strategy¹⁷.

What will it do?

Provide a framework for biodiversity enhancement, nature recovery and blue and green infrastructure for sites/areas around future Mass Transit infrastructure, in ways which support the Mass Transit Design Philosophy and Mass Transit Sustainability Strategy.

A strategic planning policy for Mass Transit could include:

¹⁷ WYCA (2024) Mass Transit Sustainability Strategy

- The creation and maintenance of new biodiverse-rich habitats along existing and new Mass Transit and associated infrastructure such as highways, cycleways, pavements, bus corridors etc.
- Providing for biodiversity net gain as part of construction and maximising associated opportunities for habitat restoration.
- Seeking to avoid and minimise effects on sensitive environmental assets, and where necessary mitigate impacts (notwithstanding the separate requirements of HRA for European sites).
- Incorporating wildlife-friendly infrastructure design into existing and planned development to enhance ecological connectivity.
- Maximise the provision of green and blue urban infrastructure within the scheme footprint, supporting and complementing wider green and blue infrastructure delivery within the region.
- Significantly increasing the number of urban trees and woodlands, planting resilient species particularly where existing canopy cover is limited, and prioritising links to habitats.
- Providing a framework for sustainable drainage to support wider green and blue infrastructure, prioritising solutions which have benefits for nature.

The approach could also include providing a high-level framework for Local Plans to support planning for increased and multi-functional green infrastructure around Mass Transit routes, stations and stops, and how that greening can maximise multiple benefits, for example: sustainable urban drainage, shading, reduced noise pollution and improved air quality as well as incorporating habitats for wildlife in urban spaces around mass transit.

Chapter 5: Funding and Delivery

Issues and Opportunities

This consultation document sets out the potentially transformational nature of the positive change that Mass Transit can facilitate across West Yorkshire, in terms of social inclusion, economic development, placemaking, and natural environment.

However, evidence from across the UK, Europe and the US, demonstrates that these outcomes are not a given. They require significant co-ordination of public and private investment towards a shared set of goals with a clear programme of action and the implementation of a wide range of complementary transport, planning and economic policies¹⁸. The Combined Authority and the Councils will all have important roles to play in this respect.

All adopted and emerging Local Plans in West Yorkshire acknowledge the importance of infrastructure and delivery mechanisms, including the role of

¹⁸ J Siraut (2004) Economic and regeneration impacts of Croydon Tramlink

partnership working and developer contributions which can include s106 agreements and Community Infrastructure Levy (CIL) funds. However, the need for a co-ordinated region-wide approach to the development of funding and delivery mechanisms will be critical to ensure that the place-based benefits of Mass Transit are realised across West Yorkshire, and not solely in the main economic centres of Leeds and Bradford.

At the strategic level, the Combined Authority will work with key government departments and agencies to agree and co-ordinate public funding streams, for example to deliver infrastructure and housing which is essential to bring forward key development sites identified in Local Plans along Mass Transit routes. This should help overcome perceptions of risk for investors by providing the certainty required to de-risk private investment. For the delivery of key Transit-orientated Development local delivery vehicles may be needed to provide the dedicated resources and skills required. The governance, responsibilities and focus of delivery vehicles are likely to vary depending upon the characteristics of the opportunity and the location.

Through its devolved powers and funding across transport, skills, housing and economic development, the Combined Authority will need to align strategic decision making and resources to those priority places along the network which would benefit from early intervention to address financial (e.g. viability constraints), physical infrastructure or capacity (e.g. skills development) constraints to growth or regeneration that will enable them to benefit from the opportunities that enhanced connectivity will bring.

Implementation of Mass Transit will require the co-ordinated provision of a complex range of enabling and supporting infrastructure assets and facilities including: Rights of Way/Pathways; stops and interchanges; walking, wheeling and cycling infrastructure; buildings (e.g. operations control centre, depot buildings, welfare facilities etc); signalling and control systems; high and low voltage power supply network; structures (bridges, tunnels etc); park and ride facilities; public realm works (e.g. landscaping and sustainable drainage systems); utilities; and earthworks. These facilities and infrastructure need to be planned and delivered in a co-ordinated way to facilitate a safe, functional, efficient and effective Mass Transit system.

Some of the enabling works will be delivered directly by utility companies or highway authorities using their permitted development rights, but many of the supporting facilities will need planning permission (or be consented via deemed permission through a Transport and Works Act Order (TWAO), in the case of Phase One). Larger facilities, for example, Park and Ride sites and depots/stabling yards will require significant areas of land for which suitable sites should be allocated through Local Plans.

It will be essential that the demand associated with Mass Transit – both directly through the operation of the network and indirectly through the intensification of development in and around transit hubs and interchanges – is factored into utilities

demand forecasts well in advance. This will require proactive and ongoing engagement between the Combined Authority, the five local Councils and the utility companies to ensure the regulatory regime supports timely investment.

The delivery of Mass Transit will be a long-term complex process, over many years, with significant risks. One of these will be potential conflict with other land uses, for example where planning permissions are granted along a proposed Mass Transit route which may place constraints on the design e.g. alignment or location of supporting infrastructure. A failure to 'safeguard' the land required for Mass Transit could at worst undermine its delivery, for example, if development encroaches on the proposed route. Alternatively other proposed developments could occupy land identified for supporting infrastructure or constrain the ability of the system to reach its full potential by impacting on access to the network.

Policy Theme 6: Co-ordination of funding and investment on the Mass Transit network

Why is a policy needed?

Working with Government, the Combined Authority and the Councils will look to explore the feasibility of a range of local funding and finance mechanisms, to supplement grant funding, including opportunities for capturing increases in land value, which can then be reinvested in and along the network. The viability and mechanisms for this require further investigation on a region wide (cross boundary) basis, and options could include, for example, a Mayoral CIL (first used in London to contribute towards the funding of the Elizabeth Line) and/or more localised developer contributions.

The Councils will need to take a proactive approach to the preparation of development frameworks for key transit-orientated developments or other large-scale development/regeneration areas served by the network, as Leeds (e.g. Leeds Southbank) and Bradford (e.g. Southern Gateway) are doing for Phase 1, to provide statements of intent and provide confidence to investors.

What will it do?

A strategic policy approach to funding and delivery will seek to maximise opportunities arising from Mass Transit across West Yorkshire by:

- Emphasising the critical role that the Combined Authority will have securing and prioritising funding and investment through deploying the full range of its devolved powers (including as Local Transport Authority and strategic planning) and funding to secure, prioritise and co-ordinate the delivery of a wide range of public resources towards the Mass Transit objectives.

- Confirming that the Combined Authority should work with Councils to consider where local delivery vehicles may be beneficial to drive implementation and what form these should take.
- Setting out how Councils will be expected to take a proactive approach to planning for the development and placemaking opportunities afforded by Mass Transit, including through:
 - Local Plan reviews, to ensure their spatial strategies align with the phased delivery of the Mass Transit network,
 - working with stakeholders to prepare development frameworks, masterplans and delivery plans for associated infrastructure,
 - Development management decisions on development proposals which come forward along the proposed Mass Transit routes,

In the absence of strategic policies which commit the Combined Authority and Councils to work collaboratively and take proactive measures to co-ordinate and manage investment and funding, there would be a greater reliance on landowners and developers to put in place the supporting infrastructure (secured through planning obligations) on a site-by-site basis. This has a high risk of development not being delivered in ways which either enable or maximise the wider benefits of the Mass Transit network.

Policy Theme 7: Safeguarding and Delivery of Mass Transit Infrastructure

Why is a policy needed?

Most Local Plans in West Yorkshire do not take a proactive policy stance on Mass Transit due to Local Plans having already been adopted or in advanced stages when work commenced on Mass Transit route options. A strategic policy is needed to provide a region-wide steer on the ways of working that will be required to ensure that the necessary supporting infrastructure and facilities are delivered at the right time and, where applicable, are appropriately integrated into new developments (including, but not exclusively, Transit-orientated Development).

Secondly, there will be a need - initially for Phase One – for Councils to work with the Combined Authority to identify suitable sites in their Local Plans for critical supporting infrastructure which are likely to include, depots, stabling, interchanges, park and ride and an operational control centre. Where applicable there would also be a significant benefit having a common approach to the safeguarding of Mass Transit routes following the announcement of their preferred route through the TWAO process, to enable the Combined Authority and the Councils to protect the land required, enable integration with other development and reduce uncertainty among the public, landowners, developers and investors.

Safeguarding transport infrastructure in Local Plans relates to the identification and ‘saving’ of land required to deliver transport infrastructure that may be required now or in the future. For example, if a proposed development encroaches or abuts a safeguarded transport scheme it will need to either provide a corridor to allow the safeguarded scheme to come forward or deliver (or partly deliver) the safeguarded transport scheme. If it does not do so, the Council (or potentially the Combined Authority using ‘call-in’ powers it will receive from April 2026) may refuse the planning permission if it would prejudice the delivery of Mass Transit. Any safeguarding principles set out in the joint DPD will be strategic and criteria-based, and do not fix alignments, land-take or specific sites; these matters will be determined through subsequent design, assessment and consent processes.

Delivering Mass Transit will also require organisational co-operation and co-ordination to realise the full benefits of the project. There will need to be a full programme of integration with other transport bodies and organisations, such as Network Rail, Great British Railways, National Highways, and the Train Operating Companies. It will also require the co-ordination of other infrastructure plans, policies, programmes, and interventions to make sure delivery of the project happens in a streamlined manner.

Furthermore, the physical construction of the project (at all phases and stages) should represent best practice and delivers its own benefits. Each phase has the potential to be very disruptive, both to road users, as a result of utility works, and to the local community due to likely construction impacts on noise, light, air pollution and visual amenity. A strategic approach to the management of construction across the network could identify in advance good-practice principles and a consistent approach to construction environmental management, to support efficient consenting without prejudicing the outcome of project-level Environmental Impact Assessment (EIA)/HRA.”.

Policies will need to be put in place to deliver the Combined Authority’s stated objectives for Mass Transit to provide significant employment and skills development and supply chain contracts within the region both during construction and operation of the network enabling a significant proportion of the income and spending to be captured locally.

What will it do?

A strategic policy would support the Combined Authority and the Local Authorities to work collaboratively to:

- safeguard land for the individual phases of the Mass Transit network within relevant Local Plan(s), subject to agreed timescales following announcement of a preferred route (and subject to further assessment).
- identify sites (and where appropriate safeguard or allocate them in Local Plans) for Mass Transit supporting infrastructure, including for example

depots, sidings, park and ride, and interchanges for each phase of the scheme as the project progresses.

- establish principles for construction and environmental management to manage impacts during construction of the network.
- develop a Mass Transit Infrastructure Delivery Framework as a mechanism to work proactively with infrastructure providers to ensure that investment/funding commitments for necessary upgrades to support timely and co-ordinated delivery of construction works. This would support the 'single dig' approach to minimise utility diversions and limit disruption to residents and businesses.
- Implement the employment skills action plan and supply chain action plan

Abbreviations

BNG	Biodiversity Net Gain
Combined Authority	West Yorkshire Combined Authority
DPD	Development Plan Document
CIL	Community Infrastructure Levy
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
HRA	Habitats Regulation Assessment
LGP	Local Growth Plan
NPPF	National Planning Policy Framework
SAC	Special Area of Conservation
SPA	Special Protection Areas
ToD	Transit-orientated Development
TRSE	Transport related social exclusion
TWAO	Transport and Works Act Order
LNRS	Local Nature Recovery Strategy

Glossary of Key Terms

Term	Definition
Accessibility	The ease with which a person can access and use facilities, services, and information in their environment regardless of mobility capabilities. Accessibility ensures that everyone can participate in social, economic, and recreational activities.
Community Infrastructure Levy (CIL)	A charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.
Economic corridors	Economic corridors are integrated networks of infrastructure within a geographical area designed to stimulate economic development.
Economic hubs	Economic hubs are focal points for commercial, leisure, retail, and other forms of economic activity (including residential). Economic hubs include established city, town, and local centres – but also include other locations of significant economic activity, for example, Leeds Bradford International Airport.
Green and Blue Infrastructure	A network of multi-functional green (e.g. parks, gardens, recreational space, natural and semi-natural) and blue (e.g. rivers, streams, canals, ponds etc) spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
Mass Transit (network)	In West Yorkshire this will be a system of urban transportation which may include a combination of advanced buses, light rail/trams, tram-trains and ultra-light rail.
Mass Transit lines	Nine corridors in West Yorkshire along which Mass Transit routes are proposed to be identified and delivered (see Key Diagram).
Mass Transit route	An alignment for one of the proposed Mass Transit lines which make up the proposed West Yorkshire Mass Transit network.
Mass Transit stop	A designated stop where passengers board or alight a Mass Transit vehicle.
Transit-Orientated Development (ToD)	An approach to urban development designed to bring people, services, and activities together with quality public transport supported by walking and cycling conditions to facilitate shorter trips, better lifestyles, and more efficient use of resources.
Safeguarding	Refers to policies and regulations designed to protect future infrastructure projects from conflicting developments.
Transport hubs	Transport hubs are fixed locations on the transport network that allow people who are walking, wheeling, or cycling to

	connect to rail, bus, and tram services. They can also provide shared mobility schemes and form part of a park and ride site.
Transport related social exclusion (TRSE)	Where limited access to transport or other issues with the transport system means that people cannot fully participate in society in the way they would like. This can include being able to access a good education, having meaningful and gainful employment, connecting with friends and family, and being able to access leisure facilities, tourist attractions, and the natural environment.
S106 agreement	A legally binding agreement or “planning obligation” between a local planning authority, like us, and a property owner. The purpose of a S106 agreement is to mitigate the impact of the development on the local community and infrastructure.
Weaver Network	An integrated network of public transport (and active travel) across West Yorkshire which will bring together all local bus, rail and proposed Mass Transit services to offer simpler fares and ticketing and improved travel information.

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