



The Mayor's West Yorkshire Local Transport Plan

Tell us what you think by
21 October 2025



West
Yorkshire
Combined
Authority

Tracy
Brabin
Mayor of
West Yorkshire

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Foreword from the Mayor

Transport is integral to West Yorkshire's success, to create a region that's prosperous, well-connected, safe, inclusive, sustainable and happy – a region where everyone can thrive.

It is my ambition to deliver a seamless, reliable transport network under one brand, with a new name and a new look – the Weaver Network.

We have started work already, bringing buses back under public control, with people's needs, not profit at the heart of our decision making. We are planning and developing a Mass Transit network in partnership with you, the people of West Yorkshire, and we're already making improvements to bus, cycle, walking and wheeling infrastructure. And, in partnership with the North and South Yorkshire Mayors and government, I'm working to bring about much needed investment in Yorkshire's rail network.

We know that our transport network is not yet good enough. The Weaver Network will stitch the people and places of West Yorkshire together, however you choose to travel, and will be delivered through my Local Transport Plan.

My plan reflects the Weaver Network as the thread that binds our transport system together, making it easier and more affordable to access employment, education and training. The plan will unlock the region's potential and raising everybody's quality of life.

The Weaver Network will deliver a more seamless passenger experience, with joined up journeys and improved connectivity across our unique patchwork of cities, towns and rural communities. This will support our places to grow and succeed in a safe and inclusive way.

Our approach will support people to choose more active lifestyles and leave the car at home, protecting our natural environment for future generations. The Weaver Network offers us a cleaner, greener and a more sustainable future.

We want you to have your say on my Local Transport Plan, a plan delivered through the Weaver Network against a promise for a cleaner, greener, better-connected West Yorkshire.

The consultation on the Local Transport Plan is open to everyone who lives or works in West Yorkshire from Tuesday 29th July to Tuesday 21st October. To take part in the consultation, please read this brochure and complete a questionnaire by visiting [the Local Transport Plan on Your Voice](#)



Tracy Brabin
Mayor of West Yorkshire



Cllr Susan Hinchcliffe

Leader, City of
Bradford Metropolitan
District Council

Cllr Jane Scullion

Leader, Borough
Council of Calderdale

Cllr Carole Pattison

Leader, Council
of the Borough of
Kirklees

Cllr James Lewis

Leader, Leeds
City Council

Cllr Denise Jeffery

Leader, Council of the
City of Wakefield



West
Yorkshire
Combined
Authority

Tracy
Brabin
Mayor of
West Yorkshire

All change.

W Weaver
Network



Section one

It's your journey – have your say

What is a Local Transport Plan?

All transport authorities must develop and regularly renew a Local Transport Plan for their area. Local Transport Plans look at transport needs and challenges and set out different ways to tackle those challenges. The Mayor's new West Yorkshire Local Transport Plan (referred to throughout this document as the / this Local Transport Plan) guides all transport policy and investment in the region, setting the strategic direction for the future of transport across West Yorkshire, as well as the policies and investment that will help us get there.

Developing this Local Transport Plan

This Local Transport Plan has been developed over two phases. The first phase involved developing the vision, objectives and principles for West Yorkshire's transport network. We engaged with you about this between July and September 2024. The findings highlighted the following key themes:

- There was broad support for the vision, objectives and network principles, suggesting our approach aligns with the views of individuals and organisations across West Yorkshire
- Reliability, service provision, integrating different modes of transport and connectivity in rural areas require improvements

- The importance of accessibility, affordability, and integration of the public transport network, particularly for those with reduced mobility and for women and girls
- There were mixed-views on how to best achieve net-zero carbon emissions and the impact of potential interventions such as reducing the need to travel by car and the role of alternative fuels
- Individuals and organisations regarded improving priority on our streets and roads for public transport and active travel and reducing harmful driver behaviours as important in the way public space work in the future

To read the full engagement outcome report visit the Local Transport Plan Your Voice page:

Following on from this engagement, we have used the feedback received to help us to develop the policies we think will achieve the vision and objectives of the Local Transport Plan and our approach to implementing it.

We are now asking for your views on the policies we're proposing in the draft Local Transport Plan and our plan for delivering them as we transition to the Weaver Network.



About this document

This document is our Consultation Summary Brochure. It summarises the draft Local Transport Plan, taking the key points and themes to help you respond to the consultation.

It sets out:

- The vision, objectives and principles of this Local Transport Plan and what we want transport to look like with the Weaver Network
- The role of transport, and delivery of our ambitions for a leading transport system, the Weaver Network, in achieving our wider policies and plans for West Yorkshire
- What we are doing already to improve transport in the region
- Explanations of the proposed policies and what they mean for you and the future of transport in West Yorkshire
- How we will measure the impact of our policies
- Our plan for delivering our vision for transport

The Weaver Network and the Local Transport Plan

The Local Transport Plan sets out the Mayor's vision to implement the Weaver Network; a leading transport network for however you travel, benefitting people, places and our planet by embedding sustainable transport choices to enable the economy to grow.

The Weaver Network is our ambition to deliver a leading transport network under one unifying name and identity. It is a celebration of our industrial heritage and our promise to create a better future. The Weaver Network will encompass bus, mass transit, bike, walking and wheeling infrastructure. It will be the single unifying thread that stitches all parts of the network together, helping us to deliver a more seamless passenger experience however you choose to travel.

About this consultation

This consultation is open between 10am on Tuesday 29 July and 11:59pm on Tuesday 21 October

We want to understand which policy ideas you agree and disagree with, why you feel like this, and anything else you'd like to see in the Local Transport Plan.

Whoever you are, however you travel, and whatever you have to say, we need you to tell us what you think to help shape our plans for the future of transport in West Yorkshire.

We want everyone to have the opportunity to shape West Yorkshire's future. That's why we want you to have your say on the projects, strategies and plans we are working on.

Tell us what you think

To take part in the consultation, we recommend you read this consultation summary brochure, then complete the consultation summary questionnaire online [**visit the LTP Your Voice page**](#)

If you require materials in an alternative format please contact us.

Documents supporting this consultation

- Your journey: My promise
- Local Transport Plan consultation summary brochure
- The Mayor's West Yorkshire Local Transport Plan – draft for consultation
- Integrated Sustainability Appraisal of The Mayor's West Yorkshire Local Transport Plan
- The Mayor's West Yorkshire Local Transport Plan – case for change
- The West Yorkshire Transport Evidence Base

An Easy Read version of the Local Transport Plan consultation summary brochure is also available. Easy Read translates difficult information, making it easier to understand. It uses easy words in short sentences, with pictures to help explain the words. Children, people with learning difficulties and those who have difficulties understanding some information can find this version helpful.

All documents are available to download online: [**visit the LTP Your Voice page**](#)



Who can take part?

This consultation is open to West Yorkshire-based individuals or organisations and regular visitors to the region. You can answer as a member of the public or in an official capacity, for example as a Member of Parliament, statutory consultee or business representative. Please be aware if you are answering in an official capacity your response will be published.

Decision makers will have access to all responses during and following engagement period. Responses from members of the public will remain anonymous.

What happens next?

After this consultation closes we will analyse the feedback we receive and reflect this in our published Local Transport Plan which will be presented for adoption by the Mayor at a meeting of the Combined Authority in 2026.

Accessibility and contact information

If you have any questions, need to respond in a different way, or require consultation materials in another format, you contact us by:

Email

localtransportplan@westyorks-ca.gov.uk

Telephone

0113 245 7676 (MetroLine) charged at the standard operator's rate

Post

Freepost CONSULTATION TEAM (WYCA)

Use the Q&A tool on Your Voice

Submit your question and we will get back to you within fifteen working days.

Come and talk to us

We are holding online and in-person events across West Yorkshire throughout the consultation. These are a chance to talk to our team in more detail about the Local Transport Plan and ask your questions.

Visit the LTP Your Voice page to find out where these events are being held and how to take part

Local Transport Plan vision, objectives and principles

Our Local Transport Plan sets out the changes we need to make to build a transport network that works for West Yorkshire.

Our vision is the ultimate goal which will guide everything we do around transport in West Yorkshire. Underpinning our vision are the themes of people, place and planet which reflect the cross-cutting nature of transport.

Our vision flows from our West Yorkshire Plan missions and into our Weaver Network principles and objectives. It responds to the current challenges across our network and represents an ambition to deliver a seamless, reliable transport network to support and grow our region.

Our vision will be delivered through our Weaver Network, unifying our region's leading transport network by joining journeys across and between modes. Our Weaver Network is a promise to everyone that wherever you're going, we'll get you there.

Missions

1 Mission 1
Prosperous

2 Mission 2
Happy

3 Mission 3
Well-connected

4 Mission 4
Sustainable

5 Mission 5
Safe

Vision

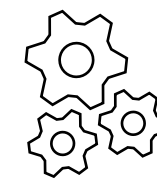
The Weaver Network – a leading transport network for West Yorkshire: benefitting people, places and our planet by embedding sustainable transport choices to enable the economy to grow.

Benefitting people

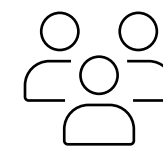
Benefitting our places

Benefitting our planet

Weaver Network principles



Integrated



Inclusive and affordable



Reliable and resilient



Safe



Active



Zero-emission

Objectives



**Enabling
inclusive growth**



**Boosting
productivity**



**Improving health
and wellbeing**



**Tackling the
climate emergency**

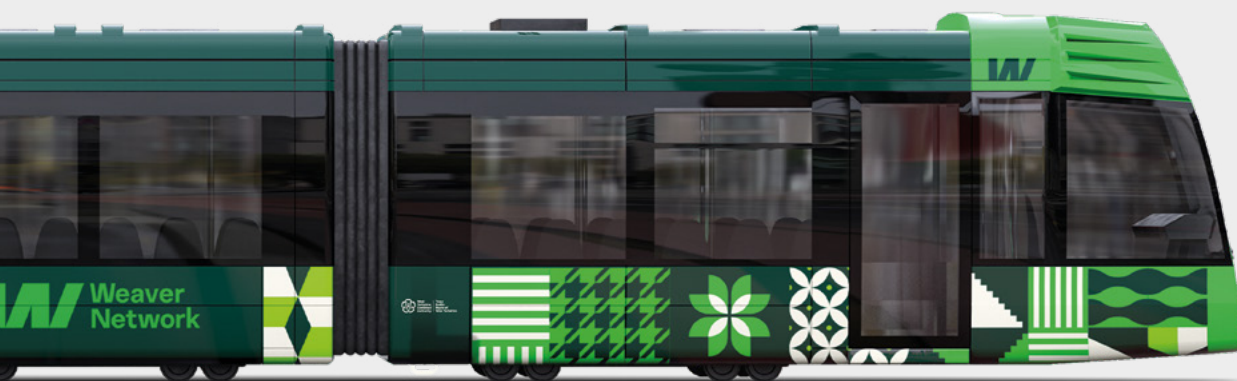
Our delivery ambition: **the Weaver Network**

This Local Transport Plan sets out how we will deliver a seamless transport experience through the Weaver Network, however people choose to travel.

It will be the single unifying thread that stitches all parts of the network together across all modes – walking, cycling, wheeling, bus and our future Mass Transit system, as well as how our roads are used by cars and vans, taxis and private hire vehicles and for deliveries and freight. The Weaver Network will also help us to deliver a more seamless passenger experience through improved ticketing, journey planning and real time journey information.

The design of the Weaver Network brand celebrates the rich tapestry that makes up our region's cultural identity. It references Sari prints, African wax prints and Yorkshire tweeds alongside nods to some of our great cultural icons – from David Hockney to Barbara Hepworth to Henry Moore. The colours and patterns that make up the Weaver Network's brand identity are shaped by our landscape and our communities. But this is about more than design. It is about clarity, consistency and confidence for everyone using the network.

We are introducing the Weaver Network over time. This approach keeps costs down and ties the new identity to real, visible improvements. As we move to a fully franchised bus network by 2028, our buses and shelters will be in the unique Weaver Network design. Bus and rail stations, and our digital services will also move to the Weaver Network brand as we upgrade our network and work towards our ambitions for a leading transport network.



It's our promise that no matter where you are going, **we'll get you there.**



For illustrative purposes only

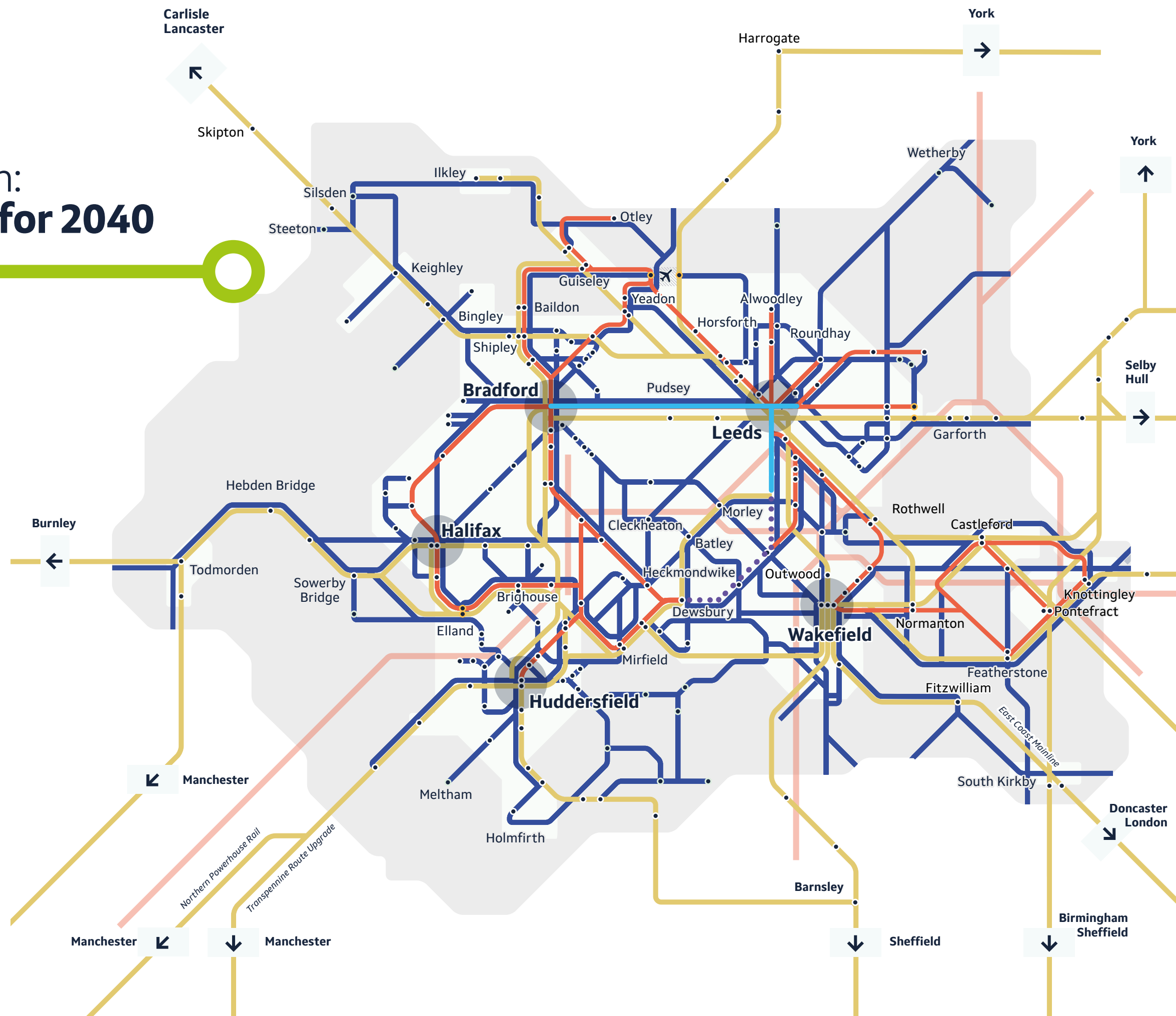
Our delivery ambition: our network vision for 2040

To make our vision a reality, we will deliver the Weaver Network, an integrated public and active transport network across West Yorkshire.

Here we show how the Weaver Network might look in 2040. Different places have different transport needs and will be served by different transport options. We show how bus, rail and Mass Transit will come together under the Weaver Network.

Key

- Mass Transit Phase One
- ... Future phase - Dewsbury Line Development Project
- Future Mass Transit route development
- Rail
- Bus
- Strategic Road Network



Our delivery ambition: **local and region-wide improvements**

We will also make local and region-wide improvements to our transport system to support the integrated public and active travel network across West Yorkshire that forms the foundation of the Weaver Network.



Vision Zero: no serious injury or deaths on our roads by 2040



Ticketing, apps, information



Town and city centre improvements



Looking after and improving our highways



Decarbonisation of transport fleets



Traffic management strategies



Shared Transport Hubs



Walking route improvements



Shared transport options (bike and car share)



Cycle routes



Place improvements including trees and nature

Section two

A brighter West Yorkshire

We want to create a brighter West Yorkshire that works for all.

Strength in partnership working – bringing our ambitions to life

West Yorkshire Combined Authority (the Combined Authority) brings together the local authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield. Working in partnership, we develop and deliver policies, programmes and services which benefit the people of West Yorkshire.

Here in West Yorkshire, we are ambitious and not afraid to take on challenges. We want to create a brighter West Yorkshire that works for all. We want our region to be healthier, happier and wealthier. A region that is better connected, with an affordable, reliable and efficient public transport network. A region that is safer and more sustainable. A region where equity, diversity and inclusion are present across all aspects of society.

Transport and the delivery of our plans to transform transport under the Weaver Network plays an important role in achieving our ambitions for a brighter West Yorkshire that works for all. It is especially important for achieving our aims for sustainable growth, sustainable housing and tackling the climate emergency.



A Local Transport Plan for people, place and planet

- Our Weaver Network will benefit people. We will better connect people and communities to education, employment and leisure opportunities and make transport trips safer for all
- Our Weaver Network will benefit our places. Transport will help shape our places, giving it an identity whilst also better connecting communities access new and existing spaces, services and opportunities in an inclusive, safe way
- Our Weaver Network will benefit our planet. We will have a cleaner, greener and more sustainable future through increasing sustainable transport use and reducing harmful environmental impacts travel has on our communities



2,400,000
population

290,000+
people working
in financial and
professional
services

An economy worth
£60 billion
Gross Value Added

3%
of UK GVA

Delivering against our wider policies

Transport is at the heart of everything we do in the region. Almost everyone relies on it in some way to go about our daily lives. That is why it is so important to achieving the objectives of the West Yorkshire Plan, as well as other key plans for the region.

The West Yorkshire Plan outlines our commitment to deliver on five missions by 2040. It drives our work to create a brighter future for the people and communities of West Yorkshire. A better transport system will contribute to all five of these missions, as illustrated below, but especially mission 3, to deliver a strong transport system and a well-connected West Yorkshire.



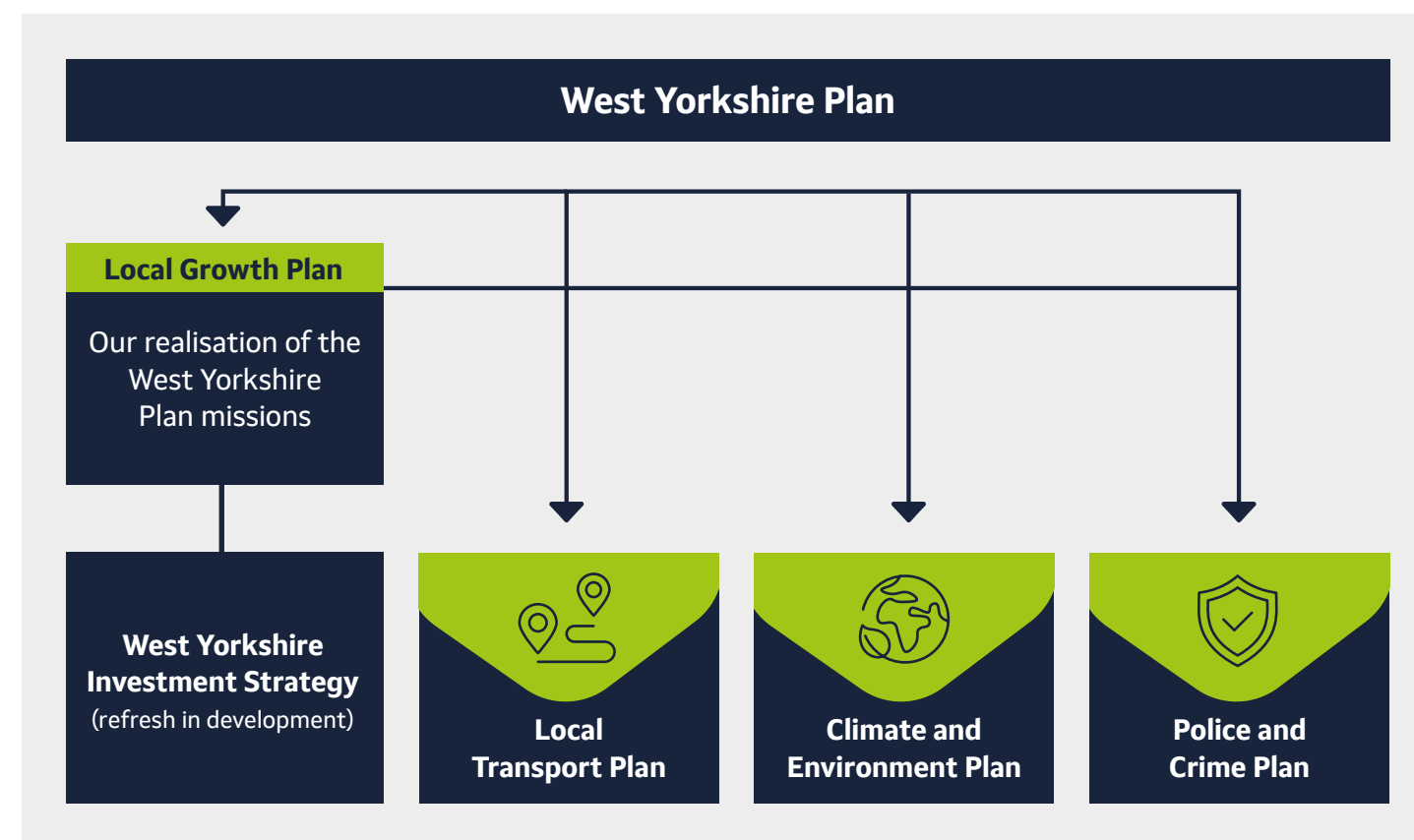
Transport and our plan for sustainable growth

Our Local Growth Plan aims to tackle the key barriers, that are holding back growth in the region. These are around investment, skills and connectivity. The Local Growth Plan sets out the Combined Authority's commitment to invest £7 billion targeted at supporting businesses to grow, ensuring people have the skills they need to succeed, building a quick and reliable public transport system, creating vibrant places and unlocking new homes for people. Transport has a role in delivering across the five priorities of the Local Growth Plan.

New homes and sustainable housing growth

Transport has a fundamental role to play in enabling more homes to be built. Good quality housing in places people want to live, connected to the opportunities needed to thrive, is important to grow West Yorkshire's economy in a way that benefits everyone.

West Yorkshire strategic plans and policies



Transport and the climate emergency

The climate emergency is one of the defining challenges of our time and we are determined to lead the way in tackling it. The West Yorkshire Climate and Environment Plan sets out our ambition to create a net zero carbon region in 2038. It is vital we address the impact of transport on the environment.

Police and Crime Plan

Priority two of the Police and Crime Plan is for safer places and thriving communities, including safety on public transport, and tying to the Vision Zero campaign to eradicate road deaths.

1 Mission 1
Prosperous

2 Mission 2
Happy

3 Mission 3
Well-connected

4 Mission 4
Sustainable

5 Mission 5
Safe

Our transport challenges

Our current Local Transport Plan, the West Yorkshire Transport Strategy 2040, adopted in 2017, set out our vision for what would become the Weaver Network, world-class and well-connected transport system that makes travel around West Yorkshire easy and reliable. However, some of the challenges Local Transport Plans help with can take years of planning, laying of foundations and funding to improve.

We summarise some of the key evidence for our case for change for the Mayor's new West Yorkshire Local Transport Plan below. The key challenges highlighted have shaped the objectives we have set for the Local Transport Plan and show why we need to make transformational change to the transport system in West Yorkshire.

Boosting Productivity



- West Yorkshire has an economy worth **£66.7 billion of GVA in 2022**. Despite its strengths, West Yorkshire's economy is underperforming relative to its population size, with an **output gap worth £11 billion**. This is due to a combination of lower employment rates and lower productivity than the national average
- A lack of public transport options is holding back growth by limiting the ability of businesses to attract employees and reach customers
- Congestion costs businesses and commuters. It also delays buses, which makes them slow, unreliable and unattractive

Enabling inclusive growth



- Around **one in five people in West Yorkshire** live in areas classed as the 10% most deprived in the UK
- **16% of residents** in West Yorkshire live in areas where there is a relatively high risk of social exclusion compared to the England average
- Access to public transport choices is unequal. Just **44% of households** can access a district centre within 30 minutes by bus in the morning peak
- Lack of access to transport can limit people's access to opportunities including employment, education and healthcare



We also show and where transport can help to respond to these challenges and achieve our ambition for a brighter West Yorkshire that works for all.

Visit the LTP Your Voice page to read our full case for change.

Tackling the climate emergency



- Transport is currently one of the highest emitting sectors in the region, accounting for 37% of all greenhouse gases emissions, with road transport responsible for 97% of these emissions
- Cars and vans account for **81% of the distance travelled in West Yorkshire**
- The shift away from petrol and diesel vehicles is important and needs to accelerate, but this will not be enough alone to achieve our targets. We need to change our travel behaviours too

Improving health and wellbeing



- How we travel is linked to our health and wellbeing. Vehicles contribute to harmful air pollution which can cause early death and problems such as respiratory diseases and cardiovascular illness
- Inactive lifestyles are linked to poor health. **One in six adults** in West Yorkshire walk for **less than 10 minutes a week** and **28% are classed as physically inactive**
- Just **0.8% of trips are made by cycling**, compared to the England average of 1.8%

We have started work already

We have already made significant progress, and the journey has started to give the people of West Yorkshire the transport they need – one that prioritises public transport, active and integration – the Weaver Network.

Since the West Yorkshire Transport Strategy 2040 was adopted in 2017 there have been transformational changes and developments, including:

Vision Zero

Committed to Vision Zero to eradicate all deaths and serious injuries on our roads by 2040



Set our ambition for Mass Transit

Set out a bold ambition for a new Mass Transit system



Asked for your views on the phase one route options, starting with connections between Leeds and Bradford

Decarbonised and improved our road network

Invested in a network of **electric vehicle charge points** across West YorkshireMade



investments in roads to improve them for those who travel by car



Devolution and powers

Signed our devolution deal, elected a Mayor of West Yorkshire and progressed towards a single funding settlement



Our planets

Declared a climate emergency and committed to becoming a **net zero region by 2038** (with significant progress by 2030)

Invested in Active Travel



Launched **cycle hire schemes** in Leeds



Invested in travel behaviour schemes and **trained 18,000** school pupils in cycle skills.

Over 100km



delivered of new or improved walking and cycling routes

Developed and delivered rail schemes

Made progress on new stations at **White Rose, Thorpe Park and Elland**



Delivered accessibility improvements at **6 rail stations**



Signed the **White Rose Agreement**, setting out shared priorities across the mayors of **West, North and South Yorkshire**



Adopted a Rail Strategy setting out our requirements over the next 20 years



Delivered rail park and ride at **5 rail stations**

Improved our buses

Over £284 million

invested in bus infrastructure including bus lanes, bus gates and traffic light priority

Progressed with plans for a **franchised bus network** following the Mayor's decision in March 2024

£58 million

invested in zero emission zero buses, in partnership with bus companies

Extended the **Mayor's Fares** scheme, introduced in 2022 for 2025, capping single journeys to **£2.50** and day tickets to **£6**

Over £53 million

invested in bus station improvements

Section three

Our policies to form our Weaver Network

In section one we introduced our six Weaver Network principles that support our themes of benefitting our people, places and planet, and our Local Transport Plan vision and objectives. These principles were well supported when we engaged on them in Summer 2024.

We know different transport options work best for different needs and places. Some are great for moving lots of people, while others are better for smaller numbers.

Our aim is for the Weaver Network to form a joined up, simple transport network for all kinds of journeys. It will provide the right connections in the right places, with enough space for everyone, helping people travel in a cleaner, greener way.

Our policies cover all the different ways people travel and look to increase the use of sustainable modes for the benefit of everyone using the network. Improving public transport and active travel has a big role to play in this and many policies focus on improving these.

On the following pages we set out what each principle means for the Weaver Network. We highlight the big challenges we face in achieving the aims of each network principle. We then explain in an easy to understand way what each of the policies will do to help achieve our aims.

Visit the LTP Your Voice page to read the full wording of each policy in the draft Local Transport Plan for consultation.

Key definitions

Policy

The idea or guidance used as the basis to make decisions

Policy statement

The text which sets out our policy for a specific area

We have **developed our network principles to support our vision**. These principles will ensure our transport network delivers for everyone, whether you walk, cycle, use a car or take public transport.



Benefitting **people**



Benefitting **our places**



Benefitting **our planet**



Integrated

The Weaver Network will provide joined up ways to travel, services, timetable, tickets, fares and information.



Inclusive and affordable

The Weaver Network will be welcoming, provide equal access to opportunities for all, remove disadvantage and have affordable fares and tickets.



Reliable and resilient

The Weaver Network will be well-maintained, punctual, provide a wide range of choices and be able to withstand extreme weather.



Safe

Reducing crime and ensuring that people feel safe when travelling on the Weaver Network. Zero fatalities on West Yorkshire roads.



Active

The Weaver Network will allow everyone to access opportunities for walking, cycling and wheeling to help them live healthier lives.



Zero-emission

The Weaver Network will provide cleaner, green options for travel, through electrification and alternative fuels.



Integrated

The Weaver Network will provide joined up ways to travel, services, timetable, tickets, fares and information.

18% of people say that their journeys are not currently feasible by bus

Satisfaction with information sources ranks 7.3 out of 10

Our transport network is not well connected. This makes travel slower, less reliable, and often confusing. Timetables do not line up and tickets can be expensive, especially if you need to use more than one type of transport for your journey. This lack of integration makes it harder for people and goods to travel in a greener, more sustainable way. It can also limit access to jobs, education and leisure activities.

We want to join up services, timetables, tickets, fares and information to improve public transport, walking, wheeling and cycling. Our Local Transport Plan will deliver this through the Weaver Network to ensure our joined up network is easy to navigate and understand.

Here we explain in more detail what we want our policies to achieve and how they will do it.

Visit the [LTP Your Voice](#) page to read the full wording in the draft Local Transport Plan for consultation.

To make our integrated Weaver Network we will:

- Prioritise activities that promote sustainable alternatives to car travel including bus, mass transit, rail, walking, wheeling and cycling **(Policy I0)**
- The Combined Authority will be the principal commissioner of public bus services in West Yorkshire, enabling it to make decisions that directly affect bus services in the region, to drive improvements and efficiencies **(Policy I18)**
- Make best use of new powers for railways to deliver the ambitions and priorities set out in our rail strategy **(Policy I19)**
- Make transport interchanges welcoming and accessible for all. Provide cycle parking, taxi and private hire vehicle access, and car and motorcycle parking where needed. Make sure our major stations are fit to act as gateways to the region **(Policy I1)**
- Improve park and ride services to increase access to public transport and active travel, which reduces the need to travel by car **(Policy I2)**
- Use one consistent, trusted branding across our transport network. This will include branding across buses, bus stops and stations, Mass transit and beyond **(Policy I3)**
- Provide the right information to help people travel with confidence, and make sure that help is available should their journey not go to plan **(Policy I4)**
- Make it easier for people to find their way around our transport network, for example by improving signs and maps **(Policy I5)**
- Make sure taxis and private hire vehicles can drop off and pick up at public transport interchanges and work towards consistency for users through common standards **(Policy I6)**
- Provide tickets and ways of paying that can be used across different public transport services, to help make travel simple, easy and flexible across West Yorkshire and beyond **(Policy I7)**
- Develop options for shared transport, including shared transport hubs. These could be placed near public transport hubs, active travel routes and taxi and private hire drop-off and pick-up points **(Policy I8)**



Making this work in practice

Halifax Bus Station

Halifax Bus Station was disjointed with passenger areas and facilities uninviting and difficult to access. We invested more than £20 million to build a new bus station, ensuring it contributes to the growth of the local economy by connecting people to jobs, training and education.

The redeveloped bus station boasts solar panels, cycle parking and a 'green roof', delivering a greener and better-connected West Yorkshire.

The station now provides better travel information and more retail facilities for passengers and improved walking routes connect people more easily to Halifax town centre.

Key definitions

Transport interchange

A place where you can easily change between different modes of transport or services. For example, you can change between a train and a bus in the same location

Private hire vehicles

Vehicles hired to transport passengers from A to B by drivers who are licensed by the local council

Shared transport

A transport service where a vehicle or type of transport is used by more than one person including services like car clubs and bike share



Integrated

We also want to join up our approach to transport and planning. This will ensure transport can encourage economic growth, and sustainable transport options are available in new developments. We will continue with our ambition for a region-wide Mass Transit network and deliver phase one, connecting Bradford and Leeds by mass transit.

Here we explain in more detail what we want our policies to achieve and how they will do it.

Key definitions

Mass Transit

Large-scale public transport system in a metropolitan area

Autonomous vehicles

Are driverless vehicles that utilise artificial intelligence, cameras, radar, and sensors to navigate

Workplace parking levy

A charge for employers who provide workplace parking to encourage people to change the way they travel and raise money to invest back into transport projects

Visit the [LTP Your Voice](#) page to read the full wording in the draft Local Transport Plan for consultation.

To make our integrated Weaver Network we will:

- Join-up services and timetables across different types of public transport in West Yorkshire to offer an attractive and easy alternative to using a car. Work with partners to improve joined up travel across the boundaries of West Yorkshire **(Policy I9)**
- Have a new West Yorkshire Mass Transit Strategy which will build on our Mass Transit Vision and outline how we will develop our future mass transit network that integrates with rail, a franchised bus network, active travel and shared transport **(Policy I10)**
- Have the ambition for a Mass Transit network that will connect the whole of West Yorkshire. We will deliver phase one which will connect communities in and between Leeds and Bradford **(Policy I11)**
- Join up development with existing and planned transport infrastructure to deliver sustainable growth **(Policy I12)**
- Work with planning authorities to link transport and land use to maximise growth, align developments with Mass Transit, promote dense development near high capacity transport and promote active travel and green infrastructure **(Policy I13)**
- Make sure that new developments are accessible and positively promote walking, wheeling, cycling, bus and Mass Transit use **(Policy I14)**
- Explore the use of future technology to support sustainable travel. This could include studies into the use of autonomous vehicles **(Policy I15)**
- Explore equitable options for raising new funding locally, for example introducing workplace parking levies **(Policy I16)**
- Develop city centre movement strategies to transform the transport network in support of the delivery of growing city centres and the delivery of Mass Transit Phase 1 in Bradford and Leeds **(Policy I17)**



For illustrative purposes only

Making this work in practice

Mass Transit Vision

Mass Transit will play an important role in joining up travel across West Yorkshire. It will work alongside existing transport links – cycling and walking, bus and rail – and is integral to our vision to deliver a leading transport network. Mass Transit will support clean growth through delivering zero emission travel. It will help us meet the need to grow public transport capacity and increase connections giving the communities it serves better access to jobs, education and opportunities.

Seamless and sustainable, Mass Transit will connect West Yorkshire's cities, towns and main centres, serve areas of new housing development and employment growth, and provide links to inter-city rail services. Mass Transit will help our communities thrive and our economy to flourish, bringing people and places together. It will help improve the look and feel of our towns and cities.

Last year we consulted on Mass Transit phase one route options connecting the most populous areas of our region, Leeds and Bradford, by mass transit.

We received **4,845 responses** to the consultation. 77% of respondents showed support for the proposed Leeds line and 71% showed support for the proposed Bradford line.

Find out more information about Mass Transit online [**Your Voice Mass Transit**](#)



Inclusive and affordable

The Weaver Network will be welcoming, provide equal access to opportunities for all, remove disadvantage and have affordable fares and tickets.

The proportion of jobs accessible by bus within 30 minutes (relative to car) is 73%

49% of bus customers are satisfied with ticket price

Our transport network is not fully accessible and does not work equally for everyone, especially people who have a protected characteristic. Disabled people and those who are pregnant may find it harder to travel, while safety concerns relating to sex, race, religion, sexual orientation and gender identity may make people feel unable to use public and active travel options.

The cost of public transport can make it less accessible for some people to use, and a lack of travel options stop children and young people from using public transport and active travel.

We want to ensure everyone feels welcome and able to travel on our network by removing barriers that prevent people accessing work, education, leisure and other opportunities.

Here we explain in more detail what we want our policies to achieve and how they will do it.

[Visit the LTP Your Voice page](#) to read the full wording in the draft Local Transport Plan for consultation.

To make our Weaver Network inclusive and affordable, we will:

- Improve public transport and active travel options for people living in isolated urban areas with fewer transport choices, to better connect them to jobs, education and other opportunities. This could include improving walking, wheeling and cycling facilities and bus services **(Policy IA1)**
- Create healthy places by providing spaces for sitting, socialising, play, nature and pop-up events. This could include removing certain types of vehicle traffic and parking in some areas where appropriate to prioritise public transport and other uses, for example, spaces for sitting **(Policy IA2)**
- Better connect rural areas through improved active travel, flexible public transport and improved digital connectivity, such as broadband **(Policy IA3)**
- Offer good value and affordable fares, so that cost does not stop people from using public transport **(Policy IA4)**
- Improve accessibility across public transport and active travel, such as improving step free access at train stations **(Policy IA5)**
- Make our transport network safer and easier to use for children and young people so they can travel independently and access opportunities **(Policy IA6)**



Making this work in practice

Castleford Rail Station Gateway

Significant improvements were made to Castleford Railway Station to provide a more attractive and welcoming gateway to Castleford town centre.

Enhancements included a new, modern waiting facility with a retail unit, improved car parking, and more convenient links for bus and active travel users. The existing subway was refurbished with improved lighting and CCTV.

Key definitions

Wheeling

Pushchairs, scooters, wheelchairs, mobility scooters and other mobility or carrying aids

Using technology

Including smartphones, tablets and laptops – to access information and services



Reliable and resilient

The Weaver Network will be well-maintained, punctual, provide a wide range of choices and be able to withstand extreme weather.

Passenger satisfaction with local bus services has declined over time and was rated 6 out of 10 in 2023-24

Roads in West Yorkshire experience consistently greater delay than England (46.7 compared to 49.9 seconds per vehicle per mile)

There is a lot of competition for space on our roads, which causes congestion and can make travel unsafe. Congestion makes bus journeys longer, meaning they are not quick or reliable enough for some journeys. Congestion also affects businesses across the region. The Weaver Network needs to be well maintained so that damage such as pot holes, and disruption such as the impacts of severe weather, can be better managed.

We want to ensure journey times are more reliable, helping to make public transport more attractive, ensuring that our network is in a good condition and resilient to present and future conditions.

Here we explain in more detail what we want our policies to achieve and how they will do it.

Visit the [LTP Your Voice](#) page to read the full wording in the draft Local Transport Plan for consultation.

To make our Weaver Network reliable and resilient, we will:

- Reallocate space on our streets, and protect dedicated infrastructure, to give priority to public transport on the core and other parts of the bus network and Mass Transit network **(Policy RR1)**
- Develop a West Yorkshire Network Management Strategy with the aim of improving the reliability and efficiency experienced by users, particularly for public transport, of our highway network through greater co-ordination and use of technology **(Policy RR2)**
- Develop a fair and equitable approach to car parking, which is regionally consistent and proportionate to public transport availability, while considering regeneration and development objectives **(Policy RR3)**
- Manage parking to make our streets better for walking, wheeling, cycling and public transport, especially on the Core Bus Route Network **(Policy RR4)**
- Improve digital connectivity to reduce pressure on the need to travel. This could include improving broadband so people can have the option to work from home or take medical appointments online **(Policy RR5)**
- Improve our traffic signalling system to help the movement of private vehicles and public transport **(Policy RR6)**
- Strengthen how we work with our partners to manage important road routes (the Key Route Network) to, from and across West Yorkshire **(Policy RR7)**
- Work with companies that transport goods to reduce the negative impacts of freight and logistics on communities and the environment, while supporting business **(Policy RR8)**
- Make sure we look after transport assets like roads and pavements, cycle routes, traffic lights, and bus stops, replacing and repairing where needed – so the transport network is reliable and resilient **(Policy RR9)**



Making this work in practice

Bus priority corridors, Leeds

In our Mayor's Big Bus Chat, 77% of bus users agreed that buses should be given more priority or road space over cars and we know that unreliable and long journey times are currently barriers to travelling by bus.

Bus priority means making changes to roads, or traffic signals, so buses have priority over other vehicles in key locations, meaning that they can travel faster and reach stops on time.

Connecting Leeds is an example of a city-wide programme that included measures to increase road space for buses and to use technology to improve punctuality and reliability.

Key definitions

Resilient

Able to withstand or recover quickly from difficult conditions. In the context of transport this could be severe weather or traffic incidents

Core Bus network

Bus services with a frequency of every 15 minutes on average or better

Key Route Network

A group of local roads that are considered strategically important, such as busy A-roads in West Yorkshire.

Freight

The movement of goods or materials from point to point

Logistics

Broader concept of freight activity involving the total supply chain for individual organisations or products



Safe

Reducing crime and ensuring that people feel safe when travelling on the Weaver Network. Zero fatalities on West Yorkshire roads.

In 2023 1,450 people were killed or seriously injured on our roads.

Only 54% of bus customers feel confident with their personal safety when travelling during the dark (compared to 87% during the day)

Safety affects how people choose to travel. From road accidents to feeling unsafe on public transport at night, these concerns can stop people from travelling. In 2022, 1,413 people were killed or seriously injured on roads in West Yorkshire, despite better road designs and safer vehicles.

We want to make sure everyone feels, and is, safe when using the Weaver Network.

Here we explain in more detail what we want our policies to achieve and how they will do it.

To make our Weaver Network safe, we will:

- Design our roads and public transport to improve safety, including walking, wheeling and cycling facilities. People should feel and be safe using public transport at every stage of their journey **(Policy S1)**
- Allow everyone to move safely on our streets, including at road crossings which provide enough time and space **(Policy S2)**
- Improve how safe people feel when travelling, focusing on people who are most at risk. This could be through things like street lighting and CCTV **(Policy S3)**
- Deliver our Vision Zero objective, to achieve no serious injury or death on our roads by 2040 **(Policy S4)**
- Improve personal safety and security in our places and on the transport network, focusing on the people who are most at risk. This could include targeted policing **(Policy S5)**

Visit the [LTP Your Voice](#) page to read the full wording in the draft Local Transport Plan for consultation.



Making this work in practice

Enhanced Safer Travel Partnership

The Combined Authority has invested more than £1 million in our local Safer Travel Partnership with the West Yorkshire Police to support 15 Police Community Support Officers (PCSOs), who are dedicated to improving safety for passengers at bus stations and on the bus network. The team has a particular focus on reducing anti-social behaviour and violent crime, as well as supporting young and vulnerable people and protecting women and girls.

The team has also supported disabled people who have physical and/or learning impairments, providing them with advice on how to stay safe when using the bus network and report any incidents.

Key definitions

At risk groups

Groups of individuals who may be more likely to experience a particular danger, harm or adverse outcome. In terms of road safety, this includes pedestrians, cyclists and motorcyclists. In terms of personal safety this includes children and young people, women and girls and those from minority backgrounds

Vision zero

Road safety scheme that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all in West Yorkshire. Vision zero uses a safe system approach with five pillars: safe roads, safe road users, safe speeds, safe vehicles, and the post collision response



Active

The Weaver Network will allow everyone to access opportunities for walking, cycling and wheeling to help them live healthier lives.

In West Yorkshire 28% of adults are classed as physically inactive

In West Yorkshire only 0.9% of trips made by cycling

Our reliance on cars means many of us live less active lives, and rising traffic brings more air and noise pollution. Low physical activity levels can lead to health problems and poor mental wellbeing. Our streets are often designed for cars, not for people walking, wheeling or cycling.

We want to ensure people feel confident walking, cycling, pushing a pram or using a wheelchair, helping them to live healthier lives and connecting people to public transport options.

Here we explain in more detail what we want our policies to achieve and how they will do it.

Visit the [LTP Your Voice](#) page to read the full wording in the draft Local Transport Plan for consultation.

To make our Weaver Network active, we will:

- Improve routes and facilities for people walking, wheeling and cycling, to make active travel the natural choice for short journeys **(Policy A1)**
- Join up facilities for walking, wheeling and cycling with public transport. This could include providing secure cycle parking at bus and train stations **(Policy A2)**
- Encourage more people to walk, wheel and cycle through training opportunities, advertising campaigns and events **(Policy A3)**
- Improve access to bikes, trikes and other kinds of cycles, through cycle sharing. This could be through bike share schemes like Leeds City Bikes or local bike libraries or longer term loans **(Policy A4)**
- Extend our active travel network by providing more space for walking, wheeling and cycling. This could include off-road routes, or new cycle lanes on roads **(Policy A5)**
- Make sure that people feel safe walking, wheeling and cycling in their local neighbourhoods. This could include reducing non-local through traffic **(Policy A6)**



Making this work in practice

Bradford City Centre Walking and Cycling Improvements

The city centre of Bradford has been transformed, delivering new protected cycle routes and a mix of new and upgraded pedestrian and cycle crossings, on the outer roads around the city centre.

The scheme also sees the pedestrianisation of roads in the core of the city centre and creation of a park along Hall Ings.

These works have created new green and public spaces, making the city centre more pleasant and accessible on foot, in a wheelchair or by bike.

Key definitions

Wheeling

pushchairs, scooters, wheelchairs, mobility scooters and other mobility or carrying aids

Adapted cycles

A wide range of cycles which suit people's mobility needs e.g. hand cycles or tricycles



Zero emission

The Weaver Network will provide cleaner, green options for travel, through electrification and alternative fuels.

Transport accounts for 37% of all greenhouse gases emitted in West Yorkshire

West Yorkshire has 48 electric vehicle chargers per 100,000 people, much lower than the England average of 91

Transport is the biggest source of CO₂ emissions in both West Yorkshire and the UK. It also causes poor air quality and noise pollution, which harm our health. While we are starting to support cleaner travel, like electric vehicles (EVs), availability of EV charging points is far behind the national average.

We want to reduce the negative impacts of transport through offering zero emission public transport options for travel and increasing the available alternatives, such as e-bikes.

Here we explain in more detail what we want our policies to achieve and how they will do it:

To deliver our zero-emission Weaver Network, we will:

- Have a zero-emission Weaver Network bus fleet by 2036. Also reduce transport emissions by providing Mass Transit and working with other organisations to electrify the railway **(Policy ZE1)**
- Reduce harmful impacts of transport on people's health and wellbeing such as air and noise pollution, focussing on people most at risk **(Policy ZE2)**
- Support alternative fuels, including hydrogen and electric vehicles. Particularly focusing on large vehicles such as buses and trucks, focusing on the right solutions in the right places and uses **(Policy ZE3)**
- Work with industry to deliver, operate and maintain charge points for electric cars, vans and motorcycles, making sure there is good coverage across West Yorkshire and that access to charging infrastructure is inclusive **(Policy ZE4)**

[Visit the LTP Your Voice page](#) to read the full wording in the draft Local Transport Plan for consultation.



Making this work in practice

Zero Emission Bus Regional Area (ZEBRA)

An example that shows our commitment to this principle is our joint project looking to introduce zero emission electric buses across West Yorkshire. Funding from the DfT and bus operators allowed for the introduction of zero emission electric buses onto selected routes across West Yorkshire and the electrification of several bus depots.

So far, 57 electric buses have been introduced, replacing older, polluting diesel vehicles.

The vehicles also have additional accessibility improvements including improved audio-visual next stop technology and USB charging ports.

Key definitions

Zero emission

Transport options that have zero carbon emissions at the point of use

Alternative fuels

Sources of fuel other than petrol or diesel that can power vehicles. For example, electric or hydrogen powered vehicles or sustainable aviation fuels

Section four

Delivering the Weaver Network

Our strategic priorities for investment and delivery

In the June 2025 Spending Review, Government announced 'Transport for City Regions' local transport funding, with an allocation of £2.1 billion announced for West Yorkshire as part of a new Integrated Settlement.

Using this funding alongside other local funding sources, we will prioritise the delivery of measures and investment that promote greater use of bus, mass transit, rail, walking and cycling in line with our targets, and which deliver an integrated transport network.

These strategic priorities and the policies and outcomes of our Local Transport Plan will be delivered through three 5-year Implementation Plans which will set out in detail the interventions we plan to deliver in each period, and the work we plan to do to develop options for future Implementation periods.



A stable, franchised bus network, supported by bus priority and better passenger facilities



A new Mass Transit system, integrated into the wider transport system



A more reliable and integrated rail system – through reform and network investment



Better, safer walking and cycling infrastructure

Supported by



Integrated passenger services and behaviour change



Improved transport and highways asset and network management with **increased capital investment**

2026 to 2032*

Delivering the Weaver Network

By 2032 we aim to have:

Brought the bus network under public control, with clear and simple fares and more zero emission buses

Started construction of mass transit between Leeds and Bradford

New and improved bus and rail stations

Made improvements to walking, wheeling and cycling facilities

Invested in maintenance of our roads and transport network

2032 to 2037*

Growing the Weaver Network's market

By 2037 we aim to have:

Services operating on the first phase of the Mass Transit Network, in Leeds and Bradford

An enhanced, integrated and inclusive bus network, which has some services operating through the night

A new rail station for Bradford with electrification of the line to Leeds

Continued improvements for walking, wheeling and cycling facilities across the region

Grown the market for sustainable travel through innovative measures to increase public transport use and walking, wheeling and cycling

2037 to 2040 and beyond*

Further enhancing the Weaver Network

By 2040 we aim to have:

A fully functioning integrated transport network

Further mass transit route development, for example the Dewsbury line development

An inclusive and zero emission bus network with high-quality and sustainable stops, stations and waiting spaces

Transformed streets and communities across the region to provide better experiences for mass transit, buses, walking, wheeling and cycling

Electrification of the Calder Valley and Leeds – Sheffield rail lines, and creation of a new Bradford to Huddersfield route

*dates are indicative, subject to change and subject to funding

Equity, diversity and inclusion (EDI) in the Local Transport Plan

The Combined Authority has a vision to be a leader recognised nationally for the focus and commitment to equity, diversity, and inclusion (EDI). The Combined Authority's **equality objectives** are outlined on our website.

We complete comprehensive Equality Impacts Assessments (EqIA) for all our policies and schemes.

Our EqIA shows that:

- Improvement of personal safety and security on our transport network is important to people across all the protected characteristics
- The need for assistive technologies and staffed services for many disabled people
- Improvements in air quality are likely to disproportionately benefit pregnant people and people with respiratory related diseases

We are currently developing a more detailed approach to EDI within our transport projects, programmes and service delivery. This will be published as a separate document, and we will engage on it in the future as part of a transport EDI strategy.

EDI is at the heart of the vision, objectives and policies developed for our new Local Transport Plan, aiming to serve our diverse communities and remove barriers to using transport, making access more equitable.

Some of the ways our policies will improve EDI include:

- Making it easier to use our transport network through information, improved signs and maps and consistent West Yorkshire branding and making sure that taxis can drop off and pick up at our transport interchanges **(Policies I3, I4, I5 and I6)**
- Ensuring good value, affordable fares and improving accessibility, for example through improving step free access at train stations **(Policies IA4 and IA5)**
- Reducing the negative impacts of freight on communities and the environment and improving digital connectivity **(Policies RR5 and RR8)**
- Making sure people feel safe using our transport network, improving personal safety and security and achieving no serious injuries or deaths on our roads by 2040 **(Policies S3, S4 and S5)**
- Making sure that people feel safe walking, wheeling and cycling in their neighbourhoods and improving access to bikes including adapted cycles **(Policies A4 and A6)**
- Reducing air and noise pollution from transport and ensuring inclusive access to electric vehicle charging infrastructure **(Policies ZE2 and ZE4)**



Making this work in practice

AccessBus

The Combined Authority own and operate 33 low floor buses as part of the AccessBus programme. Approximately 5,000 passengers use AccessBus services on a weekly basis.

Access bus provides transport to voluntary sector lunch clubs, afternoon social groups and other activities for organisations like Age UK, the Stroke Association and community groups across West Yorkshire.

86% of AccessBus passengers are over 70 years old and 36% of passengers are disabled.

Without AccessBus, many passengers would lose their independence and the social element of travelling with people in a similar situation.

Key definitions

Equality

creating a fairer society where everyone can take part and has the same opportunity to fulfil their potential

Equity

Fairness or justice in the way people are treated

Diversity

Recognising the range of people with different characteristics and from different backgrounds

Inclusion

Providing equal access to opportunities, regardless of characteristics or background

EqIA

Equality Impact Assessment – a tool used to assess the impacts on people with protected characteristics which are: age, gender reassignment, marital status, pregnancy or maternity, disability, race, religion, sex and sexual orientation

Integrated sustainability appraisal

The Local Transport Plan will be delivered through a mix of interventions, from behaviour change and education programmes to the construction of new transport infrastructure.

These interventions will impact on the built and natural environment, as well as on people living and visiting West Yorkshire.

During the development of the Local Transport Plan, we have undertaken assessment of the objectives, reasonable alternatives and policies to make sure the Local Transport Plan considers:

- Environmental protection objectives and promotes sustainable development (Strategic Environmental Assessment, SEA)
- Impacts on people's health and wellbeing (Health Impact Assessment, HIA)
- Impacts on different groups of people, particularly those with protected characteristics (Equality Impact Assessment, EqIA)

These assessments (SEA, HIA and EqIA) have been combined into an Integrated Sustainability Appraisal (ISA). [Visit the LTP Your Voice page](#) to read the appraisal online.

The ISA identifies, describes and evaluates the significant effects of the Local Transport Plan on the environment, health and equality of our communities, and provides recommendations to strengthen the Local Transport Plan. These may be mitigation measures to prevent, reduce and offset any significant adverse effects, as well as measures to enhance positive effects.

Additionally, a Habitats Regulation Assessment considering the impacts of the draft Local Transport Plan on important European nature conservation sites has been undertaken and reported separately.

These two documents satisfy the statutory requirements for the assessment of Local Transport Plans. [Visit the LTP Your Voice page](#) to download these documents.

Importantly, the ISA and HRA are iterative processes that run in parallel to the Local Transport Plan's development. As part of this consultation, we are consulting on the draft Local Transport Plan's ISA. If you have any comments on the ISA please tell us when completing **Section 3** of either the summary or full questionnaire.

What's next

The findings of the draft ISA report, together with the feedback from this consultation, will be used to inform the final Local Transport Plan that will be adopted. Significant changes in the draft Local Transport Plan following this consultation will be assessed in a new iteration of the ISA and provided in a final ISA report. The final ISA report will also indicate how the feedback received was used to decide the final form of the adopted Local Transport Plan.



Tell us what you think



Visit the Your Voice LTP page to complete a questionnaire online

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