

West Yorkshire Mass Transit

Phase one route options consultation

Monday 15 July – Monday 30 September 2024



**West
Yorkshire
Combined
Authority**

**Tracy
Brabin
Mayor of
West Yorkshire**



Foreword from the Mayor

As Mayor, I am committed to making public transport work better for everyone in West Yorkshire, to connect more people with jobs, training and education opportunities, all whilst working towards tackling the climate emergency.

Even with all the improvements we have planned for our trains, buses, walking and cycling routes, we still won't have the transport network our region wants, needs and deserves. Not without the addition of something new, ambitious and transformative.

So over the past few years, my team have been working hard on developing plans to make public transport in West Yorkshire faster and more reliable, with more frequent services. We want to do that by building a new Mass Transit network, starting soon with two tram lines in Bradford and Leeds – **the two most populated areas in our region – which will form the spine from which the future network will grow outwards.**

West Yorkshire is a truly special place to live and work. There's so much on offer. But we can't enjoy or benefit from places that are hard for us to get to. No one's chances to learn, earn a living or spend time with friends and family should be limited by a difficult journey.


Our region is a powerhouse, a vital economic force for the UK. Our diverse mix of businesses and a growing population are the fundamental ingredients for a successful economy. Over the last two decades, we've upped our skills game, but our productivity is still stubbornly below the national average. We cannot improve connectivity, combat climate change and support the levelling up of our economy without Mass Transit. Mass Transit will transform the transport options available to the people of West Yorkshire.

This comes at an exciting time for transport in our region as we renew our Local Transport Plan, shaping policies that will drive improvements across all forms of transport to create a leading transport network for West Yorkshire.

And I'm thrilled to be able to share with you now some more information about the Bradford Line and the Leeds Line.

Our aim is a Mass Transit system for people of all ages and abilities, that is affordable and easy to use, which will be safe and secure for all. I invite you all to have your say and help shape the future of Mass Transit in West Yorkshire.

At the heart of our Mass Transit plans is you
– the wonderful West Yorkshire folk.



Tracy Brabin
Mayor of West Yorkshire

This brochure provides the information you need to take part in the consultation for the West Yorkshire Mass Transit phase one route options.

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For both the Bradford Line and the Leeds Line, we want your views to help us choose the route for the tram that best connects communities with each other, whilst also improving access to our city centres and places around them like our hospitals, universities and colleges.

In the next eleven weeks, we want to hear your views on three things:

- 1 Which one of our potential routes for a tram line from Bradford to Leeds you support.
- 2 Which one of our potential routes for a tram line across Leeds you support.
- 3 Our proposals for how we will deliver a Mass Transit network whilst balancing the long-term needs of the environment, society and the economy – what we call our sustainability strategy.

Please have a read of this brochure and then take part in the survey. Or why not come and talk to us in person at one of our **consultation events**. You can find more details about the events on page 33.

What happens next?

This is just the beginning. In the future, we will ask for your views on the details of the preferred route we choose for each of the Bradford Line and the Leeds Line.

And as this first phase gets underway, we will continue to develop our plans for the rest of the region. We'll do everything we can to make sure that no part of West Yorkshire is left behind.

For more information on the consultation and access to the consultation survey, please visit our **Your Voice** page.





Introduction

Mass Transit is the name given to a large-scale public transport system in an urban area.

What is Mass Transit?

There are different kinds of Mass Transit vehicles but the most common to see in cities is trams.

For phase one, our preferred Mass Transit vehicle is a tram. Cities including Manchester, Birmingham and London already benefit from tram systems.

What is a tram?

A tram is an electrically powered high-capacity public transport vehicle. Trams can run on streets with, or alongside other traffic, or on separate routes away from roads. Like trains, trams run on tracks and have multiple doors for boarding, but operate at lower speeds with more frequent stops.

Why Mass Transit?

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

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

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

What could Mass Transit look like in West Yorkshire?

Across the whole Mass Transit network, it is possible we will use a combination of different Mass Transit vehicle types. However, at the moment, we are proposing to use trams for phase one and are undertaking this consultation on that basis. We will need to keep this under review to ensure it is the right solution for phase one, working alongside the Department for Transport as ultimate sponsor of the Mass Transit programme.

Mass Transit Phase one

Our **Mass Transit Vision 2040** has guided our initial work on West Yorkshire Mass Transit and we will use it to shape the design and delivery of our Mass Transit network. Mass Transit will link communities across the region with a frequent, reliable service, integrated with cycling, walking, bus and rail. Mass Transit will be integrated and sustainable, while working to support our regional objectives by boosting productivity, enabling inclusive growth and helping to tackle the climate emergency.

We are in the early stages of realising our Vision, but our goal is to deliver a Mass Transit network which will eventually serve the whole of West Yorkshire. To achieve this, we will deliver Mass Transit in a series of phases. This will reduce the disruption caused by construction of the network and will help us deliver the benefits of Mass Transit as soon as possible.

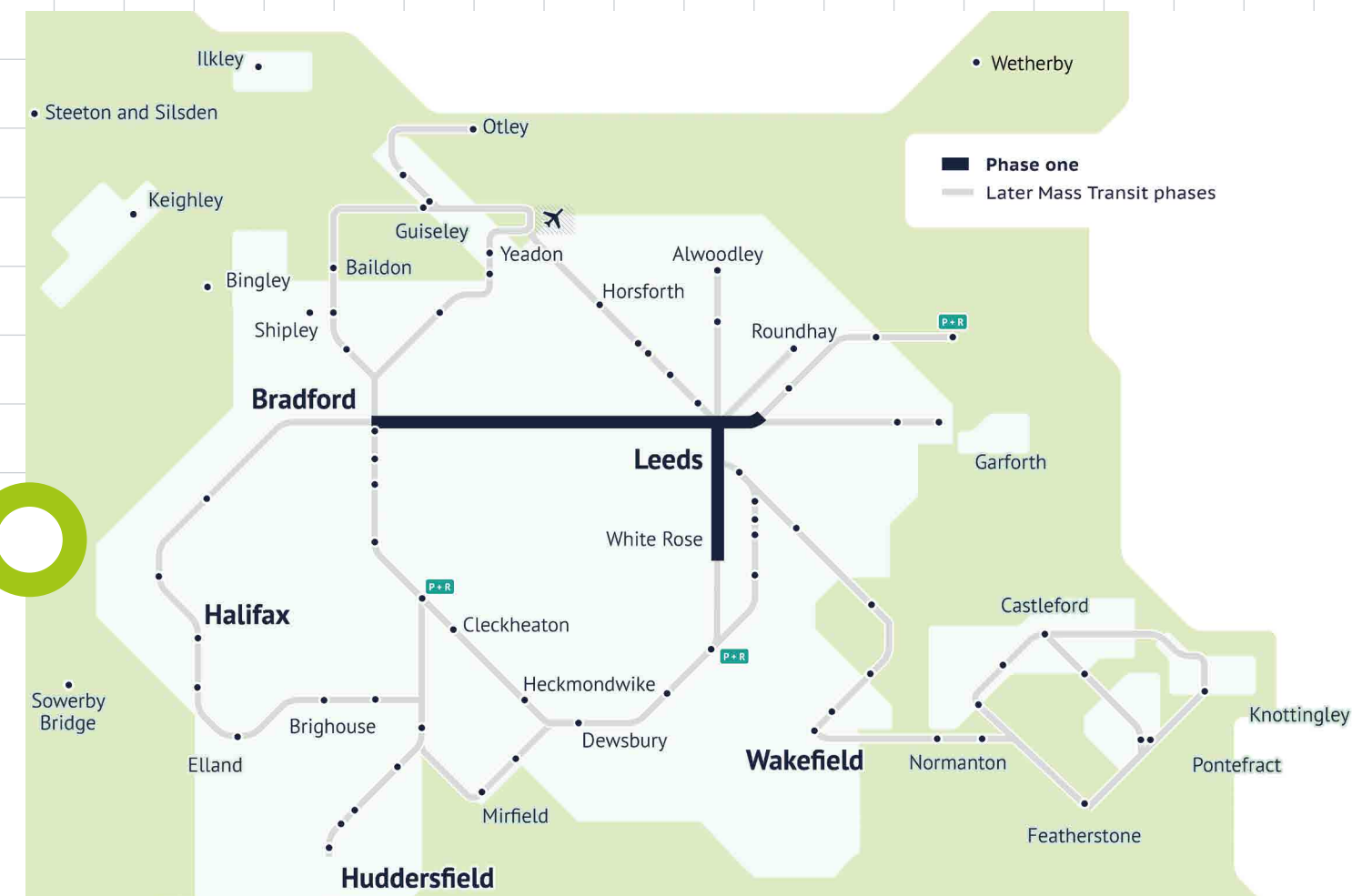
Phase one aims to connect central and south Leeds and Bradford to Leeds. We are starting with Leeds and Bradford as the cities are West Yorkshire's most concentrated centres of population, business, leisure and retail activity. We see them as the hubs of our region-wide Mass Transit system, which we can grow from over time to connect even more people and places.

Plans to regenerate the Bradford Southern Gateway, including a new train station, will play a key part in shaping Mass Transit in Bradford and will define the city's future transport hub. The new station's location is yet to be decided and will influence how our proposals develop.

In parallel with phase one, we will continue to work with Kirklees Council on the Dewsbury Line Development Project, as well as Calderdale and Wakefield councils for future phases so no part of West Yorkshire is left behind.

Our Mass Transit plan is a key element of our renewed Local Transport Plan. The Local Transport Plan is integral to policy development across Mass Transit as it is a statutory document which guides decision making on transport policy and investment across all modes of transport in the region.

It will deliver across four complimentary objectives: boosting productivity, improving health and wellbeing, tackling the climate emergency and enabling inclusive growth. As such, it bolsters the underlying motivations behind Mass Transit and enables the realisation of it, linking Mass Transit to transformations in other areas of transport such as decarbonisation.



Impacts on property and land

In the process of developing schemes of this size and scale, it is inevitable that the final routes will impact properties and land. We acknowledge this reality and wish to highlight at this early stage that no decisions have been made. We are taking proactive steps to engage with individuals and property owners along or in close proximity to the proposed routes and are inviting them to view our proposals, attend public drop-in events and provide their feedback.

Why are we consulting?

Your feedback will help us to identify benefits or any issues with our Mass Transit route options for Leeds and Bradford, improve our proposals and help us decide which of these options will go forward to create a Leeds Line and a Bradford Line.

We also want your views on our Mass Transit Sustainability Strategy, a document that outlines the approach to sustainability across design, construction and operation of Mass Transit phase one and all future phases.

Our Bradford Line and Leeds Line route options are at an early stage and will become more detailed as the design develops; the route options we are sharing in this consultation show where Mass Transit phase one could go and the places it could connect.

This is the first of a number of consultations. Once the Bradford Line and Leeds Line preferred routes are identified, we will hold further consultations next year to show you the plans for the preferred routes in more detail, including stop locations. Further consultations will include our plans for Bradford city centre, depots and any potential park and ride sites.

This consultation will be open for 11 weeks from Monday 15 July until 23:59 on Monday 30 September 2024.

Please read this document alongside the **Mass Transit Sustainability Strategy**.

Developing the phase one proposals

We have followed a robust process to develop our phase one route options from the Mass Transit Vision 2040 document. Your feedback from this consultation will support our ongoing design development. We will share the updated preferred route plans with you in a further public consultation before we submit our application for legal powers and planning permission to build and operate phase one.

Phase one will have two lines, the Leeds Line and the Bradford Line. We are considering three options for the Bradford Line. For the Leeds Line, we are considering four options north of River Aire at Victoria Bridge and three options south of the River Aire.

Details of these options are set out in the following pages and represent the different paths each line could take. Your feedback will help us decide which route option to choose for each line.

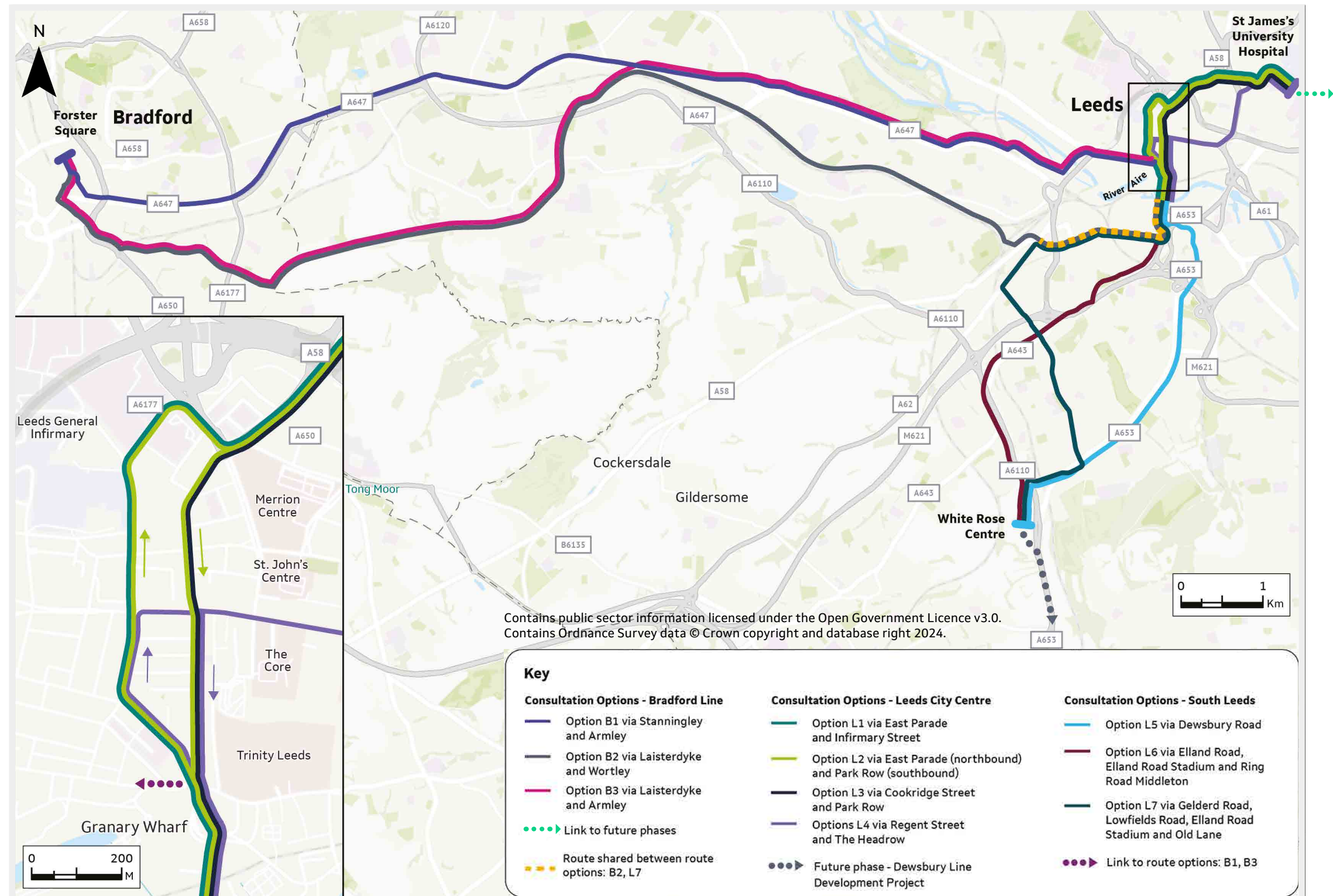
Each route option includes key information under four themes:

Passenger information: How the route options benefit passenger experience

Our vision: How the route options support our Mass Transit Vision 2040

Environment: How the route options could improve or impact the local environment

Engineering: Key design and engineering considerations for the Mass Transit route



The Leeds Line Overview

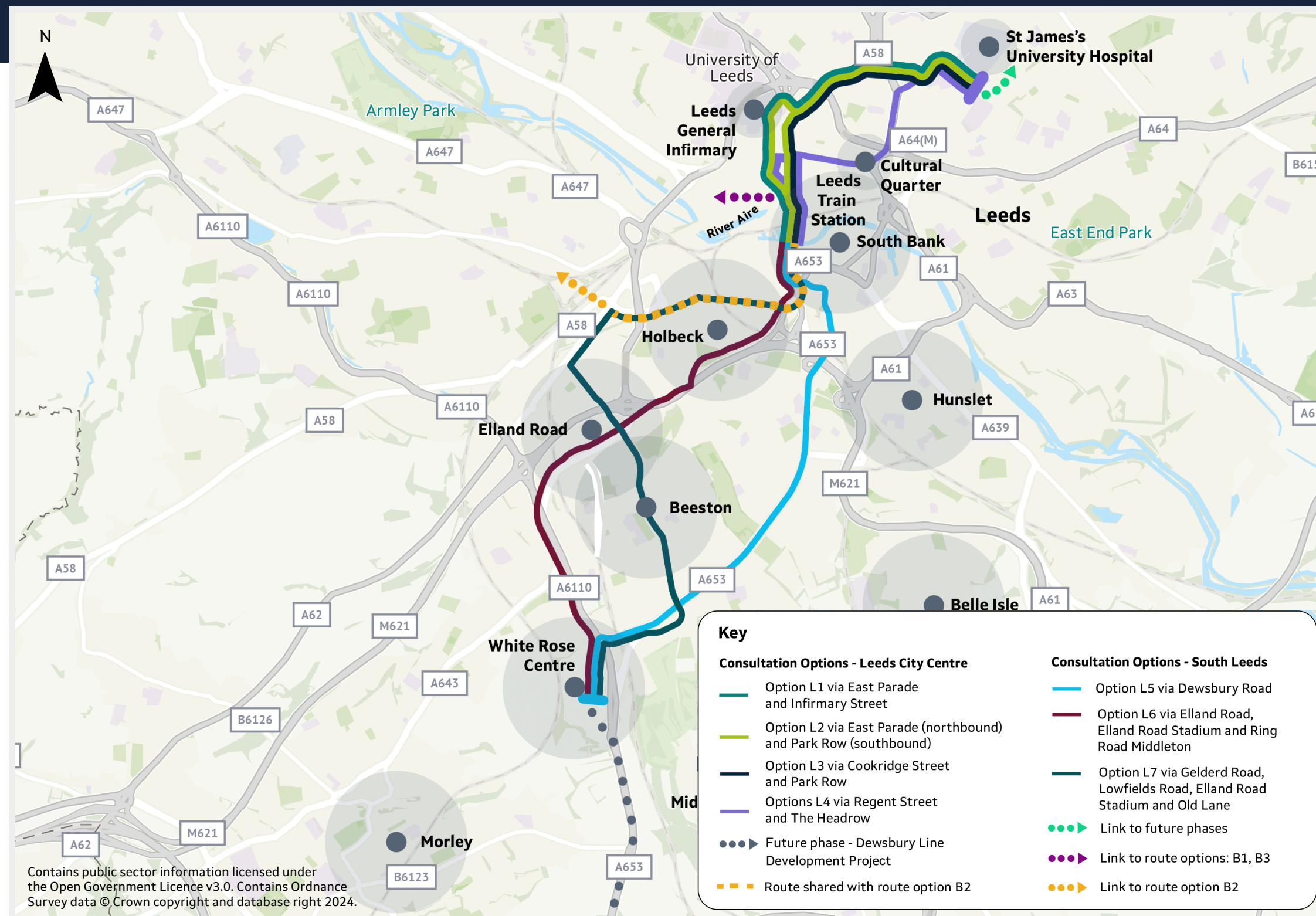
The Leeds Line will connect people between St James's University Hospital and the White Rose Shopping Centre, via Leeds city centre. It will be a single, continuous route.

For the purpose of this consultation, the Leeds Line has been split into two parts at the crossing of the River Aire, Victoria Bridge. North of the river is referred to as the Leeds city centre section, south of the river is referred to as the South Leeds section.

There are four route options for the Leeds city centre section (north of the River Aire) they are L1, L2, L3 and L4.

There are three route options for the South Leeds section (south of the River Aire), they are L5, L6 and L7.

One route option north of the River Aire (Leeds city centre) and one route option south of the River Aire (South Leeds) will be combined to create our preferred route for the Leeds Line.



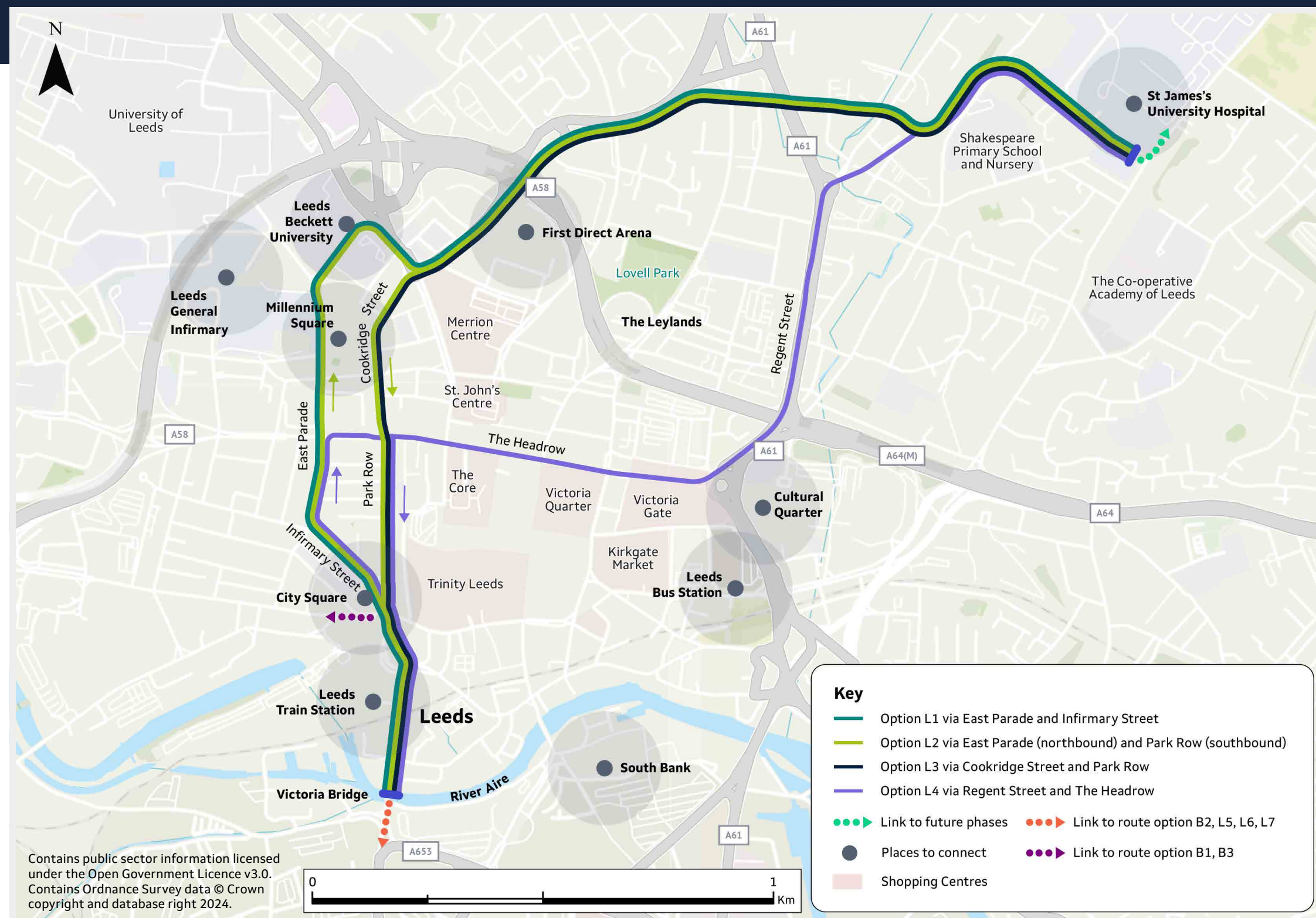


The Leeds Line City centre

Leeds city centre – section between St James's University Hospital and the River Aire at Victoria Bridge.

We are considering four route options for this section of the Leeds Line:

- route option one (L1) via East Parade and Infirmary Street
- route option two (L2) via East Parade (northbound) and Park Row (southbound)
- route option three (L3) via Cookridge Street and Park Row
- route option four (L4) via Regent Street and The Headrow





The Leeds Line City centre

Leeds city centre – section between St James’s University Hospital and the River Aire at Victoria Bridge.

This table summarises the four Leeds city centre route options. It shows the key ways the options are like each other and how they are different.

For more information on each of the routes, see **Appendix 1: Leeds city centre – Additional route information.**

			L1	L2	L3	L4
Passenger experience	Passes close to	St James’s University Hospital	●	●	●	●
		First Direct Arena	●	●	●	
		Leeds Beckett University	●	●		
		University of Leeds	●	●		
		Leeds General Infirmary	●	●		
		Millennium Square	●	●	●	
		City centre shopping				●
		Leeds Bus Station				●
		City Square	●	●	●	●
		Leeds Train Station	●	●	●	●
Where you catch a tram will differ in each direction (see map)			Between the Merrion Centre and City Square		Between The Headrow and City Square	
Journey time from St James’s Hospital to River Aire		Joint-longest	Joint-longest		Shortest	
Our vision	Supports regeneration of areas in Leeds	Mabgate	●	●	●	●
		Sheepscar	●	●	●	
		Regent Street				●
	Supports development of Innovation Arc (regeneration area)		●	●	●	
Environment	Modifies Grade II Listed Victoria Bridge		●	●	●	●
	Passes through or close to a conservation area	Queen Square	●	●	●	
		City Centre	●	●	●	
		Canal Wharf	●	●	●	
		Mabgate				●
		Grand Quarter				●
Engineering	Relocation of bus stops	Infirmary Street	●	●		●
		Calverley Street	●			
		Park Row			●	
		The Headrow				●
	Portland Way closed to non-emergency traffic		Both lanes	One lane		
	Revised non-emergency vehicle access to Leeds General Infirmary		●	●		

L5

L6

L7

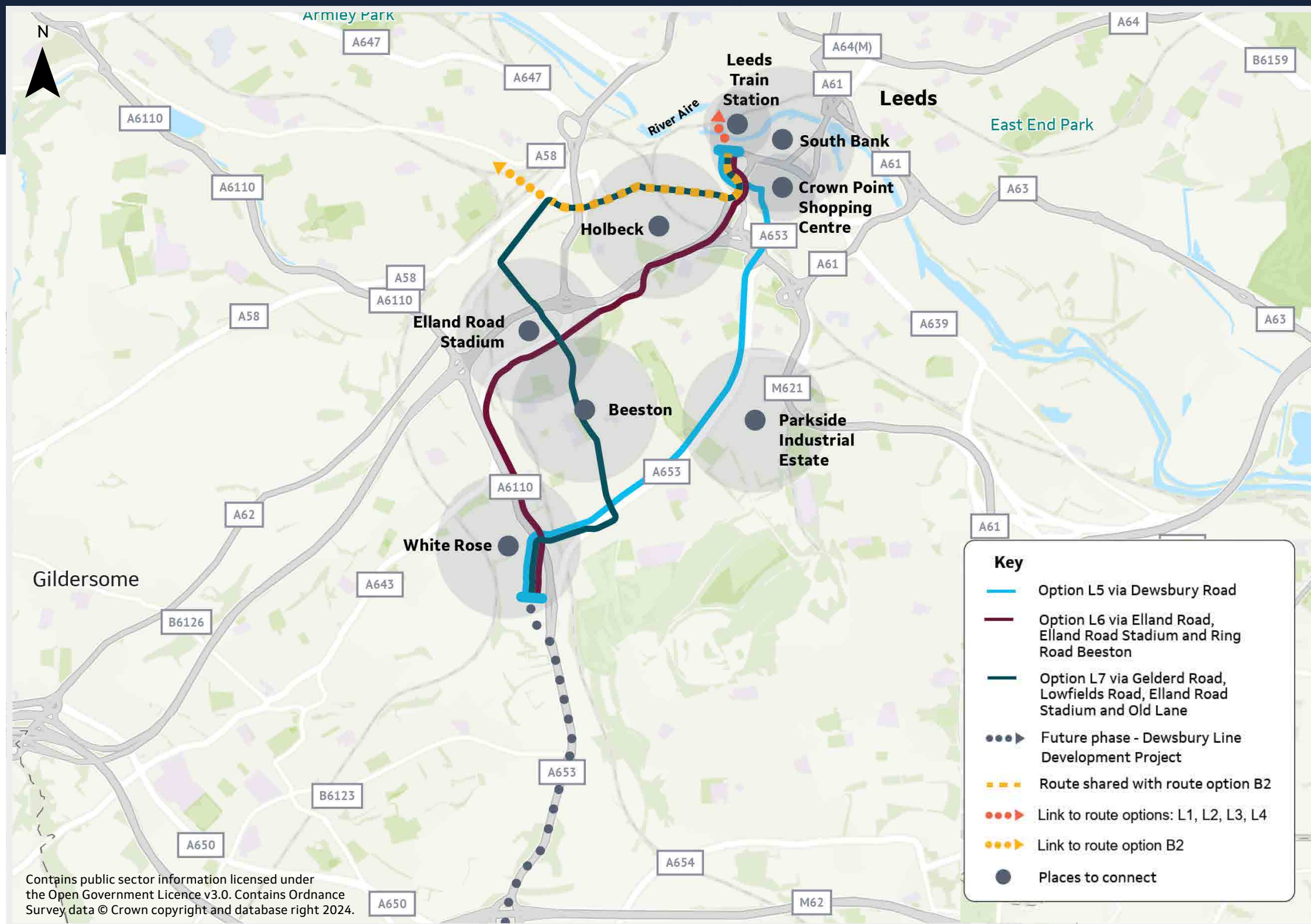
The Leeds Line South Leeds

South Leeds – section south of the River Aire between Victoria Bridge and White Rose Shopping Centre.

We are considering three route options for this section of the Leeds Line:

- route option five (L5) via Dewsbury Road
- route option six (L6) via Elland Road, Elland Road Stadium and Ring Road Beeston
- route option seven (L7) via Gelderd Road, Lowfields Road, Elland Road Stadium and Old Lane

The grey dotted line to the south of White Rose Shopping Centre shows a future phase, the Dewsbury Line Development Project which will bring Mass Transit to Kirklees.





The Leeds Line South Leeds

South Leeds – section south of the River Aire between Victoria Bridge and White Rose Shopping Centre.

This table summarises each of the three South Leeds route options. It shows the key ways the options are like each other and how they are different.

For more information on each of the routes, see **Appendix 2: South Leeds – Additional route information**.

			L5	L6	L7
Passenger experience	Passes close to	South Bank area of Leeds	●	●	●
		Holbeck		●	●
		Elland Road Stadium		●	●
		Elland Road Park and Ride		●	
		Beeston	Southern edge	●	Northern edge
		Crown Point Shopping Centre	●		
		Parkside Industrial Estate	●		
		White Rose Shopping Centre	●	●	●
	Connects to Bradford Line via:				South Street (orange dashed line)
	Possible changes to matchdays tram services at Elland Road			●	●
Journey time from River Aire to White Rose		Shortest		Longest	
Our vision	Supports regeneration of key areas in Leeds	South Bank area of Leeds			●
		Holbeck		●	●
		Beeston	●	●	●
	Connects areas not currently served by rail	South Bank			●
		Elland Road Stadium		●	●
		Beeston	●	●	●
Environment	Passes through or close to a conservation area	Canal Wharf	●	●	●
		Holbeck			●
	Impact to urban green space in Holbeck will need to be minimised			●	
	New or extended crossings of Millshaw Beck		●	●	●
Engineering	Interacts with M621	Changes to Junction 2A		●	
		Crosses Junction 3	●		
		Passes under			●
	Changes to Tommy Wass (A653/Old Lane) Junction		●		●
	Changes to roads and roundabouts adjacent to White Rose		●	●	●

B1

B2

B3

The Bradford Line

The Bradford Line will connect people between Bradford city centre and Leeds city centre.

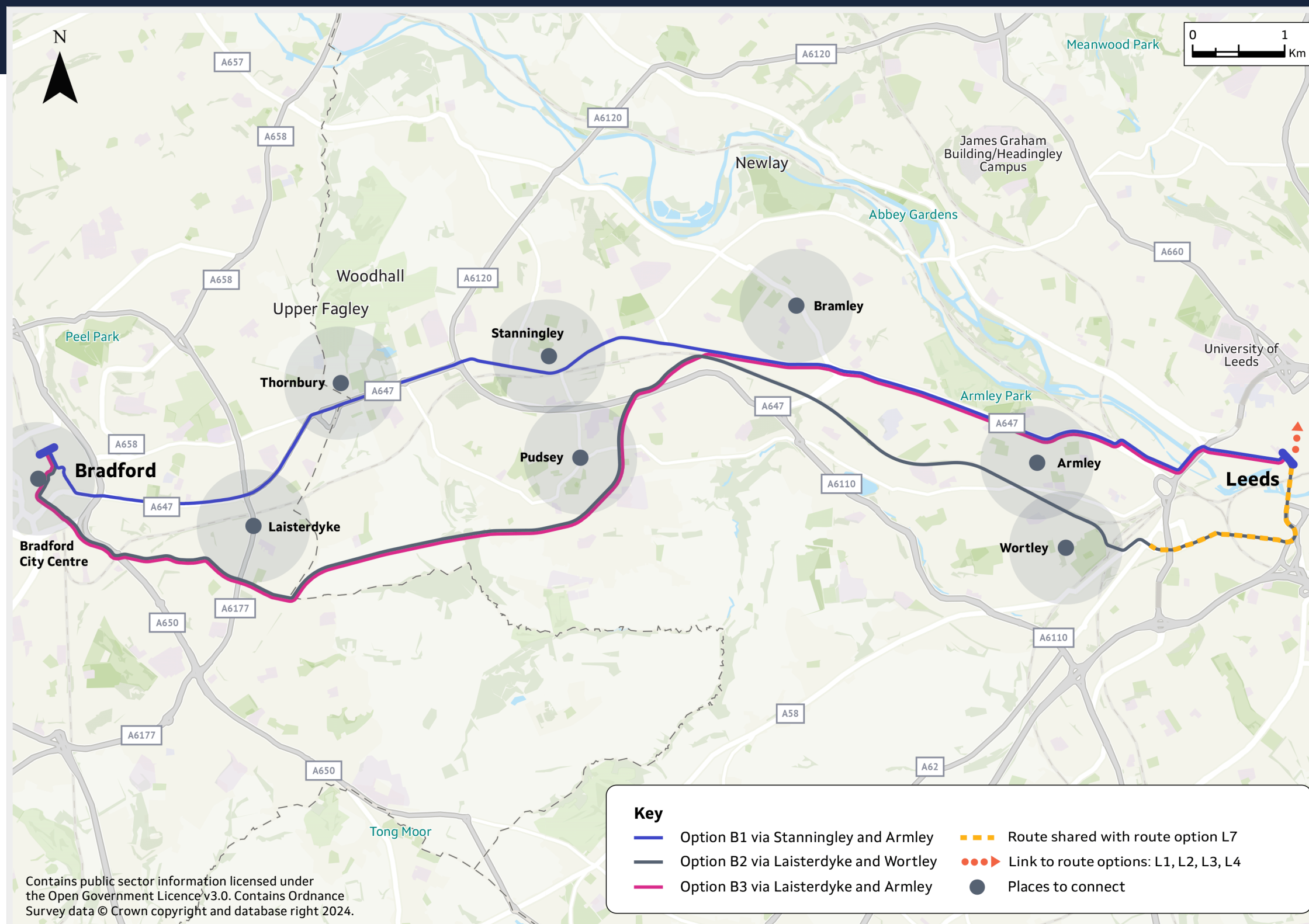
The Leeds Line and the Bradford Line will be connected, enabling journeys, for example, from Bradford city centre to St James's University Hospital or White Rose Shopping Centre.

There are a number of potential locations for a new train station on the approach into Bradford. Wherever the station is ultimately built, our ambition is for Mass Transit to provide a close connection. For this reason, the way the route options enter Bradford city centre could be subject to further review.

We are considering three route options for this section of the Bradford Line:

- route option one (B1) via Stanningley and Armley
- route option two (B2) via Laisterdyke and Wortley
- route option three (B3) via Laisterdyke and Armley

One route option will be selected as our preferred route for the Bradford Line.



B1

B2

B3

The Bradford Line

The Bradford Line will connect people between Bradford city centre and Leeds city centre.

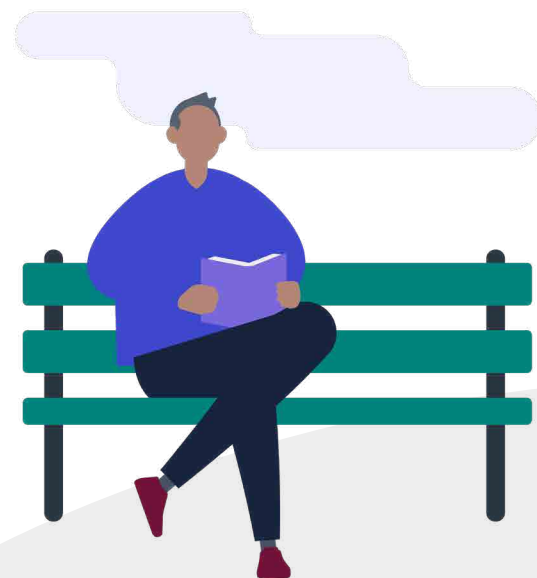
This table summarises each of the three Bradford route options. It shows the key ways the options are like each other and how they are different.

For more information on each of the routes, see **Appendix 3: Bradford – Additional route information**.

			B1	B2	B3
Passenger experience	Passes close to	Laisterdyke	●	●	●
		Thornbury	●		
		Stanningley	●		
		Pudsey		●	●
		Bramley	●	●	●
		Bramley Train Station	●	●	●
		Armley	●	●	●
		Wortley		●	
	Connects to the Leeds Line via:		A58/Wellington Street (north of River Aire)	Sweet Street	A58/Wellington Street (north of River Aire)
	Journey time (Bradford to Leeds)		Joint fastest		Joint fastest
Our vision	Supports regeneration of key areas of Bradford and Leeds	Bradford Southern Gateway	●	●	●
		Leeds South Bank		●	
	Supports development through Bowling Back Lane			●	●
Environment	Potential impact on trees (subject to tree protection orders), habitats, and green belt along historic Pudsey Railway Route			●	●
	New river crossing at River Aire and Leeds-Liverpool Canal		●		●
	Loss of green space close to Pudsey Grammar School and St Joseph's Catholic Primary School			●	●
	Passes through or close to a conservation area	Pudsey		●	●
		Farsley	●		
		Bramley	●		
		Armley	●	●	●
		Leeds central area	●		●
Engineering	Re-uses historic Pudsey Railway Route			●	●
	More work needed to confirm suitability of Greenside Tunnel			●	●
	Interacts with rail network adjacent to Stanningley Road			●	●
	Changes to vehicle access and parking on Leeds Road		●		
	New structures required to cross	Leeds-Liverpool Canal	●		
		Transpennine and East Coast Mainline rail routes		●	
		A647 Ring Road		●	

Placemaking

We have developed our **Approach to placemaking** to outline our plans for improving communities and public spaces.



What do we mean by placemaking?

Placemaking means improving the quality of public spaces and the lives of the people who use them.

Our vision for West Yorkshire's transport future goes beyond just connecting people and places; it's about creating spaces for everyday life, promoting community well-being and supporting local economies.

Placemaking and Mass Transit

We see Mass Transit as a catalyst for community change, enhancing the spaces between destinations with green, vibrant and inclusive public areas that create social interaction and economic growth.

Mass Transit is intended to provide a platform for investment and improvement, that will be delivered in collaboration with local authorities and third parties. Our aim is for these improvements to be delivered independently throughout the life of the Mass Transit scheme.

From bus and tram stops that include benches, trees and art, to green spaces and cycle lanes, our approach to placemaking is about creating welcoming, accessible and attractive areas that encourage public life and participation.

Placemaking and the Local Transport Plan

We are seeking, through our renewed Local Transport Plan, to change the way we use our streets. From a Local Transport Plan perspective, we want streets which are clean, safe, well maintained and reliable. Significant space will need to be made for our new Mass Transit system, improve priority for buses and create safer spaces for walking, cycling and wheeling. Cars, vans and trucks will always have a place and need the right space in the right locations. But public transport, walking, cycling and wheeling can move more people in less space and are better for our environment. So, we will need to balance the needs of different transport options in different places on our streets.

We want to make sure that the right modes of transport are using the right roads and streets at the right time of day. We have already begun work on changing how we use our streets, including the introduction of school streets schemes, new Park and Ride as well as bus priority delivery. Placemaking will help to ensure that Mass Transit is safely and seamlessly thread into our wider transport infrastructure across all types of streets and places in West Yorkshire, from city centres to residential streets.

In the consultation survey, we are asking you how much you believe Mass Transit will improve opportunities for placemaking and if you have any suggestions about additional places that could be improved as part of our plans.

For more information about placemaking please see the **Approach to placemaking**.



We would like your feedback on our **Sustainability Strategy** which covers the whole of Mass Transit, across phase one and all potential future phases. Our Mass Transit Sustainability Strategy outlines the approach to sustainability in the design, building and operation of Mass Transit.

What is sustainability?

Sustainability is about balancing the long-term needs of the environment, society and the economy. Making decisions and using ways of working that positively affect each of these will help to build a strong future for West Yorkshire.



Sustainability and Mass Transit

Sustainability is an important part of developing our whole Mass Transit network.

Mass Transit is part of a wider drive through renewal of the Local Transport Plan to embed sustainable travel choices, making public transport and active travel easy to use and enabling our economy to grow.

The strategy explains how Mass Transit will aim to provide benefits across four 'pillars' of sustainability: Transport, Environment, Social, and Economic.

For each pillar we have several 'outcomes' for the project. We would like to know which outcomes matter most to you.

Your feedback will help to shape the design of our Mass Transit network. As we go, we will monitor and report the project's performance against these outcomes.

For more information please see the **Sustainability Strategy**.



Mass Transit depots and tram stops

Across the Mass Transit network, several depots will be required. Depots provide a place for Mass Transit vehicles to be maintained, cleaned and stored when not in use. We are currently developing a depot strategy to identify potential sites that have adequate space.



As we develop further detail about each of the route options, we will work with local authorities to develop potential locations for stops to provide safe and convenient access for the communities along the route.

We anticipate that stops will be located approximately every 300 to 800 metres along routes, in line with Department for Transport guidance. In identifying where stops will be we will seek to balance the need to serve areas along each route alongside existing public transport availability. We will also consider the impact of stops on reliable journey times and look for opportunities to improve community connections, so Mass Transit can integrate with a wider network of walking and cycling. Details of potential depot and stop locations will be shared in a future consultation.



Help us shape Mass Transit

Your feedback from this consultation will help us to identify the preferred routes for phase one of the Mass Transit network.

Have your say

You can give us your feedback during the consultation period, between Monday 15 July and Monday 30 September 2024.

You can provide your feedback by the following methods:

- completing the online survey on the Your Voice webpage wymasstransit.com
- attending one of our public drop-in events and completing a survey
- requesting a consultation pack which includes a printed copy of the consultation brochure, feedback survey and a FREEPOST envelope by email or telephone
- emailing us at MassTransit@westyorks-ca.gov.uk
- writing to us at FREEPOST CONSULTATION TEAM WYCA

What if I have questions?

Our Mass Transit **Your Voice** page can be found at wymasstransit.com and provides up to date information on the development of Mass Transit.

On our Your Voice page you will find answers to frequently asked questions. Or get in touch to ask a question about the Mass Transit proposals by:

- emailing us at MassTransit@westyorks-ca.gov.uk
- telephoning us at 0113 245 7676 (MetroLine)
- writing to us at FREEPOST CONSULTATION TEAM WYCA

Please also contact us using the contact information above if you need copies of our consultation materials in a different format or language.

Public drop-in events

South Leeds

26 July	2pm–5pm	Beeston Village Community Centre	LS11 8DQ
7 Aug	4pm–7pm	Hunslet Library	LS10 2NS
29 Aug	8am–11am	St Matthew’s Community Centre, Holbeck	LS11 9NR
4 Sep	3pm–6pm	Hamara Centre, Beeston Hill	LS11 6RD
16 Sep	3pm–6pm	Cottingley Community Centre	LS11 OHJ

Leeds city centre

1 Aug	4pm–7pm	The Tetley	LS10 1JQ
14 Aug	3pm–6pm	Compton Road Library	LS9 7BG
3 Sep	11am–2pm	Lovell Park Hub	LS7 1DA
21 Sep	11am–3pm	Leeds Central Library (Room 700)	LS1 3AB

West Leeds

30 July	4pm–7pm	St Thomas’ Community Hall, Stanningley	LS28 6NG
3 Aug	3pm–6pm	St John’s Community Hall, Wortley	LS12 4RU
24 Aug	12pm–4pm	Armley Tennis Club ^{1, 2}	LS12 2QS
17 Aug	12pm–4pm	Sunnybank Mills (The Boardroom)	LS28 5UJ
7 Sep	9am–1pm	Pudsey Leisure Centre	LS28 7BE
11 Sep	3pm–7pm	Armley Library	LS12 1UQ
18 Sep	3pm–6pm	Bramley Community Centre	LS13 2JB

Bradford

27 July	12pm–4pm	Bradford City Library	BD1 1SD
31 July	8am–11am	Sutton Community Centre	BD4 8NB
11 Aug	12pm–3pm	Bowling Lodge Café ¹	BD4 7TL
12 Aug	12pm–3pm	Laisterdyke Community Centre	BD3 8RP
12 Sep	3pm–7pm	The Thornbury Centre	BD3 8JX
19 Sep	4pm–7pm	Guru Gobind Singh Gurdwara Hall ²	BD3 9JN

¹ Outdoor event

² No accessible toilet

What happens next?

After this current options consultation, we will consider your feedback and continue to engage with our local authority partners, the Department for Transport and other statutory organisations to decide on preferred routes. We intend to hold a preferred route consultation in 2025. That consultation will also include, for your views, our proposals for tram stops, depots, potential park and ride sites and engineering works that would make it easier to extend both lines in the future.

In the second half of 2026, we intend to apply to the Secretary of State for Transport for legal powers and planning permission that will allow us to start to build and operate phase one. This will be in the form of a Transport and Works Act Order, which are regularly granted for the construction of new railways, tramways and other transport systems across the country. The Bradford Line will be developed in parallel with the Leeds Line, but each will require separate applications for legal powers and planning permission.

The first applications would then be considered by an inspector at a planning inquiry in 2027.

Environmental assessment

We will carry out an Environmental Impact Assessment (EIA) to assess the environmental impacts of the proposals and to identify ways to avoid or reduce any significant negative impacts.

We have already started environmental surveys along all of the route options, to gather the information we will need whichever route is chosen.

By the preferred route consultation, we will have undertaken some preliminary assessment of the environmental impact of implementing the preferred route and we will be able to share some of these results with you. We will report our full assessment in an Environmental Statement that will accompany our applications for legal powers and planning permission.

You can find further supporting information in the appendix:

- Leeds city centre – Additional route information
- South Leeds – Additional route information
- Bradford – Additional route information
- Options selection factsheet
- Considered route options factsheet
- Engagement process factsheet
- Environmental factsheet



Active travel	Most often used to refer to walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles and scooters
Route alignment	The specific path or direction Mass Transit could take through a given space
Biodiversity	The number and types of plants and animals that exist in a particular area
Conservation area	An area of special architectural or historic interest, where the character and appearance is important to preserve or enhance
Department for Transport (DfT)	Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved
East Coast Mainline Rail route	Railway line running from London King’s Cross to Edinburgh, part of which runs from Doncaster to Leeds on the Wakefield line
Environmental Impact Assessment	Environmental Impact Assessments (EIA) protect the environment by ensuring the local planning authority considers the likely scheme impacts when granting planning permission. An EIA allows the public early opportunities to participate in the decision-making procedures of scheme planning
Environmental Statement	Sets out the assessment of the likely environmental impacts of a proposed development
Equality, Diversity and Inclusion	Equality, diversity inclusion (EDI) means fair treatment for all. It is challenging behaviours and addressing barriers that some of us experience. It is working toward equitable access to the same opportunities and resources
Green belt	Land surrounding urban areas that is protected from most forms of development
Green space	Includes parks, open spaces, playing fields, woodlands or allotments. They can deliver social and environmental benefits for communities
Transport hub or interchange	Transport hubs or interchanges are where multiple transport modes meet to allow passengers to easily change between them. An example would be from one tram route to another or from tram to bus. Other modes could include walking, cycling, rail, taxis and park and ride

Trams (light rail)	Trams (light rail) are found in cities and generally powered by electricity, providing green travel. Trams run on tracks and can run on the street alongside other vehicles or separated from traffic
Listed buildings/ structures	Listed buildings have a special architectural and historic interest. They are considered by the planning process and given certain protections that restrict alteration, extension and demolition: <ul style="list-style-type: none">• 2.5% of listed buildings are Grade I• 5.8% of listed buildings are Grade II*• 91.7% of listed buildings are Grade II (this includes Victoria Bridge)
Passenger capacity	Number of seats and/or standing room for passengers within a transport vehicle
Public inquiry	The opportunity for stakeholders and the public to formally object to a scheme proposal and where arguments are heard for and against a proposed scheme
Regeneration	Urban regeneration means redeveloping and bringing investment into areas of decline. Regeneration redistributes opportunities, increases urban growth and improves quality of life for residents
Route appraisal process	The process by which potential route options have been developed, where options are compared against each other on several criteria to identify which would be the most effective
Route option	A potential path Mass Transit could take between point A and point B. For example, route option B2 is a potential path Mass Transit could take between Bradford and Leeds. Different route options will connect to different places and have varying advantages and disadvantages
Segregation	Where different vehicle types are separated from each other and do not share road space. An example of this is the use of busways/lanes which are completely dedicated for use by buses
Transpennine rail route	Railway line running between Manchester and York, via Huddersfield and Leeds
Transport and Works Act Order	An order made under the Transport and Works Act 1992 (the TWA) is the usual way of authorising a new railway or tramway scheme in England and Wales
Value for money	Getting the best results from the money spent. It involves carefully looking at all the costs, benefits, risks overall effects of a project. The aim is to make sure that the investment delivers the highest possible economic, social and environmental benefits

Leeds city centre Additional route information

Passenger experience

- The route follows the same street in both directions
- Furthest route option from the city centre shopping area
- Close to the city centre universities, Leeds General Infirmary, the First Direct Arena, Millennium Square and City Square
- Furthest from Leeds bus station or the development area at Marsh Lane
- Longest city centre route option

Our vision

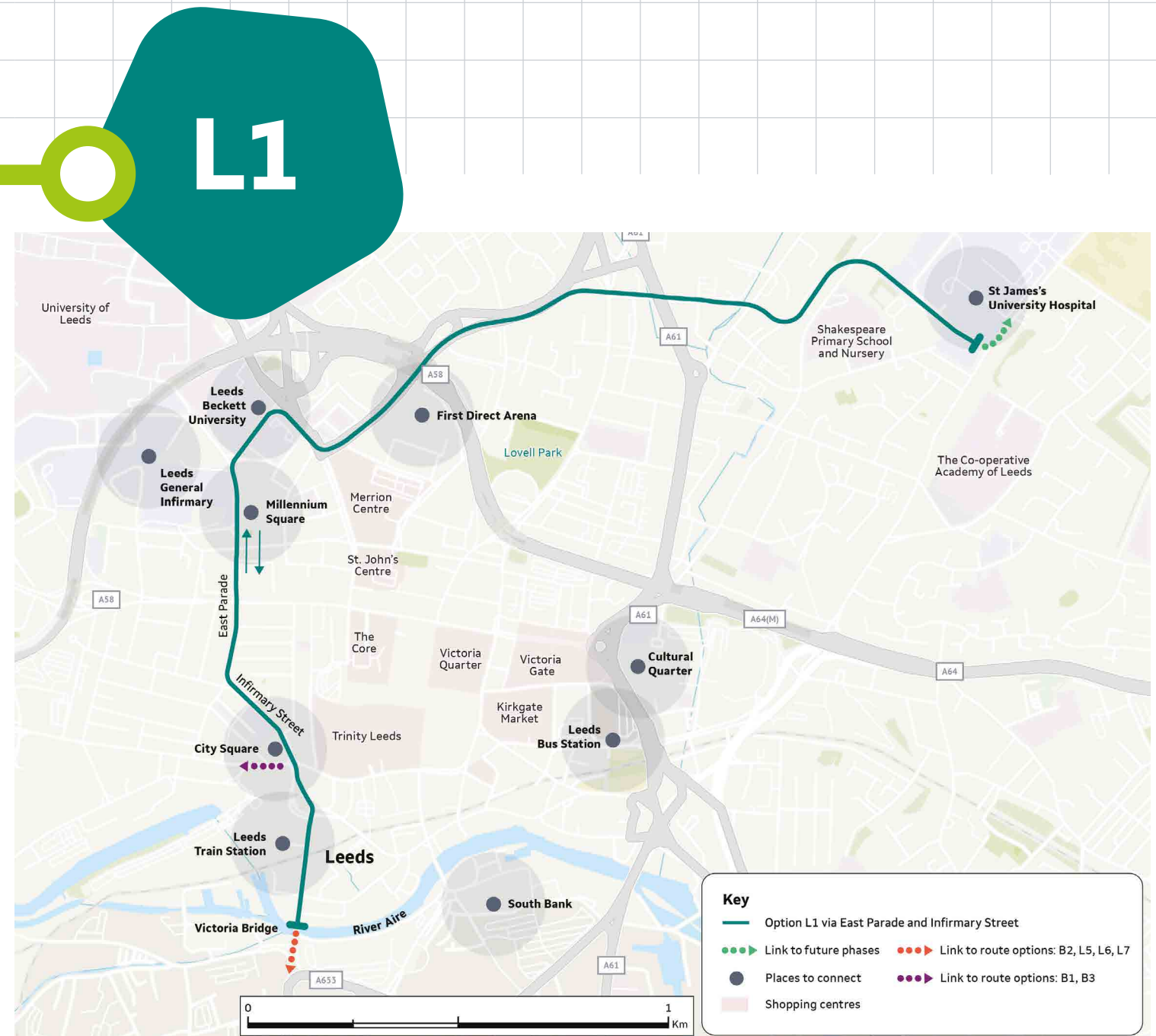
- Opportunities to support the development of the Innovation Arc and the regeneration of Mabgate and Sheepscar neighbourhood areas

Environment

- Would require the widening of the Grade II listed Victoria Bridge over the River Aire
- Passes through, or close to Queen Square, city centre and Canal Wharf conservation areas

Engineering

- Revised non-emergency vehicle access to Leeds General Infirmary
- Closure of Portland Way to general traffic
- Likely relocation of bus stops on Infirmary Street



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Leeds city centre Additional route information

L2

Passenger experience

- The route follows separate streets travelling north and south
- Additional signage may be required because of the split-track
- The northbound track is the joint-longest through the city centre, the southbound track is shorter and quicker
- Close to the city centre universities, Leeds General Infirmary, the First Direct Arena, Millennium Square and City Square
- Furthest from Leeds bus station or the development area at Marsh Lane

Our vision

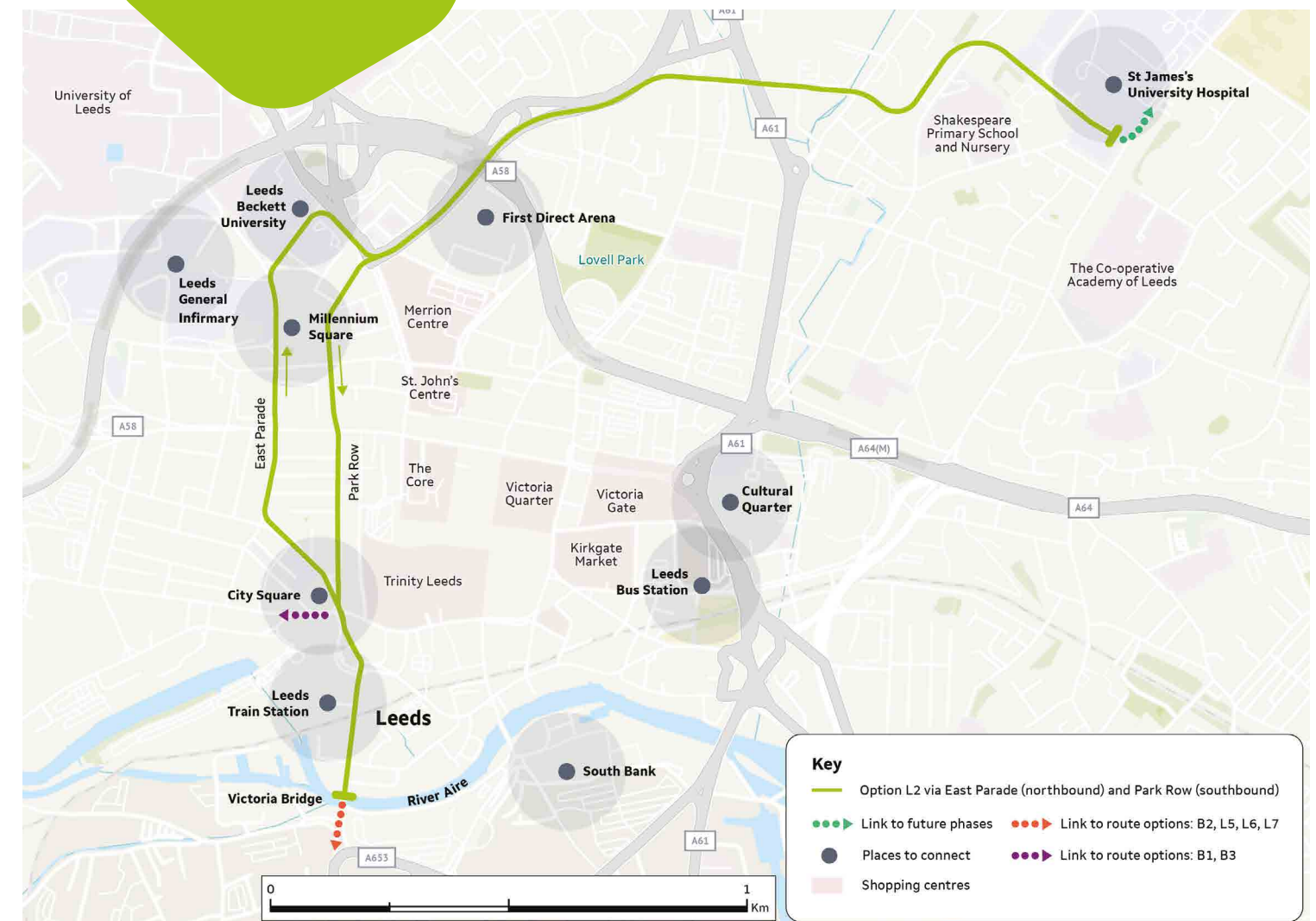
- Opportunities to support the development of the Innovation Arc and the regeneration of Mabgate and Sheepscar neighbourhood areas

Environment

- Would require the widening of the Grade II listed Victoria Bridge over the River Aire
- Passes through or close to Queen Square, city centre and Canal Wharf conservation areas

Engineering

- Revised non-emergency vehicle access to Leeds General Infirmary and Calverley Street, less significant than L1
- Likely relocation of bus stops and changes to services on Park Row, less significant than L3



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Leeds city centre Additional route information

Passenger experience

- The route follows the same street in both directions
- Close to the city centre universities, the First Direct Arena, Millennium Square and City Square
- Further from the Leeds General Infirmary, Leeds bus station and the development area at Marsh Lane
- Closer to the city centre shopping area compared to other route options,
- Smoother operation due to fewer changes of direction
- Direct route through the city centre

Our vision

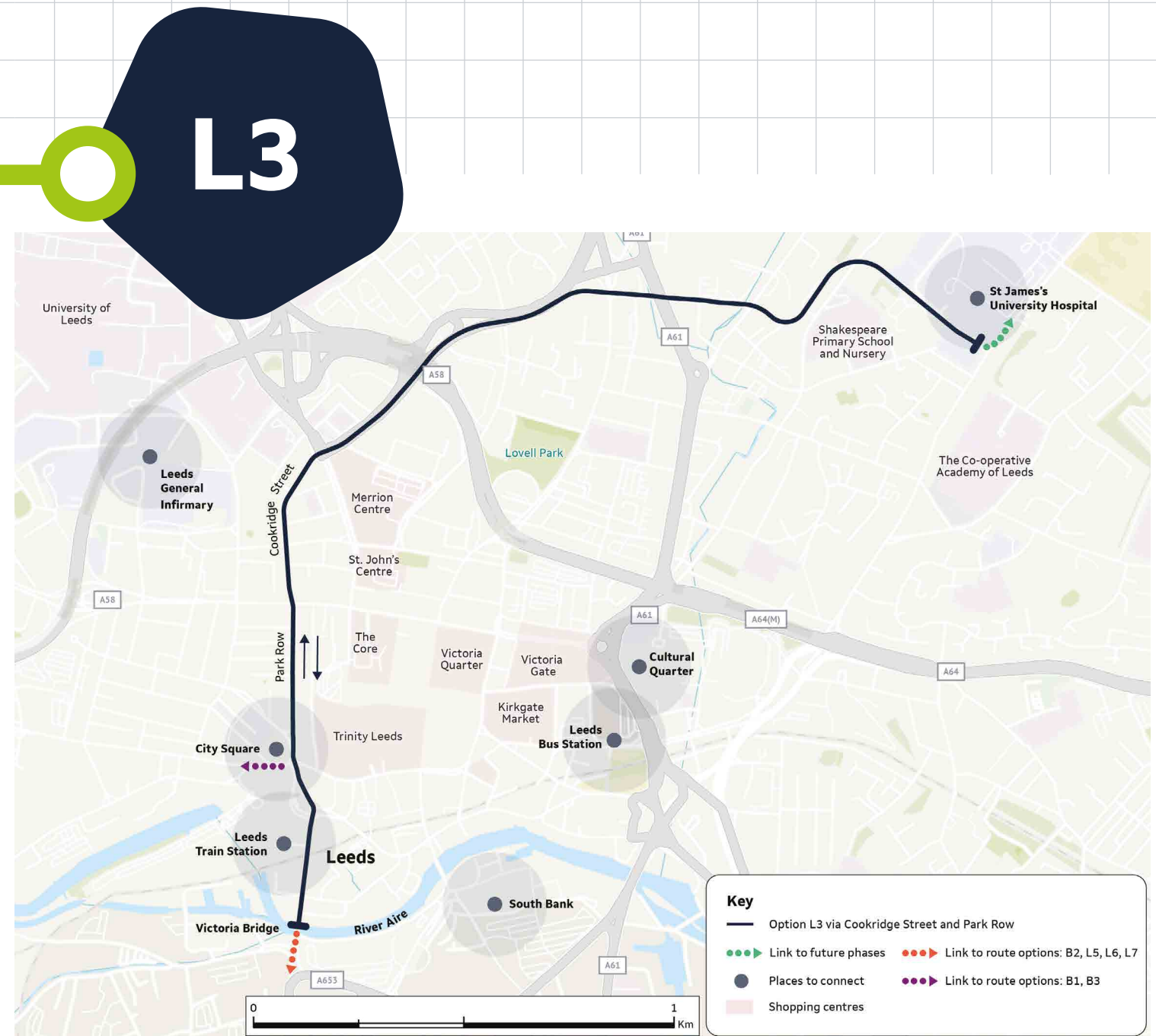
- Opportunities to support the development of the Innovation Arc and the regeneration of Mabgate and Sheepscar neighbourhood areas

Environment

- Would require the widening of the Grade II listed Victoria Bridge over the River Aire
- Passes through or close to Queen Square, city centre and Canal Wharf conservation areas

Engineering

- Simpler crossing of Claypit Lane and at the junction with Woodhouse Lane, will support more reliable journey times
- Takes up more pedestrian space through Cookridge Street, compared to L2
- Likely relocation of bus stops and changes to services on Park Row



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Leeds city centre Additional route information

Passenger experience

- The route follows separate streets travelling north and south
- Additional signage may be required because of the split-track
- Closer to the Headrow shopping centres and Leeds bus station
- Further from the city centre universities, Leeds General Infirmary, the First Direct Arena, Millennium Square and City Square
- Most direct journey to St James's hospital via the A61 road
- Journey times could be affected due to interaction with traffic and buses on the A61
- The southbound track is the shortest though the city centre, the northbound track is longer and slower

Our vision

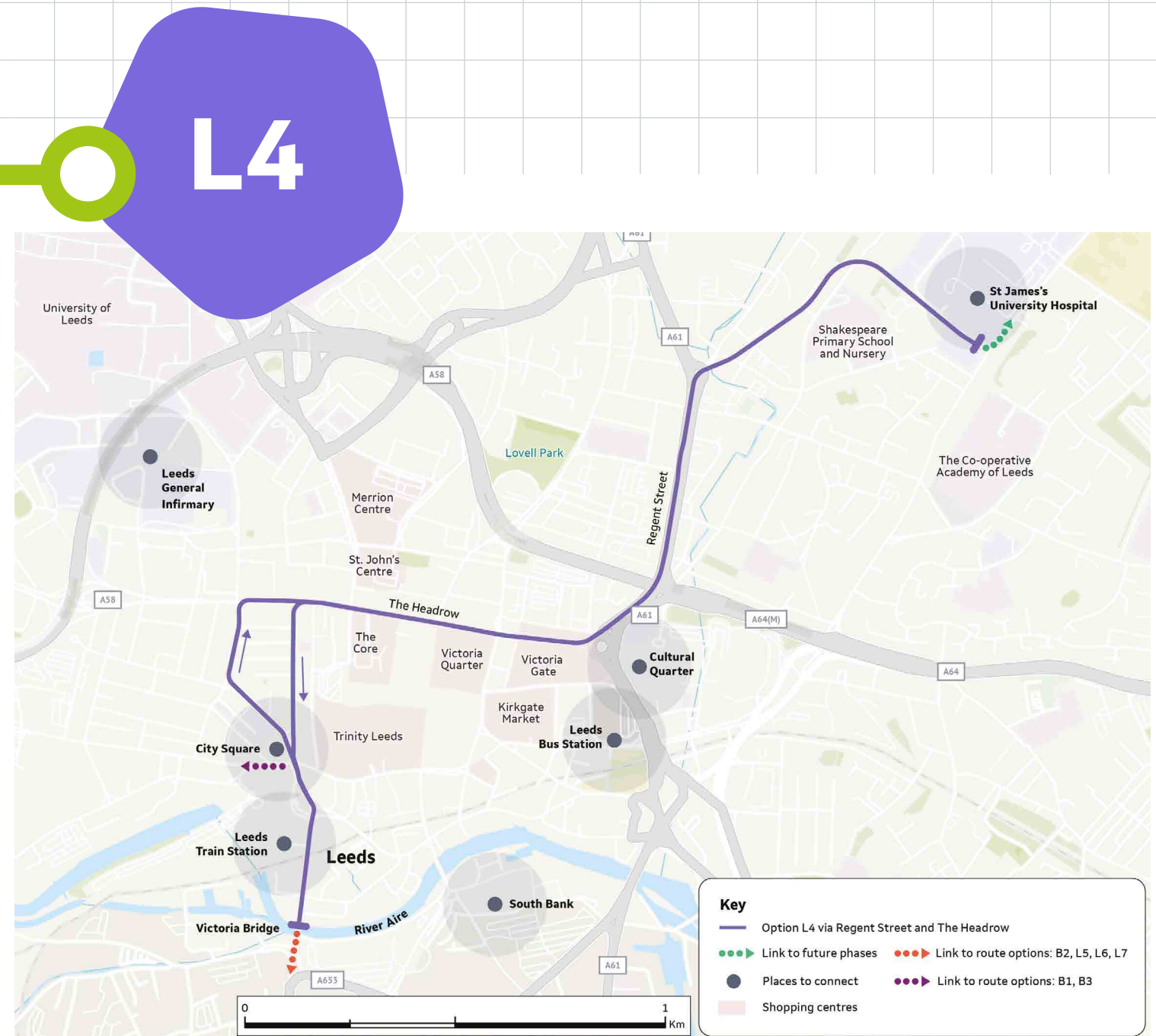
- Opportunities to support the regeneration of Mabgate
- Opportunity to serve the Hunslet Riverside neighbourhood area

Environment

- Would require the widening of the Grade II listed Victoria Bridge over the River Aire
- Passes through or close to Queen Square, Canal Wharf, Mabgate and Grand Quarter conservation areas

Engineering

- Likely relocation of bus stops on The Headrow
- Changes to bus services on Infirmary Street
- Will require changes to A61 Regent Street and Eastgate roundabout to manage the impacts on traffic



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South Leeds Additional route information

L5

Passenger experience

- Closest to the John Charles Centre for Sport
- Able to serve more residential areas than other options
- This route option has the shortest end-to-end journey time
- Close to Crown Point Shopping Centre and Parkside Industrial Estate
- Further from the key leisure and community facilities at Elland Road
- Opportunity to connect to Beeston, but only along its southern edge
- Less well-connected to Holbeck and the South Bank Education Quarter compared to other options

Our vision

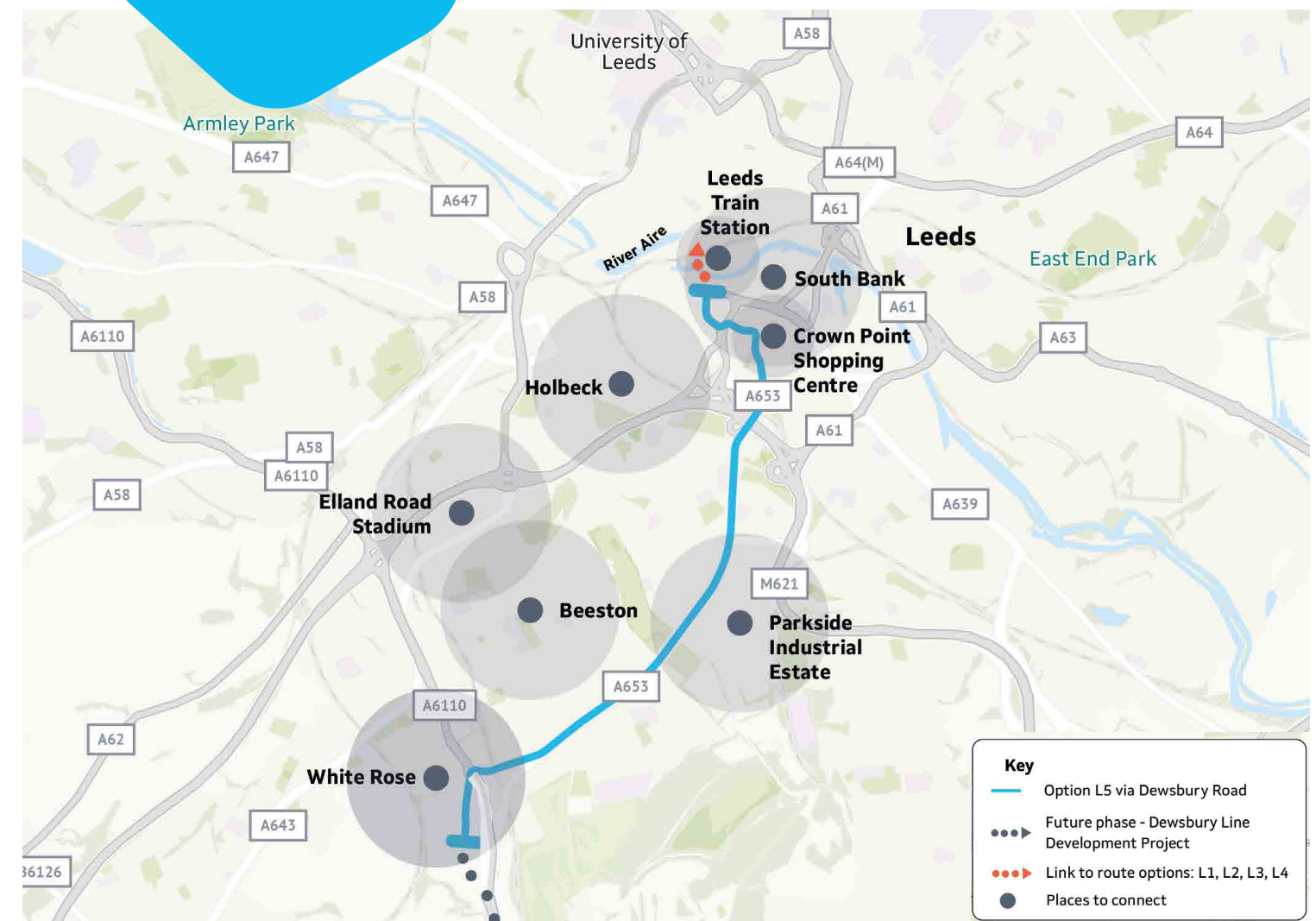
- Opportunity to support the South Bank's regeneration.
- Providing better connections to Leeds train station and large retail and workplace hubs, such as Crown Point and White Rose.
- Opportunity for connecting to the community centre and Cross Flatts Park near Dewsbury Road
- Connects areas not currently served by existing rail services, such as Beeston and the South Bank area of Leeds

Environment

- Passes through the edge of Canal Wharf conservation area

Engineering

- Likely to require changes at the Tommy Wass junction (A653 Dewsbury Road and old lane)
- Requires complex crossing of Junction 3 of the M621
- Shares more space with other traffic than L6 or L7, which could impact journey times and reliability



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South Leeds Additional route information

L6

Passenger experience

- More direct route to Elland Road and White Rose
- Serves less local housing area compared to other route options
- Potentially serves the Park and Ride on Elland Road
- Opportunities to connect to Holbeck and the key community and leisure facilities at Elland Road
- Opportunities to connect to Beeston, but only along its northern edge

Our vision

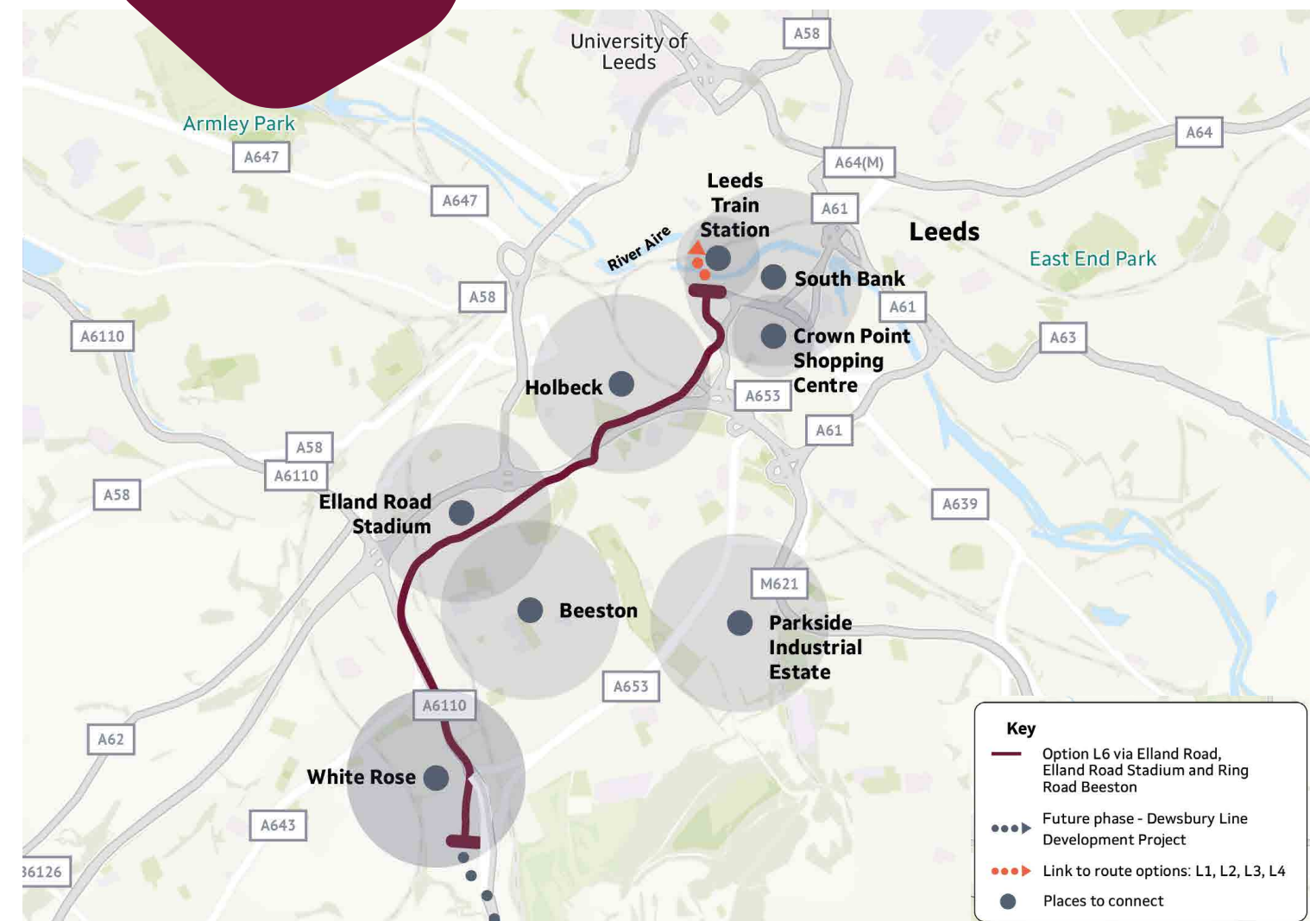
- Opportunity to support regeneration in an area of the city which has significant pockets of deprivation
- Opportunities to support the regeneration of Holbeck
- Connects areas not currently served by existing rail services, such as Elland Road Stadium and the South Bank area of Leeds.
- Improving connections to local communities, including Armley and Upper Wortley

Environment

- Potential impact on important urban green space in Holbeck will need to be minimised
- Passes through the edge of Canal Wharf conservation area

Engineering

- Needs to share space with traffic near Elland Road Stadium could impact journey time reliability
- Changes required to manage impact at Junction 2A of the M621
- Required changes to roads, including roundabouts, near White Rose
- Need to keep emergency service access to Leeds District Police HQ on Elland Road



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South Leeds Additional route information

L7

Passenger experience

- Less direct route to Elland Road and White Rose
- Opportunities to make connections to the key community and leisure facilities at Elland Road
- Opportunities for good connections to the residential areas of Beeston
- Events management plan needed at Elland Road Stadium during match day events and could affect services
- Opportunity for interchange with the Bradford Line in South Leeds

Our vision

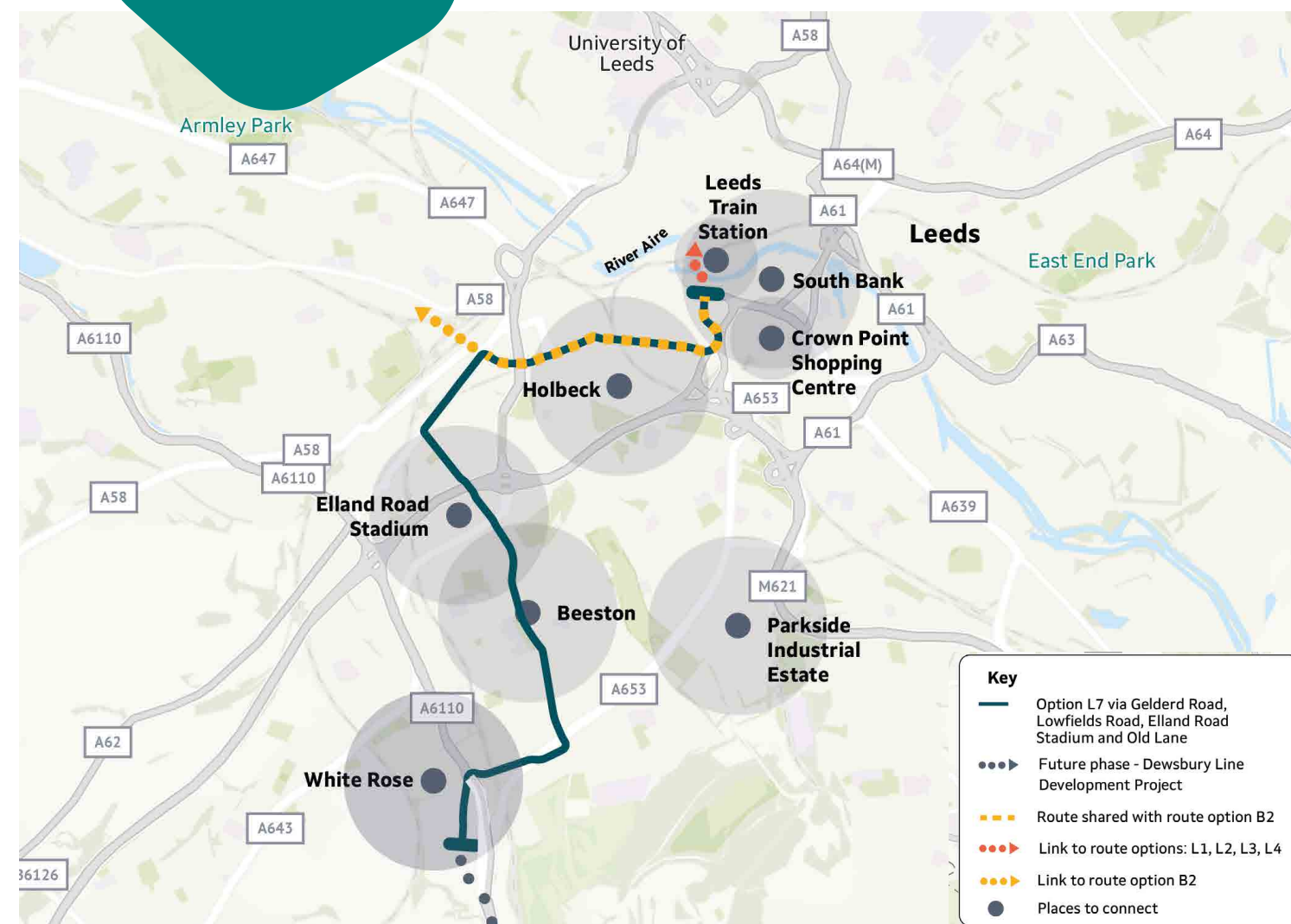
- Opportunity to support regeneration in an area of the city which has significant pockets of deprivation
- Opportunity to support regeneration in Holbeck
- Connecting to areas not currently served by existing rail services, such as Elland Road Stadium and the South Bank area of Leeds

Environment

- Would reduce car traffic and traffic noise for local residents near Holbeck
- Passes through the edges of Canal Wharf and Holbeck conservation areas
- Potential environmental benefits from less traffic on New Road

Engineering

- Bradford Line connection in South Leeds would reduce overall construction costs
- Complex engineering required to cross under the M621 near Elland Road Stadium
- Requires changes to roads, including roundabouts, near White Rose
- Limited road space between Tommy Wass (A653 Dewsbury Road/Old Lane) Junction and White Rose



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Bradford Additional route information

Passenger experience

- Opportunity to serve more local communities compared to the other routes
- Close to Laisterdyke, Thornbury, Stanningley, Bramley and Bramley Train Station Armley
- Segregation from road traffic at Stanningley Road will support faster and more reliable journey times
- Most direct route from Bradford to Leeds of the options, with the joint fastest estimated journey time

Our vision

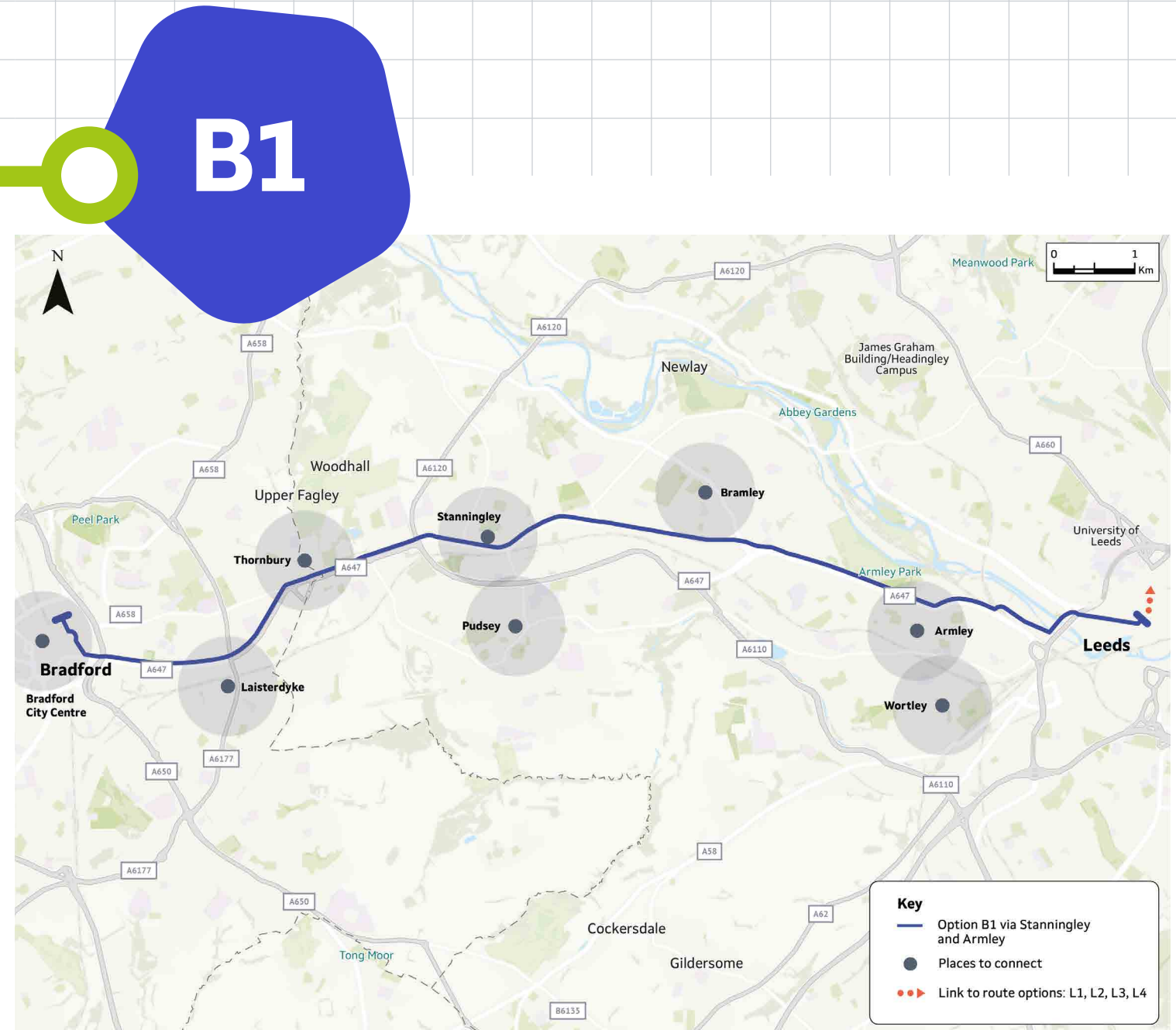
- Opportunities for public space improvements in Bradford Forster Square to enhance connections to the train station
- Opportunity for a transport hub in the heart of Bradford to improve transport interchange and connectivity to other key places
- Opportunity to connect to Bradford Southern Gateway regeneration area, but only along its northern edge

Environment

- Will reduce car traffic and noise on Bradford Road
- New or widened crossings of the River Aire and Leeds-Liverpool Canal will need to protect the water environment and habitats
- Passes through Farsley and Leeds Central Area the edge of Bramley Town and Armley conservation areas

Engineering

- May require significant change to vehicle access to businesses and community facilities on Leeds Road
- Possible reduction in the number of parking spaces on Leeds Road
- Need to align with other projects along the route, such as Dawson's Corner junction improvements
- Substantial changes to roads in Stanningley required. This will maintain local access to Stanningley Road while reducing through traffic
- Will require significant changes to many road junctions along the route
- New bridges required over the River Aire and the Leeds-Liverpool Canal
- More of this route runs on, across or alongside roads compared to other route options



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Bradford Additional route information

Passenger experience

- Close to Laisterdyke, Pudsey, Bramley train station, Armley and Wortley
- Least direct route from Bradford to Leeds of the options, with slowest estimated journey time
- Opportunity for interchange with the Leeds Line in South Leeds

Our vision

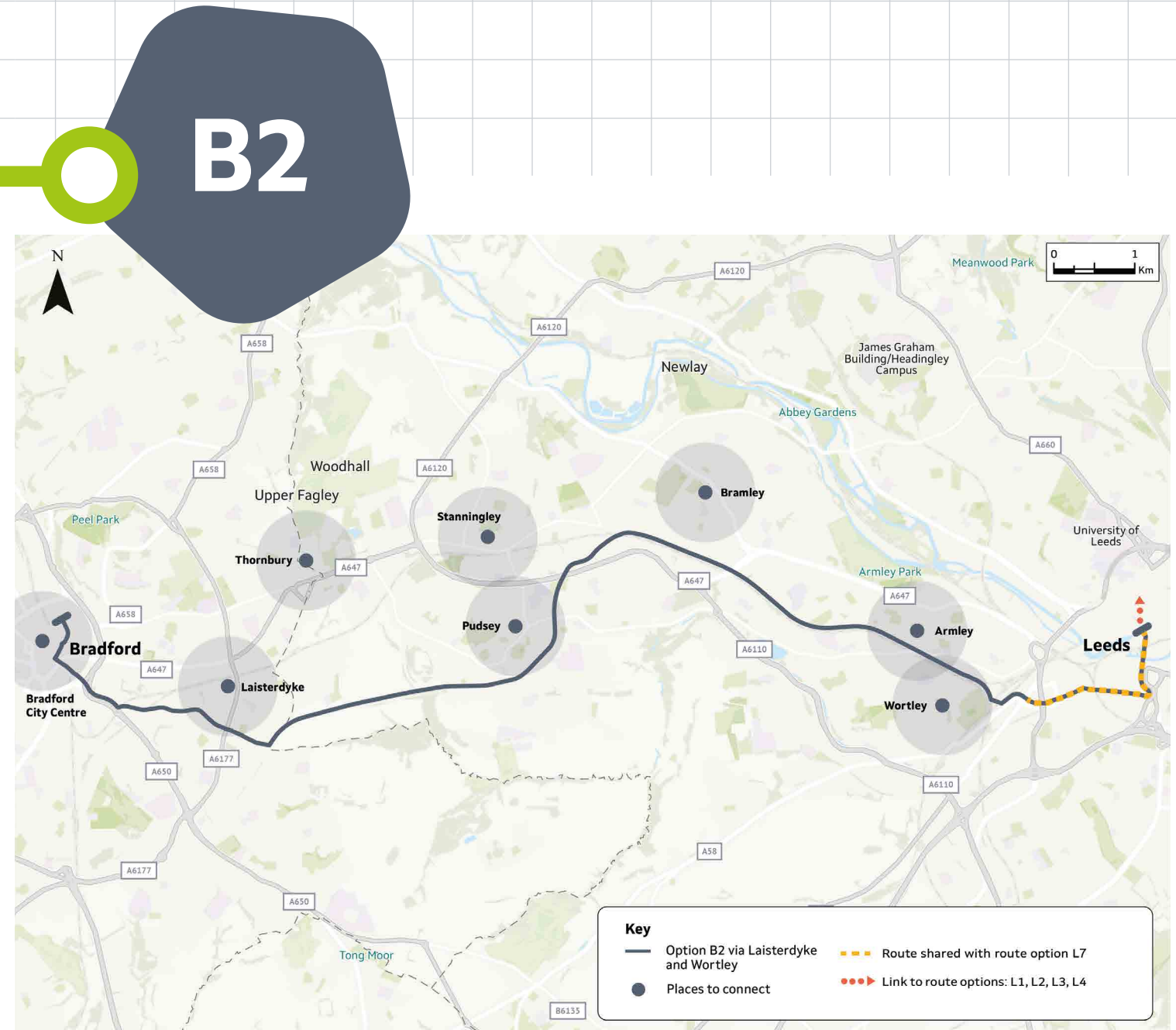
- Connecting to Armley and Bramley with Leeds and Bradford city centres, boosting local economies and access to services
- Passing through the Bradford Southern Gateway and Leeds South Bank regeneration areas, connecting future housing, leisure, retail employment locations
- Opportunity to support development by using the Bowling Back Lane approach into Bradford city centre
- Using historic Pudsey Railway Route could mean fewer opportunities for placemaking and regeneration in communities and public areas

Environment

- Need to manage and mitigate the impact on trees, habitats and Green Belt of re-using the historic Pudsey Railway Route
- Passes through Pudsey and the edge of Armley Conservation Areas
- Loss of green space close to Pudsey Grammar School and St Joseph's Catholic Primary School

Engineering

- Re-using sections of the historic Pudsey Railway Route could reduce the impact on roads and traffic
- More survey work is required to confirm the suitability potential of using Greenside Tunnel in Pudsey
- Requires major bridges over the Transpennine and East Coast Mainline rail routes, the A647 Ring Road over the Stanningley Bypass
- Constructing and operating route alongside rail lines at Stanningley Road will be challenging
- Reduces construction costs by connecting to the Leeds Line outside of Leeds city centre



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Bradford Additional route information

Passenger experience

- Close to Laisterdyke, Pudsey, Bramley and Bramley train station Armley
- Not the most direct route from Bradford to Leeds of the options, but a similar estimated journey time to B1

Our vision

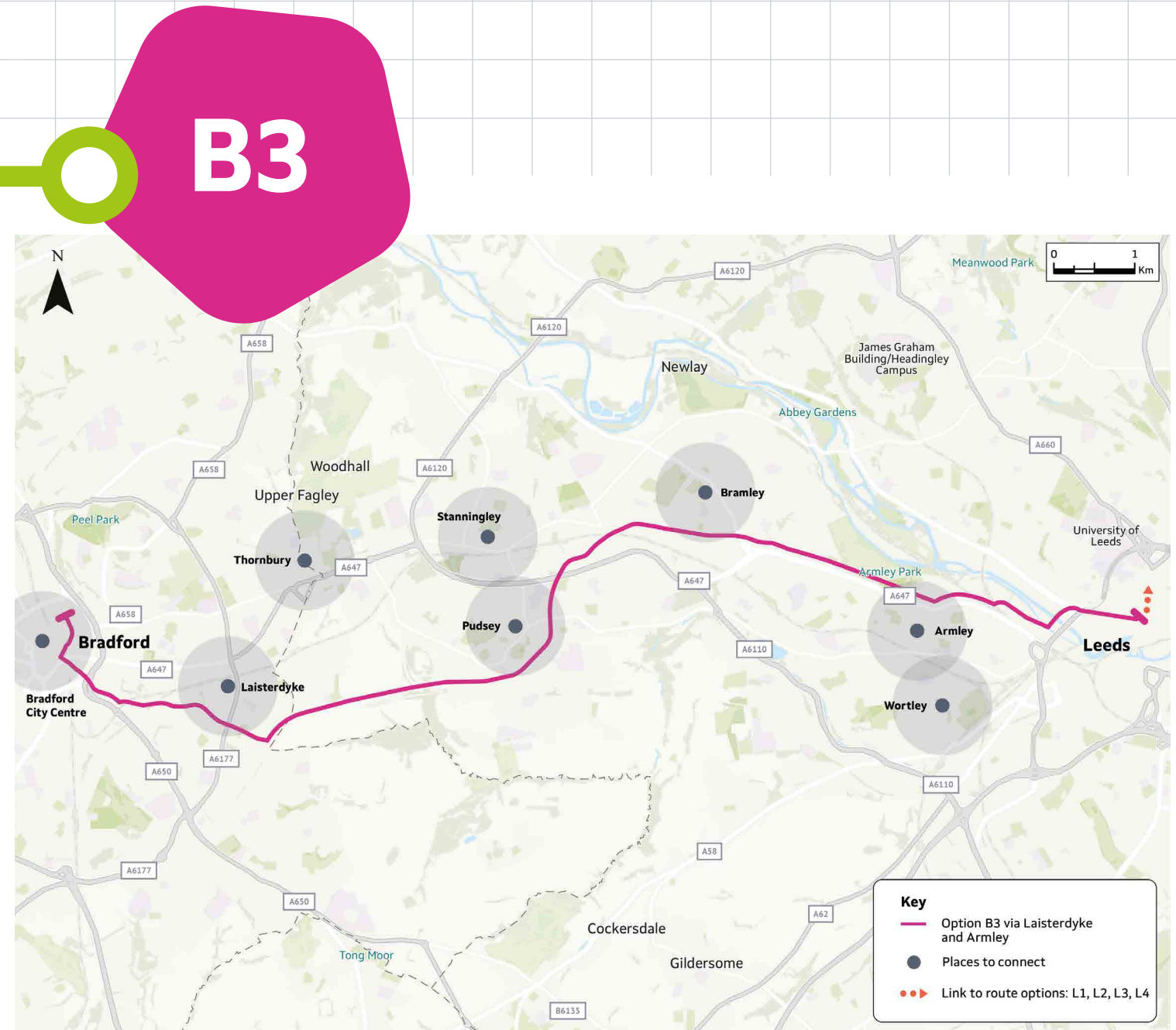
- Re-using historic Pudsey Railway Route could mean fewer opportunities for placemaking and regeneration in communities and public areas
- Connecting to Armley and Bramley with Leeds and Bradford city centres, boosting local economies and access to services

Environment

- Passes through Pudsey, Armley and Leeds Central Area conservation areas
- Loss of green space close to Pudsey Grammar School and St Joseph's Catholic Primary School

Engineering

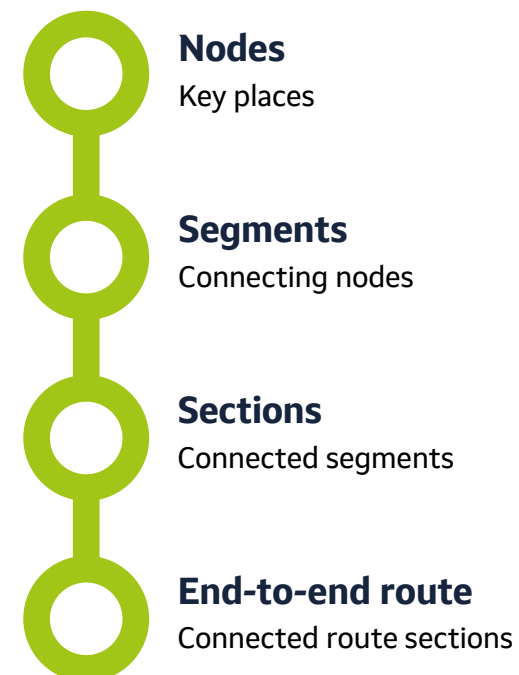
- Segregation from road traffic at Stanningley Road will support faster and more reliable journey times
- Design and construction challenges where the route runs near the rail network
- New bridges required over the River Aire and the Leeds-Liverpool Canal
- Re-using sections of the historic Pudsey Railway Route between Bradford and Pudsey means less impact on roads and traffic
- More survey work is required to confirm the suitability of using Greenside Tunnel in Pudsey



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Options selection factsheet

How did we identify the long list of route options? We identified the long list of route options by following the shortlisting process that involved scoring each route option based on the steps below.



Evidence base

We built an evidence base, to understand the transport challenges and opportunities in West Yorkshire. We did this by looking at existing studies about transport and strategies, plans for new housing developments, population, job growth data and carbon emissions.

West Yorkshire Mass Transit Vision 2040

This **Vision** is a plan for how a 21st century transport network can boost productivity, allow inclusive growth and tackle the climate emergency.

Place to connect

Working with our five district partners (Bradford, Calderdale, Kirklees, Leeds and Wakefield), we identified the key places a Mass Transit system should connect. Looking at how these places might be joined together using roads, railway, or unused land.

Technical feasibility

Next, we looked to see how technically feasible it would be to create a Mass Transit route between key places to connect.

Appraisal

To identify the sections of routes that would work best, each was assessed against the criteria below more:

- How many people live and work in the area, now and in the future
- Nearby places of interest – would Mass Transit make it easy for people to reach healthcare, education, places of worship, shops and leisure facilities
- If the route would connect people living in more deprived areas
- How easy would it be to build the route or section
- Estimated journey times along a route compared to other routes with similar start and end points

The phase one route options we are consulting on all meet the following criteria:

- Good, estimated journey times, compared to current public transport options
- Are projected to attract high numbers of passengers
- Can be delivered in reasonable time
- Provide value for money to build and operate, compared to other options
- Allow the network to be expanded in future
- Have fewer or less severe impacts with existing railways, roads structures compared to considered options
- Have low risks compared to other options

You can read more on the routes we considered for phase one, but haven't been taken forward in **Appendix 5: Considered route options**.

Considered route options factsheet

This factsheet is about the route options we have considered for the Leeds Line and Bradford Line of the phase one proposals.

We have considered many potential route options for phase one. Each route has been assessed against set criteria and scored accordingly to arrive at a set of route options that deliver value for money, are practical to construct and that seek to minimise impacts on land, environmental and the wider communities. Although the route options listed below will not be developed further for phase one, they may be revisited as part of the later phases of Mass Transit.

The Leeds Line

Several route options were considered for the Leeds Line. Through the route assessment process, the route options below will not be progressed as part of the phase one proposals.

Route option to Leeds city centre via Leeds bus station

This option has not been progressed because:

- This option takes a long route through Leeds city centre that, compared to other options, would make journey times longer for passengers
- The longer route makes this option more expensive than other routes through Leeds city centre
- The route is likely to have a greater impact on the highway network during construction and operation, compared to the other options

Route options between the White Rose Centre and Dewsbury

Route options between the White Rose Centre and Dewsbury do not form part of the proposals we are consulting on at this stage due to the early status of wider development plans along the potential alignments in both Kirklees and Leeds. By bringing forward plans for housing and Mass Transit through the Local Plan, the extension of Mass Transit into Dewsbury offers a unique opportunity to secure sustainable and successful communities and commercial development from the outset.

We will continue to work with Leeds Council and Kirklees Council to review the case for Mass Transit for the southern section of the Leeds to Dewsbury route from the White Rose Centre to Dewsbury. We are calling this the Dewsbury Line Development Project and it's shown on the plan on page 19 of this document.

We considered connections between Tingley and the White Rose Shopping Centre in south Leeds to make use of the potential new park and ride site at Tingley, as outlined in the Mass Transit Vision 2040 plan. However, there is some uncertainty associated with the expected park and ride passenger numbers, so the White Rose to Tingley route may not have enough passengers to make it viable.

Route options from the River Aire to Middleton via Belle Isle

Routes from South Bank to Middleton via Belle Isle were considered as they had the potential to generate sufficient demand and have enough passengers. However, routes to White Rose offer greater connectivity to key leisure, retail and employment destinations in south Leeds. Routes to White Rose also better support development opportunities for regeneration in south Leeds. Therefore, route options to Middleton via Belle Isle are not being progressed as part of the phase one proposals.

The Bradford Line

Several route options were considered for the Bradford Line. Through the route assessment process, three of the six Bradford to Leeds route options will not be progressed as part of phase one of the Mass Transit network. Options have not been progressed for one or more of the following reasons:

- **For routes via Pudsey Road:** Two of the options would require sections of Pudsey Road to be closed to traffic during construction and require traffic reductions once Mass Transit was operational. We decided this would have a significant impact on road users and the local community far greater than any benefits introduced by the proposals, so it will not be taken forward for phase one.
- **For routes using the existing Bradford to Leeds rail line:** Delivery of a scheme as part of phase one would be challenging. This is because getting the required Network Rail approvals of the design and construction methods could take a long time therefore, have an impact on the scheme cost. Also, the interaction of Mass Transit operations with National Rail services would require changes to railway signalling and to timetable. With current National Rail timetables and the desired Mass Transit frequencies, this is not considered to be viable at this time.

Engagement process factsheet

This factsheet provides an overview of the engagement process so far for the phase one proposals.

We are committed to designing and delivering Mass Transit in collaboration with a wide range of stakeholders, including West Yorkshire's local authorities, statutory and community organisations, education providers and businesses, as well as residents across our communities.

West Yorkshire Mass Transit Vision 2040

The Mass Transit Vision 2040, a concept document outlining a complete West Yorkshire transit network, has been subject to multiple rounds of engagement and consultations.

Most recently, we held a statutory consultation on the revised West Yorkshire Mass Transit 2040 Vision ahead of the final Vision being formally approved and implemented. Statutory consultees (professional bodies that Local Planning Authorities are required by law to consult, prior to a decision being made on the planning consent application), stakeholders and members of the public were invited to share their views on the revised Vision. The feedback received shaped the Vision ahead of formal adoption in September 2023.

In the lead up to the phase one consultation since adoption of the Mass Transit Vision 2040, engagement has continued with stakeholders to retain and improve awareness of Mass Transit. This has enabled stakeholder understanding and provided opportunities to review and provide feedback on emerging outline routes and design details under development.

The phase one developments have been communicated to stakeholders and the five district authorities through:

- **1:1 session to review their feedback on the Vision 2040 consultation, identify next steps and address any gaps and Design Advisory Groups (2022–2023)**
 - A series of meetings were held with technical leads and officers from local authorities.
- **Equity, Diversity Inclusion (EDI) Expert Panel (2023)**
 - Technical Working Groups (TWG) meetings including Equity, Diversity Inclusion (EDI) expert panel and Environmental and Health Forum.
- **Engagement with statutory consultees including statutory environmental and health bodies (and wider non-statutory stakeholders)**
 - Introductory meetings were held with stakeholders to raise awareness of Mass Transit and build relationships amongst the Transport and Works Act (TWA) statutory consultees and, key non-statutory stakeholders.
- **Engagement with community-based stakeholders**
 - Ongoing stakeholder engagement on the Mass Transit route options will continue through consultation and beyond to raise awareness, build support and provide opportunity for feedback to shape the design development.

Environmental factsheet

As part of the proposals, we will look to enhance the existing environment where possible. This will be done in several ways including via the following:

Sustainability Strategy

Our approach to sustainability is outlined in our Sustainability Strategy, where we show how the proposals will aim to provide wide-ranging benefits across four pillars: transport, environment, social and economic. We would like your views on the **Sustainability Strategy**.

Opportunities and benefits

We will aim to identify environmental benefits and through the proposals. Our goal is to minimise waste, enhance local biodiversity, mitigate flood and climate change risk, minimise the use of natural resources and reduce noise and vibration from existing road traffic, all while respecting communities and cultural heritage.

Key areas of focus for the Mass Transit proposals include improving air quality and managing and minimising carbon emissions.

Biodiversity Net Gain

We're aiming to deliver a net gain in biodiversity, which means we will be seeking opportunities to restore and improve connectivity of habitats along the routes to provide 'green' (good for ecology) and 'blue' (good for water) areas within the design. This could be through the improvement or creation of habitats along the route or by creating new habitats more widely across the region.

Assessment of environmental impacts

We are following the Environmental Impact Assessment (EIA) process as Mass Transit progresses.

EIA is a term used to describe the total process of assessing the positive and negative environmental impacts of a proposal. This assessment will be reported in an Environmental Statement (ES) which will consider several environmental topics including:

- Air quality
- Noise and vibration
- Habitats and their species
- Health and community
- Water and drainage
- Landscape
- Cultural heritage
- Archaeology



Environment Surveys and Scoping report



Preferred route public consultation



Final Environmental Statement



Ongoing environmental monitoring



Construction



Application for consent submitted

The ES is one of the documents that will be submitted as part of the planning consent application for the phase one proposals. The ES reports on the outcome of the EIA, ways to reduce any negative impacts (this is called 'mitigation') proposed monitoring.

Surveys

We will complete surveys to help us understand the existing environment. We're carrying out a programme of surveys now until late 2025 and beyond.



Mitigation measures

As part of the EIA process, if significant adverse environmental impacts are identified, we will aim to avoid or reduce these impacts via mitigation measures. We will use the mitigation hierarchy to avoid, if possible, then minimise or compensate if avoidance is not possible.

Mitigation during construction

We will aim to implement best practice measures during construction alongside a Code of Construction Practice (CoCP) to minimise impacts, where possible. Enforced by the local authorities, a CoCP sets out the environmental mitigation required during construction, as identified by the EIA process. This can be things such as designated working hours to reduce noise impacts or stipulating working methods to reduce impacts on species (such as only working in certain areas at certain times of the year) or reducing carbon (by using recycled materials or by using less plastic).

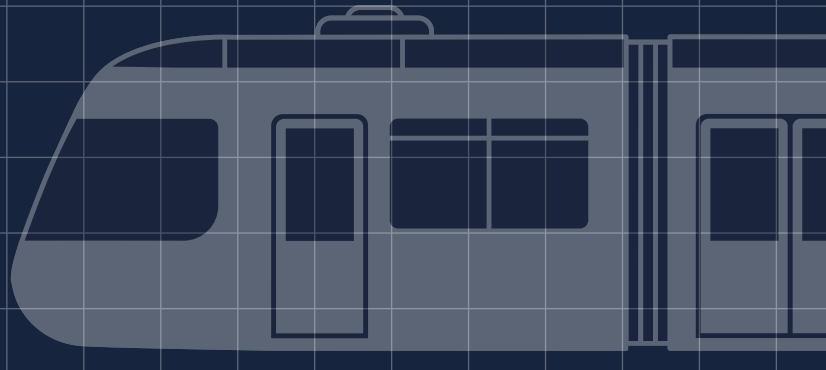
Mitigation during operation

Any impacts we identify during operation will be mitigated using ‘embedded mitigation’. This means things like designing routes to minimise the impact on residents or important natural habitats, where possible. This can be achieved through placemaking, noise barriers to reduce sound disturbances, avoiding overhead wires in sensitive heritage areas and the delivery of net gain in biodiversity.

Monitoring

Once the scheme is constructed and operational, we will undertake environmental monitoring. Monitoring is a tool used to assess environmental conditions to ensure mitigation measures are working properly.

Contacts



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