West Yorkshire Combined Authority

Integrated Sustainability Appraisal of The Mayor's West Yorkshire Local Transport Plan

Post Adoption Statement

Reference: Final

V1 | 3 March 2026

Contents

1.　Introduction

This adoption statement is for the Mayor's West Yorkshire Local Transport Plan ('the Plan' or LTP), which was adopted by West Yorkshire Combined Authority (the Combined Authority) on 12 March 2026. Details of the adoption of the Plan can be viewed on the Combined Authority's website. This document is the Integrated Sustainability Assessment (ISA) Post Adoption Statement (hereby known as 'the Statement') for the Plan.

The Combined Authority will share this Statement with consultation bodies and those involved in the consultation process in relation to the development of the Plan. This statement forms Stage E of the ISA process, as outlined in greater detail within Section 2.6 within the ISA Main Report.

The Environmental Assessment of Plans and Programmes Regulations 2004 sets requirements for adoption and monitoring for plans and programmes. As required by Regulation 16, information on the Plan, as well as how the ISA process was taken into account as the plan was developed, should be published as part of a Post Adoption Statement. The purpose of the Post Adoption Statement is to describe:

- How environmental considerations have been integrated into the Plan;

- How the ISA Report has been taken into account in preparation of the Plan;

- How the opinions expressed in the consultation on the Scoping Report and consultation on the ISA Report have been taken into account;

- The reasons for choosing the final Plan as adopted, in the light of other reasonable alternatives considered; and

- The measures that are to be taken to monitor the significant environmental effects of the implementation of the final Plan.

In addition, as required by Regulation 17, the responsible authority must organise and complete the monitoring of significant environmental effects of the implementation of the plan, with the Statement explaining the following:

- How the authority will monitor the significant environmental effects following the implementation of the plan, to enable the identification of any unforeseen adverse effects at an early stage and therefore undertake appropriate remedial action.

The Post Adoption Statement for the Plan should be read together with the ISA Scoping Report, Main Report and relevant appendices. These documents can be viewed on the Combined Authority's website along with the Local Transport Plan.

A Habitat Regulations Assessment has been prepared and reported separately as part of the development of the Plan and can be viewed on the Combined Authority's website.

1.1 The Mayor's West Yorkshire Local Transport Plan

The West Yorkshire Combined Authority brings together the local authorities of Bradford, Calderdale, Kirklees, Leeds and Wakefield. It was established in 2014 to coordinate economic development and transport functions across West Yorkshire in a more strategic way. In May 2021, the Combined Authority became a Mayoral Combined Authority. As the transport authority for West Yorkshire, the Combined Authority has a statutory duty to produce a local transport plan (LTP) for its area and keep it under review.

The Combined Authority has developed this plan covering the period 2025-2040. The Mayor's West Yorkshire Local Transport Plan policies and supplementary strategies replace the West Yorkshire Transport Strategy 2040.

1.2 ISA Scope

The purpose of an ISA is to ensure the consideration and potential sustainability, health, social and economic impacts from implementing the Plan. The ISA contributes to the development of the Plan through an iterative assessment which reviews the draft policies and infrastructure intervention types against the ISA framework.

Through this approach, the ISA recommends ways in which the Plan can be improved. This is in line with Planning Practice Guidance, which states: *"The development and appraisal of proposals in plans needs to be an iterative process, with the proposals being revised to take account of the appraisal findings."* (PPG: Paragraph: 018 Reference ID: 11-018-20140306)

The ISA has considered the requirements and scope of:

- Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, "2004 Regulations" as amended);

- Sustainability Appraisal (SA) (as required by section 19 (5) of the Planning and Compulsory Purchase Act 2004);

- Equality Impact Assessment (EqIA) (as required by section 149 of the Equality Act 2010, as amended); and

- Health Impact Assessment (HIA) (as outlined by national government policy).

In addition, a Habitat Regulations Assessment (HRA) has been completed as required under Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (SI 1994/ 2716, "1994 Regulations", as amended). The relevant scoping and assessment are within the standalone HRA Report.

The ISA process follows the standard Integrated Assessment stages:

- <u>Stage A - Scoping:</u> The scoping stage sets the context for the assessment with a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities; development of the ISA framework; refinement of ISA objectives and the preparation of the scoping report and consultation with statutory bodies and relevant organisations. This is evidenced in the Scoping Report.

- <u>Stage B - Assessment:</u> The assessment stage considers the Plan's objectives, policies and reasonable alternatives and assesses their effects, using the framework developed in Stage A, and identifying mitigation measures to enhance and strengthen the Plan. This is evidenced in Sections 3 and 4 of the ISA Main Report.

- <u>Stage C - Reporting:</u> The reporting stage includes preparing the ISA report which explains the assessment outcomes. This is evidenced in the ISA Main Report.

- <u>Stage D – Consultation and decision-making:</u> The consultation stage includes consulting of the proposed Plan and associated ISA, with feedback from the consultation considered and appropriately actioned. This is evidenced in Appendix A.5 in the ISA Main Report.

- <u>Stage E - Post adoption and Monitoring:</u> The Post-Adoption stage involves the creation of the Post Adoption Statement, including monitoring arrangements, following the adoption of the Plan. This Statement forms Stage E of the ISA process.

2. Consultation in the ISA Process

Consultation is a core element of the ISA process. The following sections detail how relevant parts of the ISA have undergone consultation.

2.1 The Scoping Report

The Scoping Report sets out:

- The plans, policies and programmes relevant to the Plan that have been considered.

- Environmental, economic, social and health baseline information.

- The key environmental, economic, social and health challenges facing the area.

- A framework of objectives to be used in the ISA process.

The Scoping Report was issued for consultation to the three statutory consultation bodies, as well as a range of stakeholders, with a consultation running from 5 April 2024 for a 5-week period. However, this was then extended to 31 May 2024 to allow further time for feedback, with all responses requested in writing by email or post. Consultation responses received as part of the consultation have been considered and appropriately actioned. These can be found in Appendix 3 within the ISA Scoping Report (Post-consultation version, August 2024).

Furthermore, the draft LTP was subject to public and stakeholder engagement for an 8-week period in summer 2024. This included engagement on the vision, objectives, and emerging policies. However, ISA documentation was not included as part of this non-statutory engagement.

The responses received during this aforementioned Scoping Report consultation are shown in Appendix 3 of the ISA Scoping Report and explain how these comments were addressed, informing the ISA and the Plan as part of the preparation of the Main Report.

An example of how the opinions expressed as part of this Scoping Report consultation have been taken into account during the ISA process is where action was taken to address Transport for the North's consultation feedback. Transport for the North requested that the ISA Framework include an additional assessment criterion as part of Objective 2, regarding the need to support Local Nature Recovery Strategies specifically, and to work with local nature recovery groups such as Nature North and their 'Green Connected

Pathways' proposition. Therefore, the following assessment criterion was added to the ISA Framework under Objective 2: "Support Local Nature Recovery Strategies and work with local nature recovery groups".

Another example of how the opinions expressed as part of the Scoping Report consultation have been taken into account during the ISA process is where action was taken to address the Environment Agency's consultation feedback. The Environment Agency requested that more explicit consideration be given to blue infrastructure, rather than only looking at green infrastructure in isolation. The Environment Agency also asked for an additional assessment criterion to be added to the ISA Framework as part of Objective 2 to reflect this. Therefore, references to 'green infrastructure' throughout the Scoping Report were amended to 'green and blue infrastructure' where suitable, and the following assessment criterion was added to the ISA Framework under Objective 2: "Explore the suitable connectivity between green and blue infrastructure".

2.2   The Main Report

The ISA Main Report sets out:

- The purpose, scope and methodology of the ISA, including the ISA Framework.

- The outcomes of the compatibility assessment of the Plan's objectives.

- The outcomes of the assessment of the Plan's policies.

- The outcomes of the assessment of reasonable alternatives to the Plan.

- Summaries of likely potential effects from the implementation of the Plan.

- Summaries of the mitigation and enhancement measures given as part of the ISA process.

The 2025 ISA was subject to a 12-week statutory consultation period, held alongside the LTP consultation from July through to October 2025. Following consultation, this report and assessment tables were updated as a result of any relevant consultation comments.

Comments were received from Historic England, Transport for the North (TfN), and White Rose Forest Council. Most of their comments were not focused on the ISA and were a matter for the LTP to consider. This was also a trend with individual feedback, as many comments centred on new topics for the LTP to consider, the consultation process itself, and the iterative nature of the ISA.

An example of how the opinions expressed as part of this statutory consultation have been taken into account during the ISA process is where action has been taken to address feedback from an interested member of the public. A specific comment was given regarding the Equality Screening Statement not anticipating impacts upon disabled people by the removal of parking spaces or road space reallocation. Therefore, we revisited how the scoring had been applied against the equality objective (Objective 13) in the ISA Framework, as well as within the Equality Screening Statement. The result of the review was to add the following mitigation to Policy IA2 (Delivering high quality and healthy places for people): "This policy could be enhanced by explicitly stating that removal of certain types of vehicle traffic and parking does not include disabled drivers and parking" against Objective 13. The following mitigation has also been added to Policy RR4 (On street car parking): "This policy could be enhanced by explicitly stating that on street car parking for disabled people will be retained and provided where possible". Scoring has also been amended to uncertain for two assessment criteria against ISA objective 13, because although the policy references utilising kerb space for wheeling, it does not reference safeguarding provision of disabled parking spaces. Additionally, the following text has been added to the EqIA Screening Statement: "Policy RR4, however, received uncertain scores against age and disability as it refers to better serving the community for wheeling, however, does not reference retaining on-street parking for disabled people."

Another example of how the opinions expressed as part of this statutory consultation have been taken into account during the ISA process is where stakeholders recommended that the Plan increase its air quality improvement ambitions by including World Health Organisation (WHO) air quality targets. Therefore, the following mitigation was added to Policy ZE2: "It is considered that the policy could be further improved by including targets set in the World Health Organisation (WHO) Global Air Quality Guidelines." Against Objective 1. The following text was also amended in the Main Report under Section 4.1.1 against Objective 1: "Policies related to 'Zero Emission' scored mostly positive or neutral against this objective, as they contribute directly to reducing emissions and play a key role in enhancing air quality across the region. However, more consideration could be given to areas with low air quality. It is also recommended that Policy ZE2 reference the World Health Organisation (WHO) Global Air Quality Guidelines and include specific measures in reducing harmful impacts of transport." Further mitigation was added in the Main Report under Section 4.1.1 against Objective 1: "Reference specific measures to reduce harmful impacts of transport with regard to targets set in the World Health Organisation (WHO) Global Air Quality Guidelines."

A more detailed summary of the ISA consultation feedback and any updates made to the report and/or assessment tables can be viewed in Appendix A.5 of the Main Report.

3.   The ISA Process

3.1   How environmental considerations have been integrated into the Plan

The ISA process is iterative in nature and has actively supported the Plan's preparation by running in parallel, allowing the integration of environmental considerations at each stage of the plan-making process from the outset.

The ISA process comprises five stages as outlined in Section 1.2, and these were undertaken iteratively as the Plan was developed. At each stage, the ISA integrated environmental considerations within the Plan's development.

As part of Stage A, the Scoping Report set the context for the ISA with a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities for West Yorkshire; refinement of ISA objectives; preparation of the Scoping Report and consultation with statutory bodies and relevant organisations and stakeholder groups. As part of this, key environmental, economic, social, and health matters were considered and integrated into the ISA Framework, which was then used to assess the Plan. This ensured that relevant considerations, such as biodiversity, air quality, soil and land contamination, economic prosperity, health and wellbeing, and equality of opportunity were included when assessing, and therefore integrated into the development of the Plan. Environmental, economic, social, and health considerations raised by stakeholders during the consultation process were also comprehensively considered by the ISA and the Plan, with examples explored in Section 2.1 of this Statement.

As part of Stage B, the environmental, economic, social, and health effects of implementing the Plan were assessed against the ISA Framework, including assessment of the Plan's objectives, policies, infrastructure types, and reasonable alternative scenarios. This was achieved by using a scoring system to assess the significance of the likely significant effects of the Plan's policies and determine whether each effect was primary or secondary; whether it would lead to cumulative or synergistic effects when considered alongside other plans, policies and programmes; whether the effect will be short, medium or long-term in duration; and whether it will be permanent or temporary. In addition, mitigation and enhancement measures focusing on environmental, economic, social, and health considerations were provided to strengthen the policies. These measures were integrated into the Plan, with examples explored in Section 3.2 of this Statement.

As part of Stages C and D, the ISA findings were reported and consulted upon following each round of assessment, with feedback from stakeholders used to strengthen both the Plan and the ISA process. Environmental, economic, social, and health considerations raised by stakeholders during the consultation process were comprehensively considered and integrated into both the Plan and the ISA, with examples explored in Section 2.2 of this Statement.

3.2 How the ISA has been taken into account in the preparation of the Plan

The ISA and Plan have been running in parallel, allowing the integration of ISA recommendations to be included from the start of the development of the Plan. The ISA process is iterative in nature and has continually supported the Plan's preparation at each stage of the plan-making process.

The ISA has undertaken one assessment of the Plan's policies in May 2025 and a reassessment in January 2026 to take account of the amended policy wording. The 2026 reassessment matrix highlights the following:

- What has changed since the first iteration of ISA;

- The updated scoring across short-, medium- and long-term timescales; and

- Any remaining suggested mitigation or enhancement (i.e. residual impacts).

Two examples of where the findings of the ISA have been taken into account when preparing the Plan have been detailed below. A comprehensive list of examples can be found at the end of this section.

During the assessment undertaken in May 2025, the ISA identified an opportunity to strengthen the 'Safe' thematic policy chapter. It recommended that Policy S1: Embedding Safety in Design could be enhanced against Objective 4 (which concerns increasing the resilience of the network to climate change) by making explicit reference to safety and resilience from climate impacts, and considering the needs of vulnerable users. Subsequently, the Combined Authority considered this feedback and amended Policy S1 to include reference to the delivery of walking, wheeling, and cycling infrastructure designed with climate adaptation in mind, and to reference considering the needs of the most vulnerable users. In the following assessment in January 2026, the policy showed an improved score, from 'Neutral' and 'Positive' to 'Very Positive'.

Another example of where the ISA has been taken into account in the preparation of the Plan is when the ISA Main Report (May 2025) recommended that Policy A5: Extending our

Active Travel Network could be improved against Objective 10, which promotes sustainable modes of transport, including public transport and active travel; particularly the criterion on coordinating with land use planning. The ISA Main Report proposed the following mitigation: "The policy could make more explicit reference to coordinating with land use planning to improve active travel infrastructure in relation to planning and managing the active travel network." Policy A5 was amended to reference the Weaver Network, and that this will be coordinated with land use planning to deliver highways, join up disconnected areas, and provide better integration with public transport. In the January 2026 reassessment, it was found that the policy had improved its assessment outcome from 'Negative' to 'Very Positive'.

The following list outlines additional examples which demonstrate how various other policies were modified following the ISA recommendations (to note, this is not an exhaustive list):

- Policy IA2 was also amended to consider climate change adaptation and impacts on biodiversity;

- Policy IA3 was amended to specifically mention access to opportunities, including employment, education and leisure from rural areas;

- Policy ZE2 was amended to specifically mention damage to natural environments;

- Policy A1 was amended to make explicit mention to the integration of green and blue infrastructure;

- Policy A2 was amended to make reference to inclusivity and accessibility of the active network, and to the connection to key services, essential to tackle social inclusion;

- Policy A4 was amended to emphasise inclusivity and accessibility of cycle sharing;

- Policy A5 was amended to consider the role of blue and green infrastructure;

- RR2 was amended to highlight safety as a key objective; and

- RR9 was amended to consider climate change mitigation and adaptation as a key design principle, as well as blue and green infrastructure.

3.3 The consideration of Reasonable Alternatives in preparation of the Plan

As part of the ISA process, reasonable alternatives were identified and assessed to help support the development and deliver against the ambitions of the Plan. The Combined Authority identified three reasonable alternatives which would satisfy the statutory requirements and were sufficiently distinct to enable meaningful comparisons regarding the different impacts of implementing each reasonable alternative when considered against the ISA Framework.

The assessment of the reasonable alternatives was carried out by evaluating their performance against one another using the ISA Framework. To assess the reasonable alternatives against the ISA Objectives, a series of assumptions was developed by the Combined Authority, based on what are considered likely outcomes from each of the reasonable alternatives. These are shown in Table 3 within the ISA Main Report.

The assessment of the reasonable alternatives showed that while all three alternatives have beneficial impacts against key ISA Objectives, the balanced approach (Alternative 3) was the most effective overall. This is due to the balanced approach (Alternative 3) aligning with the overarching Plan objectives of boosting productivity, enabling inclusive growth, tackling the climate emergency, and improving health and wellbeing. It promotes sustainable transport modes, enhances economic prosperity, and promotes equality of opportunity.

However, it is important to note that all alternatives lack explicit climate change adaptation measures, particularly for transport network resilience. Despite positive sustainability contributions, none sufficiently prioritise green and blue infrastructure, and only Alternative 1 emphasises circular economy principles like re-use and recycling.

For a full conclusion on the ISA of reasonable alternatives, see Section 5.1 of the ISA Main Report.

4. Monitoring

As required by Regulation 17 of the Environmental Assessment of Plans and Programmes Regulations 2004, the Post Adoption Statement should set out information on the monitoring programme to be undertaken by the Combined Authority to examine the significant environmental effects following the implementation of the Plan and to be able to identify any unforeseen adverse effects as early as possible, to then be able to take remedial action.

To monitor policies and progress against objectives, the Combined Authority has developed several measures, or target indicators, which will be used to report on progress. These have been mapped against the ISA objectives in Appendix A.1 of this report, to demonstrate alignment between the LTP monitoring framework and the ISA framework.

The only objective which does not have a corresponding indicator in the monitoring framework is Objective 7 (soil resources). This reflects the strategic nature of the LTP, which does not define specific schemes or physical interventions that could give rise to soil impacts. Soil effects are more appropriately addressed at a further stage of scheme development (e.g. Environmental Impact Assessment). Thus, it is considered of low relevance and, therefore, acceptable that there is no direct LTP monitoring indicator for soil.

The Plan's target indicators are based upon:

- **The Weaver Network principles** – targets have been developed around measuring the impact of policies, set out by the Weaver Network principles to ensure they are delivering against objectives. Whilst each target can relate to one particular Weaver Network principle, they do need to be considered in the round when reviewing the Plan's impact.

- **Existing policy and strategy targets** – targets are founded in regional priorities, reflected in some of the measures being used across a broader range of wider policies and strategies, such as the Climate and Environment Plan and Policing and Crime Plan.

Each indicator is linked to a specific Weaver Network principle, demonstrating the outcome it is intended to support. For each indicator, the intended direction of change is defined (increase or decrease), alongside the current baseline and the target for 2040.

Additional detail on the methodology used to develop and measure these indicators is provided in Section 3.3 of the Plan.

5. Conclusion

This Statement has outlined the comprehensive and iterative process the ISA has been through in supporting the development of the Plan. There has been continuous dialogue between the Plan and ISA teams to ensure the Plan progresses positively against the ISA Framework, resulting in an effective Plan that performs strongly across environmental, economic, societal and health matters. Therefore, the Plan provides a robust and positively framed planning foundation that supports informed decision-making and long-term benefits for communities, the environment, and the local economy.

This Statement complies with the requirements of Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004 by explaining the following provisions:

- How environmental considerations have been integrated into the Plan;

- How the ISA Report has been taken into account in preparation of the Plan;

- How the opinions expressed in the consultation on Scoping Report and the ISA Report have been taken into account;

- The reasons for choosing the final Plan as adopted, in the light of other reasonable alternatives considered; and

- The measures that are to be taken to monitor the significant environmental effects of the implementation of the final Plan.

In addition, the Statement complies with Regulation 17 as the Combined Authority has organised the monitoring of significant environmental effects of the implementation of the plan, with this Statement explaining the following:

- How the authority will monitor the significant environmental effects following the implementation of the plan, to enable the identification of any unforeseen adverse effects at an early stage and therefore able to undertake appropriate remedial action.

The Post Adoption Statement for the Plan should be read together with the ISA Scoping Report, Main Report and relevant appendices. These documents can be viewed on the Combined Authority's website alongside the Local Transport Plan's evidence base.

A.1 Monitoring Framework

The table below demonstrates how the Plan monitoring indicators (set out in Section 3.3 of the Plan) link across to the objectives in the Integrated Assessment framework.

Target indicator	Network principle / Outcome	Direction	Relevant IA Objective
T1 Travel by sustainable modes	Integrated / Modal shift to active travel, public transport and shared mobility	Increase the share of public transport and active travel alternatives to private cars in West Yorkshire. In 2023, sustainable travel modes accounted for a combined 37% of distance travelled in West Yorkshire, whilst cars accounted for 79%. By 2040, we want to increase sustainable mode share to 40% and decrease car to 59% of the distance travelled.	3, 9, 10

T2 Effective size of metropolitan centres (Leeds)**	Integrated / Economic growth - new homes and job unlocked by transport investment.	⬆ Increase the percentage of the West Yorkshire population able to access Leeds City Centre by public transport within 60 minutes. In 2024, 75% of the West Yorkshire population were able to access Leeds City Centre by public transport within 60 minutes. By 2040, we want to increase this to 82% of the West Yorkshire population.	9, 10, 11, 13
T3 Effective size of metropolitan centres (Bradford)**	Integrated / Economic growth - new homes and job unlocked by transport investment.	⬆ Increase the percentage of the West Yorkshire population able to access Bradford City Centre by public transport within 60 minutes. In 2024, 49% of the West Yorkshire population were able to access Bradford City Centre by public transport within 60 minutes. By 2040, we want to increase this to 82% of the West Yorkshire population.	9, 10, 11, 13

T4 Connectivity to services	Integrated / Economic growth - new homes and job unlocked by transport investment.	⬆ Increase the public transport connectivity score to key services.** In 2025, West Yorkshire scored the following for connectivity to key services: Education 38, Health 32, Workplace 38. By 2040, we want to increase these scores to the following: Education 72, Health 65, Workplace 76.	10, 11, 13
T5 Satisfaction with integration	Integrated / Improved connectivity in the transport network through integrated modal options.	⬆ Increase the satisfaction with connection between different transport modes. In 2024, the West Yorkshire Residents Perceptions of Transport Survey reported a score of 6.4 out of 10 for satisfaction with connection between different transport modes. By 2040, we want to increase this to at least a score of 8 out of 10.	10, 11, 13

| T6 Access inequality ratio | Inclusive and affordable / improved access to opportunities for all. | ⬆ Increase the proportion of jobs in major employment centres accessible within 30 minutes by bus in the morning peak, relative to jobs accessible by car, from 10% most deprived areas.

In 2022, 62% of jobs in major employment centres were accessible within 30 minutes by bus in the morning peak for those from the 10% most deprived areas.

By 2040, we want to increase the proportion of these jobs accessible within 30 minutes by bus to 85%. | 10, 11, 13 |
|---|---|---|---|
| T7 Ticket price | Inclusive and affordable / improved access to opportunities for all. | ⬆ Increase satisfaction with ticket pricing.

In 2025, the West Yorkshire Residents Perceptions of Transport Survey reported a score of 7.1 out of 10 for satisfaction with bus ticket prices.

By 2040, we want to increase this score to at least 8 for bus ticket satisfaction. We also want to achieve a score of at least 8 for rail ticket prices too. | 10, 13 |

T8 Accessibility of our Weaver Network	Inclusive and affordable / improved access to opportunities for all.	⬆ Increase the number/proportion of West Yorkshire rail stations that have compliant step-free access. In 2025, 24 rail stations in West Yorkshire had step-free access. By 2040, we want 46 rail stations in the region to have step-free access.	10, 13
T9 Transport-related social exclusion (TRSE)	Inclusive and affordable / improved access to opportunities for all.	⬇ Decrease the number of people in West Yorkshire living in areas with a 'high' risk of Transport-related social exclusion. In 2019, 289,519 people in West Yorkshire lived in areas with high risk of TRSE. By 2040, we want to reduce this by 15%.	10, 11, 13
T10 Punctuality of transport	Reliable and resilient / Improved performance of the transport network in normal and disrupted circumstances	⬆ Increase public transport punctuality across bus, rail and mass transit. In 2024, 86% of bus services arrived on time and 76.2-83.6% of rail services arrived on time (depending on which train operator). By 2040, we want to achieve 95% services arriving on time for bus, rail and mass transit.	10, 11

T11 Highway maintenance	Reliable and resilient / Improved performance of the transport network in normal and disrupted circumstances	⬆ Increase satisfaction with highway maintenance. In 2023, the National Highways and Transportation (NHT) Public Satisfaction Survey found that satisfaction with highway maintenance ranged from 39-49% across West Yorkshire districts. The average score for all participating authorities from throughout the UK was 43%. By 2040, we want the West Yorkshire average satisfaction score to exceed the NHT participating authority average by 10%.	4, 5, 6, 9, 15
T12 Highway reliability	Reliable and resilient / Improved performance of the transport network in normal and disrupted circumstances	⬆ Increase satisfaction with highway reliability. In 2023, the National Highways and Transportation (NHT) Public Satisfaction Survey found that satisfaction with highway reliability ranged from 37-42% across West Yorkshire districts. The average score for all participating authorities from throughout the UK was 41%. By 2040, we want the West Yorkshire average satisfaction score to exceed the NHT participating authority average by 5%.	4, 5, 6, 15

T13 Bus punctuality	Reliable and resilient / Improved performance of the transport network in normal and disrupted circumstances	⬆ Increase satisfaction with bus punctuality. In 2023, the National Highways and Transportation (NHT) Public Satisfaction Survey found that satisfaction with bus punctuality ranged from 37-48% across West Yorkshire districts. The average score for all participating authorities from throughout the UK was 48%. By 2040, we want the West Yorkshire average satisfaction score to exceed the NHT participating authority average by 5%.	10, 11
T14 Reliability of public transport	Reliable and resilient / Improved performance of the transport network in normal and disrupted circumstances	⬇ Decrease public transport service cancellations. In 2025, 1.5% of bus services were cancelled. Rail cancellations ranged from 1.6-4.1% across major rail stations in West Yorkshire. By 2040, we want to reduce the rate of bus and rail cancellations to 0.5%.	10, 11
T15 Road safety	Safe / Safer roads and public transport, with reduced numbers of severe and fatal incidents	⬇ Decrease the number of people killed or seriously injured (KSI) on West Yorkshire roads. In 2023, there were 1,453 KSI casualties on West Yorkshire roads. By 2040, we want to reduce this to 0.	14

T16 Safety at night**	Safe / Safer roads and public transport, with reduced numbers of severe and fatal incidents	⬆ Increase perceived safety when using public transport at night. In 2025, the West Yorkshire Residents Perceptions of Transport Survey reported that 56% respondents felt confident using a bus at night and 60% of respondents felt confident using rail services at night. By 2040, we want to increase this percentage.	14
T17 Frequency of walking activity	Active / Healthier and more active people in West Yorkshire.	⬆ Increase the proportion of adults in West Yorkshire who walk for any purpose at least 5 times a week. In 2023, 28% of adults in West Yorkshire walked for any purpose at least 5 times a week. By 2040, we want to increase this proportion to 50% of adults in West Yorkshire.	10, 12, 13, 14

T18 Frequency of cycling activity	Active / Healthier and more active people in West Yorkshire.	⬆ Increase the proportion of adults in West Yorkshire who cycle for any purpose at least once a week. In 2023, 6% of adults in West Yorkshire cycled for any purpose at least once a week. By 2040, we want to increase this proportion to 25% of adults in West Yorkshire.	10, 12, 13, 14
T19 Greenhouse gas emissions	Zero emission / Reduced carbon emissions, noise, and air pollution.	⬇ Decrease greenhouse gas emissions from surface transport. In 2022, greenhouse gas emissions from transport in West Yorkshire were estimated to be 3.64 $MtCO_2e$. By 2040, we want to reduce this by 95%.	1, 2, 3, 8, 10, 12, 15
T20 NO_2 emissions	Zero emission / Reduced carbon emissions, noise, and air pollution.	⬇ Decrease the number of monitoring sites in West Yorkshire that exceed national air quality objectives for NO_2. In 2023, there were 11 monitoring sites exceeding national air quality objectives for NO_2. By 2040, we want to reduce this to 0 monitoring sites.	1, 2, 3, 8, 10, 12, 15

T21 PM$_{2.5}$ emissions	Zero emission / Reduced carbon emissions, noise, and air pollution.	Maintain - no monitoring sites in West Yorkshire currently exceed national air quality limit values for PM$_{2.5}$	1, 2, 3, 8, 10, 12, 15
T22 PM$_{2.5}$ exposure	Zero emission / Reduced carbon emissions, noise, and air pollution.	Decrease population exposure to PM$_{2.5}$ in West Yorkshire by 35% by 2040, relative to 2018 levels.	1, 2, 3, 10, 12, 15
T23 PM$_{10}$ emissions	Zero emission / Reduced carbon emissions, noise, and air pollution.	Maintain - no monitoring sites in West Yorkshire currently exceed national air quality limit values for PM$_{10}$****	1, 2, 3, 8, 10, 12, 15
T24 Electric vehicle charging	Zero emission / Reduced carbon emissions, noise, and air pollution.	Increase the number of public charging points in West Yorkshire. In 2025, there was a total of 2,388 public charging points in West Yorkshire. By 2040, we want to increase the number to 24,156 public charging points.	1, 3, 10

**These targets will be subject to review as new data becomes available and our Weaver Network is implemented